

NEW YORK STATE
HIGHWAY SAFETY STRATEGIC PLAN
FFY 2013

New York State
Governor's Traffic Safety Committee

Andrew M. Cuomo, Governor
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NEW YORK STATE HIGHWAY SAFETY STRATEGIC PLAN FFY 2013

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EXECUTIVE SUMMARY



INTRODUCTION

In preparing its FFY 2013 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

The 10 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA), were incorporated into the FFY 2013 HSSP. Because 2010 data are the most recent available from FARS, separate analyses of preliminary 2011 data from New York's Accident Information System (AIS) were conducted for key outcome fatality measures and incorporated into the appropriate sections of the HSSP. FARS and AIS data are not strictly comparable due to definitional differences. Since the number of serious injuries and the state's seat belt use rate are provided from state data sources, these measures were able to be updated. A goal was set for each of the measures with a target date of December 31, 2013.

STATEWIDE HIGHWAY SAFETY PROGRAM

The GTSC provides leadership and support for New York State's Highway Safety Program through its administration of the federal funds awarded annually to the state. The top priorities of the FFY 2013 Highway Safety Program are to address trends of increasing numbers of crashes involving specific highway users and to halt the development of unfavorable trends in certain types of crashes.

The new surface transportation bill known as Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012. The law authorizes funding for FFY 2013 and FFY 2014 and includes two funding programs: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. The new Section 405 program consists of incentive programs in six areas: occupant protection, traffic records, impaired driving, motorcycle safety, distracted driving and Graduated Driver Licensing laws; states must meet eligibility requirements to receive funding in these areas. A single application for funding will be required and will be due on July 1, 2013. GTSC will make the appropriate adjustments to its planning cycle to meet the new deadline next year.

STATUS OF CORE PERFORMANCE MEASURES

Based on the available FARS data, after a consistent downward trend in the number of fatalities between 2006 and 2009, fatalities increased to 1,200 in 2010. However, preliminary 2011 data from

New York's AIS indicate that the downward trend in fatalities resumed in 2011 with fatalities decreasing to 1,148. Based on preliminary 2011 AIS data, the number of serious injuries suffered in crashes dropped from 12,802 in 2010 to 11,048 in 2011, a decrease of 14%.

All of the statewide core fatality measures included in the table below will be updated once the 2011 FARS data become available.

FATALITY AND SERIOUS INJURY MEASURES							
	2006	2007	2008	2009	2010	2011	2013 Goal
Fatalities	1,454	1,332	1,238	1,158	1,200	N/A	1,127
Serious Injuries	13,174	13,280	12,900	12,988	12,802	11,048*	10,606
Fatality Rate/100 million VMT	1.03	0.97	0.92	0.87	0.91	N/A	0.86
Urban Fatality Rate	0.79	0.64	0.61	0.57	0.64	N/A	0.59
Rural Fatality Rate	1.80	1.99	1.88	1.77	1.73	N/A	1.66
Drivers Under 21 Involved in Fatal Crashes	226	218	182	178	145	N/A	130

*NYS AIS data for 2011 are preliminary

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

FFY 2013 GOALS AND STRATEGIES

The overall goals of New York's highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of the injuries suffered. In FFY 2013, a comprehensive approach will continue to be taken with strategies implemented in all of the major highway safety program areas. The effectiveness of the collective efforts will be assessed through changes in fatality and injury measures.

IMPAIRED DRIVING

The GTSC plays the central role in the promotion and coordination of the multiple components of New York's impaired driving program. Over the past year, the GTSC funded statewide media campaigns to raise awareness of the dangers of drinking driving. These campaigns included the "Drinking and Driving Shatters Lives" campaign and the ".08 Don't Blow It" campaign which is associated with the component of Leandra's Law requiring drivers convicted of DWI to install ignition interlock devices in their vehicles for a minimum of six months.

The most recent campaign, "It's Your Community – It's Your Call 1-866-UNDER21", promotes the use of a State Police hotline to report underage drinking. These types of public awareness campaigns, as well as STOP-DWI Awareness Nights at sporting events, will continue in FFY 2013.





High visibility impaired driving enforcement strategies, including sobriety checkpoints and saturation patrols, as well as statewide participation in national high visibility enforcement campaigns, will continue in FFY 2013.

Funding will also be provided for training programs for law enforcement, including Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) training and Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and the Drug Impairment Training for Education Professionals (DITEP) program.

STATUS OF CORE PERFORMANCE MEASURES

Based on FARS data, the downward trend in alcohol-impaired driving fatalities between 2006 and 2009 ended in 2010 when fatalities in crashes involving impaired drivers spiked to 364, a 14% increase over the previous year. FARS 2011 data are not yet available to update this measure.

ALCOHOL-IMPAIRED DRIVING FATALITIES							
	2006	2007	2008	2009	2010	2011	2013 Goal
Alcohol-Impaired Driving Fatalities	433	377	346	318	364	N/A	326

Note: Alcohol-Impaired Driving Fatalities are defined as drivers and motorcycle operators with a BAC of .08% or above who are killed in crashes.
 Source: FARS

Based on New York’s preliminary 2011 AIS data, alcohol-related fatalities continued on a downward trend in 2011, declining by 4% between 2010 and 2011. FARS and AIS data are not strictly comparable due to differences in the methodology used to define alcohol-related crashes, fatalities and injuries.

FFY 2013 GOALS AND STRATEGIES

Reducing the numbers of alcohol-impaired driving fatalities and injuries on the state’s roadways are the primary goals of New York’s impaired driving program. A variety of activities and initiatives will be undertaken to accomplish these goals. Enforcement of the impaired driving laws will be increased, training for law enforcement, prosecutors and other groups will be expanded and efforts to increase public awareness of the dangers of drinking and driving will be emphasized. It is anticipated that the Impaired Driving Advisory Council established by the GTSC will continue to combat alcohol and drug impaired driving on the state’s roadways by identifying improvements to the impaired driving system and implementing new initiatives to reduce impaired driving.

POLICE TRAFFIC SERVICES

Public Information and education (PI&E) combined with aggressive enforcement of the New York State Vehicle & Traffic Laws are the cornerstone of Police Traffic Services and have proven to be effective in confronting dangerous driving behaviors.



A primary focus of the Police Traffic Services program area is strategies to reduce speeding and aggressive driving among New York State motorists in general, as well as enforcing violations involving specific types of vehicles such as commercial vehicles and school buses.

Distracted driving and its role as a major contributing factor in crashes is also a major area of concern. During the past year, talking and texting on cell phones and the use of other electronic devices was the



focus of the State Police “Operation Hang-Up” enforcement campaign conducted on the New York State Thruway, as well as other enforcement efforts at the local level.

In FFY 2013, more than 300 local police agencies are expected to participate in Selective Traffic Enforcement Programs which employ a variety of enforcement strategies to address specific traffic safety concerns identified by the individual agencies. A number of training programs for law enforcement personnel will also receive funding support. Roll call videos, as well as new dissemination strategies such as podcasts, will be used to provide greater access to training.

STATUS OF CORE PERFORMANCE MEASURES

The primary goal of the Police Traffic Services program is to decrease speeding-related fatalities. Based on FARS data available through 2010, speeding-related fatalities were on a steady downward trend between 2006 and 2010, decreasing from 449 to 335. FARS data for 2011 are not yet available to update this measure.

SPEEDING-RELATED FATALITIES							
	2006	2007	2008	2009	2010	2011	2013 Goal
Speeding-Related Fatalities	449	417	410	371	335	N/A	318
<i>Source: FARS</i>							

Preliminary 2011 data from New York’s AIS indicate that fatalities in speed-related crashes continued on a downward trend; in 2011, there was a 2% decrease in fatalities compared to the previous year. FARS and AIS data are not strictly comparable due to definitional differences.

FFY 2013 GOALS AND STRATEGIES

The goal of the Police Traffic Services program is to decrease crashes, fatalities and injuries resulting from unsafe driving behaviors including speeding and other aggressive driving behaviors, distracted driving and passing stopped school buses. Traffic violations involving commercial vehicles are also included under this program area. In addition to routine and selective enforcement approaches, training programs will be conducted for police officers, probation officers, judges and prosecutors. Enforcement issues related to impaired driving, occupant protection, motorcycle safety and pedestrian safety are addressed under the individual sections of the HSSP devoted to those topics.

MOTORCYCLE SAFETY

The popularity of motorcycles continues to grow as evidenced by the consistent upward trend in both motorcycle licenses and registrations over the past decade. In 2011, the number of drivers with

motorcycle licenses increased to over 675,000 and the number of registered motorcycles increased to nearly 346,000. A major component of New York’s comprehensive approach to address and improve motorcycle safety is the Motorcycle Safety Program (MSP) administered by the NYS Department of Motor Vehicles (DMV). In 2011, nearly 17,000 students enrolled in the training programs offered at 55 sites statewide.

The GTSC will continue to coordinate and administer enforcement and education programs that address motorcycle safety. With assistance from DMV’s MSP, the New York State Police and GTSC’s Law Enforcement Liaisons presented regional motorcycle safety training programs for law enforcement officers over the past year. The MSP and GTSC will also continue to encourage seasoned motorcyclists to pursue periodic refresher training. The “Learning is for Life” campaign focuses on experienced riders who represent a significant proportion of the licensed motorcyclists in New York State.



In FFY 2013, the GTSC will continue to coordinate, support and administer enforcement initiatives and education and awareness programs that are key components of New York’s comprehensive motorcycle safety program. These initiatives augment the MSP and enhance New York’s efforts to reduce motorcycle crashes, fatalities and injuries.

