



Governor's Traffic
Safety Committee

New York State FFY 2025 HIGHWAY SAFETY ANNUAL REPORT

New York State
Governor's Traffic Safety Committee

JANUARY 2026

ACRONYM LIST

3HSP	Triennial Highway Safety Plan
AA	Administrative Adjudication
AAA	American Automobile Association
AAFS	American Academy of Forensic Sciences
ABC	Alcohol Beverage Control
AGA	Annual Grant Application
AIS	Accident Information System
API	Application Programming Interface
ARIDE	Advanced Roadside Impaired Driving Enforcement
BIL	Bipartisan Infrastructure Law
BOHIP	Bureau of Occupational Health and Injury Prevention
BPD	Brockport Police Department
BUNY	Buckle Up New York
CCSEV	Chautauqua Children’s Safety Education Village
CDL	Commercial Drivers License
CEHOE	Center for Environmental Health Outreach and Education
CEU	Continuing Education Unit
CIOT	Click It or Ticket
CLE	Continuing Legal Education
CLEAR	Crash Location & Engineering Analysis Repository
CODES	Crash Outcome Data Evaluation System
CPS	Child Passenger Safety
CRICIS	Collision Reconstruction Integrated Comprehensive Innovative Solutions
CRIS	Crash Records Information System
CRU	Collision Reconstruction Unit
CTANY	Cable Telecommunications Association of New York
CTV	Connected TV
CV-TEC	Champlain Valley Tech
DFI	Division of Field Investigation
DITEP	Drug Impairment Training for Educational Professionals
DMT	DataMaster Transportables
DRE	Drug Recognition Expert
EAC	Empower Assist & Care
EMS	Emergency Medical Services

ESLETS	Empire State Law Enforcement Traffic Safety
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FFY	Federal Fiscal Year
FMCSA	Federal Motor Carrier Safety Administration
GCSO	Greene County Sheriff’s Office
GHSA	Governors Highway Safety Association
GTSC	Governor’s Traffic Safety Committee
HRI	Health Research, Incorporated
HS-1	Highway Safety Grant
HSP	Highway Safety Plan
HVEC	High Visibility Engagement Campaigns
IACP	International Association of Chiefs of Police
IACT	International Association of Chemical Testing
ICPOC	Integrated Community Planning of Oswego County
IID	Ignition Interlock Device
IJA	Infrastructure Investment and Jobs Act
IPMT	Institute of Police Technology and Management
ITSMR	Institute for Traffic Safety Management and Research
JOL	Judicial Outreach Liaison
LEL	Law Enforcement Liaison
LIMS	Laboratory Information Management System
MAC	Motorcycle Advisory Council
MADD	Mothers Against Drunk Driving
MPO	Metropolitan Planning Organizations
MPTC	Municipal Police Training Council
MSF	Motorcycle Safety Foundation
MSP	Motorcycle Safety Program
MTPD	Marlborough Town Police Department
NABA	Northeast Association of the Blind at Albany
NCSA	Non-Commercial Sustaining Announcements
NFHS	National Federation of High Schools

NHTSA	National Highway Traffic Safety Administration
NORC	Naturally Occurring Retirement Community
NYAPT	New York Association for Pupil Transportation
NYC DOA	New York City Department of Aging
NYC DOH	New York City Department of Health
NYC DOT	New York City Department of Transportation
NYCTS	New York Coalition for Transportation Safety
NYCTSB	New York City Traffic Safety Board
NYPD	New York Police Department
NYPTI	New York Prosecutors Training Institute
NYS AMPO	New York State Association of Metropolitan Planning Organizations
NYSBA	New York State Broadcasters Association
NYS DCJS	New York State Division of Criminal Justice Services
NYS DMV	New York State Department of Motor Vehicles
NYS DOH	New York State Department of Health
NYS DOT	New York State Department of Transportation
NYS OASAS	New York State Office of Addiction Services and Supports
NYS OCA	New York State Office of Court Administration
NYS OCM	New York State Office of Cannabis Management
NYSACOP	New York State Association of Chiefs of Police
NYSATSB	New York State Association of Traffic Safety Boards
NYSED	New York State Education Department
NYSP	New York State Police
NYSPHSAA	New York State Public High School Athletic Association

NYSPP	New York State Park Police
NYSSA	New York State Sheriffs Association
PI&E	Public Information and Education
PPE	Public Participation and Engagement
PSA	Public Service Announcement
PTG	Parent Teacher Group
PTS	Police Traffic Services
RideMSS	Ride Motorcycle Safety School
SADD	Students Against Destructive Decisions
SFS	Statewide Financial System
SFST	Standardized Field Sobriety Test
SLA	State Liquor Authority
SOFT	Society of Forensic Toxicologists
SPARCS	Statewide Planning and Research Cooperative System
SSA	Safe Systems Approach
SLMS	Statewide Learning Management System
STAC	Safe Travel for All Children
TAP	Technical Advisory Panel
TIMS	Traffic Incident Management
TraCS	Traffic and Criminal Software
TRCC	Traffic Records Coordinating Council
TSEP	Traffic Safety Enforcement Program
TSI	Transportation Safety Institute
TSIS	Traffic Safety Information Systems
TSLED	Traffic Safety Law Enforcement and Disposition
TSRP	Traffic Safety Resource Prosecutor
TSSR	Traffic Safety Statistical Repository
UDI	Underage Drinking Identification
US DOT	United States Department of Transportation
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
VTL	Vehicle & Traffic Law
WIC	Women, Infants and Children

TABLE OF CONTENTS

Introduction	5
Key Accomplishments	6 - 7
Performance Report	
Statewide Performance Measure.....	8
Assessment of Progress.....	8 - 12
Grant-Funded Enforcement Activity Measures.....	12
Program Areas	
Impaired Driving	13 - 28
Police Traffic Services.....	29 - 36
Motorcycle Safety.....	37 - 42
Driver and Officer Safety Education.....	43
Non-motorized (Pedestrians and Bicyclists).	44 - 50
Occupant Protection	51 - 59
Traffic Records	60 - 63
Community Traffic Safety Programs.....	64 - 70
Program Management	71 - 76
Activity Report	
Public Participation and Engagement	77 - 83
Evidence-Based Traffic Safety Enforcement Program (TSEP).....	84 - 86
High-Visibility Mobilization Participation	87 - 89
Appendix A: FFY 2024 Approved Projects Not Implemented with Explanation	90 - 91
Appendix B: FFY 2024 Projects Not Approved with Explanation	92
Appendix C: 2024 Annual Survey of New York Drivers	93

INTRODUCTION

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

In November 2021, the enactment of the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law, or BIL) marked a significant investment in highway safety, including a substantial increase in funding for states through NHTSA's highway safety grants. This legislation replaced the annual Highway Safety Plan (HSP) with a Triennial HSP (3HSP) and an Annual Grant Application (AGA), while codifying the annual reporting requirements. The BIL introduced new requirements for public and community participation in funding decisions, aiming to ensure better use of Federal funds to address highway safety problems where they are most needed.

The federal fiscal year (FFY) 2024-2026 3HSP is New York's first highway safety plan under the triennial framework. It documents a three-year period of New York's highway safety program that is data-driven in establishing performance targets and selecting the countermeasure strategies for programming funds to meet those performance targets.

This Annual Report summarizes the accomplishments of New York State's 3HSP in FFY 2025, the second year of the FFY 2024-2026 3HSP. The report is organized into two primary sections: the Performance Report and the Activity Report. The Performance Report assesses the state's progress toward the performance targets set in the 3HSP, describes how FFY 2025 activities contributed to meeting those targets, and outlines plans for adjusting strategies to achieve them. The Activity Report highlights New York's public participation and engagement efforts, evidence-based enforcement program activities, and mobilization participation, while also explaining why certain projects were not implemented.

KEY ACCOMPLISHMENTS

Grant Program Administration

In 2025, a total of 528 grant awards were approved totaling \$51,773,903.00 in funding. A breakdown of the approved awards by grant type is provided below.

Grant Type	Count of Proposal Name	Sum of Approved Amount
Child Passenger Safety (CPS)	163	\$ 1,095,444.00
Highway Safety Grant (HS1)	132	\$47,823,460.00
Police Traffic Services (PTS)	233	\$ 2,854,999.00
GRAND TOTAL	528	\$51,773,903.00

Child Passenger Services

Infants and young children represent some of our most vulnerable road users and providing for their safety is paramount. According to NHTSA's records, 43% of children killed in crashes in 2023 were reported to be unrestrained. Grant-funded child safety seat inspection stations reported 8,213 child safety seat inspections, with only 1,614 seats initially installed correctly which is less than 20%. A total of 1,756 car seats were distributed to replace unsafe, expired, or damaged seats. Grant funding supported 23 Standardized Child Passenger Safety Technician Training classes, ten Continuing Education Unit (CEU) update classes, and two Safe Travel for All Children (STAC) classes in 2025, resulting in the training of 497 technicians across New York State. The 2025 New York State CPS Technical Conference achieved a record in attendance and training of approximately 463 technicians. Technicians come from a variety of backgrounds including county sheriff offices, county and state health departments, non-profit organizations, pupil transportation companies, insurance agencies, fire and emergency medical services (EMS), local police departments, and the New York State Police (NYSP). New York now has 2,112 Child Passenger Safety Technicians, including 98 instructors and four instructor candidates. Additional details pertaining to CPS initiatives can be found in the Occupant Protection section of this Annual Report.

Impaired Driving

There has been an 87% increase in the number of drivers in fatal crashes testing positive for at least one drug on New York State's Public Health Law 3306 List of substances from 2013-2022 in New York State. This extreme increase does not include non-3306 drugs and the infinite number of other impairing substances.¹ Due to the inherent complexities involved in drugged driving investigations, where the impairment and identity of the impairing substance are more nuanced than identifying alcohol impairment, many police officers lack the confidence needed to identify drug impaired drivers without the use of additional investigative tools. Some of the best tools law enforcement have to identify these dangerous impaired drivers are the Drug Recognition Expert (DRE) and the Advance Roadside Impaired Driving Enforcement (ARIDE) trainings.

GTSC conducted three DRE courses in FFY 2025 resulting in 51 newly trained and certified DREs. A total of 392 DREs are now deployed across New York State. Additionally, 21 sixteen-hour ARIDE programs were conducted throughout the state with 516 total attendees. 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. Further, GTSC assisted the New York State Division of Criminal Justice Services (NYS DCJS) by conducting seven "Recognizing the Cannabis Impaired Motorist" courses throughout the state with 121 total attendees. This eight-hour course is designed to enhance the officer's skills in detecting cannabis impaired motorists. ARIDE provides members of law enforcement the confidence to recognize drug impairment, ultimately leading to a greater number of DRE callouts, more prompt and complete evidence collection, and better investigations.

Additionally, in FFY 2025 GTSC began providing support to local law enforcement agencies in acquiring and deploying roadside oral fluid testing devices. These instruments represent an important tool for frontline officers, giving them an additional resource to help identify

¹ For example, Zylazine ("tranq"), nitazine, difluoroethane (the propellant in household products that can be huffed to cause instant impairment), propofol (the anesthetic that ultimately killed Michael Jackson), bromazolam ("street xanax"), kratom, amanita muscaria mushrooms, synthetic marijuana (the many unlisted versions), "molly" (on at least its 3rd version. Some are on PHL 3306 and some are not). Unlisted/altered versions of drugs are indiscernible by sight.

potential drug impairment during traffic stops. By detecting the presence of certain drugs, these devices can help officers make more informed decisions about whether to request a DRE. When agencies receive the devices, they are also provided with detailed documentation to help guide the creation or updating of internal policies and procedures. Part of this implementation includes a requirement that officers scan a QR code each time the device is used. This system serves two key purposes:

- **Usage Tracking:** Records when and where the device was utilized, giving GTSC insight into how frequently roadside oral fluid testing is being conducted.
- **DRE Request Monitoring:** It logs whether a DRE was called following the test. This data helps GTSC identify regional needs. For example, areas with high demand for DREs or locations where additional DRE training or staffing may be necessary.

Collectively, this information allows the state to better allocate resources, improve training, and strengthen the overall effectiveness of drug-impaired driving enforcement across New York.

In FFY 2025, Mothers Against Drunk Driving (MADD) New York also expanded its prevention, education, and outreach programs across the state, with a renewed focus on strengthening partnerships in downstate New York, including New York City and Long Island. These efforts aimed to rebuild relationships with schools, coalitions, and community organizations to increase youth engagement and reduce underage drinking and impaired driving. Additional details pertaining to Impaired Driving initiatives can be found in the corresponding section of this Annual Report.

Marketing Initiatives

Marketing efforts were conducted by GTSC across six campaigns providing GTSC with a nearly constant presence amongst New Yorkers throughout the year. GTSC's 2025 marketing program focused on impaired and distracted driving, speeding, micromobility, and motorcycle safety messaging targeted at adults aged 18-55, skewed towards younger males, with activations in both English and Spanish. Heavier advertising was scheduled to coincide with federal- and state-level events and campaigns. GTSC's 2025 marketing efforts were extensive and resulting data shows that over 245 million impressions were delivered across digital, social media, video streaming, audio, and out-of-home platforms. Marketing was conducted on over 50 channels including new outlets such as Reddit, Barstool Sports, Twitch, and TikTok.

Highlights from FFY 2025 include two new campaigns focusing on the importance of micromobility safety that generated over 38 million impressions, an Americade sponsorship during Motorcycle Safety Awareness Month, and a 14 week-long campaign focusing on impaired driving that included work with seven social media influencers for the first time. New Yorkers saw advertisements throughout their daily lives, from over 152 million impressions across social media and digital platforms, to billboards on Long Island, in Rochester, Syracuse, Buffalo, Utica, Watertown, Albany, and Suffolk County. GTSC reached New Yorkers in places like gas stations using pump toppers and screens at the pump to highlight the importance of motorcycle safety, the dangers of impaired and distracted driving, and speeding. Throughout FFY 2025, over

3.8 million video impressions and 10.9 million audio impressions across streaming and traditional radio were generated. The marketing program continued to innovate, using platforms like LinkNYC geofencing to target college students in bookstores and food halls, and even place-based activation like ad boards and table toppers in high-traffic environments and real-world settings.

For FFY 2025 the most impactful campaign focused on creating awareness around the dangers of impaired driving and ran from May to September. Targeting all New Yorkers over the age of 18 with a focus on males in Suffolk and Monroe counties, this campaign included digital, television, broadcast radio and out-of-home placements. The digital portion of the campaign is estimated to have reached over 95% of New Yorkers over the age of 18 using social media, display, streaming video, streaming audio and over-the-top channels. Influencers were also used for the first time around the Fourth of July and Labor Day holidays to reinforce the messaging to find a safe ride and prevent impaired driving. In addition, a contract with AMI Entertainment Network delivered advertisements in 1,532 New York bar and restaurant venues over six holiday activation periods (4/20, Memorial Day, Fourth of July, Labor Day, Halloween, Thanksgiving and Christmas through New Year's Eve). This portion of the campaign delivered 16,412,733 impressions.

Bicycle and Micromobility Training for Law Enforcement

New in 2025, the New York Bicycling Coalition offered a robust set of resources for online and in-person delivery of bicycle and pedestrian safety programming. The New York Bicycling Coalition's goal is to improve cyclists' knowledge, attitudes, and behaviors with respect to safe bicycling, to educate motorists about their legal responsibilities when interacting with bicyclists on the road, and to ensure law enforcement officers, prosecutors, and courts have the knowledge they need to apply laws equitably. Further, the New York Bicycling Coalition updated its training curriculum to reflect current New York State Vehicle & Traffic Law (VTL) that emphasizes safety with specific helmet requirements for riders, a new speed limit in New York City, and a clear classification system for e-bikes.

Over 360 participants (86% of whom were law enforcement officers) attended ten statewide sessions, and overall feedback indicated officers' knowledge, confidence, and readiness to enforce VTL provisions related to bicycles, particularly related to e-bikes and e-scooters increased. Additional statewide expansion of bicycle and micromobility training events are planned for this program in the future.

PERFORMANCE REPORT

Description of State Assessment Process

New York’s FFY 2024–2026 3HSP includes the 11 core outcome measures and one core behavioral measure (Observed Seat Belt Use) required by NHTSA to establish performance targets and assess the state’s progress toward them. Ten of the 11 outcome measures are based on fatalities reported in the Fatality Analysis Reporting System (FARS), while the remaining measure—serious injuries—comes from New York’s Accident Information System (AIS) maintained by the New York State Department of Motor Vehicles (NYS DMV). The behavioral measure, Observed Seat Belt Use, is derived from the State’s annual seat belt observation survey, which is conducted using a research design that meets NHTSA’s uniform criteria (23 CFR Part 1340).

New York tracks supplemental performance measures in specific program areas to provide a more comprehensive view of its highway safety outcomes. The Traffic Records Program includes seven measures under the Traffic Safety Information Systems (TSIS) Strategic Plan to monitor the timeliness, accuracy, and completeness of crash and citation/adjudication data.

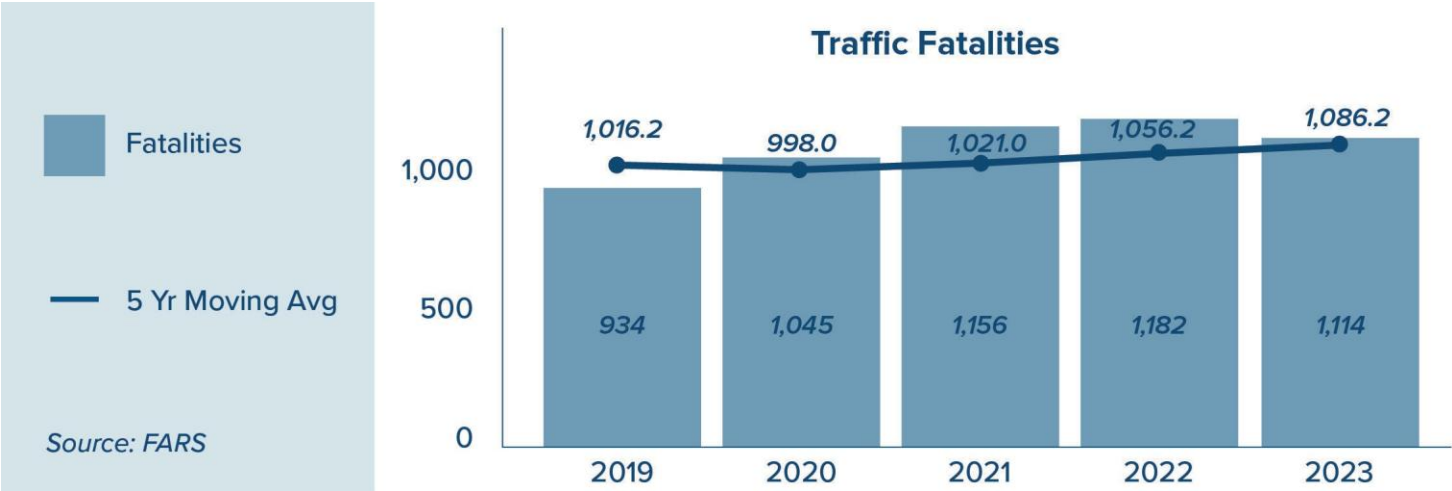
New York’s progress in achieving performance targets is assessed below using the most recent data available for each measure. For all measures related to crashes, fatalities, and injuries, five-year moving averages are compared to the 2026 targets established in the 3HSP. Measures meeting or exceeding their targets are classified as **Met**; those showing improvement are classified as **On Track to Meet Target**; and those showing no progress or regression are classified as **Not on Track to Meet Target**. A detailed explanation of target-setting methods and baseline analyses is available in New York’s FFY 2024–2026 3HSP.

Assessment of Progress

Overall Trends and Targets

Three core performance measures—Traffic Fatalities, Serious Injuries, and Fatalities per 100 Million Vehicle Miles Traveled (VMT)—are used to track New York’s overall highway safety outcomes. Trends and progress assessments for these measures are summarized below.

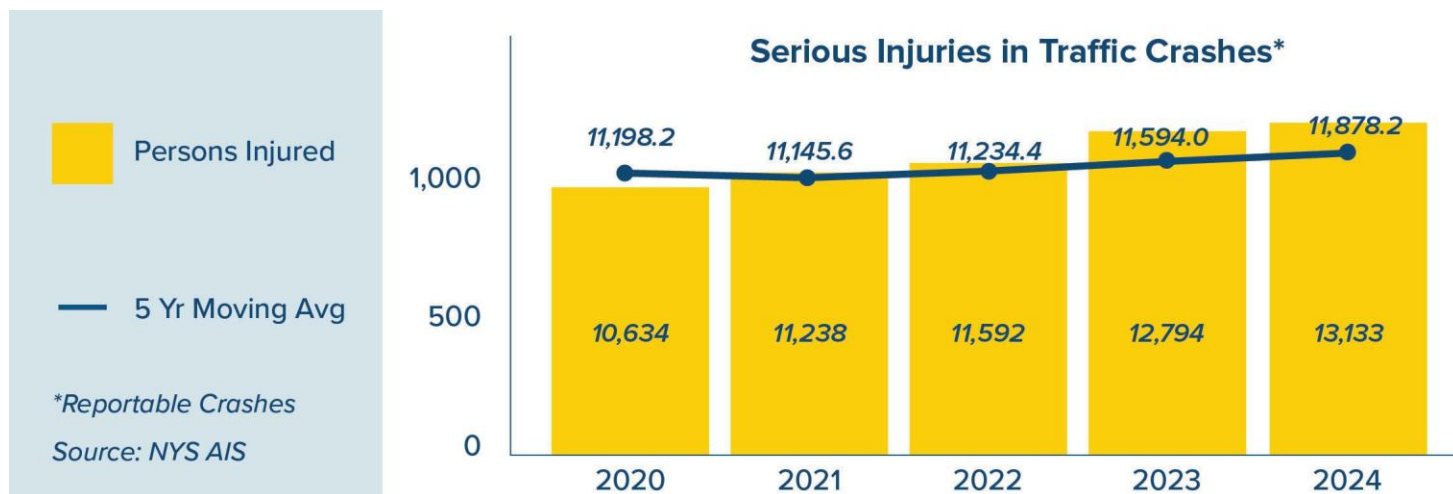
Performance Measure	C-1 Traffic Fatalities (FARS)
Performance Target	Reduce the five-year moving average to 1,005.9 by 2026.
Assessment of Progress	Not on track to meet target – Total traffic fatalities in New York State decreased by 6 percent, from 1,182 in 2022 to 1,114 in 2023. Despite this annual decline, the five-year moving average continued to rise, reaching 1,086.2 in 2023. This indicates that the 2026 target of 1,005.9 is not on track to be met.



Performance Measure C-2 Serious Injuries (State Data)

Performance Target Reduce the five-year moving average to 10,978.4 by 2026.

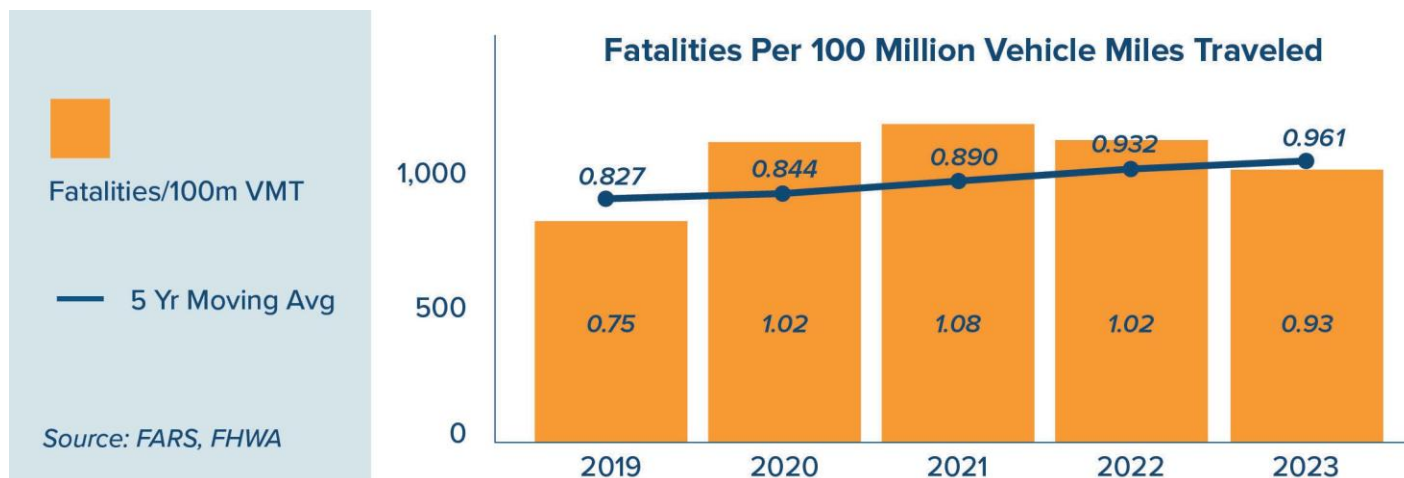
Assessment of Progress **Not on track to meet target** – The number of serious injuries in traffic crashes increased from 12,794 in 2023 to 13,133 in 2024. The five-year moving average continued its upward trend, reaching 11,878.2 in 2024, indicating that the 2026 target of 10,978.4 is not on track to be met.



Performance Measure C-3 Fatalities per 100 Million VMT (FARS, FHWA)

Performance Target Reduce the five-year moving average to 0.877 by 2026.

Assessment of Progress **Not on track to meet target** – Fatalities per 100 million VMT improved from 1.02 in 2022 to 0.93 in 2023 and are in fact at their lowest levels since 2019. However, the five-year moving average increased from 0.932 in 2022 to 0.961 in 2023, indicating that the 2026 target of 0.877 is not on track to be met.



Summary of Progress Across All Measures

The table below summarizes New York's progress toward each performance target identified in the FFY 2024–2026 3HSP across all program areas.

Assessment of Progress in Achieving Performance Targets					
Performance Measure	Target Period	Target Year(s)	Target Value	Data Source/ Progress Results	On Track to Meet Target Y/N/(Not)Met
C-1) Traffic Fatalities	5 year	2022-2026	1,005.9	2019-2023 FARS/ 1,086.2	N
C-2) Serious Injuries	5 year	2022-2026	10,978.4	2020-2024 STATE/ 11,878.2	N
C-3) Fatalities per 100 Million VMT	5 year	2022-2026	0.877	2019-2023 FARS/ 0.961	N
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2022-2026	164.3	2019-2023 FARS/ 179.0	N
C-5) Alcohol-Impaired Driving Fatalities	5 year	2022-2026	305.9	2019-2023 FARS/ 332.0	N
C-6) Speeding-Related Fatalities	5 year	2022-2026	326.6	2019-2023 FARS/ 365.2	N
C-7) Motorcyclist Fatalities	5 year	2022-2026	166.5	2019-2023 FARS/ 190.4	N
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2022-2026	16.15	2019-2023 FARS/ 30.40	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2022-2026	95.7	2019-2023 FARS/ 109.6	N
C-10) Pedestrian Fatalities	5 year	2022-2026	258.1	2019-2023 FARS/ 277.8	N
C-11) Bicyclist Fatalities	5 year	2022-2026	40.2	2019-2023 FARS/ 45.8	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2026	93.28%	2025 State Survey/ 90.98%	N

Performance Measure	Target Period	Target Year(s)	Target Value	Data Source/ Progress Results	On Track to Meet Target Y/N/(Not)Met
Persons Injured in Alcohol-Related Crashes ¹	5 year	2022-2026	4,951.4	2020-2024 STATE/ 4,679.8	Met
Fatalities in Drug-Related Crashes ²	5 year	2022-2026	295.7	2020-2024 STATE/ 318.6	Y
F&PI Crashes Involving Cell Phone Use or Texting	5 year	2022-2026	474.4	2020-2024 STATE/ 455.2	Met
Motorcyclists Injured in Crashes	5 year	2022-2026	3,780.0	2020-2024 STATE/ 4,228.8	N
F&PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties ³	5 year	2022-2026	1,292.3	2020-2024 STATE/ 1,724.4	N
Pedestrians Injured in Crashes	5 year	2022-2026	13,807.9	2020-2024 STATE/ 13,395.8	Met
Bicyclists Injured in Crashes	5 year	2022-2026	6,027.0	2020-2024 STATE/ 7,167.6	N
Percentage of Crash Reports Received Electronically for Crashes that Occurred During a Calendar Year	Annual	2026	66.01%	2024 STATE/ 65.63%	N
Mean # of Days from Crash Date to Date Crash Report is Entered into AIS	Annual	2025	9.65	2024 STATE/ 12.60	Not Met
Percentage of Crash Records in AIS with No Errors in the Critical Data Element of Lat/ Long Coordinates	Annual	2025	76.47%	2025 STATE/ 75.61%	Not Met
Percentage of Crash Records in AIS with No Missing Data in the Critical Data Element of Roadway Type	Annual	2025	88.09%	2025 STATE/ 87.70%	Not Met

¹ An alcohol-related crash is a crash that has at least one of these factors: (1) "Alcohol Involvement" was reported as a contributing factor on the police accident report, (2) a ticket was issued for alcohol-impaired driving, or (3) a positive BAC was reported.

² A drug-related crash is a crash that has at least one of these factors: (1) "Drugs (Illegal)" or "Prescription Medication" was reported as a contributing factor on the police accident report, (2) a ticket was issued for a drug-impaired driving violation, or (3) an individual had a positive drug test result.

³ The high-risk counties are Queens, Kings, Bronx, New York, Suffolk, and Nassau. These counties have consistently ranked in the top six for F&PI crashes involving a motorcycle and another motor vehicle since 2013.

Performance Measure	Target Period	Target Year(s)	Target Value	Data Source/ Progress Results	On Track to Meet Target Y/N/(Not)Met
Mean # of Days from Citation Date to Date Citation is Entered into TSLED Database	Annual	2025	5.59	2025 STATE/ 5.48	Met
Mean # of Days from Date Citation is Adjudicated to Date Disposition Information is Entered into TSLED Database	Annual	2025	18.33	2025 STATE/ 27.40	Not Met
Mean # of Days from Citation Date to Date Citation is Entered into AA Database	Annual	2025	4.95	2025 STATE/ 6.09	Not Met

Based on the most current data, New York has **met** or is **on track to meet** the following performance targets:

- Fatalities in Drug-Related Crashes
- Persons Injured in Alcohol-Related Crashes
- Fatal & Personal Injury Crashes Involving Cell Phone Use or Texting
- Pedestrians Injured in Crashes
- Mean # of Days from Citation Date to Date Citation is Entered into TSLED Database

Comprehensive on-going efforts in each of these program areas will ensure the current level of success is maintained and further improvements are achieved.

For targets that were **not met** or **not on track to be met**, an explanation of how New York plans to adjust the strategy to achieve the targets is provided under the relevant program areas in this report.

FARS Measures Showing Improvement Based on 2024 State Data

Although 2024 FARS data were not yet available for official assessment, 2024 state data indicate positive year-to-year changes from 2023 to 2024 in the following FARS measures:

- Total Fatalities decreased from 1,104 to 1,090.
- Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions) decreased from 211 to 191.
- Alcohol-Impaired Driving Fatalities decreased from 201 to 136.⁴
- Unhelmeted Motorcyclist Fatalities decreased from 27 to 23.
- Drivers Age 20 or Younger Involved in Fatal Crashes decreased from 128 to 101.
- Bicyclist Fatalities decreased from 51 to 48.

GRANT-FUNDED ENFORCEMENT ACTIVITY MEASURES FOR FFY 2025

A-1 Number of seat belt citations issued during grant-funded enforcement activities: 29,503.

A-2 Number of impaired driving arrests made during grant-funded enforcement activities: 1,668.

- Includes DWI and DWAI-Drug arrests in FFY 2025 during NYSP and STOP-DWI Foundation grant-funded impaired driving patrols.
 - NYSP dedicated patrols, checkpoints, and high-visibility engagement campaigns = 1,276
 - STOP-DWI Foundation local and county agency high-visibility engagement campaigns = 392

A-3 Number of speeding citations issued during grant-funded enforcement activities: 62,363.

⁴ Alcohol-Impaired Driving Fatalities for 2024 are likely underreported because a substantial number of toxicology results were not yet available at the time of analysis. BAC results are a primary method for determining alcohol involvement in fatal crashes. However, independent of toxicology, crashes with a police-reported driver contributing factor of "alcohol involvement" also declined, from 100 in 2023 to 73 in 2024, indicating improvement even when considering this limitation.

PROGRAM AREAS

IMPAIRED DRIVING

Driving while impaired by drugs or alcohol is one of the deadliest behaviors on New York’s roadways. The Impaired Driving Program aims to reduce alcohol- and drug-impaired driving crashes through a comprehensive, data-driven approach that combines enforcement, education, prosecution, adjudication, training, toxicology, and public awareness. Key components include the STOP-DWI program, which reinvests fine revenues at the local level, a coordinated traffic safety resource prosecutor (TSRP) program to support local district attorney’s offices in the handling of impaired driving-related and other vehicular crimes cases, and the DRE program, with almost 400 trained officers statewide. New York’s statewide impaired driving task force, the Impaired Driving Advisory Council, serves as a formal mechanism for discussing and exploring solutions to challenges affecting the state’s multi-faceted impaired driving system.

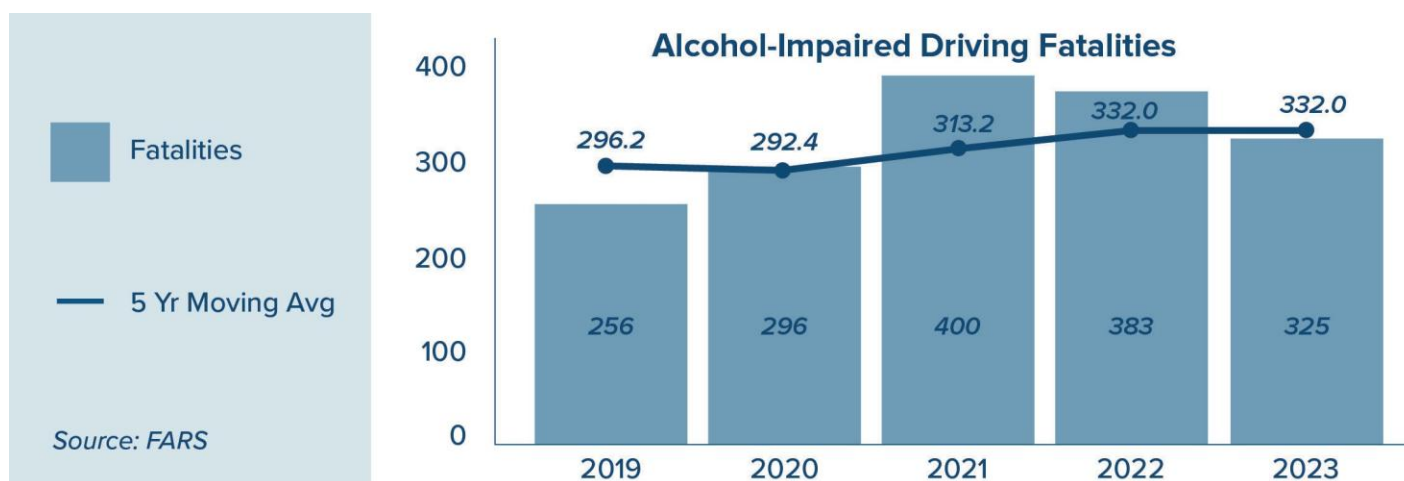
Assessment of Progress

In New York State’s FFY 2024–2026 3HSP, three performance measures were selected to track progress in the Impaired Driving Program. These measures were developed in alignment with the NHTSA guideline Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025). The following section presents the performance targets established for each measure and provides an assessment of progress toward achieving those targets.

Performance Measure C-5 Alcohol-Impaired Driving Fatalities (FARS)

Performance Target Reduce the five-year moving average to 305.9 by 2026.

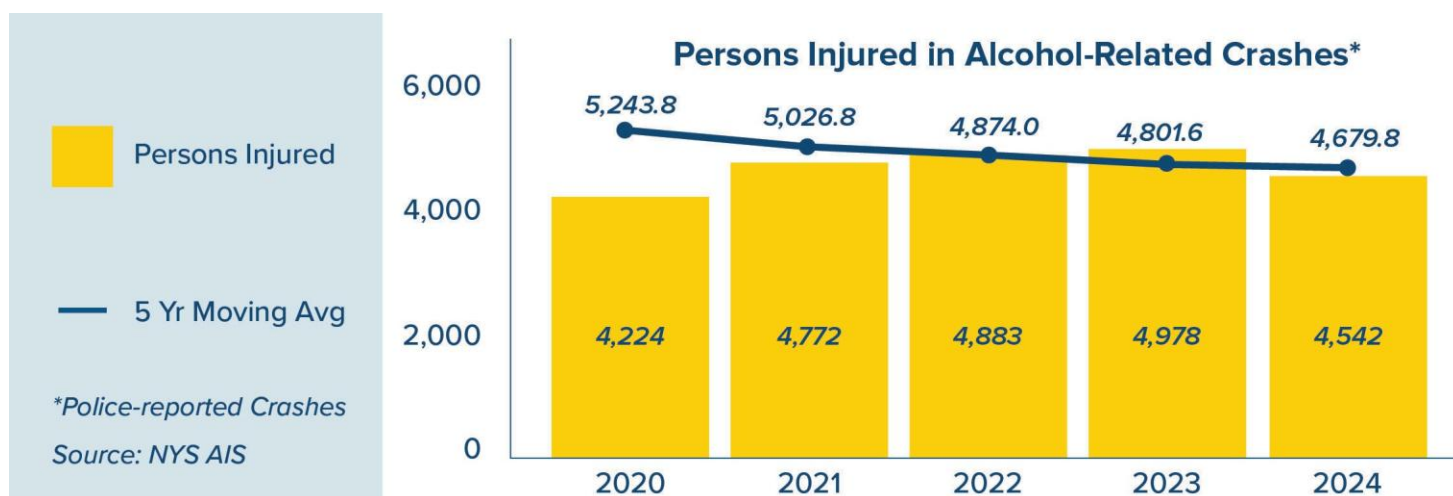
Assessment of Progress **Not on track to meet target** – Although the number of alcohol-impaired driving fatalities decreased by 15% from 383 in 2022 to 325 in 2023, the five-year moving average remains high at 332.0, indicating that the 2026 target of 305.9 is not on track to be met.



Performance Measure Persons Injured in Alcohol-Related Crashes (State Data) ¹

Performance Target Reduce the five-year moving average to 4,951.4 by 2026.