STATUS OF CORE PERFORMANCE MEASURES

Based on the FARS data available through 2010, the number of motorcyclists killed in crashes fluctuated up and down over the five-year period, 2006-2010. Between 2008 and 2009 motorcyclist fatalities decreased from 184 to 155 and then increased again to 184 in 2010. While FARS 2011 data are not yet available to update this measure, preliminary AIS data indicate that the number of motorcyclist fatalities continued to fluctuate in 2011 indicating that the number of motorcyclists who died in crashes decreased to 167.

Based on the available FARS data, after spiking to 36 in 2008, the number of unhelmeted motorcyclists killed in crashes dropped to 21 in 2009 and then to 16 in 2010. FARS data for 2011 are not available to update this measure.

MOTORCYCLIST FATALITIES AND UNHELMETED MOTORCYCLIST FATALITIES							
	2006	2007	2008	2009	2010	2011	2013 Goal
Motorcyclist Fatalities	194	168	184	155	184	N/A	157
Unhelmeted Motorcyclist Fatalities	26	24	36	21	16	N/A	14

Source: FARS

FFY 2013 GOALS AND STRATEGIES

The primary goals in the area of motorcycle safety are to decrease motorcyclist fatalities, unhelmeted motorcyclist fatalities and the number of motorcyclists injured. These goals will be accomplished by the continued expansion of motorcycle rider education opportunities and increased number of training delivery sites, increased motorcyclist enforcement initiatives and greater motorist awareness of motorcyclists on the roadways. An evaluation of the effectiveness of the motorcycle rider education program is a key research initiative planned for the coming year.

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

Improving the safety of pedestrians, bicyclists and other wheel-sport enthusiasts who are New York's most vulnerable roadway users continues to be a priority for the state's highway safety program.



Over the past year, partner agencies and organizations continued to collaborate on the presentation of symposia, workshops and training programs specific to the safety of pedestrians, bicyclists and participants in other wheel sports who use the state's roadways. The next one-day Walk-Bike Symposium will be held in Glens Falls in September. In May 2012, the GTSC supported the NY Bicycle Coalition and Bike New York's New York City Bike Expo which was held at Pier 36 in Manhattan and drew more than 30,000 bicyclists. The GTSC also continues to promote the "Be Smart. Share the Road." message to raise awareness among motorists of the need to share the road safely with all roadway users.

In 2013, the GTSC will continue to support "Safe Routes to School" and other programs that focus on young children and programs for older adults, such as the "Safe Streets for Seniors" in New York City. Bicycle safety programs, such as programs designed to improve bicycle riding skills and expand the use of helmets, will also continue to be promoted in FFY 2013. The GTSC will also continue to work closely with the FHWA, the NYS Department of Transportation (NYSDOT) and Metropolitan Planning Organizations (MPOs) to provide training opportunities at both the state and local levels.

STATUS OF CORE PERFORMANCE MEASURES

Pedestrian Safety

The core outcome measure for pedestrian safety is pedestrian fatalities. Based on FARS data, the number of pedestrian fatalities in New York State declined to 303 in 2010 after increasing in each of the three previous years, 2007-2009. FARS data for 2011 are not yet available to update this measure.

PEDESTRIAN FATALITIES							
	2006	2007	2008	2009	2010	2011	2013 Goal
Pedestrian Fatalities	312	276	297	308	303	N/A	288
Source: FARS							

Separate analyses of New York’s preliminary AIS data for 2011 indicate that the number of fatal crashes involving pedestrians and the number of pedestrians killed both decreased to 293, the lowest number since 2007. FARS and AIS data may not be strictly comparable due to definitional differences between the two systems.

A particular concern of New York’s pedestrian safety program is the number of pedestrian crashes and fatalities that occur in New York City. Based on the preliminary 2011 AIS data, 65% of the pedestrian crashes and 48% of the pedestrian fatalities occurred in New York City, 26% of the crashes and 29% of the fatalities occurred in the Upstate region and 9% of the crashes and 23% of the fatalities occurred on Long Island.

Bicycle Safety



The state’s preliminary 2011 AIS data indicate that there was a spike in the number of fatal crashes involving bicyclist and bicyclist fatalities; 57 bicyclists were killed in crashes with motor vehicles in 2011, 21 more than the previous year and the highest number in the five-year period, 2007-2011. In 2011, fatal crashes involving bicycles accounted for over 5% of all fatal crashes, compared to 3%-4% in each of the previous four years.

BICYCLIST FATALITIES							
	2006	2007	2008	2009	2010	2011*	2013 Goal
Bicyclist Fatalities	45	50	42	29	36	57	37
*Data for 2011 are preliminary Source: NYS AIS							

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

FFY 2013 GOALS AND STRATEGIES

The primary goals of the pedestrian, bicycle, in-line skating, non-motorized scooter and skateboarding safety programs are to reduce the number of pedestrians, bicyclists and participants in other wheel sports killed and injured in crashes. These goals will be accomplished through education and public awareness efforts promoting a “Share the Road” message; providing safety education to youth and other groups, including education efforts to encourage the use of appropriate safety equipment; and expanding helmet distribution programs. Community-based programs will play a major role in these efforts.

OCCUPANT PROTECTION

In 2012, New York’s statewide seat belt use rate was measured at 90%, down slightly from the all-time high of 91% in 2011, but marking the third year in a row that a usage rate of 90% or higher was achieved. This success is largely due to New York’s Buckle Up New York (BUNY) program which promotes sustained enforcement efforts and continued participation in the national Click It or Ticket mobilizations.



Improving the safety of children riding in motor vehicles also continues to be a major objective of New York’s occupant protection program. A variety of efforts are undertaken to increase awareness and educate parents and other caretakers on the best way to protect young passengers riding in motor vehicles.



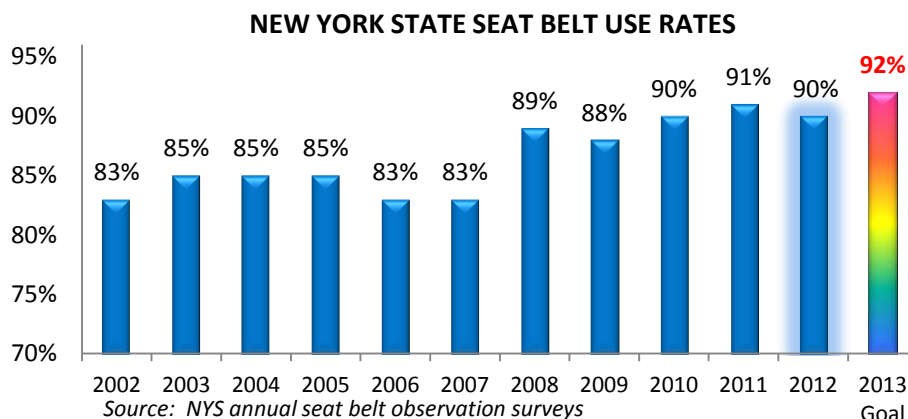
NEW YORK’S 4 STEPS 4 KIDS

New York’s public awareness campaign conducted in conjunction with National Child Passenger Safety Week in September highlights the importance of using a child restraint that is appropriate for the child’s age and size. In 2012, New York’s “4 Steps 4 Kids” campaign is focusing on Step 4 which educates parents on when it is safe to move a child from a belt-positioning booster seat into an adult seat belt. The emphasis is on children 8-12 years of age, commonly referred to as “Tweens”. In FFY 2013, the campaign slogan will be “Get it Right” and all four steps from newborns to tweens will be reviewed.

Each year, the GTSC supports approximately 180 local programs that offer child safety seat education including permanent fitting stations, car seat check events and awareness training classes, as well as car seat distribution programs for low-income families. The NYS Child Passenger Safety Advisory Board is an integral part of the state’s CPS program and guides the activities of the community child passenger safety (CPS) programs across the state. The GTSC’s CPS mini-grant program and other activities will continue in FFY 2013.

STATUS OF CORE PERFORMANCE MEASURES

The core behavioral measure in the occupant protection program area is the observed seat belt use rate. In 2012, New York’s rate was 90%, down slightly from 2011 when usage was estimated at 91%.



Based on FARS data available through 2010, the number of unrestrained passenger vehicle occupant fatalities has been on a consistent downward trend between 2006 (369) and 2010 (192), a 48% decrease over the five-year period. FARS data for 2011 are not yet available to update this measure.

UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES							
	2006	2007	2008	2009	2010	2011	2013 Goal
Unrestrained Occupant Fatalities	369	280	234	209	192	N/A	182

Source: FARS

FFY 2013 GOALS AND STRATEGIES

The primary goals of the occupant protection program are to increase the observed statewide seat belt use rate and to decrease unrestrained occupant fatalities in passenger vehicles. The strategies identified for achieving these goals include high visibility enforcement, including nighttime checkpoints and public information and education, especially in the area of child passenger safety.

TRAFFIC RECORDS

The success of the performance-based program planning processes used by the agencies and organizations involved in traffic safety at all jurisdictional levels requires access to a variety of traffic records data. Traffic safety professionals need accurate and timely data on crashes and injuries, arrests and convictions for traffic violations, drivers and vehicles involved in crashes, and roadway attributes to identify traffic safety problems and develop appropriate countermeasures. The need for accurate and timely data, together with an ever increasing need for data analysis support, is being addressed vigorously by New York through major improvements in the way it maintains and uses its traffic records systems.