Assessment of Progress **Target met** – The number of persons injured in alcohol-related crashes decreased by 9% from 2023 to 2024. The five-year moving average steadily declined from 5,243.8 in 2020 to 4,679.8 in 2024, indicating that the 2026 target of 4,951.4 was met and exceeded.

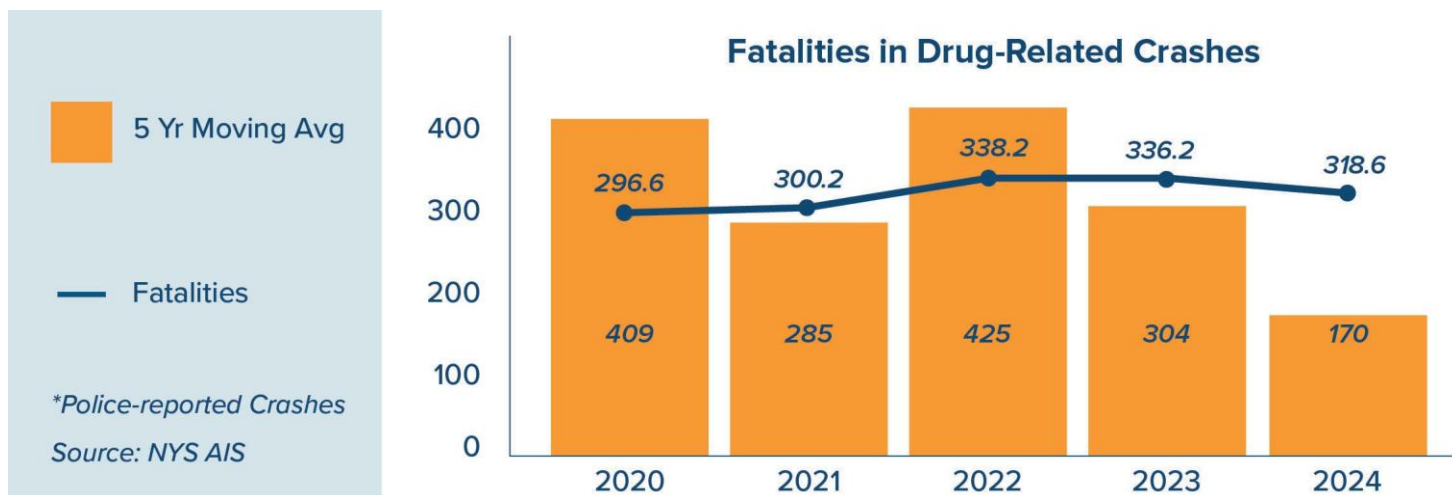


¹ An alcohol-related crash is a crash that has at least one of these factors: (1) “Alcohol Involvement” was reported as a contributing factor on the police accident report, (2) a ticket was issued for alcohol-impaired driving, or (3) a positive BAC was reported.

Performance Measure Fatalities in Drug-Related Crashes (State Data) ²

Performance Target Reduce the five-year moving average to 295.7 by 2026.

Assessment of Progress **On track to meet target** – Measuring drug involvement in crashes remains challenging, as it depends on toxicology results submitted to NYS DMV by coroners and medical examiners, as well as on the identification of drug impairment by law enforcement officers in the field. The most recent available AIS data show a 44% decline in fatalities in drug-related crashes, from 304 in 2023 to 170 in 2024. Consequently, the five-year moving average decreased modestly, from 338.2 in 2023 to 318.6 in 2024, suggesting that the 2026 target may be on track to be met. However, these results should be interpreted with caution, as concerns regarding data quality and reporting variability—particularly in toxicology submissions—may contribute to a significant underreporting of these fatalities.³ Without complete toxicology data, fatal crashes that are drug-related cannot be identified as such in the AIS data.



² A drug-related crash is a crash that has at least one of these factors: (1) “Drugs (Illegal)” or “Prescription Medication” was reported as a contributing factor on the police accident report, (2) a ticket was issued for a drug-impaired driving violation, or (3) an individual had a positive drug test result.

³ For example, although Suffolk County consistently has a high number of fatalities year after year, this year the Suffolk County Medical Examiner did not send any toxicology reports to NYS DMV due to the implementation of a new system.

Impaired Driving Projects and Activities Funded in FFY 2025

New York identified a comprehensive set of strategies for the state's Impaired Driving Program that collectively contribute to meeting the highway safety targets established in the FFY 2024–2026 3HSP. This section highlights selected projects undertaken in FFY 2025, organized by strategy, to demonstrate the range of activities implemented under the program.

Strategy AL-1: Enforcement of Impaired Driving Laws

High Visibility Engagement Campaigns – STOP-DWI New York

In FFY 2025, New York's High Visibility Engagement Campaigns (HVEC) initiative continued to feature the "Have a Plan" message. This GTSC-funded program consists of ten dedicated impaired driving enforcement and engagement periods, including the national Labor Day and Holiday mobilization campaigns. It is a collaborative effort among NYSP, county sheriffs, and local police agencies.

The HVEC periods were scheduled to coincide with the times when impaired driving is most prevalent—Halloween, Thanksgiving, the December Holiday Season, Super Bowl Weekend, St. Patrick's Day, 4/20, Memorial Day, the "100 Deadliest Days of Summer," Independence Day, and the late-summer into Labor Day period. Each county was asked to develop enforcement operations utilizing saturation patrols, sobriety checkpoints, multi-agency efforts, educational and outreach programming and the inclusion of certified DREs. Grant funds once again supported DRE callouts and overtime reimbursement during these statewide mobilizations.

With the continued cooperation and support of county STOP-DWI coordinators, law enforcement participation remained strong across all regions. Counties tailored their operations to available personnel and community-specific needs, ensuring that certified DREs were accessible for each high-visibility engagement period. The campaigns maintained a balance of enforcement and public education, maximizing visibility and deterrence during key travel periods.



STOP-DWI New York
Community Focused, Saving Lives.
www.stopdwi.org



NEW YORK
STATE OF OPPORTUNITY



Governor's Traffic Safety Committee
8 EMPIRE STATE PLAZA, ALBANY, NY 12228 • Safety.ny.gov
Grant Funding October 1, 2023 - Sept 30, 2024

New York State STOP-DWI
High Visibility Engagement Campaigns
2024 - 2025

Halloween - 10/31-11/3

Thanksgiving - 11/27-12/1

Holiday - 12/11 - 1/1

Super Bowl - 2/9-2/10

St Pat's - 3/13-3/18

420 Drug Day - 4/18 - 4/20

Memorial Day - 5/23-5/26

June 100 Days of Summer - 6/5-6/8; 6/12-6/15; 6/19-6/22; 6/26-6/29

July 4 - 7/3-7/6

July 100 Days of Summer - 7/10 - 7/13; 7/17 - 7/20; 7/24-7/27

August 100 Days of Summer - 7/31 - 8/3; 8/7 - 8/10

End of Summer - 8/13-9/1

The results reported for the local and county agency grant-funded HVEC initiatives in FFY 2025 are summarized below:

Campaign	Agencies	DWI Arrests	DWAI-Drug Arrests	Other V&T	Vehicles Stopped	Vehicles Screened	Underage Arrests	Total Detail Hours
Halloween	58	21	5	547	2,147	82	10	1,087
Thanksgiving	77	21	7	500	1,098	103	3	1,005.8
Holiday	101	38	7	1,128	3,628	100	0	2,250.4
Super Bowl	77	15	3	468	922	46	0	1,011.5
St. Patrick's Day	121	56	3	1,123	7,764	293	1	2,544.5
4/20 Awareness	46	9	6	296	1,366	44	0	582.9
Memorial Day	103	31	9	752	4,354	133	2	1,540
June 100 Days	44	18	2	489	1,121	41	0	847.3
July 4th	76	21	8	698	1,509	77	0	1,119
July 100 Days	38	16	8	369	1,038	95	0	586
August 100 Days	36	14	7	425	607	47	0	608.5
End of Summer/ Labor Day	98	61	6	1,592	3,321	346	0	2,666

The most resource-intensive campaigns were the End of Summer and St. Patrick's Day initiatives, both showing the highest DWI and DWAI-Drug arrest numbers as well as total operational hours. Across all enforcement periods, officers stopped and screened thousands of drivers, resulting in hundreds of impaired-driving arrests, VTL 1192-a underage arrests, and vehicle-and-traffic summonses statewide.



Public Outreach and Media Activity

During each campaign, STOP-DWI coordinators and partner agencies developed a wide range of outreach materials. Social-media messaging was widespread on Facebook, Instagram, X/Twitter, and complemented by radio and newspaper releases. Previously produced materials promoting the “Have a Plan” message and STOP-DWI mobile app were distributed at police departments, government buildings, DMVs, colleges, hospitals, and community centers. Local programs also created banners, posters, and digital signage displayed at fairs, parades, festivals, and sporting events. The Holiday and 100 Days of Summer campaigns saw the greatest use of banners, while the St. Patrick’s and Holiday periods achieved the highest levels of social-media engagement.

Community engagement efforts included participation in school and community safety fairs, mock crash presentations, and educational outreach focused on drug-impaired and underage driving. Innovative outreach activities such as message boards at fire departments, snack-and-chat sessions with school nurses, and displays at county fairs helped extend the reach of STOP-DWI messaging to diverse audiences.

NYSP Impaired Driver Identification and Underage Drinking Enforcement Program

In FFY 2025, NYSP continued its comprehensive, multifaceted strategy to combat impaired driving and underage drinking through deterrence, detection, officer training, public education, and youth enforcement. Each Troop developed targeted action plans addressing local impaired driving concerns. The following summarizes activities conducted during the grant period:

Underage Drinking Identification Details (UDI 2025):

The NYSP conducted 161 Underage Drinking Identification (UDI) enforcement details during which 2,442 retail locations and 41 drinking establishments were checked for compliance. Of these, 172 retail locations and seven establishments were found out of compliance. The details resulted in 182 Alcohol Beverage Control (ABC) Law and 85 Penal Law arrests. While overall UDI-related arrests decreased from the prior year, compliance rates increased, reflecting heightened retailer awareness and deterrence effectiveness.

Sobriety Checkpoints:

A total of 203 DWI checkpoints were conducted statewide, resulting in 299 DWI/DWAI-Drugs arrests (264 alcohol/35 drug), 77 Penal Law arrests, 3,134 Uniform Traffic Tickets, and 27 DRE evaluations. Checkpoints were frequently staffed with DREs to improve detection of drug-impaired drivers and provide on-scene expertise to field members.



Dedicated DWI Patrols:

Each Troop conducted regular DWI patrols as part of its enforcement plan. In total, 2,196 Dedicated Patrols were conducted, producing 564 DWI/DWAI-Drugs arrests (486 alcohol/78 drug), 239 Penal Law arrests, 16,438 Uniform Traffic Tickets, and 41 DRE evaluations. These patrols remain a cornerstone of NYSP's impaired driving enforcement efforts.

Training:

NYSP DRE instructors assisted with three DRE schools, multiple ARIDE and recertification trainings, and added 18 new NYSP DREs statewide. All field Troopers are now ARIDE-certified as part of the Basic School curriculum. Members also participated in national training events including the National DRE Conference, the Institute of Police Technology and Management (IPTM) Traffic Safety Symposium, and National Cannabis Symposium, ensuring continued development of NYSP's drug-impairment detection expertise.

National Holiday Campaigns:

During FFY 2025, NYSP participated in all ten STOP-DWI and National Crackdown/Holiday Campaigns, including Columbus Day, Halloween, Thanksgiving, the National Crackdown and New Year's period, Super Bowl Sunday, St. Patrick's Day, 4/20, Memorial Day, Independence Day, and Labor Day. These campaigns combined checkpoints and dedicated patrols, resulting in thousands of DWI/DWAI arrests, Penal Law arrests, and Uniform Traffic Tickets statewide. UDI details were also incorporated into these efforts, maintaining strong compliance rates and ongoing community deterrence.

Collectively, these initiatives resulted in 123 sobriety checkpoints and 862 dedicated DWI patrols conducted statewide. Enforcement activity during these campaigns produced a total of 413 DWI/DWAI-Drugs arrests, 119 Penal Law arrests, and 8,316 Uniform Traffic Tickets. 22 DRE evaluations were completed, and 63 UDI details were conducted, during which 917 retail locations were checked and 77 were found out of compliance. These combined enforcement efforts demonstrate NYSP's continued commitment to removing impaired drivers from New York roadways and maintaining a strong deterrent presence during high-risk travel periods and throughout the year.

Public Information and Education:

NYSP conducted 139 highway safety education details, reaching over 700,000 people and distributing more than 15,000 educational materials. Efforts included Drug Impairment Training for Educational Professionals (DITEP) trainings, school and community presentations, and awareness tables at fairs and public events. The agency continues to expand drug impairment education and community outreach in collaboration with GTSC and local partners.

Equipment and Program Development:

Grant funding supported the purchase of 116 portable breath testers, checkpoint signage, and safety materials. NYSP also advanced its transition from Draeger 9510 instruments to the Intoximeter DataMaster Transportables (DMT) Dual, with statewide rollout planned for 2026. The agency also launched an evidential Oral Fluids program, improving toxicological evidence collection and reducing post-arrest processing time.

Last Drink and Arrest Location

NYS DCJS and NYSP continue to make information available on the last location where an arrested impaired driver drank, as well as the location of the arrest, to all STOP-DWI programs throughout the state. The data is collected through the breath test instruments used at the time of the arrest. The location data is being used by STOP-DWI and law enforcement agencies to develop cooperative programs with establishments with liquor licenses that can prevent patrons from being overserved and, potentially, 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 Enforcement Training and Technology Program

The FFY 2025 Impaired Driver Enforcement Training and Technology Grant, funded by GTSC, enables the NYS DCJS Office of Public Safety to provide essential training and technical support to law enforcement statewide. The overarching goal is to enhance the program to detect, test, and prosecute impaired drivers, ultimately improving DWI conviction rates and making New York's roadways safer.

This initiative provides critical support to 605 law enforcement agencies and over 400 breath analysis programs, which are vital in addressing the impact of impaired driving. This grant has successfully funded the critical training and technological support necessary for law enforcement to perform the mission of detecting, testing, and prosecuting impaired drivers. Through the completion of these extensive trainings, technological assistance, and staff development milestones, DCJS continues to enhance its highway safety program and provide



vital services to its law enforcement partners. Grant milestones accomplished include police training and technical assistance activities.

During the FFY 2025 grant period, specific milestones were achieved across training and technical support. NYS DJCS Office of Public Safety staff conducted a comprehensive training schedule, including multiple courses for DWI detection, standardized field sobriety testing (SFST) (instructor, student, and update levels), and breath analysis (instructor, student, and update levels). Specialized training was also completed, such as courses in speed enforcement, Recognizing the Cannabis Impaired Motorist, and DWI Documentation and Testimony. Staff also monitored local instructors across ten sessions to ensure adherence to NHTSA and NYS DCJS standards.

The following courses were conducted in support of the grant during this cycle:

- 2 x Breath Analysis Instructor Updates
- 3 x Breath Analysis Instructor Course
- 3 x Breath Analysis Student Courses
- 3 x Speed Enforcement Instructor Courses
- 2 x DWI Detection and SFST Student Courses
- 2 x DWI and SFST Instructor Courses
- 5 x DWI Detection and SFST Instructor updates
- 5 x DWI Detection and SFST Student update
- 7 x Recognizing the Cannabis Impaired Motorist Courses
- 2 x DWI Documentation and Testimony Courses

NYS DCJS Office of Public Safety staff also conducted monitoring sessions at local police academies including:

- 4 x Breath Analysis Instructors
- 6 x DWI Detection and SFST

On the technical side, outputs included servicing and certifying 560 Intoximeter DMTs, 603 Alcohol Reference Standard Simulators, and 1,556 Alcohol Screening Devices. A major technological milestone was the upgrade of all Intoximeter DMT breath analyzers for full ethernet capability. Furthermore, critical last drink and arrest data was disseminated quarterly to law enforcement partners.



Strategy AL-2: Prosecution and Adjudication of DWI Offenders

Traffic Safety Resource Prosecutors

In FFY 2025, GTSC began funding three organizations to enhance training and support for prosecutors and law enforcement handling vehicular crimes across New York State: the Erie County District Attorney's Office (Upstate TSRP), the Suffolk County District Attorney's Office (Downstate TSRP), and the New York State Prosecutors Training Institute (NYPTI). Together, the TSRP network strengthens the investigation and prosecution of impaired driving and vehicular crimes by providing specialized training, legal guidance, and technical assistance to prosecutors and law enforcement agencies statewide. This initiative directly supports New York's mission to reduce traffic-related injuries and fatalities through education, collaboration, and the consistent application of best practices. The program aligns with the Vision Zero initiative and national traffic safety goals by equipping prosecutors with the tools and expertise needed to effectively prosecute complex vehicular cases.

In FFY 2025, the Downstate TSRP conducted 18 formal trainings. These sessions reached hundreds of prosecutors, police officers, STOP-DWI Coordinators, and public safety professionals. Training topics included DWI case development, evidentiary procedures, oral fluid toxicology and admissibility, commercial driver license (CDL) issues, Angelica's Law, collision reconstruction, victim engagement and ethics, DRE evidence, digital evidence and technology, and blood warrant policies and procedures.



Beyond formal instruction, the Downstate TSRP served as a direct legal resource for law enforcement and prosecutors, offering real-time guidance and expert consultation on vehicular crime cases. The TSRP provided technical assistance to Assistant District Attorneys across dozens of counties through participation in the Statewide DWI Prosecutors Listserv, addressing topics such as felony DWI charging strategy, CDL masking and federal implications, VTL §1194 procedures, admissibility of out-of-state convictions, and Frye hearing preparation.

The Upstate TSRP participated in 30+ in-person programs which trained over 600 participants. These sessions included frequent law enforcement instruction such as Words Matter, SFST refreshers, mock trials, chemical test overviews, cannabis impairment detection, and DWI investigation modules as well as prosecutor-focused continuing legal education (CLE) like VTL 1192: Preparing a DWI Trial (20 attendees), Discovery/Certificates of Compliance (61 attendees), and Anticipating and Responding to Defense Challenges (43 attendees).

Additionally, the Upstate TSRP also collaborated on major statewide initiatives, including the virtual Admitting Oral Fluid Tests CLE, which trained 94 prosecutors from 36 counties, the Empire State Law Enforcement Traffic Safety (ESLETS) program Respectfully, I Refuse, which reached 256 officers across 79 agencies, and the four-day Lethal Weapon seminar attended by 24 participants from 18 counties. Additional in-person programs, such as CDL Masking, expanded prosecutor knowledge on emerging legal issues.

NYPTI delivered a comprehensive statewide training program aimed at strengthening DWI and impaired-driving prosecutions across New York. Through a combination of live CLE courses, webinars, in-person multi-day programs, recorded online trainings, and podcast-based instruction, NYPTI trained more than 3,700 prosecutors, law enforcement personnel, and legal staff. The curriculum covered every component of impaired driving enforcement from discovery compliance and scientific evidence (including oral fluid testing and toxicology) to digital evidence collection, collision reconstruction, use of body-worn cameras, and trial strategy. NYPTI also expanded on-demand learning by uploading all DWI-related lectures to its online CLE platform, generating 665 additional recorded lecture views, while podcast engagement trained over 1,200 more practitioners.



In addition to training, NYPTI provided statewide technical and operational support. Prosecutors' Encyclopedia was continually updated with new case law, manuals, discovery guidance, and DWI-related resources. NYPTI also issued quarterly editions of the Empire State Prosecutor featuring DWI-focused articles, responded to more than 100 technical-assistance requests, and maintained publicly available resources such as CrimeTime Online, which was used nearly 140,000 times over the year.

Through these coordinated efforts, the TSRP program continues to elevate prosecutorial knowledge, improve case outcomes, and advance New York State's comprehensive approach to combating impaired and reckless driving.

Judicial Outreach Liaison (JOL)

The New York State Office of Court Administration (NYS OCA) received funding to establish a Judicial Outreach Liaison (JOL) and a Court Analyst position dedicated to improving education, training, and communication around traffic safety and court operations. These roles were created to train judges and court personnel on traffic-related legislation and emerging trends, strengthen connections between the courts and the highway safety community, raise awareness about the dangers of impaired and distracted driving, enhance the collection of fines and surcharges, and expand the number of courts submitting electronic traffic ticket disposition data to NYS DMV.

In FFY 2025, the JOL and Court Analyst team conducted extensive outreach and training initiatives. 11 training sessions were completed for new town and village judges, ensuring that incoming judicial officers are well prepared to handle traffic-related matters effectively. In addition, four judicial seminars were held, drawing 283 in-person attendees, and four operational seminars attracted 305 participants. To extend access to these resources, all judicial and operational seminar presentations were posted on two NYS OCA websites—the Office of Justice Court Support and the Problem-Solving Justice Division—where judges and court staff can view them on demand.

Specialized training sessions were also developed and delivered for DWI Treatment Court Judges and members of the Ontario County Magistrates Association, focusing on Ignition Interlock Device (IID) procedures and best practices. The JOL further represented NYS OCA at major statewide events, including the 2025 New York Association of Treatment Court Professionals Conference—where presentations were given to judges, resource coordinators, service providers, and peer mentors—and the 14th Annual Ignition Interlock Conference, which brought together probation officers and other law enforcement personnel.

Through these initiatives, NYS OCA advanced its mission to promote highway safety, judicial education, and interagency collaboration across New York State's court system.

New York State Police - Toxicology

Training

The NYSP Forensic Laboratory System plays a vital role in promoting highway safety by providing alcohol and drug testing services for state and local agencies across New York. Continuing education is essential to the work of the laboratory's toxicologists, who must remain current on technological advancements in testing methods and the latest scientific research regarding the effects of alcohol and drugs on driving performance.

With funding support from GTSC, toxicologists from the NYSP Forensic Investigation Center participated in advanced scientific training led by national and international experts over the past year. Training opportunities included attendance at the Annual Meetings of the Society of Forensic Toxicologists (SOFT), the American Academy of Forensic Sciences (AAFS), the International Association of Chemical Testing (IACT), and the International Association of Chiefs of Police (IACP) Impaired Driving & Traffic Safety Conference. Staff also completed the prestigious Borkenstein Course on the Effects of Drugs on Human Performance, focusing on drug-impaired driving. These specialized training experiences are essential to maintaining expert witness credentials and ensuring the highest professional standards within the laboratory system.

Beyond their own development, NYSP toxicology experts actively shared their knowledge with the wider forensic and highway safety communities. Staff provided instruction through the national TSRP Program's web series, delivering presentations on toxicology testing and expert testimony. They also contributed to statewide discussions on emerging testing methods by presenting on the use of oral fluid as a specimen for evidential drug testing and by offering updates on NYSP's roadside oral fluid pilot program during the annual STOP-DWI New York meeting.

Finally, NYSP toxicology personnel collaborated once again with the JOL to provide in-person training on toxicology testing and expert testimony, reinforcing the strong partnership between the forensic science and judicial communities in the shared mission to improve roadway safety and uphold justice across New York State.

Technology

The proper adjudication of impaired driving cases is a vital component of highway safety. Holding offenders accountable serves as a powerful deterrent, and toxicology testing plays an essential role in that process. To remain effective, forensic laboratories must continually adapt to evolving drug trends, emerging substances, and changing legal requirements. Consistent data collection, analysis, and sharing are indispensable tools for the traffic safety community to identify patterns and develop targeted strategies to reduce impaired driving.

The NYSP Forensic Investigation Center supports these goals through its in-house information technology expertise, which allows the laboratory to modify and enhance its processes in real time while facilitating the secure exchange of critical data across New York State's public safety and criminal justice systems.

During the grant cycle, the laboratory achieved several key advancements. Staff created and updated all Laboratory Information Management System (LIMS) components necessary to implement three new analytical methods: amines quantitation, basic drug quantitation, and neutral drug quantitation. This work included developing and testing new tasks, task summary reports, toxicology final reports, quality control worksheets, and automated task logic. Similar updates are currently in progress to support an improved cannabinoids quantitation method, which is in the validation phase.

These ongoing efforts demonstrate the laboratory's commitment to scientific excellence, operational efficiency, and its central role in New York State's mission to enhance the accuracy, reliability, and effectiveness of impaired driving enforcement.



Strategy AL-3: DWI Offender Treatment, Monitoring, Control

NYS Division of Criminal Justice Services Office of Probation and Correctional Alternatives

Enacted in 2009, the Child Passenger Protection Act—also known as Leandra's Law—made driving while intoxicated with a child under 16 a Class E felony. Beginning August 15, 2010, anyone convicted of DWI offenses (NYS VTL 1192.2, 1192.2a, 1192.3) must install an IID on any vehicle they own or operate as a condition of probation or conditional discharge, in addition to any fines or penalties.

Since the program's launch through December 31, 2024:

- 209,049 individuals have been ordered to install an IID.
- 25.9% (54,153) installed during the same quarter as sentencing.
- Over 90,735 individuals have installed an IID overall, often after regaining driving privileges.

The NYS DCJS Office of Probation and Correctional Alternatives oversees implementation under Title 9 NYCRR Part 358, which establishes statewide standards for handling ignition interlock cases. A 2013 amendment strengthened requirements by extending the installation period to 12 months, allowing pre-sentencing installations to count toward that period, including youthful offenders, and requiring sworn affidavits for "good cause" non-installations. Part 358 was updated in 2017 to reflect best practices.

The following summarizes grant-funded activities conducted by the NYS DCJS Office of Probation and Correctional Alternatives in FFY 2025:



- **Annual NYS Ignition Interlock Conference:** Hosted by NYS DCJS with presentations from the New York State Office of Addiction Services and Supports (NYS OASAS), NYS OCA, NYS DOH, probation departments, and IID manufacturers. Topics included program monitoring, legislative updates, and best practices in offender management.
- **Quality Assurance Visits:** Conducted six on-site visits annually with probation and conditional discharge monitors to review DWI case files and support best practices. Every county has received at least one visit since 2016, with follow-ups ongoing.
- **Manufacturer Oversight:** Held quarterly meetings and annual audits of all qualified IID manufacturers and service centers to ensure compliance with Part 358. Annual service mapping confirms acceptable statewide coverage.
- **Training and Outreach:** Participated in four regional judicial and operational impaired driving seminars and delivered webinars for probation departments and IID monitors on supervision and emerging impaired driving trends.
- **Drug-Impaired Driving Initiative:** Developed a process to deploy mobile electronic oral fluid testing systems for probation departments. The SoToxa device was selected, and pilot jurisdictions are being finalized.
- **Non-Installer Enforcement Project:** Funded select jurisdictions to enhance enforcement for offenders who fail to install IIDs. Activities include partnership meetings and in-person training for probation, law enforcement, and district attorneys.
- **Decision Points DUI Program:** Trained probation staff in this evidence-based cognitive behavioral program addressing impaired driving attitudes. A Quality Assurance component launched with site visits in Schenectady and Nassau Counties, continuing into 2025–2026.
- **Grant Support to Localities:** The NYS DCJS Office of Probation and Correctional Alternatives continues to use grant funding to offset the costs of monitoring Leandra's Law cases ensuring counties can sustain the high level of supervision that distinguishes New York's program nationally.

Don't drive. Get a ride

Have a SOBER Plan!



Strategy AL-4: Prevention, Communications, Public Information and Educational Outreach

STOP-DWI New York – Training and Public Outreach

In FFY 2025, the New York State STOP-DWI Foundation, with funding from GTSC, advanced its mission to reduce impaired driving through education, outreach, and professional training. The Foundation continued its “Have a Plan” campaign, expanding partnerships with more than 20 sports and entertainment venues, including the New York State Fair, Watkins Glen International, Saratoga Race Course, Hudson Valley Renegades, and Rochester Red Wings. The sports and entertainment venue partnerships promote the STOP-DWI brand and the “Have a Plan” message at large venues where alcohol is sold. These partnerships featured season-long signage, videoboard PSAs, and social media promotion supported by Alliance Sports Marketing.

The Foundation’s media efforts achieved over 16.2 million statewide impressions, including 7.4 million through college PSA distribution at 47 campuses (including Stony Brook University, Rochester Institute of Technology, State University of New York Empire State College, and the University at Buffalo) and 2.6 million via NCM Theaters.

Additional outreach through gas stations and online platforms generated thousands of clicks and engagements. Four new holiday-themed PSAs and four general impaired driving awareness videos were produced and distributed via YouTube and accessible through <https://www.youtube.com/@NYSSTOPDWI>.

Updated educational materials, such as the Shattered Lives booklet (<https://stopdwi.org/free-resources/educational-materials-publications/>) and branded cocktail napkins distributed to bars and taverns for point-of-sale engagement reinforced impaired-driving prevention messaging statewide.

Training programs strengthened law-enforcement and community capacity, reaching more than 580 professionals through regional and virtual sessions. Courses such as “Save a Life Tour,” “Over the Counter, Under Arrest,” and “High in Plain Sight” enhanced knowledge of drug-impaired driving and investigative techniques.

The STOP-DWI app continued to engage users with 808 active accounts, interactive QR campaigns, and updated outreach tools. Collectively, these efforts demonstrate a coordinated, data-driven approach that links prevention, enforcement, and education to save lives and promote safer roadways across New York State.



Mothers Against Drunk Driving New York

In FFY 2025, MADD New York expanded its prevention, education, and outreach programs across the state, with a renewed focus on strengthening partnerships in downstate New York, including New York City and Long Island. These efforts aimed to rebuild relationships with schools, coalitions, and community organizations to increase youth engagement and reduce underage drinking and impaired driving.

MADD delivered a range of prevention initiatives targeting students, parents, and communities statewide:

- **Power of You(th):** 48 school-based presentations reaching 3,415 middle and high school students, focusing on the risks of underage drinking, impaired driving, and the importance of making safe, positive choices.
- **Power of Parents:** 13 educational sessions engaging 313 parents and caregivers, including outreach to senior and active adult centers to engage grandparents as influencers in youth safety.
- **Power of Me!:** Four early prevention presentations reaching 65 elementary-age students, teaching foundational safety, responsibility, and decision-making skills.
- **Promposal Program:** Six interactive presentations reaching 830 students, promoting safe celebrations during prom and graduation season through peer engagement and prevention messaging.
- **Community Outreach:** MADD New York significantly expanded its visibility across the state, attending 55 community events to distribute educational materials, build partnerships, and reinforce traffic safety messaging.

In addition to program delivery, MADD New York made measurable progress toward strengthening partnerships and local collaboration:

- **New Partnerships:** 31 new community partners were established through direct outreach efforts, expanding the network of schools, coalitions, and prevention organizations engaged in MADD's mission.

MADD maintained strong collaboration with law enforcement through its annual law enforcement recognition event in Albany, honoring officers who support impaired driving prevention efforts. Partnerships also expanded with STOP-DWI programs, local schools, and injury prevention networks, creating a coordinated approach to community-based traffic safety education.

Across all program areas, MADD New York reached more than 4,600 individuals statewide through youth, parent, and community engagement activities.

Strategy AL-5: Underage Drinking and Alcohol-Impaired Driving

NYS Department of Motor Vehicles Division of Field Investigation – Operation Prevent

Operation Prevent is an underage drinking enforcement and education initiative led by the NYS DMV Division of Field Investigations (DFI) in partnership with state and local law enforcement agencies across New York. The program focuses on preventing underage alcohol consumption at locations where minors may attempt to purchase alcohol using counterfeit or altered identification. Target venues are identified through collaboration with local police departments, county STOP-DWI coordinators, the State Liquor Authority (SLA), and other partners who provide intelligence on establishments suspected of serving underage patrons.

In addition to deterring underage alcohol access, the program aims to identify and disrupt the sources of counterfeit and fraudulent identification documents. DFI investigations have uncovered numerous websites selling fake driver licenses originating from locations around the world.

In FFY 2025, DFI investigators conducted operations at 72 establishments and venues, resulting in the seizure of 468 fraudulent identification documents from individuals under 21 and 416 arrests. No Alcoholic Beverage Control Law violations were issued during this period.

Through these coordinated enforcement and investigative efforts, Operation Prevent continues to play a critical role in reducing underage drinking, enhancing public safety, and supporting New York's broader impaired driving prevention initiatives.



New York State Liquor Authority

The SLA Enforcement Bureau is responsible for investigating violations of the ABC Law and related regulations concerning the manufacture, wholesale, retail, transportation, and storage of alcoholic beverages. The Bureau operates units in Albany, Syracuse, Buffalo, and New York City, working both independently and in collaboration with law enforcement agencies and community partners. Investigators conduct disclosed and undisclosed investigations, respond to complaints, and provide statewide training to promote compliance among licensees.

In FFY 2025, GTSC grant funds supported the continuation of targeted strategies to reduce sales to intoxicated patrons and underage individuals. These strategies included specialized investigations, coordinated enforcement details, equipment purchases, collaboration with other law enforcement agencies, and licensee education initiatives. Covert cameras disguised as watches and key fobs were purchased and distributed statewide, allowing underage agents to attempt alcohol purchases while investigators monitored audio and video feeds in real time. This equipment improved both safety and effectiveness by documenting transactions more accurately and deterring clerks from circumventing monitoring efforts.

Grant funding also enabled the Bureau to compensate underage agents for their participation in compliance checks. Recruitment of underage agents increased by more than 50%, reversing a prior decline and significantly improving the Bureau's capacity to conduct underage enforcement details. During FFY 2025, underage agents attempted purchases at 302 licensed premises, with sales occurring at 65 locations.

Statewide, the Enforcement Bureau received 1,183 complaints regarding sales to minors and 1,727 complaints involving sales to intoxicated patrons. Investigators conducted case work at 671 businesses and provided education and warnings to 244 establishments. These activities demonstrate measurable progress toward reducing underage access to alcohol and alcohol-related over-service, with comparative data to be analyzed against prior and future years to assess long-term impact.

Strategy AL-6: Drugged Driving

DRE Statewide Coordinator

A member of GTSC staff continues to coordinate the DRE program in New York. 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 DREs and instructor qualifications and certifications.

DRE Training Programs

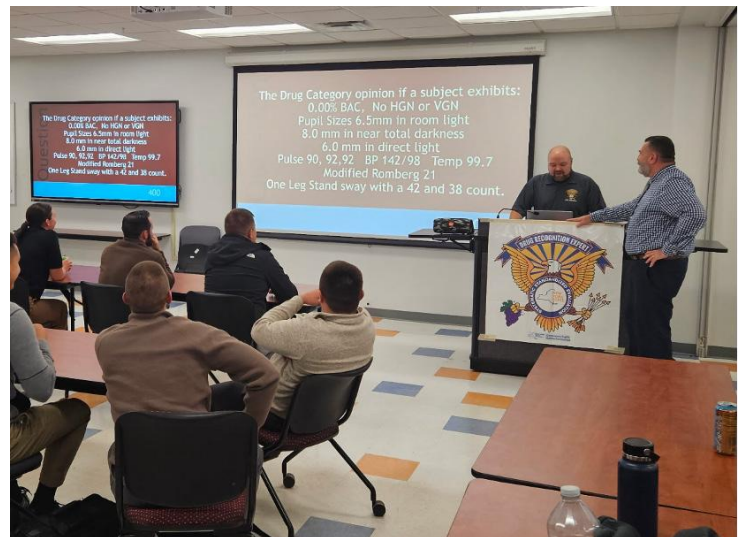
The State Coordinator has been working with the state's enforcement agencies to ensure that as many officers as possible maintain certification in the DRE program. There were three DRE courses conducted in FFY 2025. These courses were held in October 2024, January 2025, and April 2025, resulting in 51 new DREs trained and certified. A total of 392 DREs are now deployed across the state.

DRE Callout Procedure Enhancements

DRE callout notifications are being set up across New York State. Currently, there are six emergency services locations handling the notifications for 41 counties across New York State. The emergency services have collected contact information for the DREs listed in their region and send out a notification anytime they receive a request. There are several different applications being used, but the process remains the same for notifications. Creating a one stop shop for officers looking for a DRE will hopefully shorten DRE response times and increase the likelihood of locating a DRE.

Advanced Roadside Impaired Driving Enforcement

The 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 SFST training all police officers in New York receive in the Basic Course for Police Officers and the 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, to reduce the number of impaired driving incidents and crashes. ARIDE training assists law enforcement in identifying medical events and increases their confidence in identifying impairment, ultimately resulting in more DRE call outs. In FFY 2025, 21 16-hour ARIDE programs were conducted around the state attended by 516 participants.

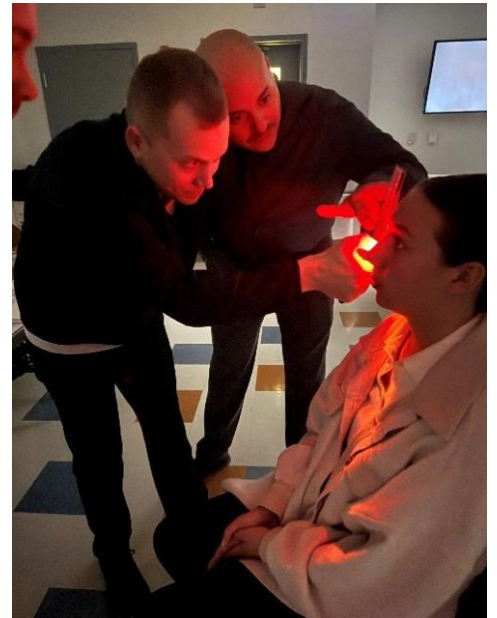


Roadside Oral Fluid Testing

GTSC has begun to assist local agencies with obtaining and utilizing roadside oral fluid devices. These devices are provided to officers to assist them with recognizing drug impairment. The purpose of these devices is to give officers the confidence to call a DRE and will indicate when there is presence of a drug, but these devices will not be used by DREs themselves. When these instruments are sent to the agencies, they are provided with documentation to assist them with implementing policies and/or procedures. Within that documentation, they are asked to use the QR code whenever the instrument is used. Along with tracking usage, it will also report on whether a DRE was requested. This will assist the State Coordinator in knowing where more DREs are needed within the state and if there is additional training needed.

Recognizing the Cannabis Impaired Motorist Training Course

In FFY 2025, GTSC collaborated with NYS DCJS and NYSACOP to deliver seven Recognizing the Cannabis Impaired Motorist courses across the state, reaching a total of 121 participants. This eight-hour program is specifically designed to strengthen officers' abilities in identifying cannabis-impaired motorists. The course builds on foundational competencies established through NHTSA's DWI Detection and SFST Course. Key components include a review of the three SFSTs, current issues surrounding cannabis, distinctions between recreational and medical cannabis and hemp, and an introduction to three supplementary assessment tests with instructions for proper administration in support of cannabis impairment observations. While the Recognizing the Cannabis Impaired Motorist course does not serve as a substitute for the ARIDE course, it is intended to further prepare officers for subsequent training in the ARIDE and DRE programs.



Strategy AL-7: Cooperative Approaches to Reducing Impaired Driving

Impaired Driving Advisory Council

GTSC is responsible for the oversight and coordination of activities that address the problem of impaired driving at the state level. Along with overseeing the state's most comprehensive Impaired Driving Program, STOP-DWI and New York State's highway safety program, GTSC also leads the Advisory Council on Impaired Driving, a group that recognizes the multi-disciplinary nature of the impaired driving issue and looks for more effective approaches to reducing crashes, fatalities, and injuries resulting from impaired driving. The Advisory Council is comprised of eight teams: General Deterrence/Research, Enforcement, Prosecution, Courts, Assessment and Treatment, Probation, Licensing, and Toxicology. The Council represents 15 separate agencies/disciplines: NYS OASAS, TSRPs, New York State Courts, JOLs, NYS DCJS, toxicology labs, the New York State Office of Cannabis Management (NYS OCM), ITSMR, NYS DMV, NYSP, NYSSA, NYSACOP, MADD, NYS STOP DWI, and NYS DOH.

Strategy AL-8: 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

Research and Analytical Support

In FFY 2025, ITSMR continued to provide data and analytical support to GTSC and the Advisory Council on Impaired Driving. Staff produced a series of fact sheets, available at www.itsmr.org, including:

- Crashes Involving a Drinking Driver (2019–2023)
- Crashes Involving a Drug-Related Driver (2019–2023)
- Impaired Driving Arrests and Crashes Involving a Substance-Related Driver (2019–2023)
- Alcohol & Drugged Driving Arrests (2019–2023)
- Aggravated DWI (ADWI) (2021–2023)
- Drivers Arrested for Aggravated DWI with Child Under Age 16 in Vehicle (2019–2023)

To address growing concerns about drug-impaired driving, ITSMR also developed a new annual fact sheet using New York's DRE database, with timely data on test refusals and drugs involved among arrested drivers.

DRE Data Entry & Management System

ITSMR continued to provide New York’s DREs with access to their DRE Data Entry & Management System, which is used by DREs in the field to complete drug influence evaluations, narrative reports, and to enter corresponding toxicology results into ITSMR’s DRE database. A major milestone in FFY 2025 was the release of Version 6.5.2 in September 2025, which streamlined system performance and introduced user-requested improvements, including a complete overhaul of toxicology data entry. This upgrade, initiated by the State Coordinator, expands the scope and quality of data collected, enabling ITSMR to deliver more targeted research while improving statewide management of the DRE program.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2023 and AIS 2024) indicate that the target set for reducing Persons Injured in Alcohol-Related Crashes was met and exceeded, but the target set for reducing Alcohol-Impaired Driving Fatalities is not on track to be met. Although the data suggests the target for reducing Fatalities in Drug-Related Crashes may be achievable, ongoing data quality issues and reporting variability—particularly in toxicology submissions—may contribute to underreporting of these fatalities.

To support reductions in Alcohol-Impaired Driving Fatalities and Fatalities in Drug-Related Crashes, the following adjustments to countermeasure strategies will be considered in the development of the FFY 2027-2029 3HSP and the FFY 2027 AGA.

- Strategy AL-1, AL-2, AL-6: GTSC will expand training for law enforcement officers to increase their skills in detecting impaired drivers on the roadways. GTSC will support additional ARIDE courses offered for local law enforcement agencies. Additionally, special attention will be given to encouraging local law enforcement to prioritize SFST refresher courses for officers. Better trained patrol officers are more likely to conduct thorough investigations, decreasing the likelihood of a dismissal in court.
- Strategy AL-1, AL-4: GTSC will work with NYS DMV’s Office of Communications to develop and implement a comprehensive impaired driving multimedia campaign. Tentatively branded as “Impaired Is Impaired,” this public awareness effort will focus messaging on the toxic cocktail of alcohol, drugs, and prescription medication as a factor in impaired driving crashes. Collateral efforts, much of which will call on the experience of victim advocates, will be developed to support a coordinated, year-round media activation, consisting of public service announcements, billboards, targeted social media, and more.

POLICE TRAFFIC SERVICES (PTS)

Traffic crashes, fatalities, and injuries remain a critical public safety problem in New York State, claiming over one thousand lives year after year and straining resources annually. The PTS Program, administered by GTSC, serves as the primary mechanism for implementing New York’s evidence-based Traffic Safety Enforcement Program (TSEP) to reduce these incidents through high-visibility, data-driven enforcement and public engagement. The program’s overall purpose is to target unsafe driving behaviors such as speeding, aggressive driving, seat belt non-use, and distracted driving to save lives and advance the state’s goal of zero roadway fatalities. Its approach relies on crash and demographic data to identify high-risk areas and direct grant funding to law enforcement agencies best positioned to address them. Major components include data-driven enforcement deployment, use of analytics for selecting locations and times, training and technical assistance, and ongoing monitoring to enhance effectiveness. NYSP, county and local law enforcement agencies, the New York State Association of Chiefs of Police (NYSACOP), and the New York State Sheriffs’ Association (NYSSA) are our key partners. Through these coordinated, sustained efforts, the PTS Program strengthens roadway safety across the state.

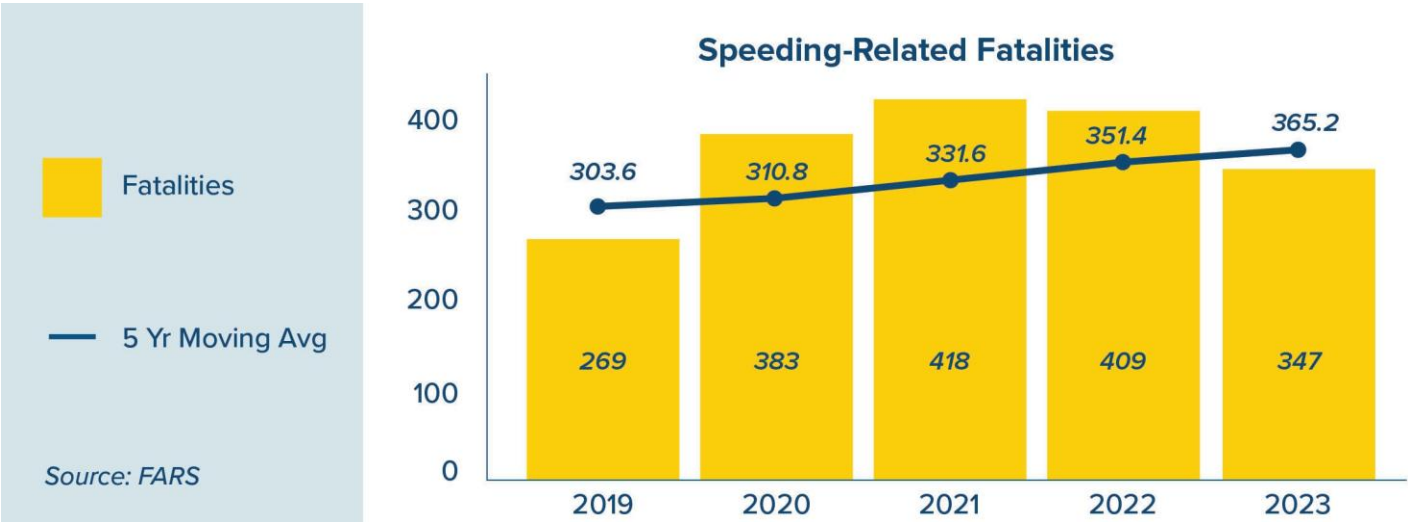
Assessment of Progress

In New York State’s FFY 2024–2026 3HSP, two performance measures were selected to track progress in the PTS Program. These measures were developed in alignment with the NHTSA guideline Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025). The following section presents the performance targets established for each measure and provides an assessment of the progress toward achieving those targets.

Performance Measure C-6 Number of Speed-Related Fatalities (FARS)

Performance Target Reduce the five-year moving average to 326.6 by 2026.

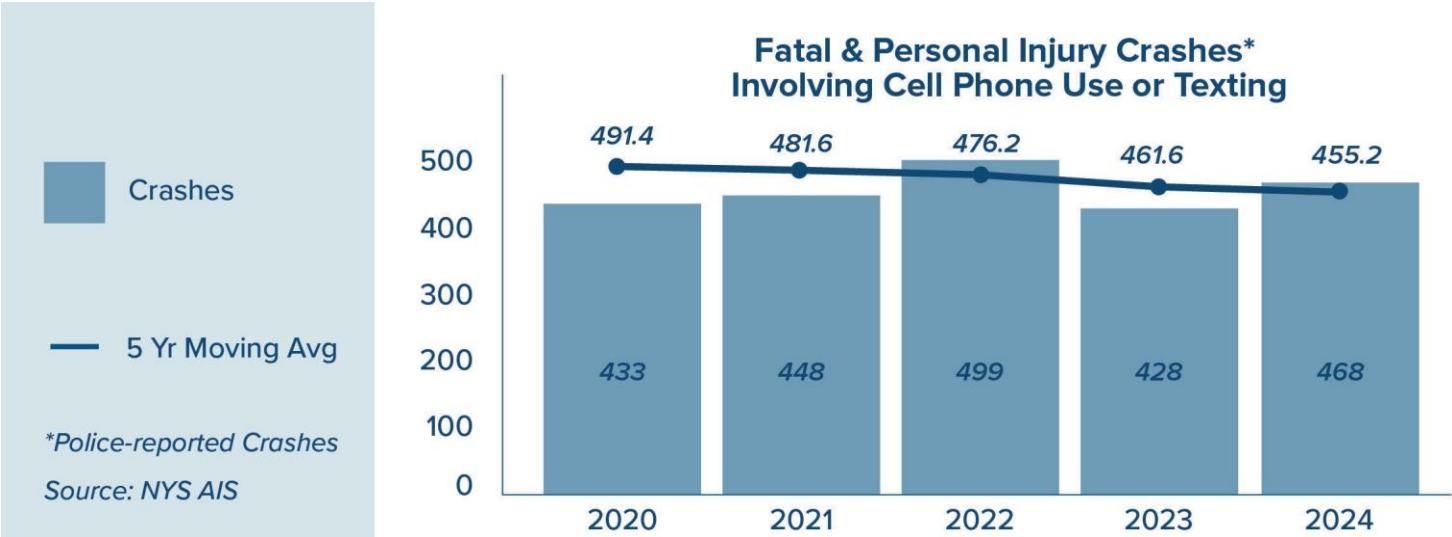
Assessment of Progress **Not on track to meet target** – The number of speed-related fatalities decreased by 15%, from 409 in 2022 to 347 in 2023 and is in fact at their lowest levels since 2019. However, the five-year moving average continued its upward trend, reaching 365.2 in 2023, which indicates that the target of 326.6 set for 2026 is not on track to be met.



Performance Measure Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting (State Data)

Performance Target Reduce the five-year moving average to 474.4 by 2026.

Assessment of Progress **Target met** – The number of fatal and personal injury crashes involving cell phone use or texting increased by 9% from 2023 to 2024. Despite this one-year increase, the five-year moving average continued its downward trend, reaching 455.2 in 2024, indicating that the 2026 target of 474.4 was met and exceeded.



Police Traffic Services Projects and Activities Funded in FFY 2025

New York identified a comprehensive set of strategies for the state’s PTS Program that collectively contribute to meeting the highway safety targets established in the FFY 2024–2026 3HSP. This section highlights selected projects undertaken in FFY 2025, organized by strategy, to demonstrate the range of activities implemented under the program.

Strategy PTS-1: 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 and under the Impaired Driving, Occupant Protection, and Motorcycle Safety Program areas. Enforcement deployment strategies are continually evaluated and adjusted to accommodate shifts and changes in priorities identified through monitoring key measures. These key measures are based on ongoing assessments and analysis of crash characteristics including contributing factors, days of the week, and times of day. This data-driven approach ensures continued progress toward the established performance goals.

Police Traffic Services Grants

Through the PTS grant program, GTSC awarded 236 grants totaling \$3,629,134 to municipal and county police agencies in FFY 2025 which includes the Suffolk County Police Department, Nassau County Police Department, and NYPD in addition to 233 PTS grantees. PTS grant funds support targeted enforcement of local traffic safety issues, including but not limited to speeding, aggressive driving, distracted driving, motorcycle safety, pedestrian safety, and occupant restraint usage. All participating agencies must join the annual 14-day national “Click It or Ticket” (CIOT) seat belt enforcement mobilization each May. Law enforcement agencies are also strongly encouraged to participate in the state’s annual “Operation See! Be Seen!” high-visibility pedestrian enforcement and education campaign.

Tickets Issued by PTS Grantees During Grant-Funded Activities in FFY 2025	
Speeding	16,564
Aggressive Driving	8,808
Distracted Driving (Cell phone / Texting)	4,520
Seat Belt / Child Restraint	4,384
Other Tickets	18,939
TOTAL TICKETS	53,215

The table below summarizes tickets issued by PTS grantees during grant-funded activities. In FFY 2025, the 236 participating local and county agencies issued more than 50,000 traffic citations, with the highest volumes for speeding, followed by aggressive driving, distracted driving, and seat belt/child restraint violations.

Marlborough Town Police Department

Marlborough is a town within Ulster County in the Mid-Hudson Region of New York State. Based on the U.S. Census Bureau’s latest census in 2020 and “US Census County Population Estimates” from 2025, Marlborough New York has an estimated population of 9,196. Marlborough is currently growing at a rate of 2.1% annually, and from 2020 to 2025 its population has increased by 5.66%. The median age is 44.6 years: 43.7 years for males, and 45.8 years for females. The town of Marlborough is 24.5 square miles, with a population density of 376 (people/mi²), with a mean travel time to work of 30.1 minutes, about 10% higher than the rest of Ulster County of 27.8 minutes. 74% of workers 16-years-old and over report their means of transportation to work as “Drove Alone,” 10% “Carpooled,” 1% “Public Transport,” and 1% “Walked.” The Marlborough Town Police Department (MTPD) reports approximately 24 sworn personnel, seven Full-Time Patrol Officers and 16 Part-Time Patrol Officers, with an average of two units per tour. The Marlborough Town Police Department has been a long-time recipient of PTS grant funding. GTSC’s continued supplemental grant funding has supported the MTPD’s on-going efforts to reduce crashes.

In 2025 the MTPD identified two corridors deemed to be at high-risk based on thorough crash analysis. The Department proposed a goal to reduce crashes by 25% in those locations, targeting the crash characteristics of those locations. Based on the reported crash and ticket numbers for 2024 and 2025, the MTPD reported an increase of 1,037% of tickets issued during grant funded hours (51 to 580) and a decrease of 52% of crashes (248 to 120) demonstrating positive traffic safety trends with the support of GTSC PTS grant funds.

Brockport Village Police Department

Brockport is a village within Monroe County in the Finger Lakes Region of New York State. Based on the U.S. Census Bureau’s latest census in 2020 and “US Census County Population Estimates” from 2025, Brockport New York has an estimated population of 7,583. Brockport is currently growing at a rate of 1.26% annually, and from 2020 to 2025 its population has increased by 6.61%. The median age is 23.6 years: 21.8 years for males, and 25.3 years for females. Brockport is 2.2 square miles, with a population density of 3,488 (people/mi²), with a mean travel time to work of 20.3 minutes. 65% of workers 16-years-old and over report their means of transportation to work as “Drove Alone,” 5% “Carpooled,” 1% “Public Transport,” 2% “Bicycle,” and 19% “Walked.” The Brockport Police Department (BPD) reports approximately 14 sworn personnel, and 14 Full-Time Patrol Officers, with an average of two units per tour. The BPD has been a long-term recipient of PTS grant funding. BPD has developed a strong enforcement strategy based on evidence-based traffic safety crash and ticket data. BPD has tied their enforcement strategy to their promotion of “community policing” that includes education and outreach to the community as a proactive measure to combat dangerous driving behaviors.

In 2025 the BPD identified three corridors deemed to be at high-risk based on thorough crash analysis. BPD proposed a goal of a reduction of crashes by 12% in two of the locations identified, and a 40% crash reduction in the third by targeting the crash characteristics of the three locations. BPD identified the traffic environment of each location, along with top contributing factors which included distracted driving, speed and aggressive driving, and isolated the times and days of week of high crash frequency. Based on BPD’s reported crash and ticket numbers for 2024 and 2025, BPD reported an increase of 181% of tickets issued during grant funded hours (27 to 76) and a decrease of 49% of crashes (45 to 23). BPD’s 2025 grant reported crashes of 23 compared to the five-year average of 95, showing a 75% decrease and demonstrating a positive shift in their traffic safety efforts with the utilization of GTSC PTS grant funds.

Greene County Sheriff’s Office

Greene County is on the border of the Capital Region and Upper Hudson Valley Region of New York State. Based on the U.S. Census Bureau’s latest census in 2020 and “US Census County Population Estimates” from 2025, Greene County, New York has an estimated population of 46,710. The median age is 47.4 years: 45.0 years for males, and 49.5 years for females. Greene County is 647.2 square miles, with a population density of 72 (people/mi²), with a mean travel time to work of 28.2 minutes. 72% of workers 16 years old and over report their means of transportation to work as “Drove Alone,” 9% “Carpooled,” 2% “Public Transport,” and 3% “Walked.” The Greene County Sheriff’s Office (GCSO) reports approximately 55 sworn personnel, 44 Full-Time Patrol Officers, and 11 Part-Time Patrol Officers, with an average of four units per tour. The GCSO has also been a long-term recipient of PTS grant funding. GCSO utilized multiple targeted enforcement strategies including stationary, marked, and unmarked roving patrols, in conjunction with radar and LIDAR enforcement tools to continue to advance their positive crash and ticket trends. GCSO supplements their efforts by partnering with smaller local enforcement agencies and NYSP enforcement partners, effectively expanding their area of impact and effort.

In 2025 the GCSO identified three corridors deemed to be at high-risk based on thorough crash analysis. They proposed a goal of reducing crashes by 2% in the three identified locations by targeting the detailed crash characteristics. GCSO identified the traffic environment of each location, along with top contributing factors which included failure to yield the right of way, distracted driving, speed and aggressive driving, and isolated the times and days of week of high crash frequency. Based on GCSO’s reported crash and ticket numbers for 2024 and 2025, BPD reported an increase of 146% of tickets issued during grant funded hours (83 to 204) and a decrease of 3% of crashes (144 to 140). GCSO’s 204 reported tickets issued during grant funded hours, 49% (100) of those tickets were issued for speeding and aggressive driving,

which GCSO’s enforcement strategy was tailored to address. By improving their grant enforcement strategies, the GCSO 2025 grant reported a ticket increase of 146% and a 52% decrease in reported crashes of 140 compared to the five-year average of 290. This illustrates the importance and effectiveness of evidence-based traffic safety enforcement strategies on the reduction of traffic-related crashes and injuries.

New York State Police Speed Enforcement Program

Speed Awareness Weeks

GTSC encouraged law enforcement partners to participate in two “Speed Awareness Weeks” – high-visibility engagement campaigns aimed at reducing speed-related crashes. GTSC recommended targeted speed enforcement details on roadways where data reflects a crash issue related to speed. Police agencies were also encouraged to promote the campaign in their communities and to alert the media and the courts that increased speed enforcement would be occurring.

Law enforcement partners across New York and NYSP ran two successful “Speed Awareness Weeks.” The targeted high-visibility enforcement and engagement campaigns were conducted June 9-15 and August 4–10, 2025.

Speed Week 1 (June 9-15) had participation from 647 law enforcement agencies across New York State. Those agencies issued 18,000 tickets for speeding, and 47,496 tickets for other VTL violations during this campaign. Of the 18,000 tickets for speeding, NYSP issued 3,918 tickets and 1,667 of the 46,081 tickets for other VTL violations.

2025 - Post Speed Week 1 HVEC (6/9/25 - 6/15/25)		2025 - Post Speed Week 2 HVEC (8/4/25 - 8/10/25)	
Other Violations	39,963	Other Violations	27,208
Speeding	18,000	Speeding	14,202
Distracted Driving	2,086	Distracted Driving	1,948
Seat Belt	2,566	Seat Belt	1,832
Alcohol/Drugs	1,466	Alcohol/Drugs	893
Move Over Law	1,415	Move Over Law	770
TOTAL	65,496	TOTAL	46,853

Speed Week 2 (August 4-10) had participation from 580 law enforcement agencies across New York State. Those agencies issued 14,202 tickets for speeding, and 32,651 tickets for other VTL violations during this enforcement campaign.

Monroe County Regional High Visibility Enforcement Campaign

As part of New York State’s FFY 2024–2026 3HSP, GTSC designated the City of Rochester and Monroe County as a high-risk jurisdiction for traffic crashes and fatalities based upon crash data from the Institute for Traffic Safety Management & Research (ITSMR). According to ITSMR, unsafe speed is consistently the leading contributing factor in fatal crashes throughout Monroe County, with speeding implicated in one-third of all traffic fatalities statewide.

Further analysis reveals male drivers aged 20–29 are the most overrepresented demographic in speed-related fatal incidents. Speed-related crashes from 2022 and 2023 occurred most frequently during midday hours (12:00 p.m.–3:00 p.m.) and the late-afternoon period (3:00 p.m.–6:00 p.m.).

To confront this critical safety challenge, GTSC renewed its partnership with the Rochester Red Wings in 2025 and introduced enhanced supporting elements. The centerpiece was a digital media campaign “Speeding Is No Game. You Don’t Get a Second Life,” designed to underscore the irreversible consequences of excessive speed.

Concurrently, GTSC coordinated a focused high-visibility enforcement wave across Monroe County from June 25–27, 2025. The operation engaged every municipal law enforcement agency in the county alongside NYSP, concentrating patrols on corridors with elevated speed-related crash histories.

The three-day enforcement initiative yielded 1,305 total citations for vehicle and traffic law violations, including 291 speeding tickets and 29 arrests for impaired driving, with the remaining 985 citations addressing additional hazardous driving behaviors.

This integrated approach—combining data-driven public education, strategic community partnership with the Rochester Red Wings, and synchronized multi-agency enforcement—demonstrates GTSC’s comprehensive strategy for reducing speed-related harm in one of New York’s highest-risk areas.

No Empty Chair Joint Enforcement Campaign

From April 21-25, 2025, law enforcement participated in the statewide, multi-agency “No Empty Chair” safe teen driver campaign. This campaign is conducted prior to prom and graduation season with the aim of minimizing crashes involving teenage drivers. Each day of the week-long campaign focused on a different traffic safety threat and included the annual “Operation Safe Stop,” which seeks to promote school bus safety through education and enforcement efforts. All traffic safety details are conducted near high schools whenever possible. Outreach is amplified by coordinating with multiple law enforcement agencies, Victim Advocate Speakers, medical personnel, and community stakeholders to conduct a large-scale media event at a local high school.

The “No Empty Chair” enforcement campaign had participation from 638 law enforcement agencies across New York State. Law enforcement agencies issued 9,465 tickets for speeding, and 40,927 tickets for other VTL violations during this enforcement campaign. Of the 9,465 tickets for speeding, NYSP issued 965 tickets and 1,209 of the 40,927 tickets for other VTL violations.

NYSP Speed Enforcement Waves

Beyond the joint and highlighted enforcement waves, NYSP conducted several additional high visibility engagement campaign waves for the purpose of targeted speed enforcement:

31,028 hours of overtime were utilized by Troopers for targeted speed enforcement throughout New York State. Targeted enforcement was conducted throughout the year, resulting in 45,581 speeding tickets and 21,689 other tickets written during the over 4,550 speed enforcement details. Additionally, 35 impaired driving arrests and 172 criminal arrests were made.

2025 - Post No Empty Chair (NEC) HVEC (4/21/25 - 4/25/25)	
Other Violations	34,694
Speeding	9,465
Distracted Driving	2,929
Seat Belt	1,886
Alcohol/Drugs	854
Move Over Law	564
TOTAL	50,392

Winter Driving Speed Reasonable & Prudent

In FFY 2025, GTSC launched a targeted winter-driving educational campaign designed to curb the disproportionate number of speed-related crashes that occur during New York’s most hazardous weather months. Centered on the core principle of “drive at a speed reasonable and prudent for conditions,” the initiative emphasized proactive speed adjustment in snow, ice, and reduced visibility.

On December 12, 2024, GTSC convened a statewide press event in collaboration with state and local traffic-safety stakeholders and law enforcement agencies. The unified message urged motorists to remain vigilant and reduce speed when winter weather impairs roadway traction and sight lines.

Wave	Wave Date	NYSP Total Tickets	NYSP Speed Tickets
Columbis Day HVEC	10/10/24 - 10/14/24	8,864	3,860
Thanksgiving HVEC	11/27/24 - 12/01/24	12,803	4,338
Spring Safe Driving	4/15/25 - 4/20/25	5,454	1,525
National Work Zone Awareness	4/21/25 - 4/25/25	507	322
2025 Operational Plate Check	4/29/25 - 5/02/25	4,185	211
I-95 Safe Drive	5/13/25 - 5/15/25	273	142
HW20 Enforcement Project	Multiple Nov, Jan, Mar, May, Jul, Sept	1,566	855
TOTAL		33,652	11,253

ITSMR data underscores the urgency of this effort: an average of 32% of all speed-related crashes from 2021 through 2023 occurred during December, January, and February—the period when adverse weather most severely compromises vehicle control and stopping distances.

By delivering timely, condition-specific guidance through coordinated media outreach and partner amplification, GTSC reinforced the message that appropriate speed is not merely a suggestion but a critical safety imperative during New York’s challenging winter season.

Strategy PTS-2: 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, micromobility, and bicyclist safety. Descriptions of these additional training programs and their accomplishments can be found under the corresponding program areas.

Evidence-Based Traffic Safety Enforcement Training for Law Enforcement

Through its Law Enforcement Liaison (LEL) program, GTSC delivered specialized training to law enforcement agencies statewide on the development and implementation of evidence-based enforcement and engagement plans. This curriculum instructed officers in the systematic use of local crash and citation data to pinpoint community-specific traffic safety deficiencies. The methodology emphasized correlating predominant crash-causing violations and driver behaviors with precise temporal and geographic patterns within each jurisdiction. Agencies were then guided to direct patrol resources toward high-impact details tailored to these identified risks. To sustain effectiveness, participants received instruction regarding ongoing performance evaluation and strategic adjustment in response to evolving local highway safety trends.

Throughout FFY 2025, GTSC staff and LELs maintained intensive outreach and technical support for the New York State County Crash Dashboard, an intuitive analytical platform enabling law enforcement partners to identify jurisdictional crash concentrations and extract granular crash characteristics for enhanced enforcement planning and community education. Utilization of the Dashboard amongst agencies submitting PTS grant proposals increased by 42.4 percent between 2023 and 2025. During this period, GTSC generated and delivered more than 110 individualized crash and citation data reports accompanied by customized training sessions to sheriffs' offices, municipal police departments, and allied highway safety stakeholders.

In partnership with NYSACOP, NYSSA, NYSP, NYS DCJS, and the New York State Department of Transportation (NYS DOT), GTSC established and executed a comprehensive law enforcement training calendar. The curriculum encompassed GTSC grant application workshops, advanced impaired driving recognition, DWI documentation and courtroom testimony, NYS DCJS radar/LIDAR instructor certification, regional electronic transportation enforcement, bicycle and pedestrian law and safety, motorcycle safety enforcement, commercial vehicle awareness, crash investigation and management series, Below 100 officer safety training, child passenger safety technician certification for law enforcement, and specialized traffic safety presentations delivered at the New York State Highway Safety Symposium and Empire State Law Enforcement Traffic Safety (ESLETS) conference.

These coordinated capacity-building efforts strengthened data-driven decision-making across New York State's law enforcement community and reinforced collaborative frameworks that continue to yield measurable improvements in highway safety performance.

Empire State Law Enforcement Traffic Safety Conference (ESLETS)

Each year, the ESLETS conference provides training to over 250 law enforcement and traffic safety professionals across New York State. With support from GTSC, this forum was developed with a "by law enforcement for law enforcement" focus. Attendees receive instruction on contemporary traffic safety issues and trends in enforcement and technology. ESLETS provides an opportunity to network with representatives from other police agencies. The planning committee for the annual conference includes representatives from NYSP, GTSC, NYSSA, and NYSACOP.

The ESLETS conference took place on April 9-10, 2025, in Syracuse, New York. 272 law enforcement officers and traffic safety professionals attended, representing 89 different agencies and 20 participating vendors. Presenters spoke to attendees and provided substantial information for the betterment of law enforcement practices. Topics covered in FFY 2025 included a County Crash Dashboard demonstration by GTSC, current trends, and enforcement efforts within New York State.

Traffic Crash Investigation

Through GTSC's highway safety grant program, training programs in traffic crash investigation for NYSP and local enforcement agencies are eligible for funding. Funding was provided to support activities directly related to crash investigations and timely crash reconstruction of serious personal injury and fatal motor vehicle crashes. The NYSP's Collision Reconstruction Unit (CRU) is the primary agency providing collision reconstruction services. The funding supports the Collision Reconstruction Integrated Comprehensive Innovative Solutions (CRICIS) grant. This grant covers materials, supplies, travel, and advanced technology to support crash reconstruction.

With the support of GTSC funding, NYSP can do timely on-scene reconstruction investigations, capture on-scene data elements, evaluate the presence of criminality, and accurately identify those responsible. During FFY 2025 the NYSP CRU began training for 35 new NYSP members in the basic CRU classes. Additionally, advanced trainings include Advanced Crash Data Retrieval, Crime Scene Photography, Accreditation Commission for Traffic Accident Reconstruction Prep, Pedestrian/Bicycle Crash Investigation, At-Scene Traffic Homicide Investigation, and hundreds of decentralized training hours and mentoring to law enforcement professionals throughout New York State. CRU representatives presented at the American Academy of Forensic Sciences (AAFS) Annual Scientific Conference, NYSP Academy, and the NYSP CRU Exhibit at the New York State Fair. CRU members assisted various law enforcement agencies throughout New York State, reporting 209 responses, which is 41% of NYSP CRU's caseload. In FFY 2025, the NYSP CRU responded to 514 requests. Of these

responses, 460 were Vehicular Assaults and Homicides (89.5%), and of these Vehicular Assaults and Homicides – 19.7% were Pedestrian/Bicycle crashes, 10.8% were Motorcycle/ATV crashes, 11.9% were Commercial Vehicle crashes, and 34.3% were Crash Data Retrieval Imaging only.

The NYSP CRU provides specialized expertise and is one of the top trained and equipped programs in the country. GTSC and NYSP expect CRU's annual responses to remain constant, or increase. The dedicated financial support of grant funding coupled with NYSP's continued investment will help ensure this 40-year program remains well established and able to meet tomorrow's challenges.

Strategy PTS-3: Communications and Outreach

Statewide Law Enforcement Liaison (LEL) Program

The GTSC funds a robust LEL program that embeds dedicated liaisons within NYSP, NYSACOP, NYSSA. NYSACOP augments its model with a Traffic Safety Services Coordinator and specialized Traffic Safety Outreach Liaisons who maintain direct, ongoing engagement with municipal agencies. Operating seamlessly across organizational lines, these three entities foster coordinated communication and unified action on emerging traffic safety priorities.

Working in close partnership with GTSC program staff and law enforcement agencies statewide, LELs contribute expertise to the research, design, execution, and evaluation of traffic safety initiatives. They serve as conduits for best-practice information, advocates for constituent needs, and align state efforts with national priorities through regular collaboration with the NHTSA Region 2 LEL, particularly on training and high-visibility engagement campaigns.

During FFY 2025, GTSC LELs conducted more than 90 in-person and virtual meetings across New York State, delivering tailored technical assistance to both grantee and non-grantee agencies. These consultations covered evidence-based enforcement strategies, effective use of traffic safety data tools and resources, distribution of educational materials for law enforcement and the public, and detailed guidance on available grant opportunities. NYSACOP further enhanced agency capacity by launching its Traffic Safety Services Review program, modeled on NHTSA's Safety Program Assessment. These voluntary reviews evaluate departmental policies, procedures, and performance, providing actionable recommendations grounded in national best practices.

Beyond direct agency support, the GTSC LELs maintain active leadership roles on numerous statewide and national traffic safety bodies, including the Traffic Records Coordinating Council (TRCC), NYS DOT Traffic Incident Management (TIMS) Steering Committee, GTSC Motorcycle Safety Workgroup, NYS DOT Pedestrian Safety Action Program, New York Partnership Against Drowsy Driving, New York State Association of Traffic Safety Boards (NYSATSB), Western New York Regional Traffic Alliance, National Sheriffs' Association's Traffic Safety Committee, International Association of Chiefs of Police (IACP) Roadway Safety Committee, the New York State Oral Fluid Testing Committee, New York State Association of Towns, New York State Association of Counties, and the National Association of Counties.

Through this integrated network of embedded expertise, on-the-ground assistance, and strategic committee participation, GTSC's LEL program continues to strengthen interagency collaboration and elevate traffic safety performance throughout New York State.

Education and Outreach by Police Officers

Education stands as a cornerstone of New York's comprehensive traffic safety strategy. Beyond enforcing VTL, law enforcement agencies serve as trusted messengers who deliver critical safety messaging directly to motorists and vulnerable road users. Officers and partner educators are uniquely positioned to reach at-risk teen drivers with proven, age-appropriate programming. In FFY 2025, GTSC funded the development and distribution of specialized toolkits and resources designed specifically for use by police officers and community educators.

Throughout the year, GTSC law enforcement grantees and LELs conducted extensive public outreach at county fairs, community festivals, safety days, school assemblies, and local government meetings. These initiatives featured interactive information tables, data-driven presentations using the Dashboard, roundtable discussions, and high-impact visual demonstrations including rollover simulators and seatbelt convincers. Emphasis was placed on engaging New York's youth, reaching new and future drivers before risky behaviors take root. Programs incorporated GTSC's grant-funded Victim Impact Speaker Bureau, the widely distributed Teen Driver Toolkit, and dynamic activities such as the "Battle of the Belts" competition, in which teams of four race to properly buckle into every seating position.

Notable FFY 2025 highlights included Tykes Tuesday, held July 22, 2025, at Destiny USA in Syracuse. Hosted by the Onondaga County Traffic Safety Advisory Board, this family-focused event drew hundreds of children and caregivers for hands-on learning about child passenger safety, bicycle and pedestrian protection, occupant restraint, school bus safety, impaired and distracted driving, and heatstroke prevention. Local law enforcement officers served as lead educators, using patrol vehicles, interactive exhibits, and live demonstrations to reinforce life-saving practices.

On October 9, 2025, GTSC's LEL program partnered with AAA Northeast to convene a landmark Youth Traffic Safety Summit at the Nexus Center in Utica. The day-long event featured powerful testimony from victim impact speakers, presentations by law enforcement and community leaders, and immersive activities including Battle of the Belts, a rollover simulator, and a live vehicle extrication demonstration.

By combining real-world consequences with experiential learning, the summit equipped hundreds of teen drivers with the knowledge and motivation to make safer choices behind the wheel.

Through these sustained, collaborative efforts, GTSC and its law enforcement partners transformed officers from enforcers into educators, building a culture of safety that reaches New York's roadways long before the next generation takes the wheel.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2023 and AIS 2024) indicate the target set in New York's FFY 2024-2026 3HSP for reducing Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting was met and exceeded. However, the target for reducing Speeding-Related Fatalities is not on track to be met. To support reductions in Speeding-Related Fatalities, the following adjustments to countermeasure strategies will be considered in the development of the FFY 2027-2029 3HSP and the FFY 2027 Annual Grant Application (AGA).

- Strategy PTS-1, PTS-3: GTSC will reassess recent data related to speed-related crashes. Based on these analyses, GTSC will continue to target the high-risk hotspots, including New York City, with a comprehensive speeding media campaign in partnership with NYS DMV's Office of Communications. A new media campaign is currently in development. The developing media plan will include targeted social media campaigns, featuring new and existing messaging and public service announcements for both radio and television, aimed at reducing speeds and speed-related crashes.
- Strategy PTS-1, PTS-3: GTSC will continue to conduct multiple statewide "Speed Awareness Week" enforcement and engagement mobilizations to promote safer speeds across the State. GTSC will further develop its plan and efforts to conduct outreach efforts with regional Chambers of Commerce to further GTSC's partnership with employers to provide their employees with traffic safety education, specifically highlighting the dangers of speeding. That effort coincides with the identified at-risk populations and incident days and times for speed-related crashes, which is the 21-29 age group, during weekdays, lunch hours, and the "happy hour" time block. An additional "Speed Awareness Enforcement and Engagement Campaign," in partnership with the New York Police Department (NYPD), will be conducted within New York City's five boroughs. The selected period for this campaign will be based on the crash data risk profile for the region.
- Strategy PTS-3: GTSC will continue exploring additional educational outreach avenues using press events in the winter months to address the bulk of speed-related crashes in New York State. These efforts are tailored around driving appropriately according to the weather conditions with "speed reasonable and prudent." They will include NYSP, NYS DOT, and other state and regional partners.
- Strategy PTS-1, PTS-2, PTS-3: GTSC will continue to promote County Crash Dashboards and ITSMR's Traffic Safety Statistical Repository (TSSR), as premier traffic safety crash data tools to improve evidence-based traffic safety enforcement efforts and community education and outreach. GTSC staff and LELs will continue to provide hands-on guidance and training for these resources. Through these efforts, GTSC hopes to continue to increase usage by law enforcement agencies, improving problem identification in submitted PTS proposals and ultimately a reduction of crashes, through targeted enforcement measures.