The continuing importance placed on improving the state's traffic records systems is reflected in New York's 2012-2015 NYS Traffic Safety Information Systems Strategic Plan. Developed by the GTSC with the assistance of the Institute for Traffic Safety Management and Research (ITSMR) and the state's Traffic Records Coordinating Council (TRCC), the strategic plan provides an opportunity for New York to make further improvements in its traffic records systems that support the decision making process for highway safety managers in New York State.

During the past year, New York participated in a formal assessment of its core traffic records systems conducted by the National Highway Traffic Safety Administration (NHTSA) through the use of an expert panel appointed by NHTSA. The team was composed of individuals with experience and expertise related to the key traffic records data systems: crashes, citation/adjudication, drivers, vehicles, roadways, and injury surveillance. The assessment team prepared a report with recommendations for consideration by the state.

STATUS OF CORE PERFORMANCE MEASURES

During the past year, substantial progress was made in improving the state's traffic records systems, especially the crash and citation/adjudication systems maintained by the Department of Motor Vehicles. These achievements are due in large part to the continuing roll out of TraCS (Traffic and Criminal Software), New York's electronic crash and ticketing system. There have also been significant improvements in the traffic safety-related data systems maintained by the Department of Health and by the Department of Transportation.

FFY 2013 GOALS AND STRATEGIES

The primary goals of the efforts undertaken in the area of traffic records are to continue to improve the timeliness of the data entered into the state's crash and citation data bases. This will be accomplished by continuing to coordinate efforts by various agencies to expand or enhance their capabilities to collect, retrieve and disseminate traffic safety data electronically on both the local and statewide levels.

In addition, efforts for continued improvements in data linkage capabilities among traffic safety-related data systems at both the state and local levels will be supported. Funding will also be available for the installation of new technologies by enforcement agencies and the courts and for the training necessary for the operation of these technologies.

COMMUNITY TRAFFIC SAFETY PROGRAMS

Community Traffic Safety Programs combine strategies from several traffic safety program areas to address local highway safety problems. Some of the highway safety issues that counties are encouraged to integrate into their local programs stem from state level initiatives; these include outreach programs for diverse populations, younger drivers, older drivers and returning veterans.

Teen driving safety will continue to be a priority in FFY 2013. The GTSC received a second award from the Ford Motor Company to promote safe driving, and in particular, seat belt use among teens in the coming year. The New York State Partnership Addressing Teen Driver Safety will also continue to promote new initiatives to improve the safety of the state's teen driving population. In conjunction with Global Youth Traffic Safety Month in May 2012, the Partnership presented a program promoting communication between parents and their teens about the licensing process and safe driving habits. The focus on distracted driving among teens, in particular texting and talking on cell phones while driving, will also continue in FFY 2013.



Projects that provide outreach to the state's underserved populations, such as the Building Bridges for Traffic Safety project, will also be supported in FFY 2013. This project presents events that bring together traffic safety professionals and leaders of various multi-cultural communities to find traffic safety solutions. In FFY 2012, a highly successful New York Native Nations Transportation Safety Summit was held with representatives from six of the recognized Indian Nations in the state. Military veterans and the Amish and other agricultural communities are other groups that will continue to be the focus of traffic safety outreach in the coming year.

FFY 2013 GOALS AND STRATEGIES

The strategies implemented under the individual community traffic safety programs will contribute to the attainment of the goals established for the statewide highway safety program. In addition to funding local programs, the strategies in this area include efforts to promote the development of broad-based coalitions that include organizations with differing perspectives on traffic safety issues, such as private sector organizations, state and local government, the media, the business community and industry associations. Educational efforts to improve traffic safety among high risk groups, including young drivers, older drivers, veterans and minority groups, are a priority for these community programs.

PROGRAM MANAGEMENT

The GTSC is responsible for coordinating and managing New York State's comprehensive highway safety program. The GTSC takes a leadership role in identifying the state's overall traffic safety priorities; provides assistance to its partners in problem identification at the local level; and works with its partners to develop programs, public information campaigns and other activities to address the problems

identified. In addition to the 402 highway safety grant program, the GTSC administers various incentive grant programs awarded to the state. In administering the state's highway safety program, the GTSC takes a comprehensive approach, providing funding for a wide variety of programs to reduce crashes, fatalities and injuries through education, enforcement, engineering, community involvement and greater access to safety-related data.

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

FFY 2013 GOALS AND STRATEGIES

The GTSC is committed to continuing and strengthening planning at the state and local levels and to promoting the use of the Highway Safety Strategic Plan (HSSP) as the principal document for setting priorities, directing program efforts and assigning resources. The GTSC supports the statewide highway safety program by providing training opportunities and through the development, implementation and coordination of statewide public information and education campaigns.

FFY 2013 HIGHWAY SAFETY PROGRAM PLANNING PROCESS

INTRODUCTION

In preparing the FFY 2013 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

Overview of the Planning Process

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

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

The new surface transportation bill known as Moving Ahead for Progress in the 21st Century (MAP-21) signed into law on July 6, authorizes two funding programs: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. A single application for funding will be required and will be due on July 1. GTSC will make the appropriate adjustments to its planning cycle to meet the new deadline next year.

Local Agencies Program Planning Coordination and Assistance

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

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

Performance Measures

The 10 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA), were incorporated into the FFY 2013 HSSP. Since 2011 FARS data are not yet available, 2010 data are reported for the nine fatality measures. In the absence of 2011 FARS data, preliminary 2011 fatal crash and fatality data from New York State's Accident Information System (AIS) were included in the various sections of the HSSP. While the data from the AIS may not be strictly comparable to the FARS data due to definitional differences, the preliminary AIS data provide a strong indication of the changes in the core measures that occurred in 2011. Since the number of serious injuries and the state's seat belt use rate are provided from state data sources, these measures were able to be updated for the 2013 HSSP.

New York State Driver Survey

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

The survey instrument includes a total of 10 questions; information is also collected on the age, gender and county of residence of the survey participants. A minimum of 300 surveys are conducted at each of the five DMV offices. The survey instrument used in the 2010 and 2011 included three questions on seat belt use, three on speeding and four on impaired driving. In order to collect information on the

important topic of distracted driving, four questions on cell phone use and texting while driving were substituted for one question on seat belt use and impaired driving and two on speed. As with previous years, the result of the 2012 driver survey will be included in the FFY 2012 Annual Report due December 31, 2012.

Data Sources

FARS continues to be the official source of data for the core outcome fatality measures. New York's Accident Information System (AIS) is the source for all injury data in the HSSP, including the serious injuries core outcome measure. At the time the FFY 2013 HSSP was prepared, 2011 FARS data were not yet available. Preliminary 2011 crash data were available from New York's AIS; these data are considered preliminary until the final determination in the fall that the file is complete. The source for the core behavioral measure, the observed seat belt use rate, is New York's annual observation survey conducted in June; the rate from the 2012 survey was available for inclusion in the HSSP.

The statewide speeding and seat belt ticket data included in the HSSP were extracted from two sources: New York's TSLED (Traffic Safety Law Enforcement and Disposition) and Administrative Adjudication (AA) systems. Although still considered preliminary, a complete year of ticket data for 2011 was available from each of these systems which together cover all of New York State. The statewide data on impaired driving arrests were compiled from data received directly from the Suffolk County STOP-DWI program and the New York City Police Department, in addition to the TSLED system. A few of the tables and graphs also include data from New York's driver's license and vehicle registration files.

Coordination with New York's Strategic Highway Safety Plan

The planning process for this year's HSSP was further enhanced through its coordination with the Strategic Highway Safety Plan (SHSP) developed by the NYS Department of Transportation (NYSDOT) in consultation with the GTSC and representatives from a wide range of other state and local organizations concerned with traffic safety. The SAFETEA-LU legislation required NYSDOT to develop and implement a data-driven SHSP that identifies key emphasis areas to be addressed to reduce roadway fatalities and serious injuries in New York State. The results of other state and local planning processes, such as the HSSP process, have been considered in developing the key emphasis areas for the SHSP. The most recent update to the data-driven plan was released by NYSDOT in March 2010.

Format of the Plan

The FFY 2013 Highway Safety Strategic Plan includes a description of the statewide program and the current status of the statewide motor vehicle crash, fatality, and injury measures. The plan also includes overviews of the individual program areas which provide general descriptions of the trends and major issues in these areas. Specific findings of the problem identification process with the pertinent documentation are presented and performance goals are established with performance and activity measures to monitor progress. Each program area description also includes strategies for achieving the goals of the individual traffic safety area which will ultimately contribute to attaining the goals of the statewide highway safety program.