MOTORCYCLE SAFETY

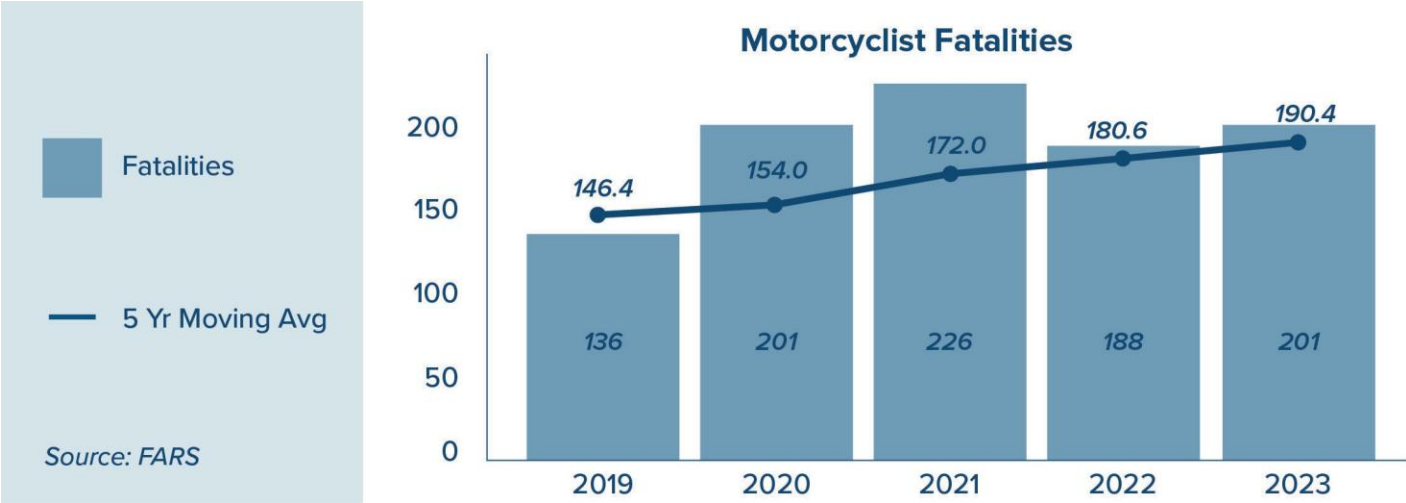
Motorcyclist safety remains a chief concern in New York, where more than 700,000 licensed motorcyclists share the roads with much larger vehicles each year. To help reduce crashes and fatalities, New York’s Motorcycle Safety Program (MSP), administered by NYS DMV, offers comprehensive education for both riders and motorists through presentations, tabling, and other public outreach events. Rider-focused instruction aims to improve skills and promote responsible riding behaviors. Complementing this effort, GTSC supports law enforcement training, public awareness campaigns virtually with social media, and in-person at events at high schools, “bike nights,” and automotive & motorcycle events.

Together, these strategies enhance rider competency, increase driver awareness, and promote safe road sharing. Coordination among key partners—including NYS DMV, NYS DOH, NYSP, Motorcycle Safety Foundation (MSF), NYSACOP, and ITSMR—ensures a unified, data-driven approach to motorcyclist safety across the state.

Assessment of Progress

In New York State’s FFY 2024–2026 3HSP, four performance measures were selected to track progress in the MSP. These measures were developed in alignment with the NHTSA guideline Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025). The following section presents the performance targets established for each measure and provides an assessment of progress toward achieving those targets.

Performance Measure	C-7 Motorcyclist Fatalities (FARS)
Performance Target	Reduce the five-year moving average to 166.5 by 2026.
Assessment of Progress	Not on track to meet target – Motorcyclist fatalities rose by 7%, from 188 in 2022 to 201 in 2023. The five-year moving average continued climbing, reaching 190.4 in 2023, indicating that the 2026 target of 166.5 is not on track to be met.



Performance Measure

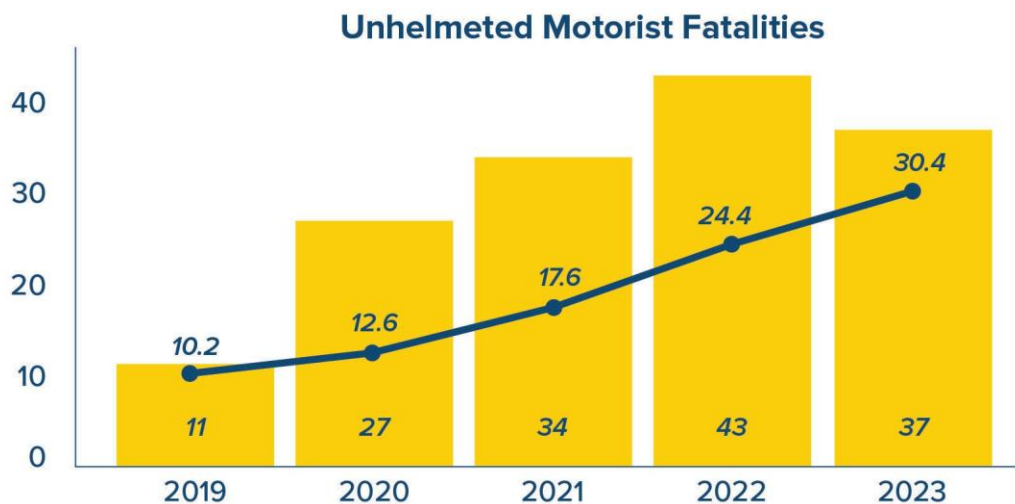
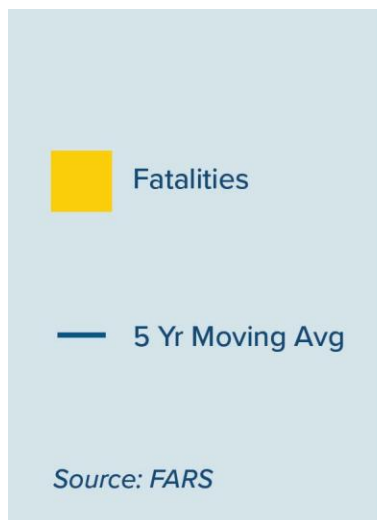
C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Performance Target

Reduce the five-year moving average to 16.15 by 2026.

Assessment of Progress

Not on track to meet target – The number of unhelmeted motorcyclist fatalities decreased from 43 in 2022 to 37 in 2023. However, the upward trend in the five-year moving average persisted, reaching 30.4 in 2023, which indicates that the 2026 target of 16.15 is not on track to be met.



Performance Measure

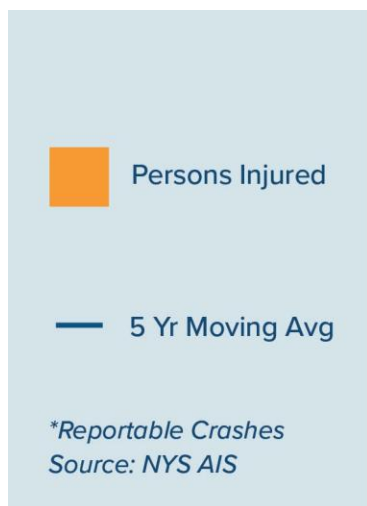
Motorcyclists Injured in Crashes (State Data)

Performance Target

Reduce the five-year moving average to 3,780.0 by 2026.

Assessment of Progress

Not on track to meet target – In 2024, 4,989 motorcyclists were injured in crashes, an 8% increase from 2023. As a result, the five-year moving average rose from 3,979.0 in 2023 to 4,228.8 in 2024, indicating that the 2026 target is not on track to be met.



Performance Measure

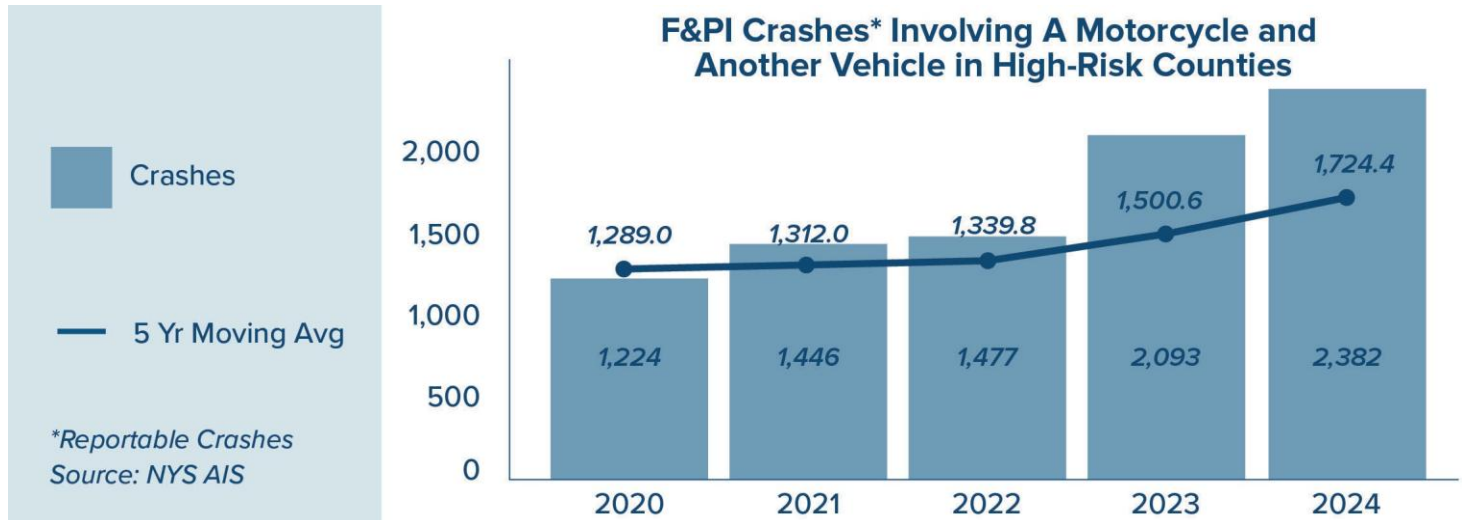
Fatal and Personal Injury Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (State Data)¹

Performance Target

Reduce the five-year moving average to 1,292.3 by 2026.

Assessment of Progress

Not on track to meet target – The number of F&PI crashes involving a motorcycle and another vehicle in high-risk counties rose by 14%, from 2,093 in 2023 to 2,382 in 2024. As a result, the upward trend in the five-year moving average persisted, reaching 1,724.4 in 2024, which indicates that the 2026 target of 1,292.3 is not on track to be met.



Motorcycle Safety Projects and Activities Funded in FFY 2025

New York has identified a comprehensive set of strategies for the State's MSP that collectively support the highway safety targets established in the FFY 2024–2026 3HSP. This section highlights selected projects undertaken in FFY 2025, organized by strategy, to demonstrate the range of activities implemented under the program.

Strategy MC-1: Motorcycle Rider Training and Education

Ride Motorcycle Safety School (RideMSS)

Ride Motorcycle Safety School (RideMSS) is New York's largest motorcycle training provider and recognized for its commitment to delivering high-quality educational experiences. In addition to the various two- and three-wheeled motorcycle courses overseen by NYS DMV throughout FFY 2025, RideMSS offered free events, including a 30-minute beginner motorcycle experience with hands-on instruction covering safe motorcycle operation. This introductory course covers essential topics such as proper riding gear, choosing a safe location, understanding motorcycle controls and their functions, and practicing clutch control in a straight line. Free Spanish translation services are also available on-site.

Unlike paid courses—such as MSF's Basic Rider Course, in which participants receive comprehensive training on motorcycle operation, safety gear, and riding techniques to become licensed to operate a motorcycle in New York—these free events take a no-cost, community-focused approach. They are designed for individuals who may be curious about motorcycling or want to better understand how motorists and riders can safely share the road. All events are offered year-round, either in-person or virtual.

New York City Department of Transportation Training

The New York City Department of Transportation (NYC DOT) leads a community-based educational program for motorcyclists. This program includes specialized training and outreach in partnership with the New York City Traffic Safety Board (NYCTSB), the Motorcycle Advisory Council (MAC), MSF, and RideMSS. Trainings are designed to build safe riding skills and strengthen knowledge of motorcycle operation in New York City. This is accomplished via discussions covering common crash factors for motorcyclists, crash prevention, and proper safety equipment requirements for riders, passengers, and motorcycles.

All training sessions are hands-on with a rider's motorcycle and conducted outdoors using a designated parking lot obstacle course. During

¹ The high-risk counties are Queens, Kings, Bronx, New York, Suffolk, and Nassau. These counties have consistently ranked in the top six for F&PI crashes involving a motorcycle and another motor vehicle since 2013.

this grant year, 13 events were held at Randall’s Island and Kingsborough Community College, each serving approximately 50 riders. Additional collaborative events with RideMSS were hosted at Lehman College, Kingsborough Community College, and the College of Staten Island, with trainings offered in both English and Spanish.

New York State Association of Traffic Safety Boards Motorcycle Awareness and Safety Education

NYSATSB spearheads an important educational program, delivering presentations primarily in high schools across New York State as part of their driver’s education. These presentations focus on motorcycle awareness and safety and include the dissemination of educational materials. The primary audience for this program are new or upcoming drivers.

In FFY 2025, NYSATSB delivered a record 250 presentations primarily through driver education and pre-licensing courses—a 46.2% increase over the previous year. With the increase in trainers and coordinators, these presentations reached 5,537 students, a 68.4% increase from 2024 (3,288 students). In March, NYSATSB further launched a “Train the Trainer” program on Long Island at the Lake Ronkonkoma Fire Department, with 20 participants from three counties. This program has expanded the network of trainers and presenters across New York State, enabling more presentations and broader outreach. This expanded awareness comes at a critical time, as motorcycle crash statistics continue to highlight ongoing safety challenges.

Law Enforcement Training and Education

Both NYSP and the Town of Colonie Police Department are valued partners in promoting motorcycle safety and awareness. In collaboration with GTSC, the Town of Colonie Police Department conducted four law enforcement training courses throughout the year in Suffolk, Orange, Erie and Monroe counties. These courses were developed from the ground up with GTSC oversight to address law enforcement needs, using statewide crash and enforcement data to identify areas that would most benefit from targeted motorcycle safety training. A total of 355 officers attended these trainings, representing 48 agencies in the state.

The courses provided participants with greater insight into motorcycle operation, rider behavior, and safe interaction practices. They also helped officers who may have been less familiar or comfortable engaging with motorcyclists develop the confidence and understanding in recognizing unsafe riding behaviors during traffic stops and roadside encounters.

Members of NYSP participated in large-scale motor vehicle events, including the International Auto Show in New York City. At these events, uniformed officers engaged with attendees to discuss motorcycle and traffic safety and distributed educational materials. A NYSP motorcycle was displayed alongside the booth, serving as a focal point for conversations about motorcycle safety.

Other major events attended by NYSP included the New York State Fair, the Albany County Traffic Safety Awareness Weekend at Crossgates Mall, and, in partnership with GTSC, the 41st Annual Americade Motorcycle Rally in Lake George. Additionally, NYSP participated in numerous smaller events, such as state “Bike Nights” at various dealerships, local and county fairs, and other public gatherings.

In total, NYSP attended 81 events, reaching over 117,000 attendees, conducted 712 courtesy safety inspections of participants’ motorcycles, and distributed nearly 9,000 educational safety materials.

Strategy MC-2: Communications and Outreach

Historically, May is National Motorcycle Safety Awareness Month. During this month, GTSC and its partners utilize a variety of social media platforms to promote motorcycle safety and awareness through educational posts, public service announcements, and events.

A key FFY 2025 press event occurred in May, leading up to the Americade Motorcycle Rally in Lake George. With over 50,000 registered riders and passengers each year—and up to 100,000 total attendees—Americade, the world’s largest multi-brand motorcycle touring rally, provided a high-visibility platform to promote motorcycle awareness and safety. GTSC highlighted the stark statistic that motorcyclists continue to be overrepresented in traffic-related fatalities both in New York State and nationwide.

NYSATSB also maintained and distributed lawn signs at various events and locations, including motorcycle dealerships, stores, businesses, educational facilities, memorial rides, and community “Bike Night” events. The signs featured messages such as “Look Twice, Save a Life” and the new slogan, “Slow Down, Look Around—Intersections & Left Turns,” available in both English and Spanish. A total of 8,480 signs were disseminated, including 2,000 specifically for Long Island, representing a 57% increase from the previous year. New this year, 20 large banners displaying the “Look Twice, Save a Life” message were also distributed across the state.

In partnership with NYS DOH, scripts for a RIDE-DRIVE-CARE skills improvement campaign are being finalized. This initiative will produce three short videos for an online campaign emphasizing new riders, like new drivers, may have limited experience. Even a seemingly skilled rider who has recently completed an MSF course and obtained their motorcycle endorsement may exhibit risky behaviors, such as target fixation, where a rider becomes so focused on a specific object or hazard and inadvertently increase their risk of collision or leaving the roadway. This campaign complements previous messaging, including “Share the Road with Motorcycles,” “Watch for Motorcycles!” and “Look Twice, Save a Life.”

In 2025 two digital and geotargeted awareness campaigns were also conducted statewide, from Long Island to Plattsburgh to Buffalo and everywhere in between. The campaigns aimed to promote motorcycle awareness and safety during the traditional riding season, from late Spring through Fall. Messaging was delivered through digital and social media platforms, online banner ads, TV, audio, connected TV (CTV), and streaming platforms such as YouTube, Facebook, Instagram, X, Spotify, Amazon, Twitch, and Stewart’s Shops. Preliminary data indicate over 36 million impressions, 135,000 clicks, and 4.4 million views. Campaign content was delivered in both English and Spanish.

Strategy MC-3: Enforcement

Since grant-funded motorcycle enforcement campaigns and associated activities are not permitted, enforcement initiatives focused on promoting motorcycle safety education and awareness. Law enforcement and partner organizations continued to participate in both high-profile events—such as the Americade Motorcycle Rally, and the International Auto Show—and smaller community events, including “Bike Nights” at dealerships, local fairs, and county fairs. At these events, law enforcement partners and grantees provided educational presentations, speaking points, statistical data, and courtesy motorcycle inspections.

Both law enforcement-led trainings and presentations delivered through driver education by the Traffic Safety Boards have been critical in educating officers and new drivers about motorcycle safety and rider behavior. Although motorcycles represent a relatively small portion of licensed and registered vehicles in New York State, motorcyclists remain disproportionately represented in personal injury and fatal crashes. These statistics underscore the importance of targeted efforts to protect motorcycle riders on the roadways.

The Broome County Sheriff’s Office participated in two community outreach events at Binghamton’s Mirabito Stadium, home to the minor league baseball team the Binghamton Rumble Ponies. The events were held on May 26, 2025, and September 11, 2025, and were well-attended with an estimated 2,500 people present across both dates. For the events, the Sheriff’s Office brought motorcade police, including a police motorcycle, to engage with attendees about important topics like rider safety, awareness, and motorist safety.

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

In response to statistical trends in motorcycle crashes, fatalities, and personal injuries, the Motorcycle Safety Group was established in 2016. The group is composed of members from NYSP, local law enforcement agencies, NYSACOP, GTSC, MSF, ITSMR, NYS DOH, and NYS DMV.

The primary goal of the Motorcycle Safety Group is to analyze crash and injury data to develop and update countermeasures and safety messaging targeted to different demographics across New York State. Topics of discussion often focus on identifying locations with increased personal injuries and fatalities among motorcyclists. This data-driven approach enables the group to coordinate and prioritize law enforcement motorcycle courses and trainings where they are most needed.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data (FARS 2023 and AIS 2024) indicate none of the four Motorcycle Safety performance targets established in New York’s FFY 2024–2026 3HSP listed above are currently on track to be met. Adjustments to countermeasure strategies are being developed for New York’s FFY 2027–2029 3HSP and the FFY 2027 AGA to correct the trajectory of current statistics and ultimately reach performance targets.

- Strategy MC-3: The Town of Colonie Police Department, in partnership with NYSP, will increase the number of law enforcement trainings led by subject matter experts. These sessions will provide officers who are less familiar with motorcycle safety with critical insights into rider behavior and traffic safety. Training will cover topics including motorcycle endorsement processes, registration and inspection requirements, essential safety gear for riders and passengers, common operational violations, crash investigation techniques, and safe traffic stop practices.
- Strategy MC-2: NYSATSB will continue growing an important educational program, delivering presentations primarily in high schools across New York State as part of driver’s education. These presentations, led by a retired Oswego mathematics teacher and team, will focus on motorcycle awareness and safety, including the dissemination of educational materials. With the success of last year’s “Train the Trainer” initiative, NYSATSB motorcycle awareness presentations will be expanded with increased presentations across the State and a continued focus on new and upcoming drivers.
- Strategy MC-1: NYS DOH & Health Research, Incorporated (HRI) will expand on the previous media campaign of “Ride, Drive, Care” and “See! Be Seen!” The focus of the campaign will be on new and inexperienced motorcycle riders. This campaign will include short educational videos designed to resonate with all viewers while tied to target audiences, frequencies, times and media platforms.
- Strategy MC-2: GTSC and its partners will expand participation at motorcycle and automotive events, such as Cars & Coffee, the

Albany Auto Show, and the Mountain Thunder Motorcycle Rally to expand outreach to the community. These events will provide additional opportunities to deliver key talking points, disseminate educational materials, and build relationships with both existing and new partners.

- Strategy MC-1: Free motorcycle events through RideMSS will be expanded and strategically integrated into larger automotive or motorcycle events with high attendance, maximizing outreach rather than hosting standalone events.
- Strategy MC-2: GTSC will focus on developing collaborative relationships with motorcycle dealerships and gear stores to distribute safety and awareness materials to our targeted audience. Training and guidance will be provided to riders of varying skill levels on selecting appropriate safety gear and ensuring proper fit.
- Strategy MC-1: MSF courses will be expanded, particularly in underserved areas of New York State, and locations often affected by weather conditions that limit class availability. Innovative solutions, such as utilizing covered parking garages, will be considered to ensure accessibility and continuity of training.

DRIVER AND OFFICER SAFETY EDUCATION

Engaging with motorists during traffic stops is one of the most frequent forms of engagement between police officers and the public, and one of the most dangerous. In its FFY 2025 AGA, GTSC applied for, and received, 405(i) funds from NHTSA under CFR Section 1300.28(d)(2) to fund significant revisions to the Vehicle Stops and Traffic Enforcement curriculum in its Basic Course for Police Officers, and to provide subsequent expanded training opportunities to active law enforcement, reenforcing their roles and responsibilities during vehicle and traffic stops, using the most recent court decisions and legal updates incorporated into scenario-based learning.

Vehicle Stops & Traffic Enforcement Curriculum

Scenario-based training enhances learning outcomes by using realistic, context-rich scenarios, improving skills retention and application. This training increases learning effectiveness, reduces anxiety, results in higher engagement, and increases self-confidence through immersive scenes and interactive clues. Immersion and engagement are improved further when the scenario is coupled with the use of realistic equipment and conditions. While New York's current peace officer training program meets the requirements set by the Municipal Police Training Council (MPTC), there currently is considerable variation in the quality of training across the 35 academies, especially as it relates to use of contextualized (reality/scenario-based) training. All police academies are required to provide training on proper vehicle and traffic stops, including a "practical exercise." However, academies often treat this requirement as a final evaluation rather than a natural component of the training environment due to resource limitations. GTSC, in partnership with the NYS DCJS Office of Public Safety, aims to create standardized, fully contextualized training by inserting live, in-person, real-world traffic stop scenarios into the training environment for all academy recruits in the Basic Course for Police Officers. To complement this training, technology and computer equipment with the most up-to-date software will be available to all 35 academies to make the scenario-based training as realistic as possible. Ultimately, the updated training will better prepare recruits for encounters with the public during vehicle and traffic stops.

GTSC was awarded \$1,027,551.83 on September 30, 2024, to begin implementing this initiative. The funds are used to:

1. Expand and update the traffic stop scenarios in the Basic Training Course, focusing on best practices for civilians and peace officers during traffic stops to ensure procedural justice.
2. Provide necessary equipment to make the simulations as realistic as possible.
3. Make the updated real-world scenario training, incorporating the latest court decisions and current law, available to all law enforcement.

GTSC and the NYS DCJS Office of Public Safety have enlisted the assistance of subject matter experts from NYSP, NYSACOP, LELs, and New York State Traffic Safety Resource Prosecutors (TSRPs) in forming a curriculum development committee. GTSC established completing the development of the contextualized learning environment needed for one pilot site in FFY 2026 as the initial performance measure associated with this project. The following table outlines the planned curriculum development, testing, evaluation, approval, and operation steps. The established performance measure is currently on target to be met.

Action	Outcome
NYSP to provide their traffic stop scenario-based curriculum to the curriculum ¹ development committee.	NYSP curriculum is received and reviewed by the curriculum development committee.
Curriculum development committee members attend the NYSP Academy vehicle stop training module for an in-person observation and review in January 2026.	A report of findings is prepared by the curriculum development committee.
The curriculum development committee is assigned individual tasks for completion of draft curriculum.	A draft of the curriculum is produced prior to March 1, 2026.
The curriculum development committee meets to discuss final changes to the module.	The pilot curriculum is finalized for academy testing.
The pilot curriculum is tested in selected academies.	Necessary revisions, if any, are made to the curriculum.
Meetings with the Training and Academy Directors are held.	Finalized curriculum is distributed to the New York State Training Directors and Zone Academies.
The updated curriculum proposal is scheduled on the agenda for the September MPTC meeting.	The curriculum development committee prepares for the September MPTC meeting.
The curriculum development committee presents the updated curriculum to the MPTC.	The curriculum is approved.
The updated curriculum is distributed to the Zone Academies by NYS DCJS.	Recruits receive the revised training.
The curriculum development committee evaluates the academy training.	A report of findings is prepared.

¹ NYSP currently employ contextualized reality/scenario-based training in their Police Academy. They are providing the curriculum development team with a copy of their training as a model to replicate.

NON-MOTORIZED

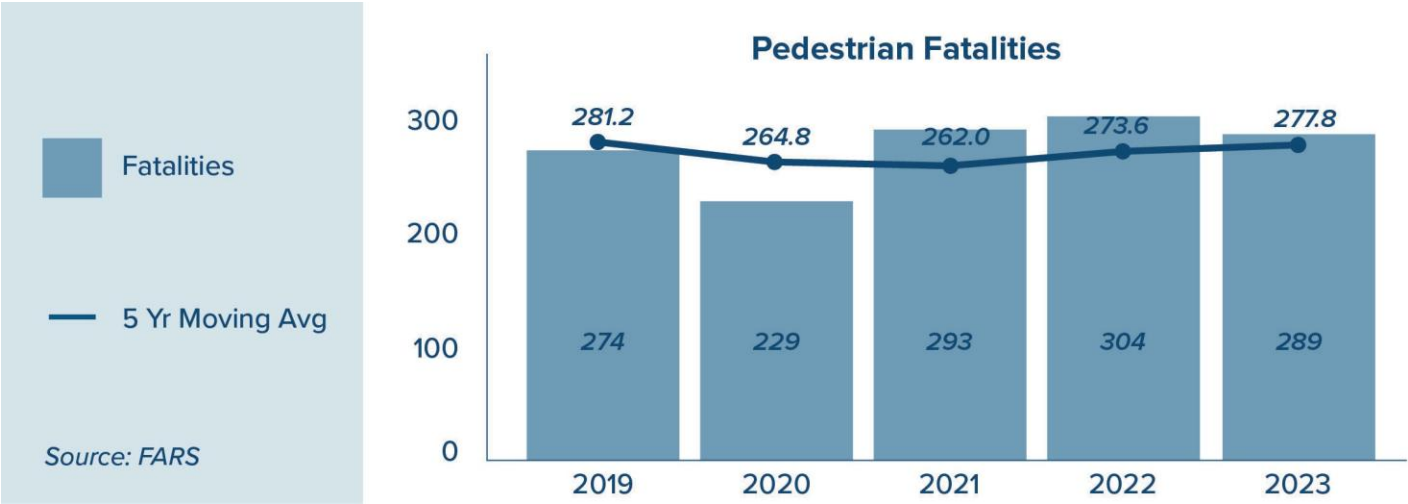
Vulnerable road users such as pedestrians, motorized wheelchair users, and bicyclists use New York State’s roadways every day. While walking and cycling have health and environmental benefits and are great alternatives to driving, vulnerable road users are at a greater risk for serious injuries and fatalities when struck by a motor vehicle than other road users.

One component of New York’s highway safety program is to improve pedestrian, bicyclist, and other non-motorized safety through education, enforcement, and engagement countermeasures--with a goal to reduce serious injuries and fatalities. GTSC collaborates with the NYS DOH, NYS DOT, NYS Association of Metropolitan Planning Organizations (NYS AMPO), Federal Highway Administration (FHWA), NHTSA, law enforcement agencies, and local groups. GTSC funds and promotes evidenced-based strategies to keep vulnerable road users safe. Some of these strategies include pedestrian safety education and outreach to people of all ages in multiple languages and promoting proper bicycle helmet fitting and wearing.

Assessment of Progress

In New York State’s FFY 2024–2026 3HSP, three performance measures were selected to track progress in the Non-Motorized Program. These measures were developed in alignment with the NHTSA guideline Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025). The following section presents the performance targets established for each measure and provides an assessment of progress toward achieving those targets.

Performance Measure	C-10 Number of Pedestrian Fatalities (FARS)
Performance Target	Reduce the five-year moving average to 258.1 by 2026.
Assessment of Progress	Not on track to meet target – The number of pedestrian fatalities decreased by 5% from 2022 to 2023. However, the five-year moving average continued to increase in 2023, indicating that the 2026 target of 258.1 is not on track to be met.



Performance Measure

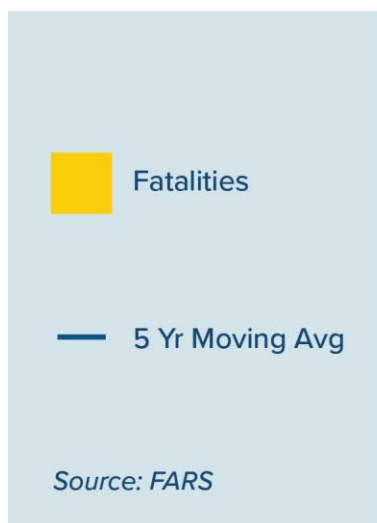
C-11 Number of Bicyclist Fatalities (FARS)

Performance Target

Reduce the five-year moving average to 40.2 by 2026

Assessment of Progress

Not on track to meet target – The number of bicyclist fatalities decreased slightly from 52 in 2022 to 49 in 2023. However, the five-year moving average increased from 42.0 in 2022 to 45.8 in 2023, indicating that the 2026 target of 40.2 is not on track to be met.



Performance Measure

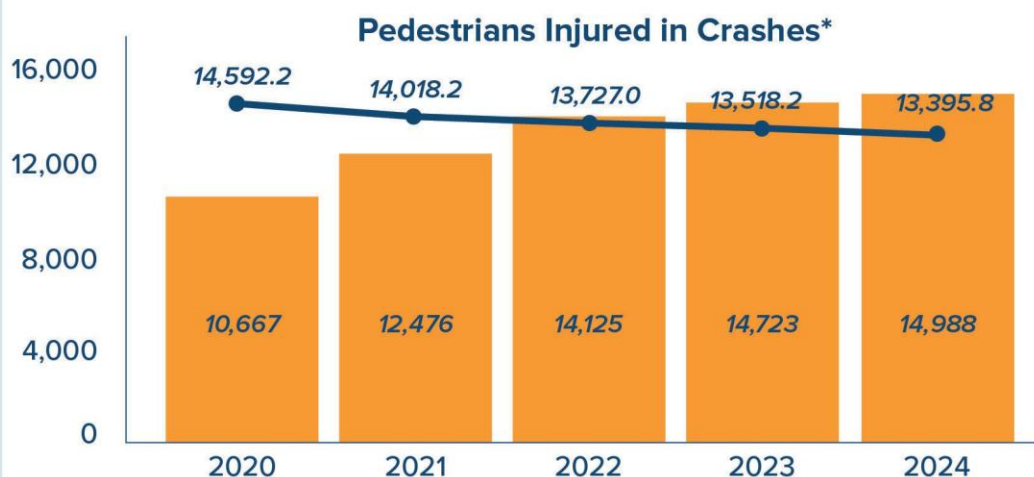
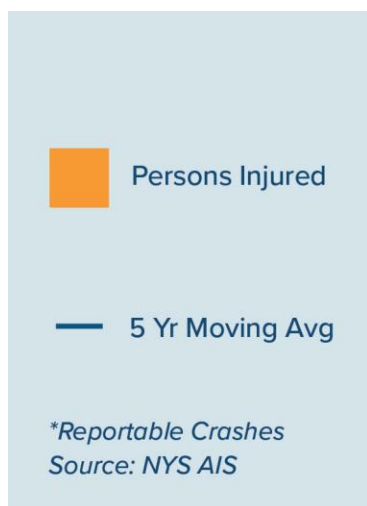
Number of Pedestrians Injured in Crashes (State Data)

Performance Target

Reduce the five-year moving average to 13,807.9 by 2026

Assessment of Progress

Target Met – The number of pedestrians injured in crashes increased by 2% from 2023 to 2024. Despite this increase, the five-year moving average continued its downward trend, reaching 13,395.8 in 2024, indicating that the 2026 target of 13,807.9 was met and exceeded.



Performance Measure

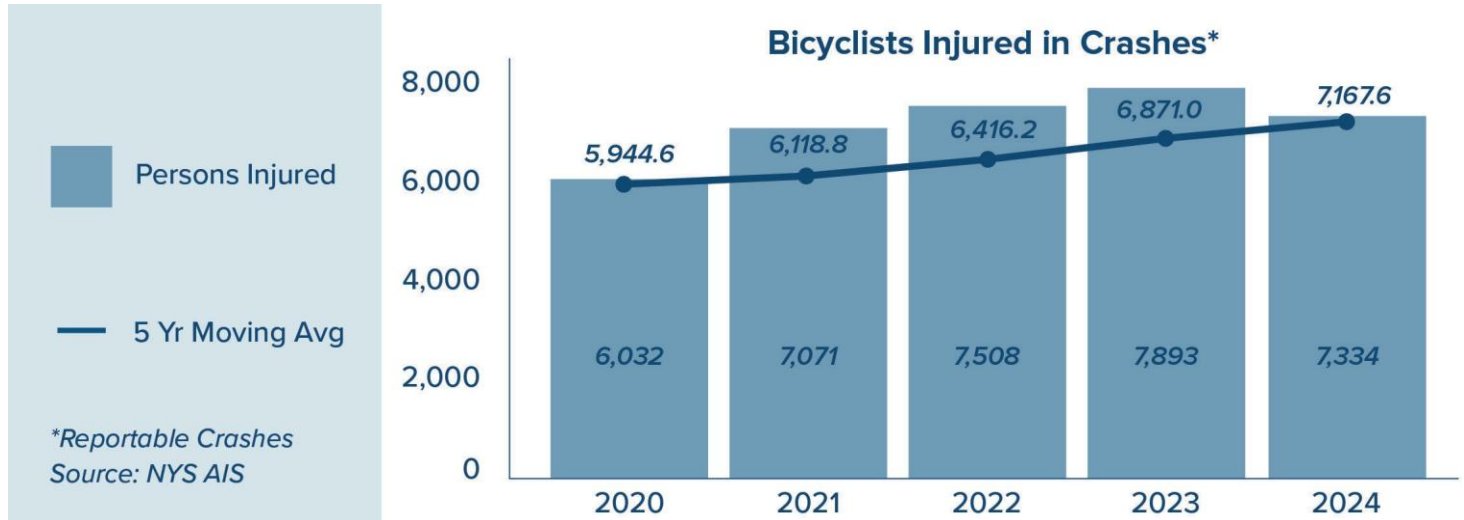
Performance Target

Assessment of Progress

Number of Bicyclists Injured in Crashes (State Data)

Reduce the five-year moving average to 6,027.0 by 2026

Not on track to meet target – The number of bicyclists injured in crashes decreased by 7% from 2023 to 2024. However, the five-year moving average continued to rise, reaching 7,167.6 in 2024, indicating that the 2026 target of 6,027.0 is not on track to be met.



Pedestrian, Bicycle, And Wheel-Sport Safety Projects and Activities Funded in FFY 2025

New York identified a comprehensive set of strategies for the state’s Non-Motorized Program collectively contributing to meet the highway safety targets established in the FFY 2024–2026 3HSP. This section highlights selected projects undertaken in FFY 2025, organized by strategy, to demonstrate the range of activities implemented under the program.

Strategy PS-1: Education, Communication, and Outreach

Bicycle and Micromobility Training for Law Enforcement

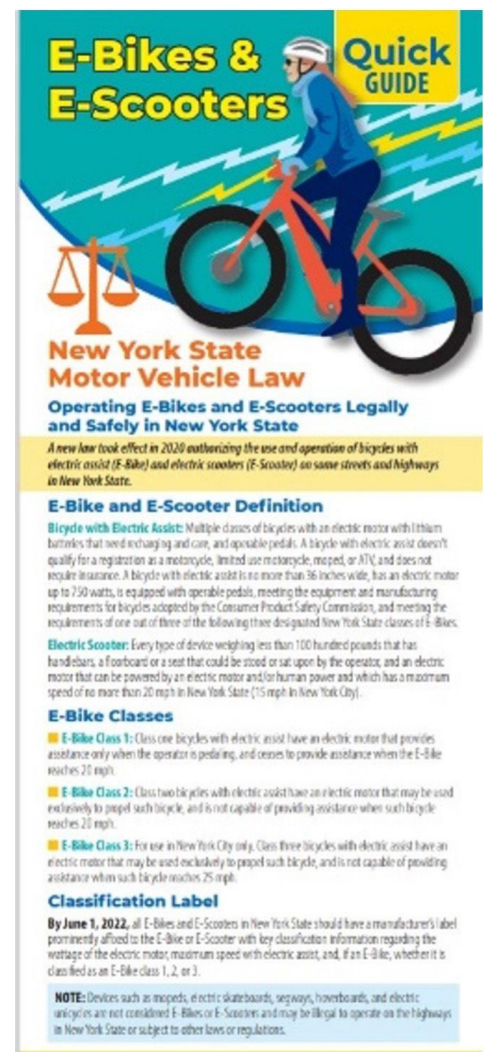
The New York Bicycling Coalition offers a robust set of resources for online and in-person delivery of bicycle and pedestrian safety programming. Their goal is to improve cyclists’ knowledge, attitudes, and behaviors with respect to safe bicycling, to educate motorists about their legal responsibilities when interacting with bicyclists on the road, and to ensure law enforcement officers, prosecutors, and courts have the knowledge they need to apply laws equitably.

The New York Bicycling Coalition updated its training curriculum to reflect current New York State VTL emphasizing safety with specific helmet requirements for riders, a new speed limit in New York City, and a clear classification system for e-bikes.

Over 360 participants (86% of whom were law enforcement officers) attended ten statewide sessions, and overall feedback indicated officers’ knowledge, confidence, and readiness to enforce VTL provisions related to bicycles, particularly related to e-bikes and e-scooters increased.

Long Island Jewish Medical Center

The Cohen Children’s Medical Center (CCMC) grant is administered by the Long Island Jewish Medical Center. Through a variety of traffic safety interventions focusing on pedestrian, micromobility, and bicycle safety in schools, camps, and in the community, Cohen Children’s Medical Center hopes to reduce injuries and fatalities.



As a member of Northwell Health, the largest clinically integrated healthcare network in New York State, CCMC provides care to more than 230,000 children each year and serves more pediatric trauma victims than any other children's hospital in the state. A Level 1 Pediatric Trauma Center, CCMC has a strong history of operating impactful community-based injury prevention programs to improve the health and safety of children. According to their internal trauma registry data from 2023, pedestrians and cyclists struck by a vehicle remained in their top four mechanisms of injury for the pediatric trauma center. Injuries sustained during other wheeled activity, such as riding scooters, is another leading cause for visits to the emergency department. Both pedestrian and bicycle safety are imperative focus areas for this community.

The Long Island Jewish Medical Center recognized the introduction of universal pre-K programs across the state created a new subset of children to educate on bicycle and pedestrian safety. Cold Spring Harbor School District was chosen to pilot two new pre-K classrooms this year, which included a pedestrian safety educational component. This district is in the town of Huntington and is one of the priority communities serviced by their Northwell Health education team. After in-person education on bike safety, signs and signals of the road, proper helmet use, and pedestrian safety, each student was able to successfully cross their "Safety Street." The smaller school environment provided a great atmosphere for educating the district's youngest children on proper pedestrian safety for the first time.

In addition to their in-person educational outreach, the Long Island Jewish Medical Center utilized CCMC's Community Outreach Team's newsletters. The injury prevention team submitted articles on bike helmets, pedestrian safety, and micromobility with a highlight on New York State laws. CCMC sent one newsletter each month reaching 9,900 individuals per month. The injury prevention articles are curated to match themes of the month or holidays with an emphasis on traffic safety, especially bike helmets and pedestrian safety.

"Streetwise Magazine" for Older Adults

NYC DOT's Senior Pedestrian Study has provided valuable information on where and how older adults are struck by motor vehicles—most frequently by drivers making left turns and backing up. Senior pedestrians are very similar to non-senior adults in their behavior and crash patterns, and they generally use streets as the rest of the population does. However, older adults are overrepresented in pedestrian crashes and fatalities while often suffering far worse outcomes.

In 2025, NYC DOT printed a new "Streetwise Magazine" for older adults, which was distributed to over 5,000 people at Streetwise Workshops, health fairs, health centers, hospitals, and through the New York City Department of Aging and other New York City Traffic Safety Board members. This publication, available in English, Chinese, and Spanish, encourages New York City's older adults to make safe decisions as they navigate the traffic environment. In the future, this magazine will be included as part of their newly developed Streetwise traffic safety program aimed at older adults.

Train the Trainer Truck Safety

NYC DOT provided a Train the Trainer program to freight companies which covered safe driving practices and used their "I See You" video Truck Smart Guide to improve truck drivers' awareness of sharing the roads safely with vulnerable pedestrians. As truck traffic has increased throughout the city, fatalities and serious injuries have similarly increased. Truck routes near schools are a growing danger to children and other vulnerable road users like older adults. Recent data indicate pedestrians and bicyclists are vulnerable road users who are at increasing risk from large trucks crashes. By using routes with protected bike lanes, the safety of bicyclists improves by as much as 90%.

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

GoBike Buffalo's Community Ambassadors

GoBike Buffalo (also known as Green Options Buffalo), works to ensure public spaces belong to all people and accommodate all types of mobility. Through road safety education and infrastructure planning, they strive to create a transportation system that envisions a happy, healthy, and connected city where every person can safely and easily get to where they need and want to go.

GoBike Buffalo created an animation series, a safety campaign, and produced and printed educational materials to further their traffic safety goals. Their grant-funded Community Ambassador program also reached a wider audience in 2025 with greater regional collaboration than ever before. With new ambassadors, GoBike Buffalo provided expanded educational content, creating safer streets for all. For example, GoBike Buffalo's Sister Cycling program has historically provided monthly women-only classes to learn about bicycle safety and bicycle maintenance. Many of the women start by not knowing how to ride at all but become proficient enough to be regular commuters. In 2025, lessons increased to two to three per month, and 50 women completed the program, three of whom went on to become certified instructors. Within the Sister Cycling program, women were provided with donated bicycles which they used to put into practice everything learned. As part of the program, the more experienced women help lead newer riders on rides around the city, not only practicing their new riding skills and mastery of the vehicle and traffic law but also gaining a better understanding of their city and its geography.

Senior Walk Audit

The New York Coalition for Transportation Safety (NYCTS) partnered with the senior citizens group SelfHelp Naturally Occurring Retirement Community (NORC) for a series of three walk audits which discussed the safety measures pedestrians, drivers, and engineers make to lower injury and fatality rates among seniors in Queens and Nassau County. NYCTS participated by training SelfHelp NORC in how to conduct senior citizen walk audits. A walk audit uses a checklist to observe and to evaluate a location's walkability and then documents how and if pedestrians can safely navigate an intersection or to get from one point to another along a street. They can be used to educate residents about street design elements that support safety.

In Jackson Heights, Queens, 30 seniors participated in the "Seniors Walk Safety Audit." This location was chosen because it was designated a Safe Routes to Seniors focus community due to high senior pedestrian crashes and fatalities. NYCTS provided hands on information and educational publications on the laws and best practices to be seen at night and to get home safely.



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

Brooklyn Public Libraries

NYC DOT premiered a new collaboration with the Brooklyn Public Libraries who created unique space in eight of their libraries for targeted outreach to delivery workers who rely on bicycles, e-bikes, and mopeds to deliver food. Working in collaboration with Los Deliveristos Unidos, a subsidiary of the Workers Justice Project, NYC DOT reached 2,200 riders and capitalized on the opportunity to provide riders, generally comprised of men aged 18-45, with safety and equipment training in multiple languages, especially Spanish and Bengali.

Huntington YMCA Train the Trainer

On June 4, 2025, the Long Island Jewish Medical Center virtually educated 100 YMCA camp counselors and junior counselors on the importance of helmet safety and how to properly measure and to fit campers for helmets. Using a "Train the Trainer" model for helmet fitting education, senior camp counselors and directors were trained on how to properly fit a helmet for a camper. This information was then brought to the whole group of counselors during their in-person training sessions to prepare for summer instruction. All counselors were subsequently able to bring their education and information to about 900 YMCA campers throughout the summer.

Parent Teacher Group, West Side School

The Long Island Jewish Medical Center piloted a micromobility talk session with the Parent Teacher Group (PTG) of West Side Elementary school for a group of 20 parents and ten school principals, teachers, and administrators on September 12, 2025. This Huntington-area school was selected due to their robust PTG and booster clubs with a large parent turnout. The micromobility session focused on the dangers of micromobility and youth, and educated parents on the dangers of buying or gifting micromobility devices to youths too young, as well as proper helmet use. Parents were educated on micromobility devices and the law and were able to ask questions on the topic in a judgement-free zone. The most common feedback was that parents were unaware children must be at least 16 to operate an e-bike or e-scooter. The message was so well received that the PTG expressed interest in setting up an education session with parents of the entire district in 2026, and other district PTG groups also requested the same education sessions.

Strategy PS-4: Enforcement of Traffic Violations

New York State Police

FFY 2025 is the third year NYSP has carried out a grant-funded project with the sole focus of increasing pedestrian safety. During the 252 grant-funded enforcement detail hours completed in 32 details, NYSP, in partnership with the NYPD, engaged with over 2,600 people (averaging 82 engagements per detail) and assisted in driving down pedestrian-involved crashes. Members assigned were instructed to focus on the primary causes of pedestrian involved crashes—driver inattention and failure to yield.

A review of data available from Vision Zero New York City (www.vzv.nyc) show pedestrian-related fatalities are on track for a 1.65% decrease for the 2025 calendar year. Pedestrian injuries are similarly on track for a 5.13% decrease. Based on this review, 2025 is on track to see approximately 119 fatalities and 8,553 injuries. While the decrease in fatalities is modest, approximately 119 from 121 in 2024, a greater change can be observed in pedestrian injuries which decreased to approximately 8,553 from 9,016 in 2024.

New York Police Department

Enforcement and education continue to be important components of the NYPD's Pedestrian and Cyclist Enforcement grant, as they strive to educate New York City residents and visitors on current traffic laws. NYPD conducted targeted enforcements on the Vision Zero Priority

Locations (corridors, intersections, and areas) where most pedestrians are killed or severely injured. Electric bikes have become popular on the streets of New York City due to their ease-of-use, efficiency, and convenience. E-bikes are classified into three classes (class 1, class 2, and class 3), and New York City allows riders to operate these classes of e-bikes without insurance, registration, or license.

With the surge in micromobility usage, NYPD emphasizes pedestrians and cyclist safety. The Department started to monitor and inspect businesses suspected of selling illegal e-bikes without proper documentation. By taking this additional safety measure, NYPD hoped to reduce the number of illegally operating mobility devices on city streets. In an effort to capture an accurate view of crash data, NYC DOT expanded data collection to include crashes involving other motorized devices such as e-scooters and electric mopeds in its annual pedestrian and cyclist report, leading to a better understanding of New Yorkers' patterns and usage of the city streets.

NYPD pedestrian enforcement events were conducted at 26 selected off highway locations throughout the city. Targeted engagements used multilingual staff and educational materials to assist with this outreach. NYPD further communicated in tandem with variable message signage and written promotional materials to increase traffic law awareness, targeting vulnerable road users especially around nursing homes and schools.

Micromobility Vehicle and Traffic Law Quick Reference Guide

NYS DOH collaborated with GTSC, LELs, and the New York Bicycling Coalition to create two VTL quick reference guides for law enforcement; one for e-bikes and one for e-scooters.

First responders are often the first to arrive at a crash scene. With more e-bikes and e-scooters on the road, first responders must be prepared for the unique risks associated with these mobility devices and take proper safety measures to reduce injuries. To that end, a new micromobility tip card entitled E-Bike & E-Scooter Crash Scenes for First Responders was developed to promote and increase awareness around emerging micromobility issues with EMS. NYS DOH, the Bureau of EMS and Trauma Systems/Office of Primary Care and Health Systems Management, and an Erie County Fire Instructor collaborated to educate EMS providers and first responders on the emerging issues surrounding micromobility users.

The publication includes information on commonly encountered e-bike and e-scooter injuries, as well as crash scene safety tips to assess if the victim needs medical assistance.

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

Vulnerable Road Users Focus Groups

NYS DOH reviewed the NYS DOT Strategic Plan, including the Vulnerable Road User Addendum, and GTSC's 3HSP, in consult with Metropolitan Planning Organizations (MPOs), to determine and prioritize high-risk areas where communities are overrepresented in traffic fatalities and injuries. Based on that review, three focus groups comprised of vulnerable road users (pedestrians, cyclists, and motorized wheelchairs) were conducted: the blind and visually impaired; the deaf and hard of hearing; and Orthodox Jewish women. Attendees discussed what their community members believed are barriers to vulnerable road user safety. A detailed breakdown of these focus groups is found in the Public Participation & Engagement section of this Report.

Ultimately, the focus groups revealed clear and urgent calls for action: comprehensive traffic safety strategies that are localized and rooted in the lived experiences of vulnerable roadway users. By investing in the expansion of accessible education campaigns, and incorporating community feedback into future planning, New York can begin to create a safer, more equitable transportation environment for all roadway users. The results of the focus groups will be used to develop and implement education and enforcement countermeasures to reduce serious injuries and fatalities.



UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2023 and AIS 2024) indicate the target for reducing the number of pedestrians injured in crashes was met and exceeded. However, the targets for reducing pedestrian fatalities, bicyclist fatalities, and bicyclist injuries are not on track to be met.

To support reductions in Pedestrian Fatalities, Bicyclist Fatalities, and Bicyclists Injured in Crashes, the following adjustments to countermeasure strategies will be considered in the development of the FFY 2027-2029 3HSP and the FFY 2027 AGA.

Strategy PS-1: NYC DOT's Data-Driven Road Safety Interventions Program will utilize the city's comprehensive data models to develop and implement a variety of educational countermeasures to be coordinated with enforcement work. It will target users of modes of transportation who pose the most risk on roadways, as well as vulnerable populations in and around New York City. Data from the annual Vision Zero Report, annual Cycling in the City data, the NYC DOT Pedestrian Safety and Older New Yorkers Study, and data collected from ongoing local initiatives including Targeted Truck Initiatives will be used.

Strategy PS-1: NYS DOH will prioritize vulnerable road user safety and work with GTSC, NYS DOT, and Center for Environmental Health Outreach and Education (CEHOE) to review updated data and identify high-risk populations overrepresented in traffic fatalities and injuries. Based on the success of three prior vulnerable road user focus groups, NYS DOH plans to hold three more data-driven focus groups—comprised of the Amish, people using wheelchairs, and construction work zone workers—through public participation and engagement to learn more about what community members believe are barriers to vulnerable road user safety. The results of the focus groups will be used to develop and implement educational and enforcement countermeasures.

Strategy PS-3: NYC DOT will provide a new Streetwise program for adults aged 65 and older at senior centers, community centers, and other sites in priority locations and Senior Pedestrian Zones throughout the five boroughs. This program will be planned and conducted in partnership with NYC DOT Engineering, NYPD, and the City's Health Aging Working Group, which includes the New York City Department of Aging (NYC DOA) and the New York City Department of Health (NYC DOH). The group will identify senior centers, rehabilitation and medical facilities, NORCs, libraries, and other locations where seniors gather. Presentations will cover safe route planning, and hazards that impact the safety of seniors such as turning and backing vehicles.

Strategy PS-3: NYS DOH's Bureau of Occupational Health and Injury Prevention (BOHIP) will work with traffic safety partners to address newly emerging concerns and strengthen existing initiatives. Staff will consult with GTSC's Pedestrian Safety Coordinator to conduct new pedestrian campaign outreach activities with educational and vocational training systems contributing to the strengthening of a prevention culture. Existing "See! Be Seen!" pedestrian safety campaign content will be updated to refresh the implementation of educational media strategies. Targeted populations will be directly involved in planning, communications, and evaluations to effectively address needs.

Strategy PS-4: NYSP will conduct targeted enforcement in newly updated high-risk areas and focus on the primary causes of pedestrian involved crashes: driver inattention and failure to yield. Although the main drive of these enforcement details is to increase pedestrian safety, high visibility engagement has a positive overall impact on all roadway safety by acting as a force multiplier for regularly scheduled tours conducting routine traffic enforcement.

Strategy PS-5: The New York University School of Medicine will initiate a project designed to investigate all micromobility device incidents in New York City with the goal of determining infrastructure, policy, and enforcement opportunities to improve the safety of micromobility users. The rise in personal, shared, and worker micromobility use within New York City aligns with the increase in morbidity and mortality associated with these devices.

OCCUPANT PROTECTION

Occupant protection is the single most effective way to reduce death and serious injury amongst vehicle occupants involved in a crash. New York has successfully maintained a seatbelt use rate above 90 percent since 2010. This has been sustained by decades of strong laws, continuous enforcement, and on-going education. New York consistently outperforms the national average and continues to support occupant protection initiatives to drive compliance rates higher.

GTSC leads these initiatives, coordinating high-visibility enforcement through the “Buckle Up New York/Click It or Ticket” (BUNY/CIOT) program and running community campaigns to encourage seatbelt use amongst all drivers and passengers.

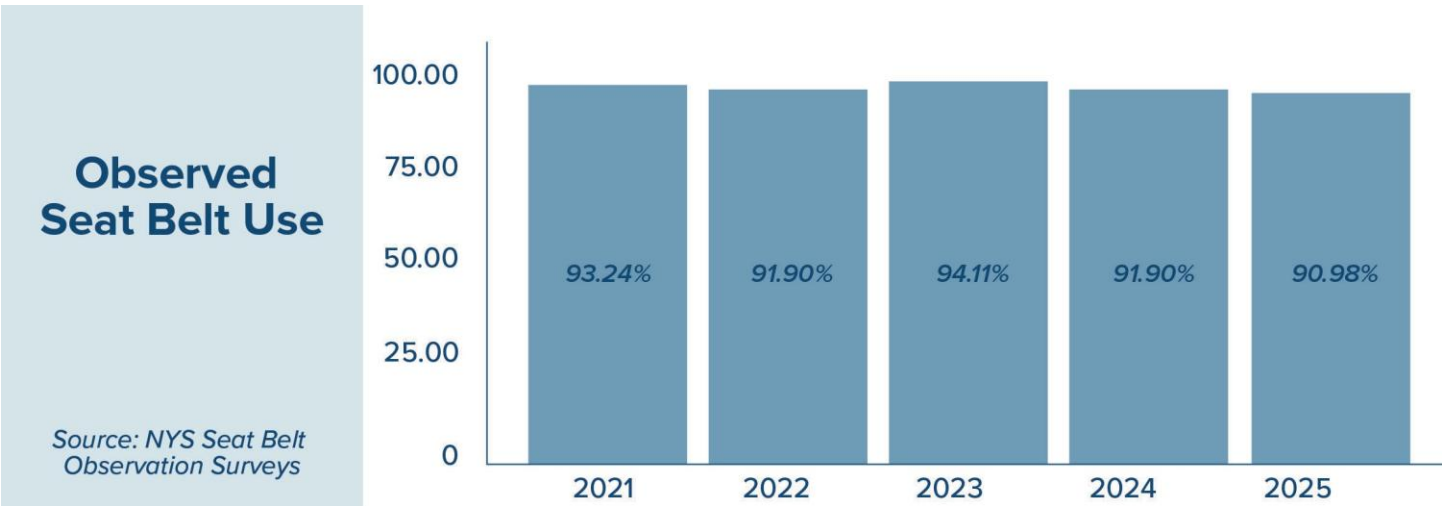
Complementing this, GTSC’s CPS Program ensures the safety of our youngest and most vulnerable travelers. Alarming, approximately 88% of car seats in New York are installed incorrectly. The CPS Program aims to address this issue by providing grants to local agencies to maintain fitting stations, conduct car seat check events, train and certify CPS technicians, and expand outreach to underserved populations.

These life-saving programs are supported by key partnerships across the state, including NYSP, county Sheriff’s Offices, local law enforcement, County Health and Traffic Safety Boards, hospitals, and various community organizations.

Assessment of Progress

In New York State’s FFY 2024–2026 3HSP, two performance measures were selected to track progress in the Occupant Protection Program. These measures were developed in alignment with the NHTSA guideline Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025). The following section presents the performance targets established for each measure and provides an assessment of progress toward achieving those targets.

Performance Measure	B-1 Observed Seat Belt Use by Front Seat Occupants in Passenger Vehicles (State Survey)
Performance Target	Increase to 93.28% by 2026.
Assessment of Progress	Not on track to meet target – The statewide seat belt use rate, as estimated from the New York State Seat Belt Observation Survey data, has varied over the past five years, reaching a high of 94.11% in 2023 and a low of 90.98% in 2025. These fluctuations indicate that the 2026 target of 93.28% is not on track to be met.



Performance Measure

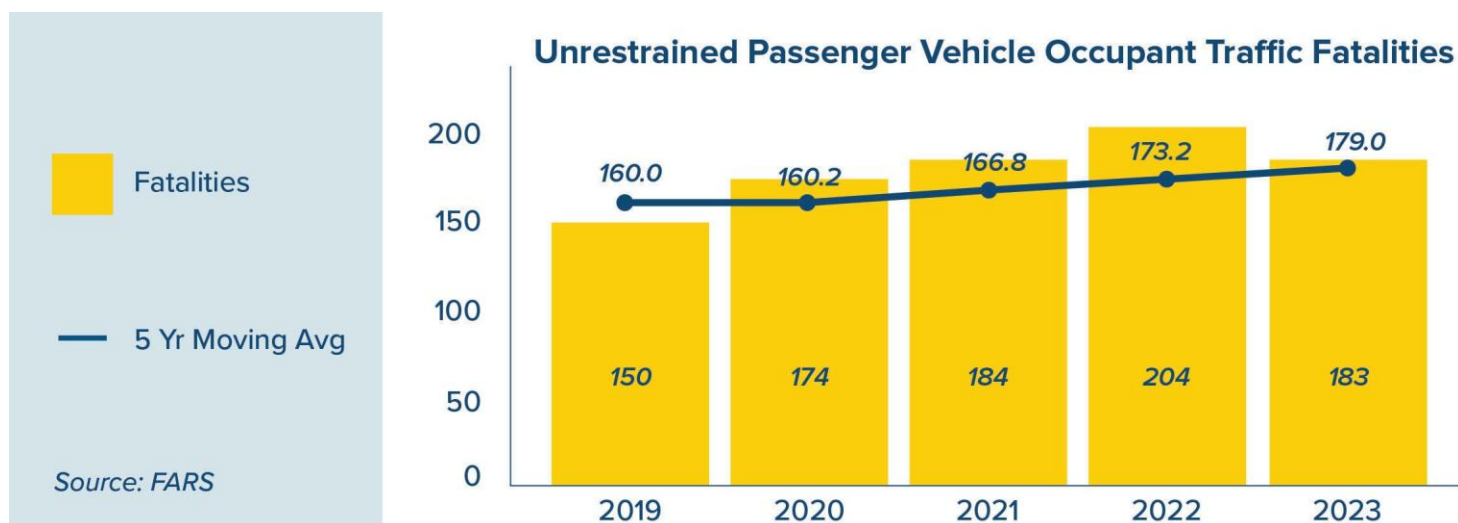
C-4 Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

Performance Target

Decrease the five-year moving average to 164.3 by 2026

Assessment of Progress

Not on track to meet target – Unrestrained passenger vehicle occupant fatalities decreased by 10% from 2022 to 2023. However, the five-year moving average continued its upward trend in 2023, indicating that the 2026 target of 164.3 is not on track to be met.



Occupant Protection Projects and Activities Funded in FFY 2025

New York identified a comprehensive set of strategies for the state's Occupant Protection Program that collectively contribute to meeting the highway safety targets established in the FFY 2024–2026 3HSP. This section highlights selected projects undertaken in FFY 2025, organized by strategy, to demonstrate the range of activities implemented under the program.

Strategy OP-1: Seat Belt Enforcement

New York's high-visibility enforcement, engagement, and public involvement and engagement (PI&E) campaign, BUNY/CIOT, consists of several proven components: high-visibility enforcement and engagement checkpoints, zero-tolerance and low-light conditions enforcement, seatbelt mobilizations, dedicated roving patrols, and statewide, multi-agency efforts.

Over the past year, the BUNY/CIOT program incorporated these fundamental components during grant funded enforcement efforts. In FFY 2025, GTSC provided 233 PTS grants to municipal and county law enforcement departments. The following law enforcement agencies received HS-1 grants to enforce the state's seatbelt laws and additional traffic violations: the Nassau County Police Department, Suffolk County Police Department, New York City Police Department, NYSP, and the New York State Park Police (NYSPP). Each of these agencies conducted seatbelt enforcement during the mandatory two-week CIOT campaign, with many continuing enforcement efforts throughout the year.

Click It or Ticket May Mobilization

May 19–June 1, 2025 was designated as the National "Click It or Ticket" enforcement mobilization campaign. During this two-week initiative, all PTS grantees and HS-1 grantees with an occupant protection project were required to conduct seatbelt enforcement. NYSP conducted 236 fixed and roving enforcement details, which resulted in 1,650 adult seatbelt violations, and 136 child restraint violations. The total number of adult seatbelt tickets and child restraint violations issued by NYSP statewide during this initiative was 6,001.

NYPD issued 2,259 seatbelt and child restraint violations and the remaining PTS grantees issued a combined 5,170 seatbelt and child restraint violations during this campaign, with New Rochelle City Police Department, Buffalo City Police Department, and Glen Cove City Police Department issuing the three highest totals of 306, 178, and 172 respectively.



State Police Buckle Up New York Enforcement Waves

Thanksgiving Buckle Up New York

The Thanksgiving Holiday Travel “Click It or Ticket” Campaign was conducted November 23-December 1, 2024. The allocation of grant-funded overtime allowed the dedication of occupant protection enforcement during a heavily travelled time of year with historically high motor vehicle fatalities.

The initiative generated significant results across the state. NYSP conducted 110 fixed and roving enforcement details, which resulted in 856 adult seatbelt violations, 62 child restraint violations, 530 distracted driving violations, and one DWI arrest. The total number of adult seatbelt tickets and child restraint violations issued statewide during this initiative was 2,520.

Buckle Up New York Summer Initiative

NYSP conducted a month-long statewide enforcement campaign, “Buckle Up New York Summer Initiative” from June 5-July 5, 2025. Using data from ITSMR, NYSP strategically targeted counties with the highest statistics for unrestrained traffic fatalities and serious injuries. This focused effort provided a greater level of high-visibility enforcement during the high-travel summer period. While primarily focusing on adult seatbelt and child restraint enforcement, the campaign also provided a greater level of high visibility enforcement during a traditionally dangerous and increased travel period. A total of 188 roving and fixed occupant protection details were conducted during this initiative, resulting in 1,468 adult seatbelt and 75 child restraint violations, 203 distracted driving violations, and one DWI arrest. The statewide initiative resulted in the issuance of 7,702 seatbelt and child restraint violations.



BUNY in the Parks Occupant Safety Initiative

NYSP and NYSPSPP partnered for the highly successful “Parks Occupant Safety Initiative” from July 7 to August 7, 2025, targeting the state’s busiest park visiting season. The agencies conducted a month-long statewide enforcement campaign focusing in and around state parks. A collaborative, statewide press release was issued prior to the start of the campaign by both NYSP and NYSPSPP. During this joint initiative, 185 inter-agency enforcement and educational details were conducted which resulted in the issuance of 4,326 adult seatbelt, and 2,099 child restraint violations. During the campaign, 15 Child Passenger Safety/Occupant Safety Education details were conducted and provided occupant restraint education to approximately 4,419 attendees. NYSPSPP issued an additional 83 seatbelt and 58 child restraint violations during the initiative.



Monthly Enforcement Details

Beyond the major campaigns, NYSP conducted continuous occupant protection enforcement throughout the year through monthly supplemental details conducted by each Troop. These additional 389 occupant protection details resulted in 2,407 seatbelt tickets, and 1,105 child restraint violations.

Strategy OP-2: Communications and Outreach

Public Engagement

Sustained efforts to educate the public on the importance and correct use of occupant restraints, including seatbelts, booster seats, and child safety restraints, are crucial for promoting greater compliance. These educational strategies are directed at the general public while also specifically targeting groups with historically low usage rates, such as minority, rural, low-income, and special needs populations. Informational tools, like displays at popular venues such as the New York State Fair, the use of convincer trailers and rollover simulators, all demonstrate the importance of seatbelt use in crashes. Additionally, special activities are hosted for young drivers, including “Battle of the Belts” competitions and presentations by Victim Advocate Speakers. GTSC continues to encourage involvement of key community partners who regularly interact with the public, such as medical personnel, educators, and law enforcement, as they are uniquely positioned to assist with and reinforce these vital educational efforts.

Crash Simulators

NYSP continue to utilize the GTSC-funded rollover and convincer crash simulators to powerfully demonstrate the real-life consequences of being involved in an unrestrained crash. A key enhancement in FFY 2025 was the purchase of a new rollover simulator for Troop C, a region covering seven counties—all but one with low occupant compliance, and two with non-compliance rates exceeding 8%. Across the state, Troopers used these simulators at 137 demonstrations, holding events at high-exposure venues such as the New York State Fair, county expos, high schools, and various community gatherings. These crucial demonstrations reached an audience of 41,659 people.

Protect Your Melon

In FFY 2025, GTSC continued its statewide “Protect Your Melon” occupant protection educational campaign, strategically targeting males ages 18-34 and pickup truck drivers—groups that historically demonstrate lower restraint use. GTSC partnered with NASCAR/Xfinity race car driver Ross Chastain to promote this message.

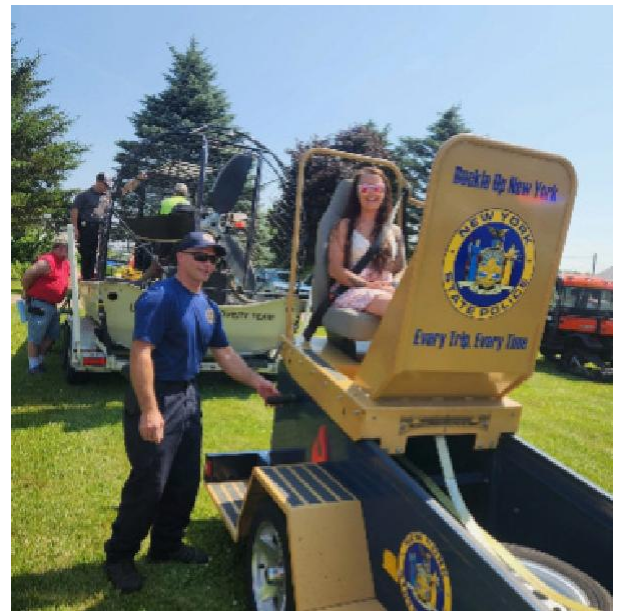
The campaign achieved massive saturation through retail partnerships: from May through September, over 1,500,000 watermelons were distributed to stores statewide, each affixed with the “Protect Your Melon” logo and a reminder to Buckle Up. Over 100 grocery stores also received stand-ups of Chastain and accompanying seatbelt messaging displays.

Digital outreach amplified the message as Chastain shared occupant restraint posts on his X, Instagram, and Facebook accounts, engaging his cumulative following of almost 380,000 people and generating 353,497 impressions.

Additionally, Chastain participated in in-person events to directly engage key audiences. These included “Battle of the Belts” activities for nearly 500 teens at the Institute of Technology in Syracuse and East Minoa High School, as well as two large community outreach sessions with hundreds of participants in the Village of Watkins Glen before the NASCAR event. These events allowed Chastain and law enforcement partners to successfully engage both the public and media outlets on the critical importance of seatbelt use. Another key achievement of the Protect Your Melon Campaign was the addition of a new victim advocate speaker. Emily DeBerjois was discovered during the planning process for the event at East Minoa High School. Emily was involved in a crash during which her vehicle sustained heavy damage and would have led to her serious injury or death had she not been wearing a seatbelt. Emily was a high school student herself at the time of the crash, giving her a unique perspective and ability to connect with younger drivers.

No Empty Chair

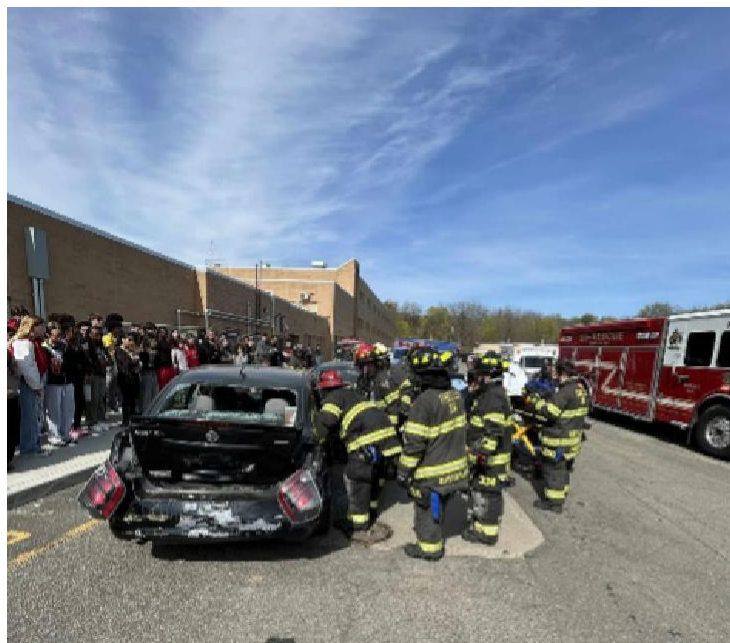
GTSC continued its extensive PI&E efforts on occupant protection this year, executing a joint initiative that brought together law enforcement, students, teachers, administrators, and community leaders from across the state. This comprehensive effort centered on the “No Empty Chair” campaign, which specifically targets education and enforcement in and around high schools. The statewide initiative spanned a week, offering various speakers and demonstrations, with each day focusing on a different traffic safety threat to raise awareness amongst younger drivers. During the campaign’s occupant protection-focused day, GTSC grantees statewide were encouraged to participate in a voluntary enforcement wave targeting unrestrained occupants in the vicinity of high schools. This enforcement was immediately preceded by a major press and multi-demonstration event held at North Rockland High School in Rockland County. There, students were exposed to several powerful activities, including a mock crash and arraignment, presentations from a victim advocate and their local district attorney, and a talk by a student representative. They also actively took part in a “Battle of the Belts” and observed a rollover crash simulator. This central event created a valuable



forum for students, teachers, law enforcement, and community leaders to discuss the critical importance of occupant safety and ask questions. Further extending the campaign's reach, impactful victim advocate presentations were also conducted at both Voorheesville High School in Albany County and Greenville High School in Green County. These events connected students personally with the mother of a 17-year-old who tragically died in a crash involving alcohol, speed, and unbelted occupants, giving a compelling, live voice to the necessity of making smart choices behind the wheel.

Strategy OP-3: Child Passenger Safety Communications and Outreach

Through its CPS grant program, GTSC continued to deliver comprehensive support and statewide coordination for public information and education initiatives aimed at promoting proper seatbelt and child restraint use. GTSC supplies essential educational materials and expert guidance to state and local agencies, CPS technicians, and the general public on a full range of CPS topics. As the central point of contact, GTSC provides up-to-date information on New York's CPS laws, training opportunities, car seat fitting stations, seat check events, and other related programs and activities. All resources and listings are maintained with current details on the GTSC website at www.trafficsafety.ny.gov.



Child Passenger Safety Informational Campaigns

In FFY 2025, New York advanced child passenger safety through targeted educational outreach tailored to both caregivers and young audiences. Bilingual Visual Car Seat Guides were distributed to parents and caregivers, offering clear, step-by-step instructions to ensure correct selection, installation, and use of child restraints. Complementing these efforts, engaging educational coloring books were provided to children, reinforcing safe passenger behavior through age-appropriate messaging and activities. Additionally, heatstroke prevention flyers were widely circulated to heighten awareness of the life-threatening risks of leaving children unattended in vehicles.

GTSC sustained its productive collaboration with the NYS DOH and the CPS Advisory Board to amplify CPS messaging, streamline material dissemination, and strengthen consistent, evidence-based safety communication across all regions of the state.

Child Passenger Safety Awareness Training

During FFY 2025, grantees across New York State expanded their efforts to broaden CPS awareness training initiatives. Although car seat inspection events continue to garner significant success and public media coverage due to their hands-on appeal, structured awareness classes have proven instrumental in achieving wider dissemination of critical safety information to a diverse audience, including parents, expectant parents, and other caregivers responsible for child transportation.

These awareness sessions were predominantly delivered in classroom settings, incorporating interactive elements such as real-time demonstrations of correct car seat installation techniques, comprehensive reviews of New York State's occupant protection laws, and detailed guidance on accessible resources. This included information on upcoming car seat check events and the locations of permanent fitting stations available for ongoing support.

In FFY 2025, a total of 40 funded agencies organized and executed approximately 256 CPS awareness classes throughout the state, successfully engaging over 4,676 individuals. The primary participants were parents, expectant parents, and caregivers, but the sessions also attracted a multidisciplinary group comprised of representatives from community organizations, childcare facilities, law enforcement agencies, social service providers, and school bus operators. This inclusive approach not only disseminated essential knowledge but also fostered interagency collaboration to enhance overall child safety outcomes.

New York State Child Passenger Safety Advisory Board

The New York State CPS Advisory Board serves as a pivotal advisory body to GTSC, offering expert counsel on CPS matters while actively working to elevate the expertise, competencies, and active involvement of CPS technicians and instructors across the state.

In FFY 2025, the Board achieved several noteworthy milestones that strengthened the statewide CPS infrastructure:

- Organized 23 technician certification courses and ten CEU update classes to maintain and expand the pool of qualified professionals.
- Completed and disseminated a revised directory for the Low-Income Education & Distribution Program, equipping CPS technicians with up-to-date tools for serving underserved populations.
- Maintained ongoing dissemination of CPS-related news, best practices, and regulatory updates via the GTSC website (www.trafficsafety.ny.gov) and targeted direct communications.
- Implemented a secure Google Drive platform to facilitate enhanced communication, collaborative project management, and accountability between Advisory Board members. This digital hub now supports the uploading of regional progress reports, sharing of technician rosters, tracking of ongoing initiatives, and archiving of meeting minutes.
- Acquired essential training equipment, including seats, demonstration benches, and ancillary materials, for distribution to regional representatives to support equitable resource sharing across the state.
- Prepared and distributed outreach correspondence to retailers, encouraging the donation of display-model car seats to instructors for educational purposes instead of disposal, thereby promoting resource sustainability.
- Conducted outreach to police academies throughout the state to encourage the incorporation of CPS training into their curricula.
- Ensured monthly updates to regional coordinators with the latest technician and instructor directories to maintain accurate and current networks.
- Orchestrated statewide events, media campaigns, and promotional activities in observance of National Child Passenger Safety Week.
- Distributed user-friendly visual car seat installation guides, heatstroke prevention flyers, and engaging educational coloring books to parents, caregivers, and children at various outreach points across the state.
- Collaborated with GTSC to evaluate and approve applications from prospective Board members.
- Commenced detailed planning and implementation of the FFY 2025 New York State CPS Technical Conference, which took place on May 6–8, 2025 in Lake Placid, with an emphasis on advanced technical sessions and networking opportunities. The 2025 CPS Technical Conference achieved an attendance and training of 463 technicians, resulting in the largest conference held by GTSC to date.

Fitting Stations

In FFY 2025, GTSC continued to support both permanent and mobile fitting stations, ensuring parents and caregivers receive hands-on instruction from certified technicians on the correct installation and use of car seats.

Mobile fitting stations, particularly valuable in rural areas, extended CPS services to families with limited access to safety resources. Several projects also focused on serving high-risk and low-income populations, helping to ensure equitable access across the state.

Grantees continued to use federally funded storage trailers from previous years as mobile fitting stations, storage units, and training facilities. All trailers are required to display both GTSC and CPS logos.

Strategy OP-4: Car Seat Fitting Stations

GTSC supported the continued operation of 318 permanent fitting stations statewide in FFY 2025, with 118 receiving grant funding.

Grant-funded stations reported 8,213 child safety seat inspections, with only slightly more than 11%, 1,614 seats, initially installed correctly. A total of 1,756 car seats were distributed to replace unsafe, expired, or damaged seats.

GTSC contacted all fitting stations to verify and update listings on www.trafficsafety.ny.gov. Most inspections are provided by appointment. Below are examples of high-volume stations and the number of seats inspected and distributed in FFY 2025.

- Long Island Jewish Medical Center (Northwell Health) inspected a total of 827 seats and replaced 13 seats.
- Albany County Traffic Safety Board inspected a total of 412 seats and replaced one seat.
- Erie County Sheriff's Office inspected a total of 392 seats and replaced four seats.
- Niagara County Sheriff's Office inspected a total of 282 seats and replaced 104 seats.
- Cornell Cooperative Extension of Saratoga County inspected a total of 254 seats and replaced 28 seats.