**NEW YORK STATE
FFY 2013 HIGHWAY SAFETY STRATEGIC PLAN
CORE OUTCOME AND BEHAVIORAL MEASURES**

		2006	2007	2008	2009	2010	2011	Goal 2013
C1	Number of Fatalities	1,454	1,332	1,238	1,158	1,200	NA*	1,127
	<i>3-Year Moving Average</i>	<i>1,461</i>	<i>1,407</i>	<i>1,341</i>	<i>1,243</i>	<i>1,199</i>		
C2	Number of Serious Injuries	13,174	13,280	12,900	12,988	12,802	11,048**	10,606
	<i>3-Year Moving Average</i>	<i>13,604</i>	<i>13,367</i>	<i>13,118</i>	<i>13,056</i>	<i>12,897</i>	<i>12,279</i>	
C3	Fatalities per 100 Million VMT	1.03	0.97	0.92	0.87	0.91	NA*	0.86
	<i>3-Year Moving Average</i>	<i>1.05</i>	<i>1.01</i>	<i>0.97</i>	<i>0.92</i>	<i>0.90</i>		
	Rural Fatalities per 100 Million VMT	1.80	1.99	1.88	1.77	1.73	NA*	1.66
	<i>3-Year Moving Average</i>	<i>1.64</i>	<i>1.82</i>	<i>1.89</i>	<i>1.88</i>	<i>1.79</i>		
	Urban Fatalities per 100 Million VMT	0.79	0.64	0.61	0.57	0.64	NA*	0.59
	<i>3-Year Moving Average</i>	<i>0.85</i>	<i>0.75</i>	<i>0.68</i>	<i>0.61</i>	<i>0.61</i>		
C4	Number of Unrestrained Passenger Vehicle Occupant Fatalities	369	280	234	209	192	NA*	182
	<i>3-Year Moving Average</i>	<i>348</i>	<i>326</i>	<i>294</i>	<i>241</i>	<i>212</i>		
C5	Number of Alcohol-Impaired Driving Fatalities	433	377	346	318	364	NA*	326
	<i>3-Year Moving Average</i>	<i>415</i>	<i>409</i>	<i>385</i>	<i>347</i>	<i>343</i>		
C6	Number of Speeding-Related Fatalities	449	417	410	371	335	NA*	318
	<i>3-Year Moving Average</i>	<i>457</i>	<i>441</i>	<i>425</i>	<i>399</i>	<i>372</i>		
C7	Number of Motorcyclist Fatalities	194	168	184	155	184	NA*	157
	<i>3-Year Moving Average</i>	<i>169</i>	<i>175</i>	<i>182</i>	<i>169</i>	<i>174</i>		
C8	Number of Unhelmeted Motorcyclist Fatalities	26	24	36	21	16	NA*	14
	<i>3-Year Moving Average</i>	<i>24</i>	<i>26</i>	<i>29</i>	<i>27</i>	<i>24</i>		
C9	Number of Drivers Age 20 or Younger Involved in Fatal Crashes	226	218	182	178	145	NA*	130
	<i>3-Year Moving Average</i>	<i>231</i>	<i>218</i>	<i>209</i>	<i>193</i>	<i>168</i>		
C10	Number of Pedestrian Fatalities	312	276	297	308	303	NA*	288
	<i>3-Year Moving Average</i>	<i>317</i>	<i>303</i>	<i>295</i>	<i>294</i>	<i>303</i>		
B1	Observed Seat Belt Use <i>3-Year Moving Average</i>	2007	2008	2009	2010	2011	2012	2013
		83%	89%	88%	90%	91%	90%	92%
		<i>84%</i>	<i>85%</i>	<i>87%</i>	<i>89%</i>	<i>90%</i>	<i>90%</i>	

*2011 FARS data are not available to update measure

**Preliminary 2011 data from NYS AIS

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

STATEWIDE HIGHWAY SAFETY PROGRAM

OVERVIEW

The goals of New York's comprehensive statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes. The Governor's Traffic Safety Committee (GTSC) provides leadership and support for the attainment of these goals through its administration of the federal highway safety grant program awarded to New York by the National Highway Traffic Safety Administration. The GTSC, supported by the Institute for Traffic Safety Management and Research (ITSMR), affirmed its leadership role in FFY 2012 through these initiatives and accomplishments:



Impaired Driving

- ❖ The National Highway Traffic Safety Administration's "Drive Sober or Get Pulled Over" public awareness campaign was aired in December and January and publicized statewide to educate the motoring public about the dangers of impaired driving.
- ❖ The GTSC's newest public service announcement, "It's Your Community, It's Your Call – Report Underage Drinking" was aired throughout prom and graduation season. The campaign was accompanied by billboard artwork that was spread throughout New York State.
- ❖ STOP-DWI Awareness events were conducted at numerous sporting events and venues.
- ❖ The Impaired Driving Advisory Council reconvened after a long hiatus taken to assist with the implementation of Leandra's Law which requires ignition interlocks for all drivers convicted of DWI.

Motorcycle Safety

- ❖ Hundreds of law enforcement officers attended motorcycle safety training to remove the fear the officers may have of pulling over a motorcycle.
- ❖ A motorcycle safety campaign was aired during the busy summer driving season; it was accompanied by billboard artwork that was displayed across the state.

Occupant Protection

- ❖ New York's statewide seat belt usage rate was measured at 90% in 2012 making this the third year in a row that a usage rate of 90% or higher was achieved.

Traffic Records

- ❖ GTSC successfully completed a Traffic Records Assessment in February 2012.

- ❖ The NYS Department of Motor Vehicles' Division of Field Investigations continued to utilize facial recognition technology and merge the license records of those individuals holding multiple identities. Through this project, hundreds of drivers who otherwise would have a valid license are now being suspended or revoked.

Young Drivers

- ❖ The multi-agency Driver Education Workgroup continued to meet and explore possible improvement opportunities to New York's driver education guidelines, standards and curriculum. A survey of driver educators was completed and the data is now being analyzed. The group is now focusing on developing a sample distracted driving curriculum to share with educators.
- ❖ GTSC joined forces with the National Safety Council and the Allstate Foundation to create a teen driver coalition aimed at educating teens and their parents on New York's Graduated Driver's License laws and to stress the importance of parental involvement with their teen's driving. Multiple events were conducted in May 2012 to educate both teens and parents on the dangers facing teen drivers.

Program Administration

- ❖ A full cycle of grants was administered through the new electronic grants management system and modifications were made to improve the system for both grantees and staff.
- ❖ GTSC successfully completed a Management Review in June 2012.
- ❖ Partnerships were strengthened with organizations such as the Metropolitan Planning Organizations, the New York State Motor Truck Association and the New York Association for Pupil Transportation to work cooperatively on persistent and emerging traffic safety problems such as pedestrian safety in metropolitan areas.

HIGHWAY SAFETY PRIORITIES FOR FFY 2013

The top priorities of the 2013 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and to halt the development of unfavorable trends in certain types of crashes. New York has identified nine emphasis areas including improving the safety of younger and older drivers, commercial vehicle operators, motorcyclists, pedestrians and bicyclists and improvements to New York's traffic records systems. New York will also continue to implement programs to increase seat belt and child restraint use and reduce dangerous driving behaviors, including impaired driving, distracted driving and speeding.

The GTSC will be responsible for the administration and oversight of state and local highway safety initiatives set forth in this Highway Safety Strategic Plan. The following priority activities have been established for New York's 2013 HSSP:

Impaired Driving

- ❖ Continue efforts to identify and implement measures to reduce impaired driving in NYS
- ❖ Continue to support the 58 STOP-DWI programs by providing program administration oversight and assistance to coordinators in developing and implementing effective local DWI countermeasures

- ❖ Continue programs to curb underage drinking and enforce the law prohibiting the use of fraudulent identification to purchase alcohol
- ❖ Provide training opportunities for police officers, prosecutors and the judiciary

Police Traffic Services

- ❖ Continue to support vigorous enforcement of the Vehicle and Traffic Laws through Selective Traffic Enforcement Programs (STEP) aimed at dangerous driving behaviors, especially those pertaining to speeding, distracted driving, running red lights and aggressive driving
- ❖ Continue to emphasize programs and efforts that address distracted driving, including enforcement of New York's cell phone and texting laws
- ❖ Encourage police agencies to adopt police traffic services as an everyday priority using the "traffic enforcement is law enforcement" approach and further expand the DDACTS (Data Driven Approaches to Crime and Safety) model
- ❖ Continue to support efforts to address drowsy driving awareness
- ❖ Expand existing STEP efforts to include a focus on commercial motor vehicle drivers and motorcycle operators who engage in dangerous driving behaviors
- ❖ Continue opportunities to partner with federal, state and local agencies to improve commercial vehicle safety efforts

Motorcycle Safety

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

Pedestrian & Bicycle Safety

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

Occupant Protection

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

Traffic Records

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

Younger/Older Drivers

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

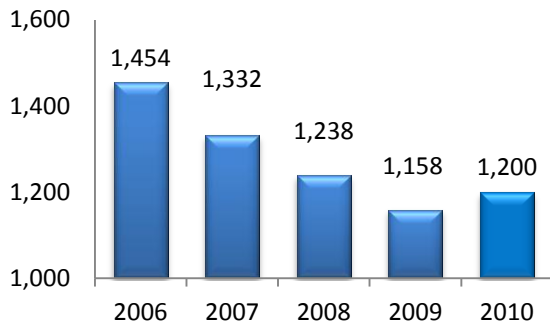
Public Information & Education

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

REVIEW OF DATA

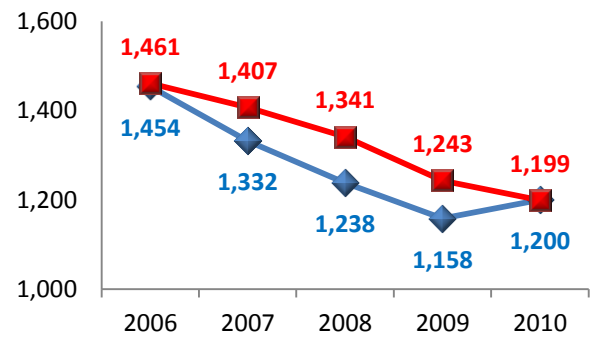
Several core outcome measures based on FARS data are used to monitor the trends in motor vehicle fatalities in New York State. The state also relies on data from New York's crash data base, the Accident Information System (AIS), maintained by the NYS Department of Motor Vehicles to track serious injuries, another core outcome measure for the state's highway safety program. The most recent FARS data currently available indicate that after a downward trend in the number of fatalities in motor vehicle crashes in New York State between 2006 and 2009, fatalities increased to 1,200 in 2010. FARS data for 2011 are not yet available to update this measure.