Strategy OP-5: Car Seat Check Events

Car Seat Check Events

In FFY 2025, 131 agencies were approved to conduct car seat check events. The types of misuse commonly found at car seat check events are summarized in the table below.

Most Common Misuse Problems Encountered During Inspections		
Rear-Facing Seats	Forward-Facing Seats	Booster Seats
Seat too loose	Seat too loose	Not used at all
Harness straps not snug/twisted	Harness straps not snug	Not age/weight suitable
Not age/weight suitable	Seat too old, on recall list, or after-market products used	Lap/shoulder belt not positioned correctly
Inappropriate recline	Harness straps in wrong slots	Seat too old
Seat too old or on recall list	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	Tether used incorrectly
Harness straps in wrong slots	Seat belts routed incorrectly	Used with only a lap belt

The most common types of car seat misuse continue to be failing to install the car seat tightly and not securing the harness straps snugly over the child. Many children six and seven years of age are also found to be restrained by the vehicle’s seatbelt alone, instead of in a booster seat or other appropriate child restraint as defined by New York State law. Keeping children in this age group in booster seats remains one of the biggest challenges.

National Child Passenger Safety Week and Seat Check Saturday

New York State actively engaged in National Child Passenger Safety Week, observed from September 21-27, 2025, through a series of educational and inspection activities designed to reinforce the critical role of age-appropriate, correctly installed child restraints in preventing roadway injuries and fatalities.

Statewide, 124 dedicated check events were coordinated, leading to the inspection of 873 car seats and the replacement of 321 units deemed unsuitable due to manufacturer recalls, expiration dates, or installation errors.

The culmination on National Seat Check Saturday (September 27, 2025) featured the Albany County Traffic Safety Board’s 33rd annual flagship event—one of the largest in the state—where 56 car seats underwent thorough examination, astonishingly with only one found to be properly installed upon arrival.



To bolster these efforts, GTSC processed and fulfilled requests for educational materials, supplying bilingual visual car seat guides, heatstroke prevention flyers, and child-oriented coloring books to support community-level awareness

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

Certified Technician Training Program

New York's CPS program, launched in 1999 with a modest cohort of 98 certified technicians and nine instructors, has evolved into a robust network encompassing 2,112 certified technicians, including 98 instructors and four instructor candidates as of FFY 2025.

GTSC-funded grants enabled the delivery of 23 standardized CPS Technician Training courses during the year, yielding 315 newly certified technicians ready to contribute to public safety.

Additionally, two specialized STAC courses were conducted, certifying 29 technicians in the nuanced practices of transporting children with special health care needs, thereby addressing a vital subset of vulnerability. A Child Passenger Safety on School Buses training was also implemented, training 29 school bus drivers and administrators on the safe transport of children on school buses.

The technician cadre reflects a broad spectrum of professional expertise, drawn from law enforcement, public health departments, fire and emergency medical services, social services agencies, and county sheriff's offices, ensuring multifaceted perspectives in CPS implementation.

CPS Technical Update Training Classes

These refresher courses are essential for technicians and instructors to update their knowledge base and align with evolving national standards and technologies. In FFY 2025, ten CEU classes were offered, training 182 participants and contributing to skill retention.

Notably, New York's technician recertification rate of 60% surpassed the national average of 54%, underscoring the effectiveness of the state's ongoing professional development framework.

Basic Child Passenger Safety Training for Law Enforcement

This condensed four-hour module equips officers with foundational CPS knowledge, covering restraint types, installation protocols, relevant state laws, and strategies for detecting and correcting misuse during routine enforcement activities.

The NYS Child Passenger Safety Advisory Board contacted police academies throughout the state to encourage incorporating this specialized training into their curricula. One condensed version of the training was conducted at the ESLETS Symposium, reaching approximately 272 traffic safety officers.

Child Passenger Safety Technical Conference

Co-sponsored biennially by GTSC and allied safety organizations, this conference fosters professional growth, knowledge exchange, and strategic partnerships among CPS educators, field practitioners, and technicians.

The FFY 2025 conference held May 6–8, 2025 in Lake Placid, drew in approximately 463 technicians and constituted a waitlist of over 80 technicians. For comparison, the FFY 2023 conference in Lake Placid drew in approximately 393 technicians. This year's conference also featured a dedicated pre-conference instructor track to educate New York State instructors on the new CPS curriculum and enhance their skillset in some of the nation's leading car seat technology. All technicians had the opportunity to receive up to seven CEUs.

Strategy OP-7: Car Seat Education and Distribution Programs

CPS efforts continue to prioritize low-income households, recognizing economic barriers as a key risk factor for restraint misuse or non-use. With support from GTSC, qualifying entities—such as health departments, hospitals, childcare councils, and social service providers—delivered targeted education and no-cost car seats to families meeting income thresholds aligned with New York State Women, Infants and Children (WIC) or public assistance criteria.

Every distribution required one-on-one individualized instruction by a certified CPS technician, followed by supervised installation assistance to verify comprehension and correct application from the caregiver.

In FFY 2025, 71 agencies participated, providing education to 8,703 parents and caregivers and distributing 6,007 car seats across the state.

A standout program was managed by the Albany County Traffic Safety Board in collaboration with the Alpha Pregnancy Care Council of Albany County, which operated sites in Albany and Cohoes. This initiative distributed 365 car seats exemplifying high-impact, community-embedded service delivery.

Strategy OP-8: 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 in accordance with federal requirements, ITSMR conducts New York State's annual observational survey of seatbelt use. The survey includes 12 counties, with ten observation sites in each county. It follows the survey design approved by NHTSA in 2012, under which the 120 observation sites are reselected every five years. The 2025 New York State survey was conducted using the 2023 site sample. Based on data collected between June 2 and August 8, 2025, New York's statewide seatbelt use rate was 91 percent, representing a slight decrease from 92 percent in 2024.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2023 and New York State Seatbelt Observation Survey 2025) indicate that the targets set in New York's FFY 2024-2026 3HSP for Unrestrained Passenger Vehicle Occupant Fatalities and Observed Seatbelt Use by Front Seat Occupants in Passenger Vehicles are not on track to be met. To achieve better outcomes in these performance measures, the following adjustments to countermeasure strategies will be considered in the development of the FFY 2027-2029 3HSP and the FFY 2027 AGA.

- Strategy OP-1: Enforcement of the state's seatbelt laws will continue to be the primary strategy for occupant protection. For FFY 2026, GTSC will focus on expanding enforcement efforts into those areas of the state that may not have been involved in past statewide seatbelt enforcement efforts. GTSC will fund grant applications focused on occupant protection and seatbelt enforcement submitted by jurisdictions that have not previously participated in the grant program. In addition, GTSC will continue efforts to increase overall seatbelt enforcement by promoting and encouraging participation for initiatives in new locations. GTSC will also encourage existing grantees to use County Crash Dashboards to assist them in allocating patrols to high crash areas of their jurisdiction ahead of the nationwide CIOT initiative.
- Strategy OP-2: According to the state's crash data, a large proportion of killed unrestrained motor vehicle occupants were from a younger (21-39) demographic. To address this issue, GTSC will create digital and social media campaigns tailored specifically to drivers in this age group. These campaigns will utilize platforms popular among this demographic, as traditional media sources like television are less effective in reaching them. Additionally, outdoor advertising will be strategically positioned in locations frequented by younger adults, such as concerts, fairs, and sporting events.

TRAFFIC RECORDS

New York State cannot effectively plan or evaluate highway safety programs without timely and comprehensive traffic records data. To address this need, the State works to ensure its traffic records systems contain accurate, complete, timely, and relevant data to identify problem areas, guide countermeasure implementations, and assess outcomes. The TSIS Strategic Plan, developed by GTSC, ITSMR, and the TRCC, outlines the state’s coordinated approach. The TRCC consists of nearly 50 representatives from state, local, and federal agencies as well as tribal nations, providing broad input into the plan. Guided by this strategy, FFY 2025 efforts targeted improvements in the accuracy, accessibility, completeness, and timeliness of crash, citation/adjudication, and injury surveillance data. Work also focused on strengthening data linkages across systems to support integrated analysis. Key organizations involved in these efforts include GTSC, NYS DMV, NYS DOT, NYS DOH, NYSP, New York State Office of Court Administration (NYS OCA), and ITSMR.

Assessment of Progress

In New York State’s FFY 2024–2026 3HSP, one performance measure was selected to track progress in the Traffic Records Program. This measure was developed in alignment with the NHTSA guideline Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025). The performance target set for the measure and the assessment of progress toward the target are provided below:

Performance Measure	Percentage of Crash Reports Received Electronically for Crashes that Occurred During a Calendar Year
Performance Target	Increase to 66.01% by 2026.
Assessment of Progress	Not on track to meet target – For crashes that occurred in 2024, 65.63% of crash reports were received electronically, up slightly from 64.81% in 2023. This modest increase largely reflects a smaller share of crash reports submitted by motorists (MV-104) and by NYPD (MV-104AN), both of which have remained 100% non-electronic. Outside New York City, 94.52% of police accident reports (MV-104A) for 2024 crashes were submitted electronically. Looking ahead, the new Crash Reporting Information System (CRIS), expected to go live in 2026, will enable the electronic transmission of crash reports from NYPD and will include a new feature allowing motorists to submit their crash reports online through the DMV website. It is anticipated that this change will result in a larger volume and percentage of crash reports being submitted electronically to improve this metric.

In addition to the 3HSP performance measure, the TRCC selected six performance measures associated with the state’s traffic records data systems in the FFY 2025 TSIS Strategic Plan.¹ The performance targets set for each measure, along with the assessment of progress toward those targets, are provided below. To fulfill the requirement under 23 CFR §1300.22 (“State Traffic Safety Information System Improvements Grants”), the baseline period covered the twelve-month period of April 1, 2023, to March 31, 2024, and the performance period covered the twelve-month period of April 1, 2024, to March 31, 2025.

Performance Measure	Mean Number of Days from the Crash Date to the Date the Crash Report is Entered into AIS
Performance Target	Reduce to 9.65 days during the performance period
Assessment of Progress	Target not met – The mean number of days increased from 9.75 days in the baseline period to 12.60 days in the performance period.

Performance Measure	Percentage of Crash Records Entered in AIS with No Errors in the Critical Data Element of Lat/Long Coordinates
Performance Target	Increase to 76.47% during the performance period
Assessment of Progress	Target not met – The percentage decreased from 75.71% in the baseline period to 75.61% in the performance period.

¹ These performance measures were developed using the methodology set forth in the “Traffic Records Data Quality Management Guide: Update to the Model Performance Measures for State Traffic Records Systems” (DOT HS 813 544).

Performance Measure	Percentage of Crash Records in AIS with No Missing Data in the Critical Data Element of Roadway Type
Performance Target	Increase to 88.09% during the performance period
Assessment of Progress	Target not met – The percentage increased from 87.21% in the baseline period to 87.70% in the performance period.

Performance Measure	Mean Number of Days from the Date a Citation is Issued to the Date the Citation is Entered into the Traffic Safety Law Enforcement and Disposition (TSLED) Database
Performance Target	Reduce to 5.59 days during the performance period
Assessment of Progress	Target met – The mean number of days decreased from 5.65 days in the baseline period to 5.48 days in the performance period.

Performance Measure	Mean Number of Days from the Date a Citation is Adjudicated until the Disposition Information is Entered into the TSLED Database
Performance Target	Reduce to 18.33 days during the performance period
Assessment of Progress	Target not met – The mean number of days increased from 18.52 days in the baseline period to 27.40 days in the performance period.

Performance Measure	Mean Number of Days from the Date a Citation is Issued to the Date the Citation is Entered into the Administrative Adjudication (AA) Database
Performance Target	Reduce to 4.95 days during the performance period
Assessment of Progress	Target not met – The mean number of days increased from 5.00 days in the baseline period to 6.09 days in the performance period.

Traffic Records Projects and Activities Funded in FFY 2025

New York State identified a comprehensive set of strategies for its Traffic Records Program that collectively contribute to meeting the highway safety targets established in the FFY 2024–2026 3HSP. This section highlights selected projects undertaken in FFY 2025, organized by strategy, to demonstrate the range of activities implemented under the program.

Strategy TR-1: Implementation of Improvements to Traffic Safety Information Systems (TSIS)

AIS Replacement

New York's primary crash information system is AIS maintained by NYS DMV. AIS consists of all police and motorist reported motor vehicle crashes to NYS DMV. Implemented more than 24 years ago, the system has exceeded the intended lifespan of its underlying technology. This project supports NYS DMV in outsourcing the development of a modern crash reporting system to replace AIS. The AIS replacement incorporates new crash data elements requested by the traffic safety community and those required by federal standards. The AIS replacement also expands electronic crash data transmission capabilities and enhances the accuracy and efficiency of data capture and processing. Implementation of the new system is expected in 2026.

FARS Supplemental Funding

NYS DMV compiles and processes New York State crash fatality data for submission to NHTSA FARS under a five-year contract covering 2022 through 2026. These crashes must be processed within 30 days of the crash date, and NYS DMV assigns three full-time employees to meet this requirement. In 2017, NYS DMV determined the federal funding provided through the NHTSA contract was insufficient to support the full cost of FARS processing. NHTSA advised states to apply for Section 405(c) funding through their TRCC's to address funding shortfalls and maintain the staffing needed to meet the 30-day processing timeline. Accurate and timely fatal crash data are essential for state, local, and federal highway safety offices to identify problems such as risk factors, roadway issues, safety equipment usage, and driver behavior associated with fatal crashes. As a result, this supplemental funding has become an annual request.

Traffic and Criminal Software Electronic Crash and Ticketing Systems

This project enables state and municipal law enforcement agencies to efficiently use Traffic and Criminal Software (TraCS) for the electronic submission of crash reports and traffic summonses. The project also identifies the equipment, technical support, systems administration, and maintenance needs of participating agencies to ensure they receive adequate resources, training, and assistance. This project supports the goals of the New York State TRCC by improving the timeliness, accuracy, completeness, consistency, accessibility, and data integration of traffic records. Through a unified electronic system, law enforcement agencies can create and transmit highway safety and traffic enforcement data directly to all relevant stakeholders. Timely and accurate crash and ticket information is essential for highway safety offices and courts, supporting effective adjudication of traffic violations, appropriate driver sanctions, data analysis and accessibility, and record linkage.

Strategy TR-2: Development and Use of Data Integration and Data Linkages

Integrating Neighborhood Level Data into the Crash Outcome Data Evaluation System

The Crash Outcome Data Evaluation System (CODES) database, maintained by NYS DOH, is used to assess traffic safety in New York State. It links individual records from NYS DMV's AIS with NYS DOH's Statewide Planning and Research Cooperative System (SPARCS), which includes hospitalizations and emergency department visit data, as well as additional data sources listed below. The linkages produce a more comprehensive view of events before (such as weather, light, and roadway surface conditions), during, and after a crash, enabling more accurate evaluation of highway safety initiatives and a better understanding of the burden of motor vehicle crashes on New York. This project enhances CODES by integrating neighborhood-level datasets, including the produced Census tract-level Life Expectancy data, Census demographic data such as socioeconomic status and race, Crash Location & Engineering Analysis Repository (CLEAR) data, emergency department discharge data, hospitalization discharge data, and sources such as the Childhood Opportunity Index and Sub-County Life Expectancy data. Incorporating these additional sources into CODES results in a clearer picture of how neighborhood-level factors influence motor vehicle-related injuries across the state. By expanding CODES, this project will improve its ability to identify characteristics contributing to health disparities and support the state's highway safety offices in developing more targeted and effective community outreach efforts.

Strategy TR-3: Use of Technology to Disseminate Information

Traffic Safety Statistical Repository

The TSSR, maintained by ITSMR, is New York State's primary platform for disseminating crash, ticket, and related demographic data to the public and to state and local highway safety partners. Funded through Section 405(c), the system provides timely, accurate, and accessible data to support data-driven decision-making and enhance the transparency of the state's traffic records systems.

Throughout FFY 2025, several improvements were made to strengthen the timeliness and usability of the TSSR. To improve data timeliness, the update frequency for preliminary ticket data was increased from quarterly to monthly, aligning with the update cycle already used for preliminary crash data. The repository includes finalized crash and ticket data for 2015–2024 and preliminary data for 2025 at the state, region, county, and municipality levels.

ITSMR also continued to support data users by conducting three TSSR training sessions designed to demonstrate system features, explain data definitions and limitations, and collect feedback on user needs. Approximately 150 people attended these trainings. To further identify enhancement opportunities, a pop-up survey on user data needs was implemented on the TSSR landing page, generating more than 700 responses. Insights from these trainings and survey results are being used to guide ongoing system improvements.

Strategy TR-4: Statewide Coordination of Traffic Records Systems Improvements

In FFY 2025, the TRCC continued to assist with coordinating and guiding efforts to upgrade the state's traffic safety-related data records systems. ITSMR played a key role in the effort. As designated by GTSC, an ITSMR staff member serves as the state's TRCC Coordinator. The coordinator's responsibilities include scheduling, setting the agenda, and facilitating meetings of the TRCC; preparing the annual TSIS Strategic Plan and assisting with its implementation; developing and maintaining the Traffic Records Systems Inventory Report; identifying and assessing progress in the state's traffic records performance measures; and supporting GTSC in meeting the requirements for receiving Section 405(c) funding.

Strategy TR-5: Research and Evaluation

Research and evaluation are essential components of New York’s highway safety planning process. These activities provide a systematic approach for identifying traffic safety problems, allocating limited resources, and assessing the effectiveness of ongoing programs. They also support the development, implementation, and evaluation of new initiatives.

During FFY 2025, ITSMR continued to extract, process, and analyze crash, ticket, licensing, and registration data from New York’s traffic records systems to support NYS DMV, GTSC, and their highway safety partners. These data products were used for a broad range of purposes, including national crash data collection programs, development of GTSC’s County Crash Dashboards, preparation of materials for outreach and education activities, and responses to media and public information requests on highway safety issues.

ITSMR also conducted in-depth research studies integrating multiple data sources to address emerging safety concerns. For example, to support GTSC’s motorcycle safety outreach and education initiatives, ITSMR prepared a comprehensive analysis of motorcycle body classes involved in fatal and personal injury crashes over an eight-year period. Drawing on AIS, New York’s Registration File, and the NHTSA Vehicle Identification Number (VIN) Decoder Application Programming Interface (API), the study identified a marked increase in Class A (scooter) crash involvement since 2022, particularly in New York City, and found that scooter operators were more likely to be distracted and unhelmeted.

Throughout FFY 2025, ITSMR also continued to provide the data and analytical support necessary for New York to meet federal requirements for the receipt of Section 402 and Section 405 funds. These activities included assistance with performance-based planning, implementation of the annual statewide observational survey of seat belt use, and preparation of the data and supporting documentation needed to demonstrate the State’s compliance with federal grant award criteria.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available indicates New York is not on track to meet the target for increasing the percentage of crash reports received electronically by NYS DMV. Once fully implemented, CRIS will enable the electronic transmission of crash reports from the New York City area and provide a web-based option in later phases for smaller, non-electronic police agencies and motorists to submit crash reports online. NYS DMV will continue to collaborate with its vendor, Lexis Nexis, to advance the CRIS project.

Additionally, improving the timeliness, accuracy, and completeness of the crash data system—and enhancing the timeliness of adjudication data in TSLED—remain key priorities. The following adjustments to countermeasure strategies will be considered during the development of the FFY 2027–2029 3HSP and the FFY 2027 AGA.

- Strategy TR-1, TR-4: Improve crash location accuracy: NYS DOT will update its system interface and associated data elements in CLEAR following the implementation of CRIS. New CRIS location-coding elements are expected to improve the precision of latitude and longitude calculations.
- Strategy TR-1, TR-4: Improve the completeness of critical crash data elements: To increase the percentage of AIS crash records with non-missing Roadway Type data, NYS DOT, NYS DMV, and ITSMR collaborated to analyze the issue and identified an error in how this field was being populated in CLEAR. DOT is working to correct this error to improve data completeness.
- Strategy TR-1, TR-4: Improve the timeliness of adjudication data: The performance target for adjudication timeliness—mean number of days between adjudication and entry of disposition into TSLED—was not met. Staffing allocations are expected to bring performance back in line with the target.

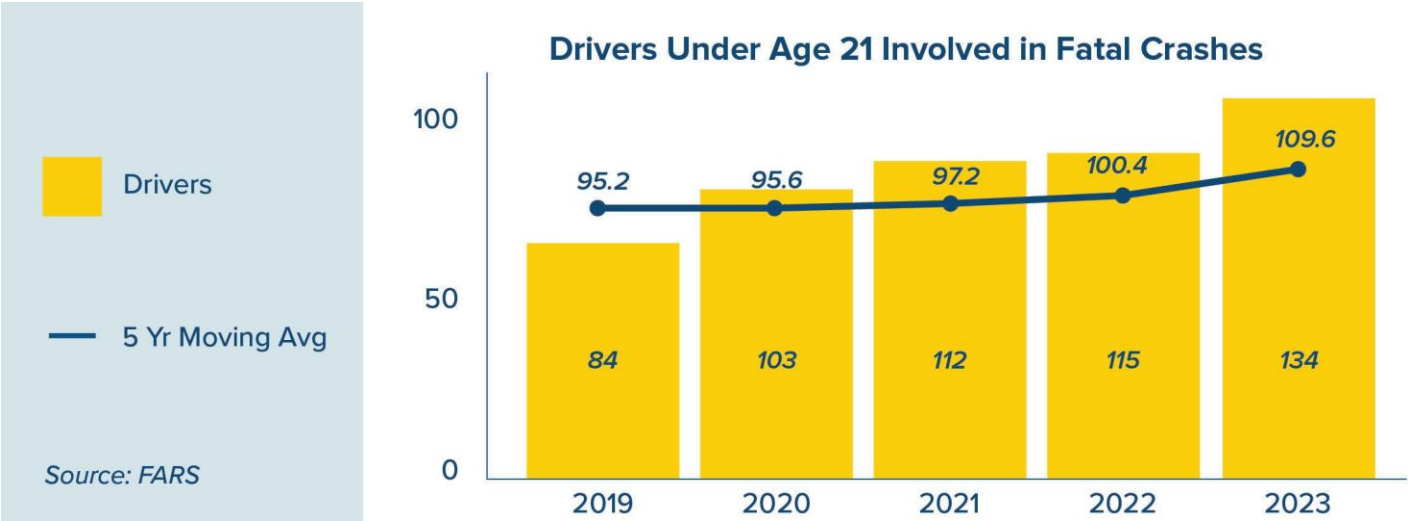
COMMUNITY TRAFFIC SAFETY PROGRAMS

The Community Traffic Safety Programs area supports locally driven initiatives addressing unique traffic safety challenges within New York’s communities while aligning them with statewide priorities and performance targets established in the 3HSP. Local agencies and organizations are often best positioned to identify and respond to traffic safety issues in their jurisdictions. Their programs work to incorporate strategies drawn from statewide initiatives addressing problems like drowsy driving and pedestrian safety or targeting specific groups such as young drivers, older adults, children, and underserved populations. GTSC provides leadership and coordination to ensure these community-based programs complement state-level efforts and contribute to the achievement of overall highway safety goals. GTSC’s partnerships with county traffic safety boards, law enforcement agencies, public health and education entities, and community organizations strengthen local capacity for outreach, education, and engagement. Through these collaborative efforts, the program fosters inclusive, data-driven approaches that enhance traffic safety, reduce crashes, and prevent fatalities across New York’s communities.

Assessment Of Progress

In New York State’s FFY 2024–2026 3HSP, one performance measure was selected to track progress in the Community Traffic Safety Programs area. This measure was developed in alignment with the NHTSA guideline Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025). The following section presents the performance target established for this measure and provides an assessment of progress toward achieving it.

Performance Measure	C-9 Drivers Age 21 or Younger Involved in Fatal Crashes (FARS)
Performance Target	Reduce the five-year moving average to 95.7 by 2026
Assessment of Progress	Not on track to meet target – The number of drivers under age 21 involved in fatal crashes increased from 115 in 2022 to 134 in 2023. As a result, the upward trend in the five-year moving average continued in 2023, indicating that the target of 95.7 set for 2026 is not on track to be met.



Community Traffic Safety Projects and Activities Funded in FFY 2025

New York identified a comprehensive set of strategies for the state's Community Traffic Safety Programs that collectively contribute to meeting the highway safety targets established in the FFY 2024–2026 3HSP. This section highlights selected projects undertaken in FFY 2025, organized by strategy, to demonstrate the range of activities implemented under the program.

Strategy CP-1: Community-Based Highway Safety Programs

Broome County Health Department

The Broome County Traffic Safety Community Outreach Project is intended to reduce crashes through community traffic safety education programs. They have a comprehensive highway safety grant addressing child passenger, bicycle, pedestrian, teen driving, motorcyclist, and older driver safety.

The Broome County Health Department has far-reaching traffic safety programs covering all areas of the county. They are active in elementary schools presenting bicycle and pedestrian safety to young students. At high schools, they focus on topics related to younger drivers—distracted, impaired, and drowsy driving, as well as speeding. The Broome County Health Department also conducts a county-wide teen traffic safety poster contest to encourage peer-led education about safe driving habits.

Broome County's bicycle and pedestrian safety program has proven successful in educating the community about the rules of the road and the importance of helmet use, specifically targeting children under the age of 15 through bicycle and pedestrian safety educational presentations. Their older driver safety program is comprehensive and covers relevant topics such as safe walking, impaired driving due to prescription medications, and proper fitting in their vehicle through the CarFit program.

Broome County's motorcycle safety program distributes lawn signs displaying the message of "Share the Road" reminding all road users to exhibit safe driving and riding habits. They also conduct a social media campaign during the months of May and June focusing on the top contributing factors of motorcycle crashes in Broome County.

The Broome County Health Department continued their highly successful Traffic Safety Community Education Project in FFY 2025. Highlights included:

- 215 child safety seat inspections with 197 seats distributed.
- 24 educational bicycle and pedestrian safety programs resulting in 516 helmets fitted to riders and the implementation of their poster campaign in 37 elementary schools.
- 45 "Just Drive" programs conducted reaching approximately 800 students with nearly 730 students competing in the "Battle of the Belts," and Victim Impact Speaker presentations secured for three local high schools.
- Six CarFit events and four senior safety presentations held.
- 128 motorcycle safety lawn signs distributed, and social media safety messages promoted during peak riding months.
- The Broome County Traffic Safety Program was highlighted at the Trauma Center Association of America's Conference in April as part of a poster presentation submitted by the Trauma Services and Injury Prevention Programs at United Health Services.

Chautauqua Children's Safety Educational Village

Chautauqua Children's Safety Educational Village (CCSEV) conducts a comprehensive child and youth highway safety education program using the Safety Village model. The program provides education on the issues of bicycle, pedestrian, and traffic safety for children pre-K through sixth grade. Their education program for high school students focuses on the dangers of distracted driving and other safety hazards. In addition, they have a CPS program that includes using the Safety Village as a permanent fitting station for car seats, CPS awareness training, and child safety seat check events.

The Safety Village model provides a safe environment for children while participating in the educational programs, and students can learn in a child-sized environment. Children ride bikes and drive electric cars, use hand signals, and obey street signs. Younger children learn how to cross at a crosswalk, parking lot safety, and the dangers of crossing between cars. Classes simulate real-life traffic with a traffic light, railroad crossing, and an Amish buggy. High school students are educated on preventing the "4 D's" of distracted, drunk, drowsy, and dangerous driving. CCSEV also has a driving simulator that provides a more comprehensive and interactive training experience for high school students.

In FFY 2025, CCSEV provided 106 comprehensive highway safety trainings covering bicycle, pedestrian and scooter safety, general traffic safety, and distracted driving to 2,295 participants. Ages of participants ranged between four and 18 years old. The program's effectiveness was validated by pre- and post-testing results. Participants in the Dangers of Distracted Driving sessions showed an improvement from a pre-test average of 76% to 100% on the post-test and knowledge of all other safety topics increased from 43% to 99%. CCSEV collaborated extensively with schools and organizations, providing follow-up workbooks for teachers, which provided excellent reinforcement of the lessons.

FFY 2025 Trainings included:

- Distracted Driving: nine lessons, 130 participants
- Traffic Safety: 36 lessons, 793 participants
- Pedestrian Safety: 26 lessons, 563 participants
- Bike Safety: 11 lessons, 313 participants
- Scooter Safety: 24 lessons, 496 participants

Integrated Community Planning of Oswego County, Inc.

Integrated Community Planning of Oswego County Inc (ICPOC) has a comprehensive highway safety grant program providing education and awareness for county-specific traffic concerns such as bicycle, pedestrian, and motorcycle safety. Presentations are given to elementary students about the importance of safe walking and bike riding. They also speak to high school and college students about safe driving, walking, and bicycling habits. In addition, they attend community events to provide traffic safety education to a broader audience.

ICPOC hosts “bike rodeo” events, both community-wide and at specific schools around Oswego County. Bike rodeos are an opportunity to conduct bicycle safety education in a controlled environment which provides invaluable hands-on experience to children and beginning riders of all ages. Motorcycle safety is also addressed at bike rodeos, with the goal of increasing programming geared towards motorcycle safety.

In FFY 2025, ICPOC continued their community-wide traffic safety outreach. Highlights included coordination amongst five elementary schools to participate in Walk to School Day and visiting nine driver’s education classes to discuss distracted driving, speeding, and seatbelt safety. They also participated in 22 community events, including the Cayuga Community College Spring Wellness Fair, Oswego County Health Department’s Kids Day, multiple farmers’ markets, and Oswego Harborfest.

Strategy CP-2: Statewide Implementation of Traffic Safety Initiatives

Mothers Against Drunk Driving

The mission of MADD is to end drunk driving, help fight drugged driving, support the victims of these violent crimes, and prevent underage drinking. In FFY 2025, MADD New York continued to collaborate with local community and state coalitions, community-based youth service departments, schools and parent support groups, parent/teacher associations and sports groups, guidance departments and school resource officers, driver education schools, and law enforcement agencies to conduct “Power of Parents,” “Power of You(th),” and “Power of Me!” presentations and workshops. In addition, MADD coordinated community-based educational material distribution events during orientations, community and school event forums, community sponsored events and conferences, and trainings. New in FFY 2025 was the implementation of their “Promposal” program focused on presentations for high school juniors and seniors.

MADD’s Power of Parents handbook contains topics for teenaged parents including the initial conversation and effective communication, monitoring, setting expectations and consequences for youths who drink, as well as legal consequences, and why 21 is the minimum drinking age.

MADD’s Power of You(th) program empowers pre-teens and teens to take a stand against drinking alcohol and other drug use before age 21 and to never ride in a car with an impaired driver.

Power of Me! is MADD’s classroom-based elementary school alcohol use prevention and vehicle safety program for fourth and fifth graders.

MADD’s new initiative: the Promposal program – is a targeted prom-season presentation for high school juniors and seniors. Students hear from a speaker who has been tragically impacted by underage substance use or impaired driving and afterwards students can accept MADD’s “Promposal” and say “Yes” to a safe and substance-free prom.

Highlights from MADD’s traffic safety presentations in FFY 2025 include:

- 13 Power of Parents presentations, educating 313 parents.
- 50 Power of You(th) presentations, educating 3,790 students.
- Four Power of Me! presentations, educating 65 students.
- Six Promposal presentations, educating 830 students.
- Attended 57 community events providing traffic safety education and educational materials.

Strategy CP-3: Statewide Communications and Outreach

New York State Broadcasters Association

Through GTSC's continued grant 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 aired in FFY 2025 on a rotating basis on both television and radio were:

- Drugged Driving Is Impaired Driving
- Drinking and Driving Shatters Lives
- Watch for Motorcycles
- What Kind of Driver Are You Raising?
- What's Your Excuse? (Promotes seatbelt usage in the back seat)
- Go It Alone (Highlights the distraction danger of additional passengers)
- E-bike Safety (for motorists and e-bike riders)
- "Obey the Sign or Pay the Fine" and "Speed Kills"

Unlike traditional paid media buys, the NCSA program is year-round, which allows GTSC to have a constant safety messaging presence on the airwaves. The messages are usually changed monthly to coincide with the seasons or to reinforce other media campaigns.

In FFY 2025, there were 85,332 announcements aired on 157 New York State radio stations. The radio spots aired throughout the day, evening, and overnight. Television spots ran from October 2024 through September 2025, with a total of 35,101 spots airing on broadcast television stations throughout New York State. Impression data reported by the NYSBA shows over 120 million impressions for television and almost 22.5 million impressions for radio.

New York State Truck Safety & Education Symposium and Safety Exhibition

The 2025 New York State Truck Safety & Education Symposium and Safety Exhibition was held on April 7-8, 2025. This symposium had 237 attendees and provided the trucking industry with pertinent and timely information on regulatory updates by the Federal Motor Carrier Safety Administration (FMCSA), NYS DOT, NYS DMV, and NYSP, as well as presentations by speakers involved in the trucking industry. GTSC distributed safety education and outreach materials specifically geared towards commercial motor vehicle drivers. Symposium topics included avoiding drunk, drugged, distracted, and drowsy driving, low bridge strike mitigation, the Move Over Law, and load securement.

New York State Highway Safety Symposium Coordination

The annual New York State Highway Safety Symposium brings together highway safety professionals from across New York State to share, promote, and educate on highway safety initiatives with workshops and presentations covering the most critical issues and best practices from leading experts in traffic safety.

The annual New York State Highway Safety Symposium is sponsored by GTSC, STOP-DWI Association, and the NYSATSB. ITSMR coordinates the Symposium and a member of the ITSMR staff serves as Event Coordinator.

The 2025 symposium was held in the City of Oswego from October 14-17, 2025, and featured:

- 263 attendees
- 131 different organizations/groups
- Three plenary presentations
- 29 concurrent sessions with 55 speakers

In a pre-symposium event at SUNY Oswego, the GTSC, in partnership with the Steuben County Sheriff's Office and the SUNY Oswego University Police Department, hosted 75 high school students from

Sandy Creek Central School and Mexico Academy & Central School District, along with approximately 100 college students to participate in Emilee's Challenge. Emilee's Challenge is an educational program designed to honor Emilee Rawleigh, who died at the age of 21 in a car crash in Steuben County. Tragically, Emilee was not wearing her seatbelt and distracted the driver of her vehicle. Wreckage from the crash was on display inside a trailer, which also uses multiple stimuli from the crash scene to educate young drivers on the fatal consequences associated with distraction, unsafe driving, and not wearing a seatbelt.



Marketing Initiatives

In FFY 2025, GTSC led a multimedia, statewide traffic safety advertising program to support the goals of the 3HSP. Crash data from the TSSR and County Crash Dashboards were used to guide advertising placement decisions and market budget disbursements.

The annual marketing program was conducted in six campaigns and provided GTSC with a nearly constant presence amongst New Yorkers. Heavier advertising was scheduled to coincide with major events on the NHTSA/New York State Highway Traffic Safety Events Calendar. The 2025 campaigns were extensive, and early results show that over 245 million impressions were delivered across digital, social media, video streaming, audio, and out-of-home platforms. The marketing program focused on impaired driving, distracted driving, speeding, micromobility, and motorcycle safety messaging targeted at adults ages 18-55, skewed towards younger males, with activations in English and Spanish.

Highlights of FFY 2025 include two new campaigns focusing on the importance of micromobility safety that generated over 38 million impressions, an Americade sponsorship during Motorcycle Safety Awareness Month, and a 14 week-long campaign focusing on impaired driving that included work with seven social media influencers for the first time. New Yorkers saw advertisements throughout their daily lives, from over 152 million impressions across social media and digital platforms, to billboards on Long Island, Rochester, Syracuse, Buffalo, Utica, Watertown, Albany, and Suffolk County. GTSC reached New Yorkers at gas stations using pump toppers and screens at the pump to highlight the importance of motorcycle safety, the dangers of impaired driving, distracted driving, and speeding. Throughout FFY 2025, over 3.8 million video impressions and 10.9 million audio impressions across streaming and traditional radio were generated. The marketing program continued to innovate, using platforms like LinkNYC, geofencing to target college students in bookstores and food halls, and even place-based activation like ad boards and table toppers in high-traffic environments and real-world settings.

For FFY 2025, the most impactful campaign focused on creating awareness around the dangers of impaired driving and ran from May to September. Targeting all New Yorkers over the age of 18 with a focus on males in Suffolk and Monroe counties, this campaign included digital, television, broadcast radio and out-of-home placements. The digital portion of the campaign is estimated to have reached over 95% of New Yorkers over the age of 18 using social media, display, streaming video, streaming audio and over-the-top channels. Influencers were also used for the first time around the Fourth of July and Labor Day holidays to reinforce the messaging to find a safe ride home and prevent impaired driving. In addition, a contract with AMI Entertainment Network delivered advertisements in 1,532 New York bar and restaurant venues over six holiday activation periods (4/20, Memorial Day, Fourth of July, Labor Day, Halloween, Thanksgiving and Christmas/New Year's Eve). This portion of the campaign delivered 16,412,733 impressions.

Strategy CP-4: Younger Driver Outreach and Education

Students Against Destructive Decisions

Students Against Destructive Decisions (SADD) empowers New York youth to lead traffic safety efforts through peer-led programs, trainings, & campaigns. During FFY 2025, SADD made substantial progress in enhancing traffic safety awareness amongst not only younger drivers, but with their families and community members as well.

Currently, SADD has 279 registered clubs across the state, which engaged more than 10,000 youths. SADD participated in 176 traffic safety initiatives statewide, reaching 85,868 New Yorkers (teen drivers, family members, and community members). SADD's digital presence was made through social media and the "Stay Awake! Stay Alive!" PSA. More than 196 nationwide social media posts highlighted SADD initiatives, generating over 890,930 impressions and more than 4,400 engagements. This level of sustained peer led educational outreach, and digital engagement shows this project was effective at delivering evidence-based younger driver risk messaging throughout the state, supporting the overall effort to reduce serious injury and fatal crashes within this age group. In addition to their peer-led outreach and educational programs, grant funding also supports their Speakers Bureau, which is a group of survivor advocates that are able to share their very personal stories of how destructive decisions can lead to tragedy.

SADD has strengthened its collaboration with the GTSC, laying the groundwork for continued program impact in the future. Historically, SADD has applied for one grant that covered their programs. In FFY 2025, SADD submitted proposals that split their grant into two separate projects which allows for a more targeted approach to their programs.