**FATALITIES IN
MOTOR VEHICLE CRASHES**



Source: FARS

**FATALITIES AND
3-YEAR MOVING AVERAGE**



Source: FARS

New York's Accident Information System (AIS) is the state's official source for data on crashes, fatalities and injuries. Because of definitional differences between FARS and AIS, the fatal crash and fatality numbers from the two systems are not strictly comparable. As required by the National Highway Traffic Safety Administration (NHTSA), FARS data are used for the core fatality measures. Since FARS data for 2011 are not yet available, the table below provides preliminary 2011 data from the AIS on fatal crashes and fatalities.

Based on preliminary 2011 AIS data, between 2010 and 2011, the numbers of fatal crashes and fatalities declined; fatal crashes decreased from 1,119 to 1,072 and fatalities decreased from 1,192 to 1,148. Over the five-year period from 2007-2011 there were substantial decreases in fatal crashes and fatalities of 12% and 13%, respectively.

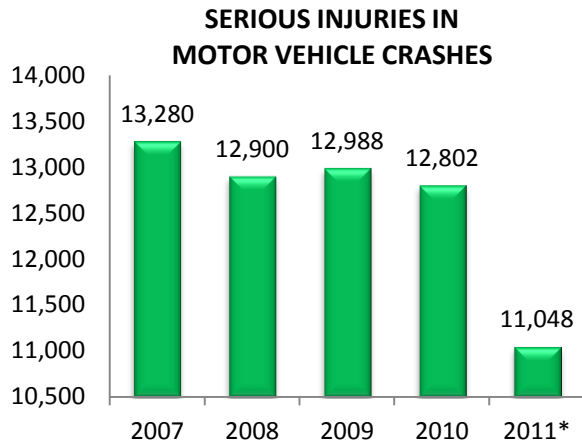
The AIS is also the only source for New York State data on personal injury crashes and injuries. As the table below shows, the number of personal injury crashes and the number of persons injured in crashes also decreased between 2010 and 2011 (14% and 15%, respectively). Over the five-year period, 2007-2011, personal injury crashes decreased by 17% and the number of persons injured dropped by 18%.

**NEW YORK STATE
FATAL AND PERSONAL INJURY CRASHES, FATALITIES AND INJURIES**

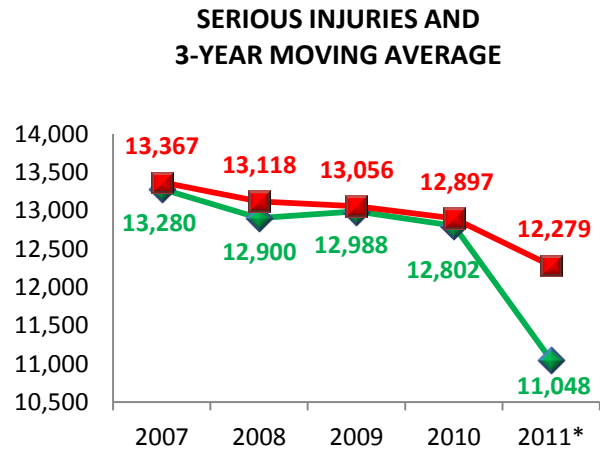
	2007	2008	2009	2010	2011*	% Change 2007-2011*	% Change 2010-2011*
Fatal Crashes	1,220	1,160	1,060	1,119	1,072	-12.13%	-4.20%
# fatalities	1,317	1,224	1,148	1,192	1,148	-12.83%	-3.69%
Injury Crashes	139,117	134,894	133,888	134,151	115,414	-17.04%	-13.97%
# persons injured	194,255	187,160	186,034	187,566	159,279	-18.01%	-15.08%

*Data for 2011 are preliminary
Source: NYS AIS

Another core outcome measure identified by NHTSA is serious injuries in crashes. Based on preliminary 2011 data from New York's AIS, the number of persons who received serious or "A" injuries in motor vehicle crashes dropped to 11,048 from 12,802 in 2010, a decrease of 14%.



*Data for 2011 are preliminary
Source: NYS AIS

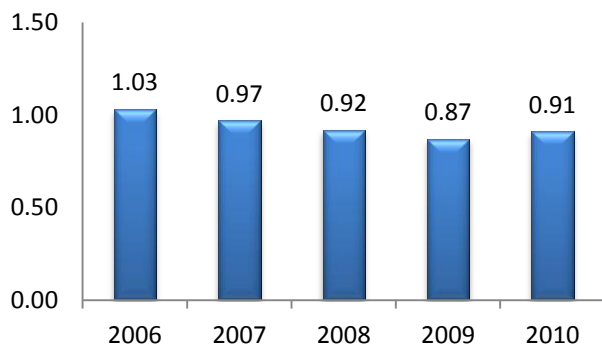


◆ Serious Injuries ■ 3-Yr Moving Average

*Data for 2011 are preliminary
Source: NYS AIS

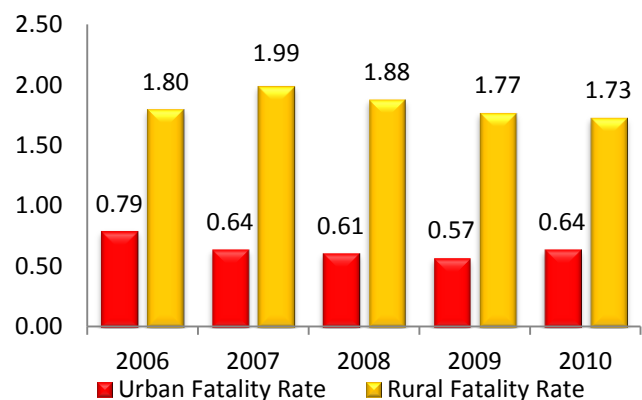
Other core measures are the statewide, urban and rural fatality rates per 100 million vehicle miles traveled (VMT). As shown in the graphs below, after a four-year downward trend (from 1.03 to 0.87), the overall fatality rate in New York increased to 0.91 fatalities per 100 million VMT in 2010. The urban fatality rate followed the same pattern, increasing to 0.64 in 2010 after declining each year from 2006 to 2009. The rural fatality rate, however, increased between 2006 and 2007 (from 1.80 to 1.99) and then decreased over the next three years reaching a rate of 1.73 fatalities per 100 million VMT in 2010. FARS data for 2011 are not yet available to update these measures.

FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED



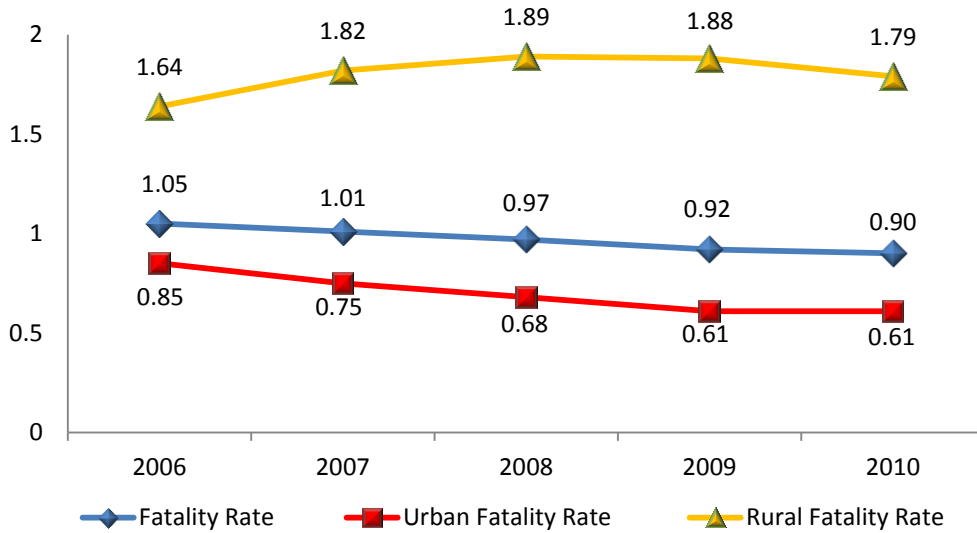
Source: FARS

URBAN AND RURAL FATALITY RATES PER 100 MILLION VEHICLE MILES TRAVELED



Source: FARS

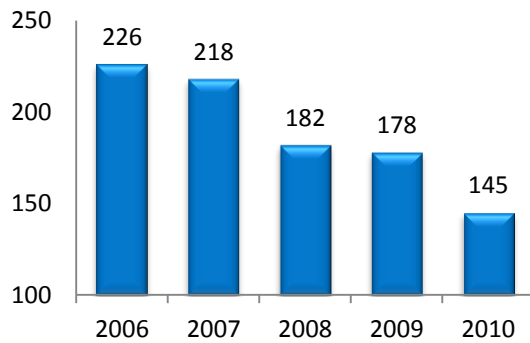
**TOTAL, URBAN AND RURAL FATALITY RATES
PER 100 MILLION VEHICLE MILES TRAVELED
3-YEAR MOVING AVERAGES**



Source: FARS

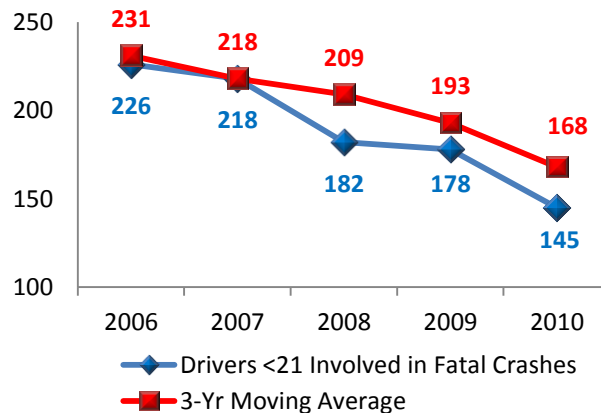
The final core outcome measure associated with the state's overall highway safety program is drivers under age 21 involved in fatal crashes. Since 2006 when 226 drivers under 21 years of age were involved in fatal crashes, the number of drivers has decreased by 81 to 145, a drop of 36%. FARS data for 2011 are not yet available to update this measure.

**DRIVERS UNDER AGE 21
INVOLVED IN FATAL CRASHES**



Source: FARS

**DRIVERS UNDER AGE 21
INVOLVED IN FATAL CRASHES AND
3-YEAR MOVING AVERAGE**



Source: FARS

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To decrease traffic fatalities 6 percent from the 2008-2010 calendar base year average of 1,199 to 1,127 by December 31, 2013
- ❖ To decrease serious traffic injuries 4 percent from 11,048 in 2011 to 10,606 by December 31, 2013
- ❖ To decrease fatalities/100M VMT 4 percent from the 2008-2010 calendar base year average of 0.90 to 0.86 by December 31, 2013
- ❖ To decrease urban fatalities/100M VMT 4 percent from the 2008-2010 calendar base year average of 0.61 to 0.59 by December 31, 2013
- ❖ To decrease rural fatalities/100M VMT 4 percent from 1.73 in 2010 to 1.66 by December 31, 2013
- ❖ To decrease drivers age 20 or younger involved in fatal crashes 10 percent from 145 in 2010 to 130 by December 31, 2013

Performance Measures

- ❖ Number of traffic fatalities
- ❖ Number of serious injuries
- ❖ Fatalities/100M VMT
- ❖ Urban fatalities/100M VMT
- ❖ Rural fatalities/100M VMT
- ❖ Number of drivers age 20 or younger involved in fatal crashes

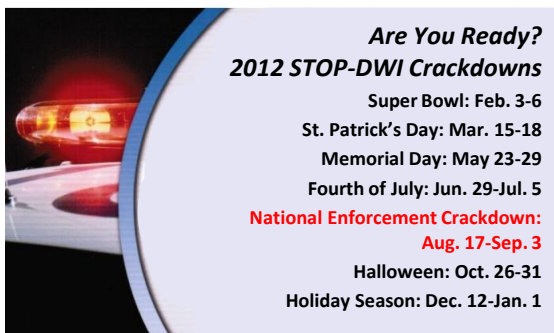
IMPAIRED DRIVING

OVERVIEW



For more than three decades, New York has been a national leader in reducing crashes, fatalities and injuries resulting from alcohol and drug impaired driving. The Governor’s Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York’s impaired driving program. At the core of New York’s efforts to address impaired driving is the STOP-DWI program which returns fines collected for impaired driving convictions to the counties where the violations occurred, to fund enforcement and other impaired driving programs at the local level. Since the STOP-DWI program is self-sustaining, GTSC is able to use the federal funds received by New York to support a variety of state-level initiatives that complement the local efforts and strengthen the overall impaired driving program.

In addition, as the organization responsible for the oversight of the STOP-DWI program, GTSC is in a position to maximize the opportunities for cooperative efforts, such as statewide enforcement mobilizations during holiday periods, and ensure their success.



Since the passage of the state’s landmark STOP-DWI legislation in 1981, New York has continued to enact tough new laws to combat alcohol and drug impaired driving. In FFY 2011, GTSC assisted with the successful implementation of new impaired driving legislation by supporting efforts in key areas, including public awareness, training and research and evaluation.

A major focus of the impaired driving program over the past year was the implementation of the Child Passenger Protection Act, known as “Leandra’s Law”. Effective August 15, 2010, one component of the law requires drivers convicted of DWI to install ignition interlock devices in their vehicles for a minimum of six months. Several members of the Impaired Driving Advisory Council coordinated by the GTSC were involved in major training efforts related to the new law, including training for law enforcement, court personnel and probation officers. The GTSC also funded a comprehensive public awareness campaign, “Don’t Blow It,” to educate the state’s motorists on the new law and is providing financial support for the ignition interlock monitoring function each county is required to perform. In addition, the Institute for Traffic Safety Management and Research (ITSMR) has received funding to conduct an evaluation of the implementation and effectiveness of the law.



The GTSC is also supporting the implementation of another important new law passed by the State Legislature in 2010. Jack Shea’s Law, named for the former Olympian from Lake Placid who was killed by a drunk driver in 2002, removed restrictions that prohibited trained medical personnel, such as advanced emergency medical technicians (AEMTs), from drawing blood to determine alcohol or drug content without a physician present. This legal loophole allowed the drunk driver who caused Jack

Shea's death to escape prosecution despite having a blood alcohol level of 0.15. New York's Vehicle & Traffic Law has now been amended to authorize trained medical personnel to draw evidentiary blood samples solely at the request of a police officer.

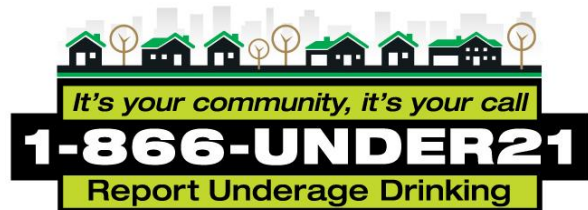


In FFY 2013, the presentation and coordination of training programs will continue to be a major component of New York's comprehensive impaired driving program. The GTSC will continue to support training programs such as the Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) and the Advanced Roadside Impaired Driving Enforcement (ARIDE) programs.

Training for prosecutors of DWI cases will also continue to be provided and the training initiatives begun in FFY 2010 to provide drug recognition training to parole officers and probation officers will also continue. Plans to produce roll call videos on Leandra's Law and the DRE and SFST programs are also underway.

In addition, efforts to expand the Drug Impairment Training for Education Professionals (DITEP) will continue. A video produced to promote the DITEP training is available online on the agency's You Tube channel and a CD that has been produced which will be used for outreach to school districts across the state and will be available to other states on request.

The GTSC also continues to raise public awareness of the dangers of drinking and driving through statewide media campaigns and at sporting events throughout the year. The GTSC will continue to air the "Drinking Driving Shatters Lives" PSA. To prevent underage drinking, the GTSC and its partners created materials for the campaign, "It's Your Community - It's Your Call. 1-866-UNDER21". This campaign promotes the State Police's hot line to handle reports of underage drinking.



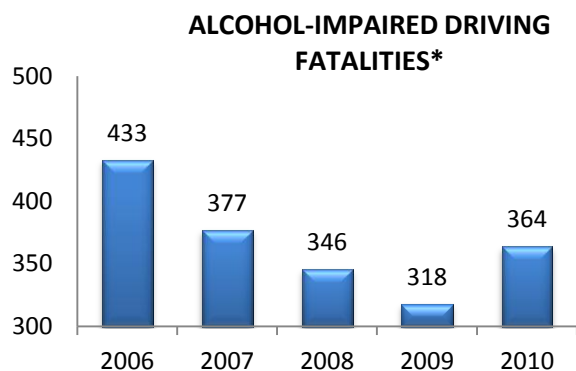
To further highlight the dangers of impaired driving, the GTSC conducted a series of STOP-DWI Awareness Nights in cooperation with the Department of Motor Vehicles (DMV) Division of Field Investigation (DFI). These events were held at minor league baseball games and provided the opportunity to heighten awareness of the risks and consequences of impaired driving among the thousands in attendance. The GTSC plans to conduct both media campaigns and public awareness nights again in FFY 2013.



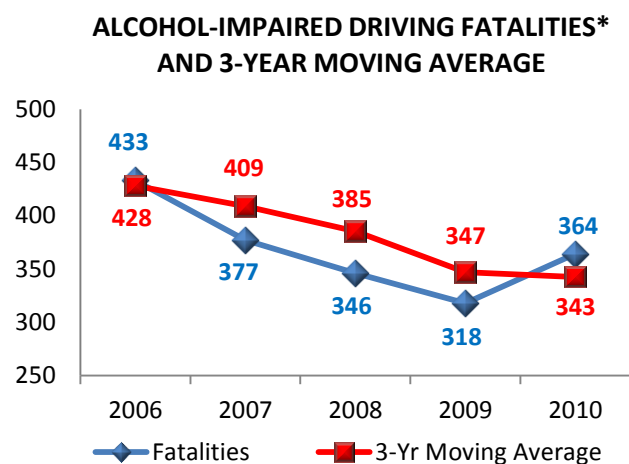
Vigorous enforcement of New York's impaired driving laws will be maintained within the state. In the coming year, law enforcement agencies will implement coordinated deterrence initiatives, sobriety checkpoints, multi-agency saturation patrols and other high visibility enforcement activities. Agencies will be encouraged to call out DRE officers when motorists seem impaired with little sign of alcohol use. These enforcement strategies are often combined with a public awareness component and media campaign. New York's local STOP-DWI programs, the GTSC and the law enforcement community will also continue to participate in the national impaired driving enforcement periods.