New York State Public High School Athletic Association

During FFY 2025, the New York State Public High School Athletic Association (NYSPHSAA) implemented younger driver and traffic safety outreach through athletic events, reaching more than 16,000 student athletes and 109,214 spectators including parents, guardians, and community members. A total of 48 events statewide were used to integrate traffic safety messaging, and digital expansion included a 30-second PSA played 35,000 times across the National Federation of High Schools (NFHS) network. Over 100,000 spectators at NYSPHSAA championship events were exposed to the safety messages, reinforcing key behaviors such as seatbelt use, and distracted driving. Based on direct engagement, event reach, and digital exposure metrics, this project is effective at delivering evidence-based younger driver risk messaging statewide and contributing to the overall effort to reduce serious injury and fatalities amongst teens.

United Way of Seneca County

During FFY 2025, the United Way of Seneca County delivered younger driver outreach and education throughout the county, reaching 428 students through 32 in-person school-based events across four school districts. Digital components were also utilized via social media and QR code distribution to extend exposure and reinforce message recall. Post programming survey data indicated a 2% reduction in teens reporting they had ridden with or driven with a known impaired driver, and participation increased in the annual “Don’t Be a D Student” campaign across all four school districts. Based on reach, partner engagement, and outcome indicators, this project was considered effective and an appropriate component of the statewide effort to reduce younger driver risk.

Ford Driving Skills for Life

On July 19-20, 2025, GTSC partnered with Ford and the Governors Highway Safety Association (GHSA) to host Ford Driving Skills for Life at the University at Buffalo North Campus. A signature program of Ford Philanthropy, Ford Driving Skills for Life teaches newly licensed and teen drivers the necessary skills for safe driving beyond what they learn in standard driver education programs. This comprehensive program includes hands-on driver training clinics where teens get behind the wheel with professional instructors to go through exercises designed to provide experience and improve driver decision making. In FFY 2025, Ford Driving Skills for Life was attended by 170 teens along with 116 parents and chaperones totaling 286 individuals trained at the University at Buffalo North Campus. Robust coverage in the Buffalo media market included an interview in advance of the event, as well as weekend coverage of the event itself from local news stations. GTSC has engaged GHSA on having Ford Driving Skills for Life return to Buffalo and New York State for future events beginning in 2026.



Strategy CP-5: Older Driver Outreach and Education

Data continues to show older drivers who are involved in crashes are more likely to sustain serious injuries or be killed than other drivers. Currently, drivers 65 and older represent approximately 24% of New York’s licensed drivers.

CarFit

This year, GTSC has strengthened its commitment to CarFit even further, by not only promoting CarFit events statewide, but also by engaging in the training of technicians. Four additional GTSC Program Representatives became CarFit Coordinators, enabling them to do trainings across the state. This year in New York, 66 new technicians were trained and certified, bringing the total number of technicians to 168. There were 23 CarFit events conducted throughout the state in FFY 2025.

Strategy CP-6: Outreach to Underserved Populations

During FFY 2025, GTSC and partners conducted traffic safety outreach to multiple underserved populations in the urban and rural areas of the state, including tribal nations, religious organizations, refugee resettlement areas, economically disadvantaged areas, and a host of diverse populations. GTSC will continue to work with its partners from across New York to provide education and engagement opportunities related to child passenger safety, distracted driving, pedestrian safety, older driver issues, occupant protection, impairment, and other topics related to traffic safety. GTSC continues to encourage creative outreach efforts to develop equitable access to traffic safety initiatives, with its main goal of keeping New York’s roadways safe for all users.

YMCA of Kingston & Ulster County

The YMCA of Kingston and Ulster County conducts vulnerable road user safety education in the city of Kingston and throughout Ulster County. Their program focuses on the principles of the United States Department of Transportation’s (US DOT’s) Safe System Approach (SSA). The SSA has five objectives: Safer People, Safer Roads, Safer Vehicles, Safer Speeds and Post-Crash Care. The YMCA’s proposal supports the Safer People objective.

Their overall goal is to reduce the number of crashes and thereby reduce the number of traffic injuries and deaths in Ulster County. The YMCA also uses this goal to focus on communities and populations that have been disproportionately exposed to traffic-related hazards and historically overlooked. Based on available data and community input, the YMCA focuses their education efforts on the following groups: children, low-income residents, immigrants, persons of color, non-English speakers, senior citizens, veterans, homeless, and those recovering from addictions. The diversity of these populations requires that their programs be correctly focused and relevant to each group.

Their events include bike rodeos and repair clinics, in-school education sessions at elementary schools and senior centers, tabling and education at community events, and media outreach. In FFY 2025, the YMCA held a total of 59 traffic safety events throughout Kingston and Ulster County. Of those events, 37 (63% of total) were focused on economically challenged populations. Attendance of their programs totaled 2,230 individuals.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2023) indicates the target set in New York's FFY 2024-2026 3HSP for reducing Drivers Age 20 or Younger Involved in Fatal Crashes is not on track to be met. To support reductions in this performance measure, the following adjustments to countermeasure strategies will be considered in the development of the FFY 2027-2029 3HSP and the FFY 2027 AGA.

- Strategy CP-3 & Strategy CP-4: Based on the state's crash data for 2024, speeding and driver inattention/distraction are among the most common contributing factors in fatal crashes involving drivers aged 20 and younger. To address these issues, GTSC will target a portion of the statewide paid marketing campaigns specifically toward drivers under the age of 20 to raise awareness about the dangers of speeding and distracted driving. The campaign will utilize media platforms popular amongst teens to disseminate engaging content such as videos, infographics, and testimonials. Additional emphasis will be placed on reaching younger drivers through the statewide campaigns by identifying and working with teen "safe driving influencers" to develop messaging specifically geared toward younger drivers.
- Strategy CP-3 and CP-4: GTSC plans to expand our partnership with NYSPHSAA by attending multiple high school sports championship events across the state to educate New Yorkers and younger drivers on traffic safety. Their championship events are attended by over 100,000 people annually with a large portion of those attendees being younger drivers. These events will be a great opportunity to conduct outreach and education especially targeted to less experienced drivers.
- Strategy CP-4: Following the successful classes hosted at University at Buffalo in July 2025, GTSC plans to have the Ford Driving Skills for Life program return to Buffalo while also exploring the expansion of the program to different locations in New York State. The 2025 event was very well received by both the drivers and the adults that participated. Increasing the number of younger drivers that have access to this program will help strengthen GTSC's efforts to reach and educate younger drivers across the state.

PROGRAM MANAGEMENT

GTSC oversees New York State's comprehensive highway safety program. It coordinates statewide efforts to reduce traffic crashes, fatalities, and injuries through education, enforcement, community engagement, and data-driven decision making. Each year, GTSC administers approximately 560 grants totaling over \$50 million to state, local, and not-for-profit agencies through its electronic grants management system, eGrants. Under the federal Infrastructure Investment and Jobs Act (IIJA), GTSC manages both Section 402 State and Community Highway Safety grants and Section 405 National Priority Safety Programs, ensuring New York State meets eligibility requirements and submits an annual application for continued funding. Through its planning and administrative functions, GTSC identifies statewide traffic safety priorities, supports local problem identification, and provides training, technical assistance, and public information resources to partners across all program areas. The highway safety program emphasizes effective resource allocation, performance monitoring, and collaboration amongst public and private partners to promote equity, accountability, and measurable progress toward the state's highway safety performance targets, with the ultimate goal of zero roadway deaths and fewer injuries.

Assessment Of Progress

The following section presents the performance targets for the Planning and Administration Program established in New York's FFY 2024–2026 3HSP and provides an assessment of progress toward achieving those targets.

Performance Targets	Status	Supporting Highlights
Strengthen GTSC's role in setting goals and priorities for the state's highway safety program.	Met	Through ongoing consultation and communication within GTSC, all grant applications undergo extensive committee review.
Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways.	Met	Utilizing the TSSR and County Crash Dashboards, GTSC collaborated with new and existing partners to identify crash trends and propose solutions. This year, GTSC identified three primary focus areas: Motorcycle Safety, Impaired Driving, and Speeding.
Promote implementation of the state's Evidence-Based TSEP.	On track	GTSC continued to provide support, guidance, and direction to grantees via agency crash and ticket data reports and referrals to the TSSR. GTSC staff collaborated with traffic safety partners, including the STOP-DWI Association and the NYSATSBs, to develop and distribute timely traffic safety information via virtual means to its grantees.
Develop and maintain policies and procedures for the effective and efficient operation of the highway safety program.	On track	In FFY 2025, GTSC continued to develop and maintain its policies and procedures, including those within its annual Risk Assessment and Purchasing and Using Equipment for Highway Safety Programs. GTSC also developed and implemented a new travel policy to make public outreach more efficient and effective. New GTSC staff utilized these policies and updated procedures as part of their on-going development.
Expand the use of technology to improve program management and public communication.	On track	We are continuing to use technology to collect and maintain statistics and communicate traffic safety information with the public. One example being the development of a new JotForm survey to grantees capturing planned events. Staff can review these events and evaluate which ones would be beneficial for GTSC to attend. This participation will help GTSC show support for grantees and increase outreach and education to the public.
Coordinate and provide training opportunities for New York's traffic safety professionals.	Met	Training opportunities include the CPS conference, ESLETS, the New York State Highway Safety Symposium, local and statewide professional development for vehicular crimes prosecutors spearheaded by New York's TSRPs, NHTSA Transportation Safety Institute (TSI) trainings, and New York State trainings via the Statewide Learning Management System (SLMS).

Performance Targets	Status	Supporting Highlights
Support the use of performance measures as an evaluation tool in the state's highway safety program.	Met	Continued use of setting consistent targets, goals and priorities, promoting evidence-based enforcement, providing guidance in improving traffic safety, as well as developing, maintaining, and utilizing procedures and policies regarding the operation of the highway safety program. Examples include a Highway Safety Program Guide to provide direction in applying for grants, and an eGrants Application Manual to provide instructions for submitting claims for reimbursement.
Improve the timeliness of grant approvals and the allocation and liquidation of funding.	Met	GTSC improved the timeliness of grant approvals and the liquidation of its funding in FFY 2025. The last grant approval letter was sent 36 days earlier in FFY 2025 compared to FFY 2024. The rate of liquidation increased by 10.4% with 27.6% on September 30, 2025, compared to 17.3% on September 30, 2024.

Planning and Administration Projects and Activities Funded in FFY 2025

GTSC is responsible for coordinating and managing New York State's comprehensive highway safety program and maintained a leadership role in identifying traffic safety priorities. GTSC aided its partners in problem identification, and worked with them to develop programs, public information campaigns, and activities addressing the problems identified.

GTSC continued to encourage and support development of local funding proposals, conduct public information and education programs, and increase access to data for problem identification and evaluation in FFY 2025. Fiscal management was the focus of much of GTSC's planning and administrative activities. The fiscal staff managed the federal letter of credit, including the accounting, vouchering, contracting, claiming, evaluating, and reporting tasks required by the federal highway safety program. GTSC managed and provided administrative support for STOP-DWI, and Section 405(b), 405(c), 405(d), 405(f), 405(h), and 405(i) incentive grant programs in addition to the Section 402 program.

Another priority of GTSC was increasing efficiency in managing the grant application and approval process, while maintaining compliance with all federal and state requirements. All notifications regarding FFY 2026 grant applications were issued by the end of August. Currently, 92% of the grants have completed the New York State contract approval process.

Other specific accomplishments associated with managing the highway safety program in FFY 2025 are listed below:

- A 3HSP allocating \$238,875,000 for 2023-2026 for NHTSA highway safety programs was administered.
- New York State received the following incentive fund awards:
 - Section 405(b) Occupant Protection - \$2,513,926
 - Section 405(b) Supplemental - \$153,415
 - Section 405(c) Traffic Records - \$2,699,006
 - Section 405(c) Supplemental - \$164,710
 - Section 405(d) Impaired Driving - \$10,357,800
 - Section 405(d) Supplemental - \$633,757
 - Section 405(d) Ignition Interlock - \$1,111,590
 - Section 405(d) II Supplemental - \$68,014
 - Section 405(f) Motorcycle Programs - \$311,849
 - Section 405(f) Supplemental - \$19,031
 - Section 405(g) Nonmotorized Safety \$1,733,274
 - Section 405(g) Supplemental - \$105,775
 - Section 405(i) Driver and Officer Safety - \$968,450
 - Section 405(i) Supplemental - \$59,101

- A total of 579 applications for FFY 2026 funding were reviewed; 528 grant applications were approved.
- A total of 1,522 vouchers were processed.
- New York closed out FFY 2024 in January 2025 and expended \$40,246,825.
- GTSC submitted its FFY 2025 report into SAM.gov meeting the Federal Funding Accountability and Transparency Act requirements. The applicant information, funding level, and project description were entered for 124 grant projects that received awards greater than \$30,000.
- In FFY 2025, New York State posted available grant opportunities in its Statewide Financial System (SFS) Grants Module to notify applicants to submit for upcoming grants. SFS provides an online place for potential grantees to search for available grants and receive notifications when new opportunities are posted by agencies such as GTSC.
- GTSC uses eGrants for the automation of their grant program management and fiscal processing from application to closeout and continuously works with the vendor to improve the grant application and review process, as well as the required reports for NHTSA and state oversight agencies.

New Training and Educational Opportunities

Bicycle and Micromobility Training for Law Enforcement

The New York Bicycling Coalition and GTSC created a training curriculum for law enforcement on current New York State VTL regarding bicycles and micromobility, in particular e-bikes and e-scooters. NYSSA and NYSACOP were instrumental in pushing out this training to their members. Over 360 law enforcement officers attended ten statewide sessions. Overall feedback showed an increase in knowledge and confidence and a readiness to enforce these laws.

Micromobility Vehicle and Traffic Law Quick Reference Guide

NYS DOH collaborated with GTSC's Pedestrian, Bicycle, and Micromobility Program Coordinator, LELs, and the New York Bicycling Coalition, to create, edit, and finalize two quick reference guides for law enforcement: VTL E-Scooter Enforcement, and VTL for E-Bikes to enhance education on emerging transportation technologies.

NYS DOH staff from the Bureau of EMS and Trauma Systems, the NYS DOH Office of Primary Care and Health Systems Management, and an Erie County Fire Instructor developed a publication entitled "E-Bike and E-Scooter Crash Scenes for First Responders" focused on educating EMS providers and first responders on the emerging issue of micromobility users. This publication includes information on commonly encountered e-bike and e-scooter injuries, as well as crash scene safety tips.

Additional Training Opportunities

Training and Educational Opportunities

Professional Development

GTSC recognizes the value of professional development, and in FFY 2025, it played a critical role in the planning and delivery of several training and educational programs for its staff and highway safety partners with the goal of increasing knowledge and awareness of traffic safety issues and fostering the acquisition of new or improved skills.

GTSC's training activities in the past year included:

- New CPS technician certification courses, and CEU for certified technicians
- The 2025 CPS Conference held May 6–8, 2025 in Lake Placid which drew in approximately 463 technicians with a waitlist of over 80 technicians. The conference featured a dedicated pre-conference instructor track educating CPS instructors on new curriculum and enhancing their skills in handling some of the nation's leading car seat technology.
- The 2025 New York State Highway Safety Symposium held October 14-17, 2025, in Oswego. 263 attendees from 131 organizations were presented with 29 concurrent sessions and 55 speakers. This annual conference sponsored by GTSC, NYS STOP-DWI Association, and NYSATSB brings traffic safety professionals together from across the state to discuss critical issues and educate on best practices in highway safety.
- The 2025 ESLETS Conference held April 9-10, 2025, in Syracuse where over 272 law enforcement officers and traffic safety professionals representing 89 agencies attended. This annual conference sponsored by GTSC, NYSP, NYSSA, and NYSACOP provided instruction on contemporary traffic safety issues and trends in enforcement and technology.
- Two STAC trainings, where 29 technicians were newly trained on how to safely transport children with special needs in a motor vehicle.
- Supported NYS DCJS in its statewide training program for county probation offices and IID monitors who enforce the provisions of Leandra's Law.

- Supported a three-prong, collaborative, TSRP program (downstate, upstate, statewide). NYPTI, along with the Suffolk and Erie County District Attorney's Offices provide legal education trainings for prosecutors focused on successful prosecution of impaired driving cases and overcoming the unique challenges they bring.
- Coordinated DREs, SFSTs, and ARIDE training programs held throughout New York State.
- Attended and assisted at NYSSA's Training Conference events.
- Participated in GHSA webinars.
- Participated in NHTSA program training and NYS DMV-sponsored trainings.

Statewide Public Information & Education

GTSC coordinates statewide public information & education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all roadway users to ensure their own safety and the safety of others.

Paid Media Campaigns

In FFY 2025, GTSC, along with the assistance and coordination of the NYS DMV Office of Communications, launched five new public information and education campaigns across a variety of media platforms emphasizing messages related to impaired driving, distracted driving, speeding, motorcycle safety and micromobility. Several media outlets and partners were involved in the production and distribution of these messages which were made available on television, radio, billboards, social media, and streaming media sites.

The first paid media campaign that ran in 2025 focused on distracted driving. The campaign targeted males ages 21-40 who are overrepresented in distracted driving crashes. The campaign was very successful and delivered over 17 million impressions. Multiple strategies were used to drive awareness and engagement including social media, streaming audio, video, digital, geofencing at New York State Thruway rest stops and out-of-home messaging including screens at gas stations, convenience stores, and car charging centers.

The motorcycle safety campaign ran during spring into early summer. The statewide multimedia campaign delivered over 27 million impressions, over 4.4 million video views, over 90,000 clicks on links to GTSC's website and 60 spots on ESPN Radio bringing strong awareness and traffic to the GTSC website to learn more about motorcycle safety.

The impaired driving campaign ran for approximately three months throughout the summer from Memorial Day through Labor Day. The campaign was statewide, with ads run in English and Spanish targeted to New Yorkers over the age of 18. The total number of impressions for the campaign was 89 million. There were over five million video completions as well as 126,000 clicks on links to GTSC's website. The digital campaign is estimated to have reached over 95% of New Yorkers ages 18 and over.

The speeding campaign ran in the summer during the busy travel months of July and August. This campaign was also aimed at reaching males ages 18-39 with a particular focus on Monroe and Suffolk counties, which have a higher rate of speeding-related crashes. The multimedia campaign was very successful and delivered over 72 million impressions across all platforms.

The e-mobility safety campaign ran in two phases—June/July and September/October. This campaign also took a multi-media approach targeted to New York State men aged 18–45 on the safe and legal use of e-bikes and scooters. Digital media played a central role, combining social media and display ads along with targeted out-of-home placements. Creative and targeted strategies were designed to reach both English and Spanish speakers across New York, with a particular focus on areas outside of New York City while still maintaining a presence in the city. The first phase of the campaign ran during the months of June and July, delivering over 24 million impressions. Impression data for the second phase is forthcoming from the media buyer.

Television and Radio Partnerships

The grant partnerships with the NYSBA and the Cable Telecommunications Association of New York (CTANY) continued to provide GTSC with year-round outlets for the dissemination of safety messaging.

In FFY 2025, there were 76,453 announcements aired on 157 New York State radio stations. The radio spots aired throughout the day, evening, and overnight. Television spots ran from October 2024 through September 2025, with a total of 30,748 spots airing on broadcast television stations throughout New York State. Impression data reported by the NYSBA shows over 98 million impressions for television and almost 22 million impressions for radio.

In FFY 2025, CTANY proposed a multimedia, statewide traffic safety advertising program to help support the goals of GTSC's 3HSP. Crash data from the TSSR and County Crash Dashboards helped guide advertising placement decisions and budget disbursements.

Multimedia cable telecommunications advertisements targeted adults, particularly younger males, ages 18-55 with television spots in English and Spanish focusing on pedestrian safety, impaired driving, distracted driving, and motorcycle safety. A comprehensive digital campaign effort reinforced the messaging and reached customers watching television through add-on devices like Roku and Amazon Firestick, and through network apps viewed on smart phones and mobile tablets.

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/New York State Highway Traffic Safety Events Calendar.

The 2025 campaign was extensive and delivered millions of impressions. GTSC's spots aired over 233,000 times on cable and streaming networks and included television spots, video pre-roll ads, banner ads, and mobile advertising. Custom GTSC on-air television billboards also aired seasonally on local cable stations during news, traffic, and weather reports.

GTSC Website and Social Media

In FFY 2025, GTSC maintained and updated its website at <https://trafficsafety.ny.gov>. Through the website, GTSC can disseminate in-depth traffic safety information to the public, provide grant-related materials and forms, and utilize it as a portal for its online grant management system, eGrants. The annual call for grant proposals is posted on this page, as are the 3HSP and Annual Report.

The GTSC home page features a rotation of traffic safety topics. Up to four large images can rotate through 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 2025, the topics included distracted driving, micromobility/e-bike safety, and speed awareness.

In FFY 2025, GTSC 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, seatbelt usage, 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. GTSC's website features a Law Enforcement Partners Page that is used to communicate information about engagements, trainings, new laws, and traffic safety promotions to the state's enforcement community.

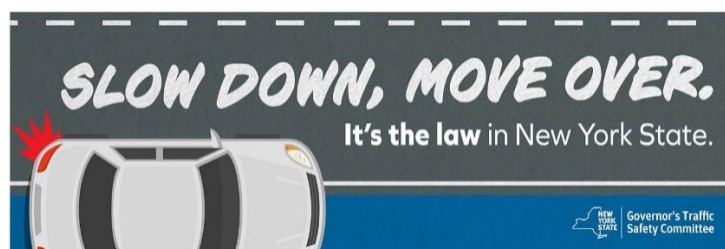
GTSC maintains social media channels on Facebook, Instagram, and X/Twitter. These accounts are used to promote safety campaigns throughout the year, both statewide and national. Social media is also used to promote events sponsored by GTSC and to highlight events organized by our safety partners and grantees. In FFY 2025, GTSC had 1,562 social media posts, resulting in over 335,000 user impressions across the three platforms.

Billboards and Fuel Pump Messages

In FFY 2025, GTSC continued its grant partnership with the Outdoor Advertising Foundation of New York to use digital billboards to deliver public education and educational campaign messages. In FFY 2025, the billboards displayed a message reminding motorists to "Slow Down and Move Over."

The "Slow Down, Move Over" campaign was displayed on digital billboards located along busy highways across New York. The digital ads appeared in areas of the state featuring this technology such as Albany, Binghamton, Buffalo, Corning, Ithaca, Rochester, and Syracuse.

Beginning in April 2025, GTSC promoted motorcycle awareness at 150 fuel filling stations located exclusively in New York City and on Long Island, because those areas have the highest number of motorcycle crashes involving a motorcycle and another motor vehicle. 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.



GTSC Events

Highlighted below is a partial list of the GTSC-sponsored events held in FFY 2025.

1. New York Bicycling Coalition Bike Summit—October 17-18, 2024
2. New York State Safety Symposium—October 21-24, 2024
3. Teen Safety Summit (with AAA)—October 29th, 2024
4. New York City Vision Zero Fleet Safety Forum—October 30th, 2024
5. New York State PTA Annual Conference—November 14-16, 2024
6. 73rd Precinct Community Council Meeting—November 21st, 2024
7. MLK Jr. “Be A King” Volunteer Fair—January 15, 2025
8. 73rd Precinct Community Council Meeting—February 20th, 2025
9. Somos Conference—March 7-8, 2025
10. Trucking Association of New York Conference —April 7-9, 2024
11. ESLETS Conference—April 9-10, 2025
12. New York International Auto Show—April 18-27, 2025
13. New York State CPS Technical Conference—May 6-8, 2025
14. Protect Your Melon with Ross Chastain—May 14-15, 2025
15. One Suffern Event—May 18th, 2025
16. Stronger Together Hudson Valley Public Safety & Wellness Expo—June 11th, 2025
17. Colonie Senior Service Active Aging Fair—June 23rd, 2025
18. Rochester Red Wings Game—June 25th
19. Long Island Ducks Game—June 28th, 2025
20. Bike Rodeo in Albany—July 9-10
21. Ford Driving Skills for Life—July 19-20, 2025
22. Tykes Tuesday—July 22nd, 2025
23. GTSC’s Meet with Ross Chastain Event—August 7th, 2025
24. Go Bowling at Watkins Glen International—August 8-10, 2025
25. 2nd Rochester Red Wings Game—August 21st, 2025
26. Putnam County Parents as Driving Partners Conference—August 26th, 2025
27. 2nd Long Island Ducks Game—August 28th, 2025
28. Jones Beach Drive Safe Long Island Event—August 29th, 2025
29. Bicycle Safety Event at the Belmont Racetrack Back to School Program Chaplaincy Event—August 30th, 2025

PUBLIC PARTICIPATION & ENGAGEMENT

During the planning cycle for the 2024–2026 3HSP, New York conducted a comprehensive analysis to identify both underserved communities with limited access to services and those overrepresented in crash data. Using US DOT’s Equitable Transportation Community Explorer files, 1,947 census tracts within New York State were identified as disadvantaged, including 107 tracts with an overall disadvantaged community index percentile rank above 98. From these 107 tracts, GTSC chose four focus sites—Rochester, Yonkers, Ramapo, and Brownsville—for its Public Participation and Engagement (PPE) efforts. Selection was based on a combination of factors, with priority given to communities with the highest fatality rates and the greatest transportation insecurity scores.

The PPE activities carried out in these focus sites during FFY 2025, and their outcomes, are detailed below.

Rochester

Rochester Red Wings – June 25, 2025, August 21, 2025, and September 12, 2025

GTSC continued its partnership with the minor league baseball team, the Rochester Red Wings, to bring targeted traffic safety messaging to fans during baseball games in the city of Rochester. This was the second year GTSC sponsored the team to raise awareness about the dangers of speeding, impaired driving, and the importance of seatbelt usage. As identified in the 3HSP, unsafe speed was the number one contributing factor for fatal crashes in Monroe County (2021 data, NYS AIS/TSSR), and seatbelt use has slowly decreased over the last few years, falling to 90.98% in 2025 from a previous high of 94.11% in 2023. To reduce crashes and increase seatbelt usage, GTSC provided education to over 300 individuals during this initiative.

GTSC and the Rochester Red Wings partnered together through an exclusive Thruway Series sponsorship. This sponsorship included final score social media posts featuring GTSC (150 games), video PSAs aired on the videoboard in the stadium before each home game (75 games), hosting three traffic safety nights, and six GTSC logo banners displayed throughout the stadium concourse. GTSC was able to expand its partnership in 2025 with custom signage in the outfield addressing unsafe speed, and two live radio features. The first feature, “Keys to the Game,” included a nightly live feature discussing what will help the team win. The second feature “Road Games,” included an announcement heard during each of 75 road games. By adding these sponsorships, GTSC was able to reach thousands more individuals compared to last year.



Throughout this initiative, GTSC engaged the Rochester community during the three games it hosted on June 25, August 21, and September 12. On June 25, GTSC held a press event to kick off the partnership for the 2025 season where the Commissioner of NYS DMV and Chairman of GTSC Mark J. F. Schroeder, the General Manager of the Rochester Red Wings Dan Mason, and the Monroe County Director of Public Safety Rich Tantalo spoke on the dangers of speeding. GTSC expanded the scope of this initiative by funding a special speed and impaired driving enforcement detail in Monroe County spanning June 25-27 where its law enforcement partners targeted speeding, impaired driving, improper seatbelt usage, and other unsafe driving behaviors like Move Over Law violations. During this wave, approximately 67% of law enforcement agencies in Monroe County participated, and a total of 1,300 citations issued including 291 for speeding, 47 for improper seatbelt usage, and 29 for alcohol/drug impaired driving.

During the August 21 sponsored game, GTSC focused its messaging on male drivers between the ages of 20-29 because crash data demonstrated this demographic were the most overrepresented in unsafe speed related fatal crashes in Monroe County. GTSC leveraged local partners including SADD and the Monroe County STOP-DWI program. These vital partners were able to discuss the dangers of bad driving habits such as speeding, impaired driving, and distracted driving. The most discussed topics during this event were motorcycle safety, pedestrian safety, and micromobility.



GTSC also sponsored the September 12, 2025, Deaf Culture Night with the Rochester Red Wings. This night was chosen specifically because of the large population of deaf/hard of hearing individuals in the Rochester area. During this event, GTSC handed out deaf/hard of hearing interaction cards for attendees, along with bicycle safety materials, micromobility education, and pedestrian education. These became the most discussed topics of concern during the event.

Moving forward, GTSC plans to continue its partnership with the Rochester Red Wings and will expand its focus to include concerns about micromobility, bicycle safety, pedestrian safety, and motorcycle safety. GTSC will work with partners such as the New York Bicycling Coalition to offer more classes on micromobility for law enforcement. It will also work with the NYSATSB to offer more classes in the Monroe County area for motorcycle safety directed at younger drivers. Lastly, GTSC will partner with NYS DOH to provide educational materials on all the above topics to all partners in Monroe County.

Focus Group #1 – June 30, 2025

GTSC, in partnership with NYS DOH, was able to conduct two focus groups in the Rochester area. The first focus group, in June of 2025, centered around vulnerable road users who are deaf or hard of hearing. This focus group was held at the Rochester Institute of Technology with nine participants. This community was selected because Rochester has a large population of individuals who are members of the deaf/hard of hearing community.

NYS DOH selected the focus groups by utilizing GTSC's 3HSP and NYS DOT's data which identified the municipalities with high risk to vulnerable road users overrepresented in serious injuries and fatalities. Once identified, NYS DOH reached out to each municipality's respective MPO to find target demographics and local champions.

Municipalities with VRU High-Risk Areas			
Region	County	Name	Type
1	Albany	Albany	City
		Green Island	Village
		Watervliet	City
	Rensselaer	Troy	City
	Saratoga	Saratoga Springs	City
	Schnectady	Schnectady	City
2	Fulton	Gloversville	City
		Johnstown	City
	Madison	Oneida	City
	Montgomery	Amsterdam	City
	Oneida	New Hartford	Town
		Utica	City
3	Cayuga	Auburn	City
	Onondaga	Syracuse	City
	Tompkins	Ithaca	City
4	Monroe	Rochester	City

Region	County	Name	Type
5	Cattaraugus	Olean	City
	Chautauqua	Ellicott	Town
		Falconer	Village
		Jamestown	City
	Erie	Buffalo	City
		Lackawanna	City
	Niagara	Niagara Falls	City
6	Chemung	Elmira	City
		Horseheads	Village
	Schuyler	Dix	Town
		Montour Falls	Village
		Watkins Glen	Village
7	Jefferson	Watertown	City
8	Dutchess	Poughkeepsie	City
	Orange	Newburgh	Town
		Newburgh	City
	Rockland	Spring Valley	Village
	Ulster	Kingston	City
	Westchester	New Rochelle	City
		Port Chester	Village
		White Plains	City
		Yonkers	City
9	Broome	Chenango	Town
		Dickinson	Town
		Endicott	Village
		Port Dickinson	Village
	Ostego	Oneonta	Town
		Oneonta	City
10	Nassau	Hempstead	Village
	Suffolk	Babylon	Town
		Huntington	Town
		Islip	Town
11	New York City	Bronx, Kings, New York	City

There were several modes of transportation represented amongst the group. Seven of the nine participants indicated they regularly walk, four bike or roll, six drive, and many rely on a combination of these modes. There were many concerns raised amongst the group when traveling through Rochester. One concern was driver inattention and lack of patience when encountering a pedestrian or cyclist. A new issue for these vulnerable road users is micromobility, especially e-bikes. This new way of transportation has become a hazard because e-bikes move quickly and quietly on shared paths. Another obstacle this community faces are construction sites, which often disrupt established pedestrian routes without warning or proper signage. This causes individuals to have to change their routes to ones that are unfamiliar, less safe, or poorly lit. In response to these challenges, participants have adjusted their behaviors by waiting longer at intersections, walking with others, walking in groups instead of single file to make themselves more visible, or even going as far as avoiding certain routes all together.

Participants of this group indicated that educational and comprehensive outreach would be beneficial to the community. Some ideas that stemmed from this focus group were educational materials mailed out twice a year, and more representation of varied communities in safety campaigns such as wheelchair users, deaf and blind individuals, and different racial and linguistic backgrounds. This group also emphasized the importance of videos with interpreters in them. From this group specifically, the idea of two individuals crossing the street while signing to depict real-world challenges they face was discussed. With this feedback, GTSC will work with state and local partners to create more opportunities for comprehensive engagement. GTSC will also focus on providing educational materials centered around concerns mentioned such as micromobility laws, and pedestrians/bicyclists' rights to the road.

Focus Group #2 – July 1, 2025

The second focus group was held in Rochester with 11 participants who are part of the blind and low vision community. Rochester was selected due to it having a large blind/low vision population.

During this discussion, concerns were mostly centered around infrastructure issues including lack of clear traffic controls, poorly maintained or unmarked intersections, and infrastructure that does not meet the needs of vision impaired individuals. The top traffic safety behavior discussed was driver inattention/distraction. Drivers are not consistently watching out for pedestrians, especially when initiating a right turn during a red light stop. This causes problems for individuals who follow the verbal cues from an audible pedestrian signal. Another challenge discussed was the rise of micromobility, specifically e-bikes and scooters. These devices become hazardous obstructions on the sidewalks when left abandoned. They are also sometimes too quiet to hear when approaching, and approach very quickly and unexpectedly.

The group gave several recommendations to help reduce these challenges. One such solution was to start mobility education earlier for blind and low vision individuals. Many individuals stated they did not receive mobility training until late adolescence into early adulthood. With this recommendation and input, GTSC will work with the Northeastern Association of the Blind at Albany (NABA). NABA is an organization currently serving 14 counties across New York State, aiding approximately 700 blind or visually impaired individuals. In their proposed initiative, NABA will hire an Orientation and Mobility Specialist. The duties of the specialist will be to provide safety skills, protective techniques, communication skills, safe outdoor independent travel, proper use and techniques of a white cane and/or a guide dog, locating a street, street recognition, intersection assessment, use of accessible pedestrian signals, crossing the roadway, listening for traffic for safe street crossings, and using public transportation.

Participants also noted clear and consistent public messaging and accessible pedestrian safety resources were highly valued in their community. Through the NABA, GTSC will promote awareness and best safety practices for blind/visually impaired individuals and drivers who may encounter them. Through GTSC funding, NABA will present at senior centers, drivers' education classes, and other appropriate locations. NABA and GTSC will produce and distribute educational flyers, brochures, etc. on blind pedestrian safety and awareness.



Yonkers

Thinkfast Interactive – May 1 & 2, 2025

In FFY 2025, GTSC, in partnership with NYS DOH, was able to bring the Thinkfast Interactive program to five schools. Two of the five programs were in schools located in Yonkers. The first event occurred on May 1, 2025, at Yonkers Middle & High School. There were

approximately 350 students in attendance. The second appearance occurred on May 2, 2025, at Barack Obama School for Social Justice. There were approximately 250 students in attendance. Younger drivers were specifically identified by the participants in the FFY 2024 focus group that GTSC and NYS DOH conducted with older drivers. Participants stated that education would best be geared towards younger drivers and individuals not yet driving to prevent bad habits from forming.

The Thinkfast Interactive program brought together students of varying ages to compete in a gameshow-like experience on traffic safety topics. These topics included impaired, distracted, and drowsy driving, as well as speeding and occupant protection. This 60-minute presentation also brought in pop culture questions to keep the students engaged. After both presentations, the schools requested the Thinkfast team come back to repeat the program. Both schools felt that this program was highly valuable to help teach students in a more engaging way. GTSC, in partnership with NYS DOH, will continue to offer this program to multiple schools across the state.

Ramapo

Focus Group #3 – July 22, 2025

The third focus group conducted included 14 female participants from the Hasidic Jewish population. This focus group was held in a town in Ramapo called Suffern and took place in July 2025.

Participants stressed the dangers pedestrians encounter when navigating streets. In many locations throughout their community, crosswalks were either missing or poorly marked, and where crosswalks did exist, drivers rarely yield for pedestrians. Drivers either do not have patience to wait for pedestrians to cross or they are not paying attention. Other challenges they expressed facing as pedestrians include congestion and aggressive driving from both taxi drivers and buses in the area.

Additionally, participants stated drivers do not consistently follow traffic laws. Participants noted “near misses” were common due to cars making illegal right turns during red light stops, failing to stop at stop signs, speeding through high pedestrian areas, and drivers attempting to pass buses while children were boarding or disembarking. Participants also noted that due to their non-reflective, dark clothing they have challenges related to visibility, especially during dusk or nighttime.

Members of this community also expressed a strong interest in traffic safety education and outreach. One topic discussed pertained to e-bikes and e-scooters. Participants expressed the need for educational materials concerning their safe and lawful use. The group noted these materials need to be culturally appropriate for their community. Participants felt the educational materials would be best if directed towards school aged children and outreach must include appropriate information based on input and approval from trusted individuals within the community.

Using this information, GTSC will partner with NYS DOH to continue efforts in helping make this area safer for everyone. GTSC will offer educational materials covering e-bikes, e-scooters, pedestrian safety, bicycle safety, speeding, and driver inattention/distracted. GTSC and NYS DOH will partner to identify which of the trusted individuals in this community would be willing to aid in the creation of culturally appropriate educational materials for additional outreach efforts.



Thinkfast – March 27, 2025, May 6 & 7, 2025

GTSC, in partnership with NYS DOH, was able to provide the Thinkfast Interactive program for three schools throughout the Ramapo area. On March 27, 2025, the program appeared at Suffern High School where approximately 720 students participated. On May 5, 2025, the program appeared at Ramapo High School where approximately 320 students participated. The last session for FFY 2025 was at Spring Valley High School on May 6, 2025, where approximately 375 students participated. The topics addressed through this program were the same as those outlined within the Yonkers component of this Annual Report section. Throughout all five appearances, the Thinkfast Interactive program was able to engage with approximately 2,015 students regarding dangerous driving habits.

#OneSuffern Event - May 18, 2025

On May 18, 2025, GTSC attended the #OneSuffern event. This event was hosted by the Suffern Middle School and was attended by over 200 individuals of all ages. GTSC was able to engage the public at this event, and it was the first event during which Fatal Vision goggles were utilized. These goggles show the dangers of driving while distracted or drowsy. This activity attracted many driving-age students from the community and garnered positive feedback. One student commented, “I’ll never drive drowsy when I get my license” after trying on the goggles.

Driver inattention/distraction was identified as the number one contributing factor in fatal crashes for the Ramapo area within GTSC’s 3HSP. This event created many opportunities to educate the community of Ramapo about the dangers of distracted driving. By adding the Fatal Vision goggles and demonstrating that when you are distracted you are not focused on the road, it created the space to have candid discussions about bad driving habits. Following the event, GTSC made connections with the school and preliminarily discussed obtaining a Fatal Vision kit for utilizing the goggles in their classes covering traffic safety.

Brownsville

Community Council Meeting #1 – November 21, 2024

GTSC was invited to the 73rd Precinct’s Community Council meeting on November 21, 2024. These meetings are intended to aid in maintaining open communication between the precinct and the community of Brownsville. In this initial meeting, GTSC discussed what its 3HSP is and why Brownsville was a targeted community. GTSC met with members of the traffic division of the 73rd Precinct and discussed resources available to all law enforcement agencies. GTSC also discussed additional resources available to the public on traffic safety topics such as micromobility, pedestrian safety, and bicycle safety.

GTSC was able to give an overview of its program areas and traffic safety efforts. The police department discussed crime rates in their areas and best practices on how to not be a victim of those crimes. Local leaders were present and discussed upcoming events in their community and how to be a part of them. Discussions of traffic safety topics centered around school age individuals and car seat needs. After the meeting concluded, GTSC was invited back by the 73rd Precinct to give a formal presentation about other resources available to the public.

Community Council Meeting #2 – February 20, 2025

On February 20, 2025, GTSC gave a formal presentation during the 73rd Precinct Community Council Meeting. Grant opportunities for non-for-profit agencies and law enforcement were discussed. Approximately 50 people were in attendance from the community. Utilizing notes from the last meeting, GTSC specifically talked about the four different schedules offered through its CPS grant program. GTSC also focused on pedestrian safety, micromobility, bicycle safety, and younger driver examples from other grantees to demonstrate how grant funds can be utilized.

After the meeting, there were several discussions with members of the community. One such discussion was held with a local agency interested in CPS grant opportunities. Since this meeting, GTSC has had discussions with NYPD seeking additional feedback on how to best reach this community.

Meeting with NYPD – September 30, 2025

In 2025, GTSC met with the traffic office at NYPD in New York City to discuss the efforts being made in Brownsville. After some discussion and review of data, it was determined that while Brownsville has been historically underserved, there are other areas of concern in close proximity with higher crash statistics. The traffic office was able to share their systems which showed multiple areas that are of higher concern when solely considering crash data.

Williamsburg and the surrounding areas have significantly higher pedestrian crash numbers. Their data also showed a higher rate of fatality for older pedestrians. This meeting generated many ideas on the best ways to conduct outreach to these communities. Some ideas discussed included conducting outreach at Mets games, during the World Cup, and at local senior centers in the area. GTSC will set up additional meetings to further discuss where efforts would be best received.

Long Island

This past year, GTSC focused safe driving messaging efforts on Long Island. According to preliminary data from ITSMR, Long Island had 79,340 of the 378,168 total number of crashes in 2024, accounting for approximately 21% of New York State’s crashes. In Nassau County, the top five contributing factors were passing/lane changing/improper use (10,546 crashes), following too closely (9,535 crashes), failure to yield right-of-way (8,664 crashes), turning improperly (2,676 crashes), and unsafe backing (2,105 crashes). In Suffolk County, the



top contributing factors were driver inattention/distraction (10,075 crashes), following too closely (8,687 crashes), failure to yield right-of-way (6,998 crashes), passing/lane changing/improper use (5,782 crashes), and unsafe speed (2,656 crashes). This overwhelming data resulted in GTSC focusing on efforts to bring these numbers down.

Long Island Ducks Game - June 28, 2025

In FFY 2025, GTSC partnered with the Long Island Ducks baseball team. Through this partnership, GTSC was able to spread traffic safety messaging to thousands of attendees. GTSC provided traffic safety messaging broadcasted to all attendees at each Long Island Ducks game, both home and away, whenever a Ducks player walked. These traffic safety messages focused on protecting vulnerable road users such as pedestrians and bicyclists. The Ducks also provided a live pre-game public address announcement detailing the partnership. These announcements covered traffic safety topics such as distracted driving, speeding, impaired driving, and motorcycle safety.

From this partnership, GTSC was able to engage the public at one of their home games on June 28. This event was highly attended as it was a night game that ended with fireworks. During this game, GTSC was able to sponsor eight walks issued to Long Island Ducks players. Throughout the game, members of GTSC engaged with over 100 people. While GTSC brought pedestrian and bicycle safety resources, the event included additional focus from the public was on motorcycle safety and CPS materials. GTSC was also able to engage with individuals on the topic of impaired driving. Fatal Vision goggles helped attract people attending the game and illustrated the importance of driving sober. Learning from this event, GTSC brought additional educational resources concerning motorcycle safety and safety courses, and CPS educational materials to future initiatives.

Drive Safe Long Island

In 2025, GTSC started the Drive Safe Long Island campaign. As stated above, according to preliminary 2024 data Long Island accounts for approximately 21% of crashes in all of New York State during that year. The campaign was designed to bring awareness to this issue and educate Long Islanders on how to be safer drivers.

At the kickoff event, GTSC was able to bring together many partners supporting this campaign including NYS DOT, the Suffolk County STOP-DWI Program, partners from the Empower, Assist & Care (EAC) Network, the Long Island Ducks, NYSP, Suffolk County Police Department, Suffolk County Sheriff's Office, and Suffolk County District Attorney. Along with these partners, GTSC was able to have Juliana Salas and Bruce Koch as victim advocate speakers. Their son, Angel David Salas, was killed in 2022 due to an impaired driver who was speeding.

The first event GTSC held on Long Island after the kickoff was a night game with the Long Island Ducks. At this

game, GTSC engaged attendees while distributing educational materials. During the game, the Fraternal Order of Police showed their support and partnership by parking their trailer covered in traffic safety messaging including topics on speed, impaired driving, and distracted driving. GTSC also provided information about the crash that took Angel David Salas' life. Pedestrian safety, impaired driving, speeding, bicycle safety, and motorcycle safety were all program areas covered at the event. GTSC also had their mascot, Larry the Crash Test Dummy, in attendance. Larry distributed reflective safety wristbands and flashing lights for pedestrians throughout the game and was quick to take selfies with attendees in the hopes of extending the reach of GTSC's traffic safety message.

The second part of this campaign took place on August 29, 2025, at Jones Beach. This event was a community event to spread education and awareness of dangerous driving habits to beachgoers ahead of Labor Day weekend. GTSC had many partners for this event including NYSP, Garden City Police Department, Port Washington Police Department, Lynbrook Police Department, Nassau County Police Department, and representatives from MADD. NYSP were able to utilize a convincer to help remind the community of the importance of wearing a seatbelt. GTSC discussed an array of traffic safety topics such as pedestrian safety, bicycle safety, micromobility, and child passenger safety. GTSC is currently in the process of planning part three of the Drive Safe Long Island campaign. In these planning stages, GTSC will consider the input received during each 2025 event and use it to shape ongoing efforts.



EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

A significant portion of New York’s highway safety grant funding is awarded annually to law enforcement agencies to support sustained enforcement of traffic safety laws. To ensure these resources are used effectively, New York has developed an Evidence-Based Traffic Safety Enforcement Program (TSEP) that integrates data-driven problem identification, implementation of proven strategies, community collaboration, and continuous monitoring. The TSEP encompasses enforcement efforts across all program areas in the state’s 3HSP, particularly the PTS program.

In line with the Bipartisan Infrastructure Law, New York’s program emphasizes not only data-based decision-making but also community collaboration and transparency in enforcement activities. The following sections summarize the key components of the TSEP and highlight community collaboration activities undertaken by law enforcement agencies during Federal Fiscal Year 2025.

Components of New York’s Evidence-Based Enforcement Program

Data-Driven Problem Identification

New York’s approach begins with a statewide analysis of crashes, fatalities, and injuries to identify what is occurring, where, when, why it is occurring, and who is involved. This problem identification process determines the issues GTSC will prioritize for funding in the upcoming grant year and ensures enforcement efforts are directed to locations and populations most at risk. Local agencies applying for grant funding are also required to use local data to document their problem areas and describe enforcement strategies in their applications.

GTSC reinforces the problem identification process by:

- Providing access to county- and state-level crash dashboards, along with training to help pinpoint high-crash “hotspots” and related crash characteristics.
- Conducting outreach to police agencies in areas identified through crash data as geographic or demographic priorities, encouraging them to apply for grants.
- Providing public access to data through tools such as ITSMR’s TSSR and New York’s Open Data Program, which ensure transparency, support analysis of enforcement disparities, and inform enforcement policies.

Through these mechanisms, GTSC ensures both state and local enforcement priorities are guided by data and enforcement outcomes are transparent and equitable.

Implementation of Evidence-Based Strategies

Grant-funded agencies are directed to implement strategies that research has demonstrated to be effective. A primary example is high-visibility enforcement and engagement, which includes broad participation in national mobilizations such as seatbelt and impaired driving campaigns. Agencies are encouraged to apply data-driven approaches to identify high-crash locations and carry out targeted enforcement. These efforts may focus on specific violations, such as texting, aggressive driving, and speeding, or on high-risk time periods, such as nighttime hours.

During the 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. This process helps ensure enforcement activities are not only evidence-based but also responsive to local safety needs, maximizing the effectiveness of available funding.

Monitoring and Adjusting Enforcement Efforts

Continuous monitoring and adaptive oversight form the backbone of New York’s evidence-based enforcement framework. Funded agencies operate under a dynamic system that requires regular evaluation and realignment of strategies to match evolving local traffic-safety challenges. GTSC maintains rigorous accountability through layered progress reporting, activity-level analysis, on-site monitoring, and targeted technical assistance for all law enforcement subgrantees.

Following grant awards, GTSC Program Representatives, frequently joined by LELs, conduct scheduled on-site visits to observe operations firsthand, review deployment patterns, and verify resources are concentrated precisely where and when data indicates the greatest risks exist. These engagements reinforce the principle of precision policing—directing patrols to proven high-crash corridors during peak violation periods.

Grantees submit three key performance reports: a comprehensive mid-year progress summary, a dedicated CIOT/BUNY high-visibility enforcement campaign report, and a detailed final report that combines narrative descriptions of activities with quantitative crash and citation data. GTSC analysts scrutinize these submissions to measure outcomes against established benchmarks, refine upcoming mobilization strategies, and inform continued funding eligibility.

This process ensures that every GTSC-funded award translates into measurable reductions in crashes, fatalities, and serious injuries while sustaining a culture of accountability and continuous improvement across New York’s highway safety enforcement community.

Community Collaboration

GTSC staff and LELs continued to champion collaborative partnerships between law enforcement agencies and the communities they serve. GTSC Program Representatives maintained focused outreach to historically underrepresented areas, yielding measurable advances in coordinated traffic safety programming. Key FFY 2025 developments and outcomes are outlined below.

To better document and support community engagement, GTSC incorporated a dedicated Community Engagement section into the PTS grant application. This enhancement enables GTSC to catalog planned and completed initiatives, allowing staff to provide targeted assistance that strengthens ties between grantees and residents. Building on this foundation, GTSC developed a quarterly Community Engagement Response Form for implementation in FFY 2026. Distributed to all PTS grantees, the form collects upcoming event details and outreach descriptions, which GTSC compiles and redistributes regionally to encourage joint participation and amplify collective impact.

Law enforcement grantees sustained robust public education through county fairs, community festivals, safety days, and local government forums. Activities ranged from information tables and data-informed presentations using the New York State County Crash Dashboard to high-impact demonstrations featuring rollover simulators and seatbelt convincers. Special priority was given to youth programming designed to instill safe driving habits before risky patterns emerge. Agencies leveraged GTSC's Victim Impact Speaker Bureau, the Teen Driver Toolkit, and interactive competitions such as Battle of the Belts, in which four-person teams race to demonstrate proper restraint use across all seating positions.

Standout FFY 2025 events included Tykes Tuesday on July 22, 2025, at Destiny USA in Syracuse. Hosted by the Onondaga County Traffic Safety Advisory Board, the gathering engaged hundreds of children and caregivers through officer-led instruction on child passenger safety, bicycle and pedestrian protection, occupant restraint, school bus safety, impaired and distracted driving, and vehicular heatstroke prevention. On October 9, 2025, GTSC's LEL program partnered with American Automobile Association (AAA) Northeast to present a Youth Traffic Safety Summit at the Nexus Center in Utica, featuring survivor testimony, law enforcement presentations, and immersive experiences including Battle of the Belts, rollover simulation, and live extrication demonstrations.

GTSC intensified efforts to expand county traffic safety board participation, emphasizing inclusion of multiple law enforcement agencies per county. LELs actively promoted the proven value of board membership in fostering interagency coordination and community trust. The Onondaga County Traffic Safety Advisory Board exemplifies this model, uniting representatives from eight law enforcement agencies, the district attorney's office, transportation departments, public transit, local business, media, and county leadership. This diverse coalition organized numerous high-impact initiatives throughout FFY 2025, detailed at <https://tsab.ongov.net/press-releases/>.

Capitalizing on the success of the prior-year Westport pilot, GTSC broadened its Community Walking Assessment program. At a Utica outreach event, a resident raised pedestrian safety concerns along a corridor spanning the city of Utica and town of New Hartford. GTSC promptly convened stakeholders for an on-site assessment, then partnered with both police departments to execute a joint education-and-enforcement wave from October 6–18, 2024. The initial warning phase (October 9–11) distributed educational materials alongside 27 speed-related warnings. The subsequent enforcement phase (October 16–18) produced 28 speeding citations and three additional warnings. Both agencies have since sustained heightened patrols, incorporated the corridor into their FFY 2026 PTS proposals, and expanded complementary outreach, demonstrating lasting collaborative impact.

Looking ahead, GTSC will deepen community engagement integration by capturing detailed collaboration narratives in future grant cycles, hosting dedicated workshops at upcoming Highway Safety Symposia to share successes and lessons learned, and maintaining proactive attendance at local stakeholder meetings to facilitate partnerships that deliver sustained traffic safety improvements statewide.

Law Enforcement Community Collaboration Activities in FFY 2025

Examples of community collaboration efforts undertaken by enforcement agencies in FFY 2025 are discussed below.

Oswego City Police Department

The Oswego Police Department distinguishes itself through a rigorous data-driven approach to grant development and execution. Each proposal articulates a clear problem statement, evidence-based countermeasures, quantifiable performance objectives, detailed operational protocols, and robust evaluation methodologies. Their FFY 2025 Pedestrian Safety Initiative within the city of Oswego stands as a model of precision and accountability.

Oswego's compact yet vibrant downtown corridor hosts a high density of shops, restaurants, and entertainment venues, generating substantial pedestrian and vehicular interaction. Leveraging multiple authoritative sources, including ITSMR's TSSR, GTSC's County Crash Dashboard, and internal records, the department identified two corridors with disproportionately elevated pedestrian-involved crash rates.

The agency established an ambitious yet achievable goal: zero pedestrian fatalities and a 21% reduction in pedestrian-related crashes. To accomplish this, the Oswego Police Department designed a dual-track initiative blending high-visibility enforcement with proactive public education.

Enforcement operations featured weekly targeted details throughout October and November, escalating to three details per week during the June mobilization period. Preceding each enforcement wave, officers conducted advance outreach by distributing pedestrian-safety literature to motorists during routine stops and directly to pedestrians within the focus corridors. To maximize saturation, the department extended invitations to neighboring agencies for joint operations.

Rigorous data collection underpins the entire effort. Following every detail, officers complete standardized violation-tracking forms capturing both driver and pedestrian infractions. Monthly analyses inform tactical adjustments, with all data aggregated into a comprehensive year-end report that evaluates progress against established benchmarks.

Through a methodical, transparent, and collaborative approach, the Oswego Police Department has demonstrated that targeted enforcement, cross-jurisdictional partnerships, and rigorous performance tracking can significantly reduce pedestrian risk in a high-traffic urban environment. From April 1 to September 30, 2025, the department recorded a 45% decrease in pedestrian-involved crashes and a 12.5% reduction in pedestrian personal injury crashes compared to the same period in 2024.

Clinton County Sheriff's Office

During FFY 2025, the Clinton County Traffic Safety Program executed a seamless, year-long campaign of education and outreach that spanned October 2024 through September 2025, consistently meeting every scheduled milestone while expanding its reach across schools, campuses, community events, and county-wide safety networks.

The Traffic Safety Specialist, a role focused on coordinating and implementing comprehensive traffic safety initiatives in the local area, maintained influential leadership roles on the Clinton County Traffic Safety Board, Safe Kids Board, and Champlain Valley Tech (CV-TEC) Security and Law Program Advisory Board, embedding traffic-safety priorities into broader child welfare and educational frameworks. This strategic positioning enabled deep integration of evidence-based messaging into high school health classes, college curricula, and career-technical training programs.

Classroom presentations reached hundreds of young drivers with focused instruction on distracted driving, occupant protection, speeding, and impaired driving. Sessions at Saranac Central School District in January and May 2025, State University of New York at Plattsburgh in September 2025, and prom-season events at Beekmantown and AuSable Valley Central Schools delivered timely, high-impact warnings just before peak risk periods. A specialized CPS module prepared CV-TEC students entering early-childhood education for real-world responsibility in transporting young children safely.

Community visibility peaked during the Clinton County Fair from July 7–12, 2025, where an educational booth engaged thousands of families with interactive displays on impaired and distracted driving, seatbelt use, and child restraint best practices. Year-round CPS services remained robust, with four permanent fitting stations, four dedicated car seat check events, and ongoing awareness training for preschool classes.

By forging enduring partnerships with school districts and leveraging every available venue from classrooms to fairgrounds, Clinton County Traffic Safety solidified its reputation as a proactive, collaborative force in protecting the county's most vulnerable road users and laid a strong foundation for sustained reductions in traffic-related injuries and fatalities amongst young drivers and children.

Steuben County Sheriff's Office

Throughout FFY 2025, the Steuben County Sheriff's Office, through its dedicated deputies and School Resource Officers, delivered an expansive bicycle safety education campaign that reached thousands of children and families. Presentations spanned five schools, multiple summer programs, a homeschool cooperative, Youth Day at the Steuben County Fair, the Strong Kids Safe Kids festival, and numerous community gatherings. At each venue, officers conducted professional helmet fittings, distributed age-appropriate bicycle and traffic-safety literature, and provided clear, practical guidance on safe road-sharing practices for pedestrians, cyclists, and motorists alike.

Concurrently, the agency intensified young driver outreach during National Safety Month, engaging students aged 16–20 at six school events and one large community forum with urgent messaging on seatbelt compliance and the lethal risks of distracted driving. From February through September, the Sheriff's Office staged powerful mock crash reenactments using the Emilee's Challenge trailer, immersing high school audiences in realistic fatal-scene simulations that underscored the irreversible consequences of impaired, intoxicated, and distracted operation.

Highway safety grant funding allowed for the acquisition of advanced impaired driving goggles and a combined alcohol-THC simulation kit, offering students visceral, firsthand experience of dual-substance impairment. Two new educational DVDs further enriched classroom instruction across the county.

As a longstanding partner of GTSC, the Steuben County Sheriff's Office has cultivated deep community trust while pioneering proactive, youth-focused programming that intercepts dangerous behaviors before they become ingrained. This multifaceted approach—blending hands-on equipment, dramatic demonstration, and consistent officer presence—continues to prove uniquely effective in shaping a generation of safer road users and reinforcing Steuben County's position as a model for collaborative, preventive traffic safety enforcement.

HIGH-VISIBILITY MOBILIZATION PARTICIPATION

Impaired Driving Campaigns

National Holiday Season Impaired Driving Mobilization (12/13/2024 - 1/1/2025)

In FFY 2025, NYSP and local law enforcement agencies across the state participated in the national holiday season impaired driving mobilization. This effort was part of New York's year-round series of HVEC's coordinated by GTSC in partnership with the New York State STOP-DWI Foundation and NYSP.

A total of 101 local police agencies from multiple counties participated in the National Holiday Season Mobilization, resulting in 45 DWI/DWAI-Drugs arrests, 20 other arrests, and 1,128 VTL tickets. Five DRE evaluations were conducted.

During this same period, NYSP conducted 25 sobriety checkpoints and 148 dedicated DWI patrols, resulting in 76 DWI/DWAI-Drugs arrests (69 alcohol/7 drug), 17 Penal Law arrests, and 1,394 Uniform Traffic Tickets. 12 UDI details were also conducted; of the 188 retail establishments and six bars checked, 20 were found to be out of compliance.

Throughout the mobilization, impaired driving prevention messages were reinforced through statewide and local media efforts coordinated by GTSC and STOP-DWI partners. Messaging included "Drive Sober or Get Pulled Over," "Drugged Driving Is Impaired Driving," and "Have a Plan" was disseminated through press releases, broadcast PSAs, and social media outreach.



National Labor Day Impaired Driving Mobilization (8/13/2025 – 9/1/2025)

In FFY 2025, New York once again joined the national "Drive Sober or Get Pulled Over" campaign during the Labor Day Holiday Period, emphasizing high visibility enforcement and engagement statewide. As with the holiday campaign, GTSC, STOP-DWI Foundation, NYSP, county sheriffs, and local law enforcement agencies collaborated on multi-agency saturation patrols and sobriety checkpoints to reduce alcohol- and drug-impaired driving.

A total of 98 local police agencies from 36 counties participated in the Labor Day Campaign, resulting in 67 DWI/DWAI-Drugs arrests, 23 other arrests, and 1,592 VTL summonses. Eight DRE evaluations were conducted.

NYSP conducted 28 sobriety checkpoints and 221 dedicated DWI patrols during this period, resulting in 93 DWI/DWAI-Drugs arrests (53 alcohol / six drug), 29 Penal Law arrests, and 1,725 Uniform Traffic Tickets. 15 UDI details were also conducted; of the 232 retail locations checked, 18 were found to be out of compliance.

Public awareness efforts complemented enforcement activity through coordinated press coverage and social media outreach from GTSC and STOP-DWI partners, highlighting messages such as "Drive Sober or Get Pulled Over" and "Have a Plan." These combined efforts demonstrated New York's continued commitment to reducing impaired driving through coordinated enforcement, education, and community engagement during one of the year's busiest travel periods.

High Visibility Engagement Campaigns – STOP-DWI New York

In FFY 2025, New York's HVEC initiative continued to feature the "Have a Plan" message. This GTSC-funded program consists of ten dedicated impaired driving enforcement and engagement periods, including the national Labor Day and Holiday mobilization campaigns. It is a collaborative effort amongst NYSP, county sheriffs, and local police agencies.



The results reported for the local and county agency grant-funded HVEC initiatives in FFY 2025 are summarized below:

Campaign	Agencies	DWI Arrests	DWAI-Drug Arrests	Other V&T	Vehicles Stopped	Vehicles Screened	Underage Arrests	Total Detail Hours
Halloween	58	21	5	547	2,147	82	10	1,087
Thanksgiving	77	21	7	500	1,098	103	3	1,005.8
Holiday	101	38	7	1,128	3,628	100	0	2,250.4
Super Bowl	77	15	3	468	922	46	0	1,011.5
St. Patrick's Day	121	56	3	1,123	7,764	293	1	2,544.5
4/20 Awareness	46	9	6	296	1,366	44	0	582.9
Memorial Day	103	31	9	752	4,354	133	2	1,540
June 100 Days	44	18	2	489	1,121	41	0	847.3
July 4th	76	21	8	698	1,509	77	0	1,119
July 100 Days	38	16	8	369	1,038	95	0	586
August 100 Days	36	14	7	425	607	47	0	608.5
End of Summer/ Labor Day	98	61	6	1,592	3,321	346	0	2,666

Occupant Protection Campaigns

Buckle Up New York/Click It or Ticket (5/19/2025 – 6/1/2025)

May 19 through June 1, 2025 was designated as the National CIOT enforcement mobilization campaign. During this two-week initiative, all PTS grantees and HS-1 law enforcement grantees with an occupant protection project were required to conduct seatbelt enforcement. NYSP conducted 236 fixed and roving enforcement details, which resulted in 1,650 adult seatbelt violations, and 136 child restraint violations. The total number of adult seatbelt tickets and child restraint violations issued by NYSP statewide during this initiative was 6,001.

NYPD issued 2,259 seatbelt and child restraint violations and GTSC's other PTS grantees issued a combined total of 5,170 seatbelt and child restraint violations with New Rochelle City Police Department, Buffalo City Police, and Glen Cove City Police Department issuing the three highest totals of 306, 178, and 172 respectively.

Operation Safe Stop

Operation Safe Stop Education & Enforcement Day took place on April 24, 2025. Operation Safe Stop is a program that seeks to promote school bus safety through a combination of education and enforcement efforts. The goal is to proactively educate motorists about the dangers of passing stopped school buses. It is a cooperative project supported by GTSC, New York Association for Pupil Transportation (NYAPT), the New York State Education Department (NYSED), the New York State School Bus Contractors Association, the student transportation industry, and state, county, city, and local law enforcement agencies. In FFY 2025, a total of 45 agencies participated, resulting in 63 tickets for passing a stopped school bus, 588 other traffic tickets, four penal law arrests, 12 aggravated unlicensed operation arrests, and five DWI/DWAI arrests.

Distracted Driving Campaigns

Operation Hang Up (4/7/2025 – 4/14/2025)

Coinciding with NHTSA’s nationwide “Put the Phone Away or Pay” campaign, law enforcement agencies across New York participated in the GTSC-sponsored campaign to prevent distracted driving called “Operation Hang Up.” Operation Hang Up is a law enforcement mobilization effort to deter, identify, and cite distracted drivers during the month of April, which is National Distracted Driving Awareness Month.

The 2025 Operation Hang Up campaign coincided with the dates of the national campaign, April 7-14, 2025. During this time, officers issued 7,703 tickets for distracted driving and an additional 59,459 tickets for other violations, including speeding and impaired driving. For the entire month of April, law enforcement officers issued 17,355 tickets for distracted driving.

CONCLUSION

New York has taken great strides to reduce the number of serious physical injury and fatal crashes on its roadways, but there is much still to do. Through the continued support of NHTSA, incorporation of the Safe System Approach into our 2027-2029 3HSP and increased numbers of valued traffic safety partners, New York will move closer to its ultimate goal of zero roadway deaths and no more victims of roadway violence.

APPENDIX A: FFY 2025 APPROVED PROJECTS NOT IMPLEMENTED WITH EXPLANATION

The below grants represent those that were approved for funding by GTSC but did not initiate any activities or expend funds in FFY 2025. GTSC maintains information in its online eGrants system related to these projects and, due to efficiencies, has not listed each unique situation here.

Project Number	Agency	Award	Note
CPS-2025-Ossining Village PD -00016-(060)	Ossining Village Police Department	\$600.00	No response to GTSC outreach.
CPS-2025-Walden Village PD -00036-(036)	Walden Village Police Department	\$400.00	See above.
CPS-2025-Orleans Co SO-00065-(037)	Orleans County Sheriff's Office	\$2,600.00	Personnel changes in their agency and grantee had sufficient car seat inventory to cover the inspections that were performed.
CPS-2025-Wayne Co SO -00067-(059)	Wayne County Sheriff's Office	\$885.00	Staff turnover. Funding was specific to certifications and re-certifications.
CPS-2025-Pt. Washington Police Dis-00070-(030)	Port Washington Police District	\$1,400.00	Grantee reported two Schedule C events (55 seats inspected, 55 installed correctly, 0 seats distributed for this grant cycle). No corresponding claims submitted.
CPS-2025-Lincoln Med Center-00079-(003)	LINCOLN MEDICAL AND MENTAL HEALTH CENTER	\$5,366.00	Grantee reported ongoing delays in project implementation.
CPS-2025-Sleepy Hollow PD -00108-(060)	Sleepy Hollow Police Department	\$1,400.00	No funding expended because grantee partnered with Northwell who provided car seats.
CPS-2025-East Hampton Town PD -00119-(052)	East Hampton Town Police Department	\$1,500.00	Program director change; no activities reported during FFY 2025.
CPS-2025-Montgomery Town PD -00125-(036)	Montgomery Town Police Department	\$3,950.00	See above.
CPS-2025-New Paltz Town & Village -00126-(056)	New Paltz Town & Village Police Department	\$4,260.00	Agency was able to conduct car seat safety checks, but did not utilize funds due to short staffing and scheduling issues.
CPS-2025-Wallkill Town PD-00127-(036)	Wallkill Town Police Department	\$3,450.00	See above.
CPS-2025-Lloyd Town PD-00137-(056)	Lloyd Town Police Department	\$1,300.00	Staff shortages.
CPS-2025-Niskayuna Town PD -00153-(047)	Niskayuna Town Police Department	\$2,850.00	See above.
CPS-2025-Action For a Better Com.-00154-(028)	Action For a Better Community, Inc.	\$8,900.00	No response to GTSC outreach.
CPS-2025-Eden Town PD -00156-(015)	Eden Town Police Department	\$1,450.00	Staff turnover and new Chief.
CPS-2025-Montgomery Village PD -00158-(036)	Montgomery Village Police Department	\$1,000.00	See above.
CPS-2025-Corning City PD -00161-(051)	Corning City Police Department	\$500.00	Funding for trailer update went unutilized.
CPS-2025-Shawangunk Town PD -00166-(056)	Shawangunk Town Police Department	\$3,500.00	Staff shortages.
CPS-2025-Waterloo Village PD -00172-(050)	Waterloo Village Police Department	\$1,500.00	Grantee had sufficient car seat inventory to cover inspections that were completed in FFY 2025.
CPS-2025-Bassett Healthcare-00174-(039)	Mary Imogene Bassett Hospital	\$3,185.00	Project director laid off unexpectedly in 2025; grantee working on restarting program.

Project Number	Agency	Award	Note
CPS-2025-Cortland City PD-00175-(012)	Cortland City Police Department	\$1,700.00	Grantee currently has no CPS technicians.
CPS-2025-Goshen Town PD -00179-(036)	Goshen Town Police Department	\$3,000.00	See above.
CPS-2025-Greene Co SO -00183-(020)	Greene County Sheriff's Office	\$4,200.00	Grantee had sufficient car seat inventory to cover inspections that were completed in FFY 2025.
CPS-2025-Briarcliff Manor Village -00188-(060)	Briarcliff Manor Village Police Department	\$2,500.00	No response to GTSC outreach.
CPS-2025-St Luke's Hosp-00194-(036)	St Luke's Cornwall Hospital	\$6,400.00	See above.
CPS-2025-Orange Med Ctr-00200-(036)	Garnet Health Medical Center	\$3,030.00	See above.
CPS-2025-Dryden Village PD -00204-(055)	Dryden Village Police Department	\$2,800.00	Staff shortages and new project director.
CPS-2025-Family Woodstock-00205-(056)	Family of Woodstock Inc	\$2,850.00	Staff turnover.
CPS-2025-Oneida Co SO -00212-(033)	Oneida County Sheriff's Office	\$3,465.00	See above.
CPS-2025-Saranac Lake Village PD -00214-(017)	Saranac Lake Village Police Department	\$1,900.00	See above.
CPS-2025-Otsego TSB-00226-(039)	Otsego County Traffic Safety Board	\$6,500.00	Staff shortages and grantee had sufficient car seat inventory to cover inspections that were completed in FFY 2025.
HS1-2025-Fulton City PD -00061-(038)	Fulton City Police Department	\$2,000.00	Grantee had sufficient materials from past awards to conduct FFY 2025 activities.
HS1-2025-Broome Co-00191-(004)	Broome County	\$7,500.00	Project director position vacant.
PTS-2025-Horseheads Village PD -00030-(008)	Horseheads Village Police Department	\$3,000.00	Significant staff shortages.
PTS-2025-Chester Village PD -00085-(036)	Chester Village Police Department	\$3,840.00	See above.
PTS-2025-Lloyd Town PD-00119-(056)	Lloyd Town Police Department	\$2,484.00	Staff shortages.
PTS-2025-Chenango Co SO -00179-(009)	Chenango County Sheriff's Office	\$5,398.00	Staff shortages.
PTS-2025-Trumansburg Village PD -00249-(055)	Trumansburg Village Police Department	\$2,784.00	Staff shortages.
PTS-2025-Liberty Village PD -00254-(053)	Liberty Village Police Department	\$2,200.00	Change in project director and staff shortages.
PTS-2025-Cornell Univ -00267-(088)	Cornell University - Police	\$6,070.00	See above.
PTS-2025-Kings Point Village PD -00272-(030)	Kings Point Village Police Department	\$3,556.00	Response provided: "We are unable to use this grant and have no activity to report."

APPENDIX B: FFY 2025 PROJECTS NOT APPROVED WITH EXPLANATION

All grant applications are reviewed and scored on pre-established criteria. Applications must receive a score of at least 60 points (out of 100 total) to be considered for funding. Unless otherwise noted, the below projects did not receive a passing score of at least 60 points and therefore were not approved or implemented by New York State in FFY 2025.

Project Number	Agency	Requested Amount	Note
HS1-2025-Bethlehem Town PD -00092-(001)	Bethlehem Town Police Department	\$29,550.00	See above.
CPS-2025-Boro Park-00034-(024)	Boro Park Jewish Community Council	\$20,000.00	See above.
CPS-2025-Bronxville Village PD -00191-(060)	Bronxville Village Police Department	\$5,000.00	See above.
HS1-2025-Bronxville Village PD -00168-(060)	Bronxville Village Police Department	\$151,000.00	See above.
PTS-2025-Bronxville Village PD -00253-(060)	Bronxville Village Police Department	\$11,040.00	See above.
HS1-2025-Carmel Town PD -00100-(040)	Carmel Town Police Department	\$27,063.00	See above.
HS1-2025-Columbia Co SO -00073-(011)	Columbia County Sheriff's Office	\$6,700.00	See above.
PTS-2025-Cooperstown Village PD -00274-(039)	Cooperstown Village Police Department	\$6,400.00	See above.
CPS-2025-Hempstead Village PD -00032-(030)	Hempstead Village Police Department	\$35,000.00	See above.
HS1-2025-Hempstead Village PD -00028-(030)	Hempstead Village Police Department	\$94,050.00	See above.
HS1-2025-Mt. Morris Village PD -00165-(026)	Mt. Morris Village Police Department	\$30,210.00	See above.
HS1-2025-Nassau Co DA-00107-(030)	Nassau County District Attorney's Office	\$425,000.00	See above.
CPS-2025-New Castle Town PD -00114-(060)	New Castle Town Police Department	\$3,000.00	See above.
HS1-2025-New Castle Town PD -00104-(060)	New Castle Town Police Department	\$0.00	See above.
HS1-2025-New Rochelle City PD -00027-(060)	New Rochelle City Police Department	\$9,300.00	See above.
HS1-2025-NYU Med School-00199-(088)	New York University School of Medicine	\$249,856.00	See above.
HS1-2025-Ossining Village PD -00196-(060)	Ossining Village Police Department	\$22,000.00	See above.
CPS-2025-Perinatal Net -00217-(028)	Perinatal Network of Monroe County Inc	\$6,500.00	See above.
PTS-2025-Sleepy Hollow PD -00140-(060)	Sleepy Hollow Police Department	\$3,158.00	See above.
HS1-2025-Southampton Village PD -00164-(052)	Southampton Village Police Department	\$53,700.00	See above.
HS1-2025-Transportation Alternativ-00029-(088)	Transportation Alternatives	\$50,327.00	See above.
CPS-2025-Troy City PD -00209-(042)	Troy City Police Department	\$1,200.00	See above.
HS1-2025-Tuxedo Town PD -00197-(036)	Tuxedo Town Police Department	\$450.00	See above.
CPS-2025-Ulster Co CC-00225-(056)	Ulster Co. Community College	\$950.00	See above.
PTS-2025-Vernon Village PD -00217-(033)	Vernon Village Police Department	\$2,160.00	See above.
CPS-2025-Victor Farm Vol Amb-00111-(035)	Victor Farmington Vol Amb	\$7,500.00	Not Prequalified.
PTS-2025-Whitesboro Village PD -00049-(033)	Whitesboro Village Police Department	\$450.00	See above.

APPENDIX C: 2025 ANNUAL SURVEY OF NEW YORK STATE DRIVERS

Since 2010, New York has tracked driver-reported behaviors, attitudes, and perceptions related to major traffic safety issues through an annual survey of state-licensed drivers. Over time, the survey questions have been refined to address emerging issues and information needs. In its early years, the survey focused on seatbelt use, speeding, alcohol impairment, and distraction. Beginning in 2017, questions on driving under the influence of drugs were added in response to growing concerns about drug-impaired driving. In 2022, additional items were introduced on the expansion of the seatbelt law and drivers' awareness of the effects of prescription medications on driving.

The 2025 survey, hosted online via SurveyMonkey, was live from June 1 to September 30, 2025. It was promoted through NYS DMV, GTSC, and ITSMR websites, as well as social media channels, and shared with all GTSC grantees. A total of 922 drivers completed the survey during this period. ITSMR staff provided a dashboard to visually highlight key findings and conducted additional analyses to further explore the survey data.¹ The key results from the survey are summarized below. For questions with a N/A option, the percentages were calculated based on valid responses only.

Seat Belt Use

Seatbelt use rates varied widely by seat position. 96% of respondents reported using a seatbelt regularly in the front seat of a motor vehicle, while only 71% reported using a seatbelt regularly in the back seat. The lower back seat seatbelt use rate could be related to a lack of awareness regarding the universal seatbelt law and a lack of enforcement. 22% of respondents were unaware that all passengers aged 16 and older riding in the back seat of a motor vehicle are required to wear a seatbelt. Only 30% of respondents thought it was likely or very likely they would receive a ticket for not wearing a seatbelt in the back seat, compared to 64% who thought it was likely or very likely for the front seat.

Speeding

Speeding was common among respondents. One-quarter of the respondents reported driving more than five miles per hour over the speed limit on residential streets and one-third of respondents reported driving more than ten miles per hour over the speed limit on highways regularly or fairly often in the past 30 days. Perceptions of the likelihood of receiving a ticket for speeding on residential streets were much lower than on highways. 41% of respondents thought it was unlikely or very unlikely to get a ticket on a residential street, whereas 24% thought the same on a highway.

Distracted Driving

While almost all respondents believed driving while using a hand-held device is dangerous, such behavior remained common. 25% of respondents reported driving while talking on a hand-held cell phone in the past 30 days, 36% reported driving while reading a message on a hand-held device, and 28% reported driving while typing on a hand-held device.

Impaired Driving

Many respondents chose N/A for questions about impaired driving behavior in the past 30 days. Among respondents for whom the questions were applicable, 18% reported driving within an hour after drinking alcohol, and 8% reported driving within two hours after using cannabis. Respondents believed the chances of getting arrested for driving under the influence of alcohol were greater than for driving under the influence of cannabis or other drugs. 94% of respondents believed cannabis negatively affects a person's ability to drive a vehicle. Most respondents were also aware of the effects of their prescription medications on their ability to drive.

New York will continue to use the results from this survey to gauge driver behaviors, attitudes, and perceptions, and to adjust or implement new programs aimed at reducing deaths and injuries on the state's roadways.

¹ The 2025 Driver Opinion Survey dashboard is available at: bit.ly/2025nysdriveropinion