REVIEW OF DATA

The core outcome measure used to monitor progress in this area is the number of alcohol-impaired driving fatalities defined as the number of fatalities in crashes involving drivers and motorcycle operators with a BAC of .08 or above. Based on FARS data, the downward trend in alcohol-impaired driving fatalities between 2006 and 2009 ended in 2010 when fatalities in crashes involving impaired drivers spiked to 364, a 14% increase over the previous year. FARS 2011 data are not yet available to update this measure.



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



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

Additional analyses based on data from New York's AIS crash file were conducted to provide a more comprehensive picture of the trend in alcohol-related crashes in the state. It should be noted that New York's methodology to determine alcohol-related crashes, fatalities and injuries differs from the methodology used by FARS.

ALCOHOL-RELATED FATAL AND PERSONAL INJURY CRASHES*

	2007	2008	2009	2010	2011**
Fatal Crashes	344	355	329	327	309
% of all fatal crashes	28.2%	30.6%	31.0%	29.2%	28.8%
# of fatalities	373	381	361	354	339
Injury Crashes	4,991	4,775	4,676	4,445	3,852
% of all injury crashes	4.0%	3.9%	3.9%	3.7%	3.8%
# of persons injured	7,175	6,886	6,810	6,337	5,447

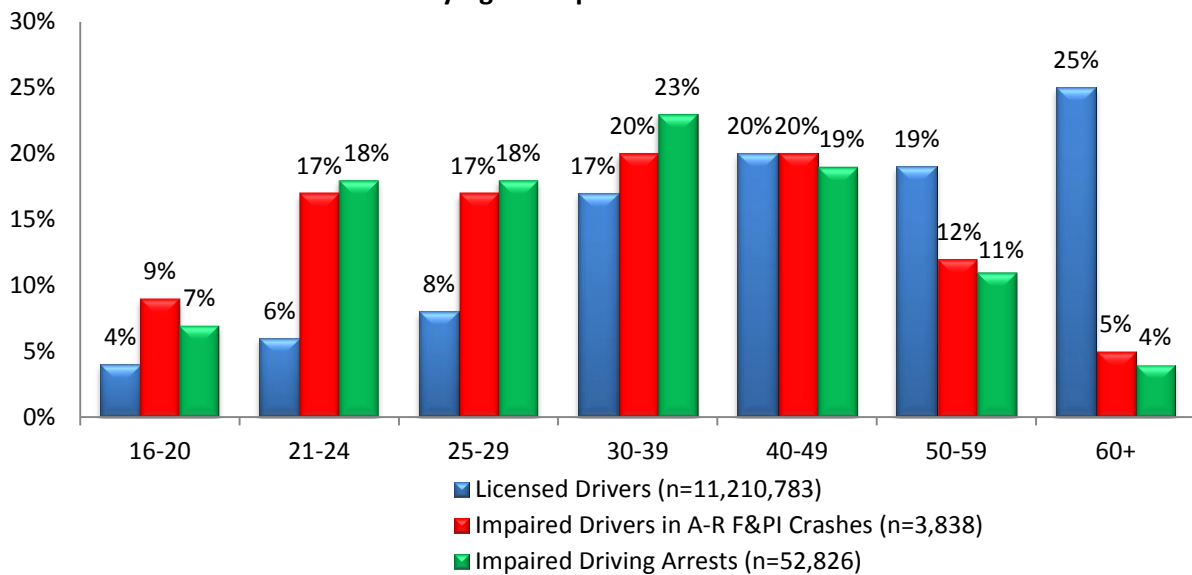
*All data in this table are based on police-reported crashes
**Data for 2011 are preliminary
Source: NYS AIS

Based on the state's preliminary 2011 data, alcohol-related fatal crashes and fatalities continued on downward trends, declining by 6% and 4%, respectively, between 2010 and 2011. Compared to 2008-2009, alcohol-related fatal crashes accounted for a slightly smaller proportion of the total crashes in 2010 and 2011 (29% compared to 31% in 2008-2009).

There were also improvements in all the measures related to alcohol-related injury crashes and injuries. The number of alcohol-related injury crashes and the number of persons injured in these crashes have both been on consistent downward trends since 2007. Over the five-year period, 2007-2011, 4% of the total crashes involving personal injuries have been alcohol-related.

The figure below provides information on the role of the different age groups of drivers in alcohol-related fatal and personal injury (F&PI) crashes and impaired driving arrests. Impaired drivers in the three age groups under 30 years of age, continued to be highly overrepresented in both alcohol-related fatal and personal injury crashes and arrests for impaired driving when compared with the proportion of licensed drivers in those age groups. In 2011, drivers under the legal drinking age of 21 represented 4% of the licensed drivers but accounted for 9% of the impaired drivers in alcohol-related fatal and personal injury crashes and 7% of the drivers arrested for impaired driving. Drivers ages 21-24 represented 6% of the licensed drivers but comprised 17% of drivers in impaired driving fatal and personal injury crashes and 18% of the drivers arrested for impaired driving.

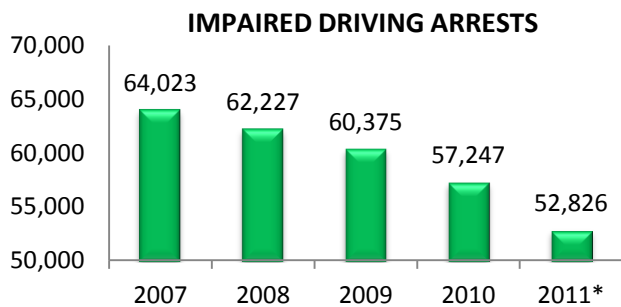
Licensed Drivers, Impaired Drivers Involved in Alcohol-Related Fatal and Personal Injury Crashes and Drivers Arrested for Impaired Driving by Age Group: 2011*



*Data for 2011 are preliminary

Sources: NYS Driver's License File, AIS and TSLED system; Suffolk County STOP-DWI; and NYPD

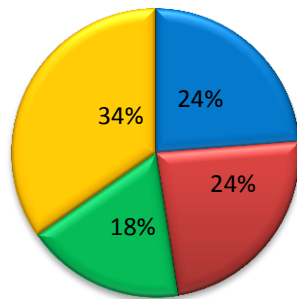
Impaired driving arrests have been on a consistent downward trend in New York State. Between 2007 and 2011, the number of drivers arrested for impaired driving dropped from 64,023 to 52,826, a decrease of 17%.



*Data for 2011 are preliminary

Sources: NYS TSLED system, Suffolk County STOP-DWI and NYPD

PROPORTION OF DRIVERS ARRESTED FOR IMPAIRED DRIVING BY TYPE OF ENFORCEMENT AGENCY, 2011*



■ State Police ■ County ■ NYPD ■ Other Local

*Data for 2011 are preliminary

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

In 2011, the New York City Police Department (NYPD) and the other local police agencies in the state were responsible for more than 50% of the impaired driving arrests (18% and 34%, respectively).

The New York State Police and the county police agencies each made 24% of the impaired driving arrests.

PERFORMANCE GOALS AND MEASURES

Performance Goals

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

Performance Measures

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

Activity Measures

- ❖ Number of impaired driving arrests
- ❖ Number of training programs provided for prosecutors, probation officers, toxicologists and judges
- ❖ Number of SFST and DRE instructors and the number of officers trained
- ❖ Number of officers trained in ARIDE
- ❖ Number of SFST refresher courses for officers
- ❖ Number of educational professionals completing DITEP training

STRATEGIES

Statewide Coordination of Activities Targeting Impaired Driving

Impaired Driving Advisory Council

In the coming year, the Impaired Driving Advisory Council established by GTSC will continue to combat alcohol and drug impaired driving on the state's roadways. Membership on the Advisory Council is broad-based and includes the GTSC's state agency and non-state agency partners. Nine teams focus on the areas of general deterrence; legislation and sanctions; enforcement; prosecution; courts; probation; assessment, evaluation and treatment; licensing/relicensing and research. The teams will continue to develop, implement and evaluate potential innovative activities, programs and countermeasures that address the problem of impaired driving. Periodically, each team will prepare a brief report on its activities, findings and recommendations for presentation at Team Leader meetings. The teams will continue to meet in the coming year to work on new issues and initiatives; it is expected that two to three meetings will be held with team leaders to discuss progress and common issues that have been identified.

It is important to note that the surface transportation extension legislation, H.R. 4348, signed in July 2012, requires mid-range and high-range states to establish a statewide impaired driving task force that has developed a statewide plan to target impaired driving. A mid-range state is defined as a state with an impaired driving fatality rate higher than 0.30 but lower than 0.60 fatalities per 100 million vehicle miles traveled. The current impaired driving fatality rate in New York is 0.36. New York is well positioned to receive this significant funding due to the work conducted to date by the Advisory Council.

Enforcement of Impaired Driving Laws

Initiatives will continue to be supported on both the state and local levels to increase enforcement of the impaired driving laws. Generally, local DWI enforcement efforts are funded through the New York State STOP-DWI program. The GTSC may use grant funds to support the development and implementation of innovative enforcement strategies by local agencies including high visibility enforcement programs, such as regional saturation patrols, sobriety checkpoints and organized statewide mobilizations, as well as participation in the national impaired driving mobilizations.



Efforts to publicize enforcement activities will be pursued. Materials supporting the national mobilization campaigns and the local STOP-DWI programs will be provided by the GTSC. Data from the mobilizations will be compiled by the GTSC and provided to the National Highway Traffic Safety Administration (NHTSA). To ensure that coordinated impaired driving messages are delivered throughout the state, the GTSC will provide funding for public information materials through the STOP-DWI Foundation.

The GTSC provides grant funds for impaired driving programs implemented statewide that have local benefits for law enforcement. The Division of Criminal Justice Services (DCJS) will continue a program started in 2010 to furnish all local police departments with the latest technology in hand-held

preliminary breath testing instruments to be used at the roadside; the instruments will be supported and maintained by the DCJS. The number of instruments each department receives will be determined by the size of the agency. The DCJS will also provide SFST update training for police officers in the coming year.

The New York State Police will continue to conduct a vigorous high visibility impaired driving enforcement program that includes both road details and underage enforcement. A variety of strategies, including checkpoints, roving patrols and sting operations, will be used to detect impaired drivers. The State Police will also continue to conduct public information campaigns that address the issue of impaired driving. In addition, since toxicologists from the State Police toxicology lab provide expert testimony in DWI cases, the GTSC will provide funding to train lab personnel in the latest techniques and developments in the field.

Impaired Driving Programs for High Risk Groups

In addition to general deterrence approaches to reduce impaired driving, programs and strategies that focus on specific groups of drivers are needed. In particular, special efforts are needed to address underage drinking and driving. Strategies to limit access to alcohol by persons under the age of 21 will continue to be supported in FFY 2013.

Underage Drinking and Driving

A major component of the state's underage prevention effort involves multi-agency sting operations. The GTSC provides funding to support these enforcement operations, which include purchasing scanners to check for fraudulent and altered IDs and conducting public information and education activities.

The GTSC will continue to promote and support initiatives calling for law enforcement to form multi-agency regional enforcement teams to gather intelligence on underage drinking activity and take coordinated enforcement actions against underage consumers and retailers who sell alcoholic beverages to minors. To deter underage alcohol purchases, local police will continue to be trained in the detection of fraudulent driver's licenses. STOP-DWI and other organizations will continue to educate alcohol beverage sellers and servers about their legal responsibilities, as well as how to recognize fraudulent IDs. In addition, the GTSC will support educational materials explaining the consequences of creating, purchasing and using fraudulent documents to purchase alcoholic beverages.

The State Police maintain a toll-free number (1-866-UNDER21) to enable individuals to report incidents of underage drinking and underage drinking and driving. Based on reported data, each Troop will conduct at least one detail per month to check retail establishments and taverns for underage sales during peak consumption times. The GTSC and its partners will continue to use the 1-866-UNDER21 program public information materials.

Local Interdiction at Point of Sale

The DCJS will continue to provide data to the county STOP-DWI programs for use in identifying the alcohol beverage establishments that have been the last drinking location for drivers subsequently arrested for DWI. The STOP-DWI programs are able to work with local agencies and with the New York State Liquor Authority (SLA) to address problem establishments using countermeasures such as server training and monitoring license compliance. The STOP-DWI programs are also finding new ways to use these data in their programming.

Alcohol Education for Parents

The GTSC will continue to support programs to educate parents and other adults on the risks of providing access to alcohol to those under age 21. Several municipalities and counties in New York State have enacted local “social host” laws which allow the police to charge adults who provide alcohol in their homes to underage persons without having to witness the consumption.

Repeat DWI Offender Programs

The problem of DWI recidivism and persistent drinking drivers will continue to be addressed through the Drinking Driver Program (DDP) and its treatment referral mechanism. With the support of the GTSC, an information system is being developed to facilitate the exchange of information between the DDP providers and the Department of Motor Vehicles.

Toxicology Lab Support

The GTSC will support the State Police and the local toxicology labs that conduct laboratory testing for evidentiary purposes in alcohol and drug impaired driving cases. With the state’s emphasis on impaired driving enforcement, some of the state’s toxicology labs have seen increases up to 25% in the number of cases to be tested. The drug testing provided in these cases can include more than 400 compounds including many of the new “bath salts” and synthetic cannabinoid compounds. Both qualitative and quantitative testing is provided by the labs. Toxicologists testify in court and provide expertise to enforcement, prosecutors and other impaired driving professionals. The GTSC will provide funds to support lab staff training, equipment and testing supplies, expansion of the capability of the labs to identify new synthetic intoxicants, and overtime for lab work and for providing expert testimony.

Educational Programs and Training

The GTSC will continue to support public awareness and educational programs, as well as training for police officers, court personnel, probation officers and others who are responsible for enforcing and prosecuting impaired driving offenses and sanctioning and monitoring convicted offenders.

Networks for Educational Outreach

The use of various networks to deliver educational outreach to specific groups and venues will be supported. The GTSC and the STOP-DWI Foundation will create public information materials to be used in outreach programs; these materials will feature the state message while still maintaining the local identity of the county STOP-DWI programs. The GTSC will continue to support community outreach at venues such as race tracks, fairs and community events. Fatal vision goggles and a driver simulator have been purchased by the GTSC to use at these events. The GTSC’s Law Enforcement Liaisons continue to assist in these efforts by recruiting the participation of local agencies.

Underage Drinking and Driving

There is a continued need for a public information and education campaign targeting the problem of drinking and driving by persons under the age of 21. The messages should incorporate the consequences of underage drinking and impaired driving, including the physical and psychological ramifications, the risk of crashes, the effects of binge drinking, alcohol poisoning, alcoholism and associated crime.

Drug-Impaired Driving

The GTSC coordinates and supports the statewide program to train and deploy Drug Recognition Experts (DREs) and will continue to provide DRE certification training to police officers throughout the state. Through in-depth experiential training and a rigorous curriculum, this intensive course provides the law enforcement community with legally-recognized expert witnesses who have the tools necessary to detect and arrest those who operate a motor vehicle while impaired by drugs and provide testimony that will lead to a conviction. In FFY 2012, the GTSC conducted two basic DRE classes and will continue to do so in future years.

While studies continue to show that impairment by drugs is a prevalent factor in motor vehicle fatalities, the number of arrests for drugged driving is relatively low, even in localities that have trained DREs. To improve drug impaired driving detection, the GTSC will continue to support the statewide implementation of Advanced Roadside Impaired Driving Enforcement (ARIDE) training for patrol officers. Although the ARIDE training is not as intense as the DRE training, it provides a solid foundation for officers to make drug-impaired driving arrests that can be adjudicated successfully.

The GTSC will also continue to train more instructors to teach the DITEP (Drug Impairment Training for Educational Professionals) course. The DITEP training was developed to help fight the growing problem of drugs in schools. School personnel are trained to recognize and evaluate students who are abusing and impaired by drugs. The requests for DITEP training have continued to increase.

Training Programs for Local Police and Court Personnel

Increased opportunities to receive training on impaired driving detection and innovative enforcement techniques will be made available to local police and prosecutors through the New York State Traffic Safety Resource Prosecutor (TSRP) and the New York Prosecutors Training Institute (NYPTI). Training to increase the courtroom skills of officers making DWI arrests and training for probation officers, prosecutors and judges on the techniques of handling impaired driving cases will also be provided.

The GTSC will also continue to support training for prosecutors and law enforcement on prosecuting traffic-related cases, especially those involving drugs and alcohol. Training topics include DWI trial advocacy, prosecuting the drug-impaired driver and ARIDE training. This training provides local District Attorneys and their staffs with the latest information on law enforcement practices and judicial decisions in impaired driving cases.

The GTSC will support the placement of a Judicial Liaison at the NYS Unified Courts agency. The Judicial Liaison will create a dialogue among the different local courts throughout New York State and facilitate communication between the courts and agencies promoting highway safety. The Liaison will share information, offer technical assistance and give the City, Town and Village Courts an opportunity to share information and experiences while maintaining their unique and independent role in New York's court system. The Liaison will also be responsible for DWI-related training for the Justice Courts and will work in collaboration with the New York State Unified Court System's Office of Justice Court Support to develop and implement educational programs for judges and non-judicial court personnel.

DWI and Drug Courts

Drug courts offer an alternative approach to the more traditional sanctions imposed for alcohol and drug abuse and related criminal activity, including DWI. Persons sentenced to drug court are subjected to an extensive supervision and treatment program. In exchange for successful completion of the

program, the court may dismiss the original charge, reduce or set aside a sentence, offer some lesser penalty or offer a combination of these.

Implementation of Ignition Interlock Sanctions

The GTSC provides funding to the Division of Criminal Justice Services' Office of Probation and Correctional Alternatives (OPCA) to assist with the coordination and implementation of the state's ignition interlock program which has been expanded to all drivers convicted of DWI under a provision of Leandra's Law. The OPCA is using the GTSC funding to carry out its oversight responsibilities for the ignition interlock program and to provide support for the monitoring function delegated to the counties.

Interlock Roll Call Video

In FFY 2013, the NYS Association of Chiefs of Police will develop a video training production (Roll Call Video) entitled "Ignition Interlock Training for New York Law Enforcement". The concept for this product is a concise, informative overview of statute, technology, and hardware relating to ignition interlock devices. Currently, no other training covering this important topic is available to law enforcement. Roll Call video training is another cost effective and flexible means of training law enforcement.

DWI Victim Impact Panels

New York State continues to encourage the establishment of DWI Victim Impact Panels which many courts use as a sentencing option. DWI victims also speak in schools, at community events and on radio and TV and help to produce videos about the tragedies associated with impaired driving. These panels are funded at the local level, generally with user fees or county STOP-DWI funds.

Research and Evaluation

Research and evaluation studies will be conducted to identify specific issues that need to be addressed by policy or program initiatives and to support the efforts of the Impaired Driving Advisory Council. Areas for investigation may include drugged driving, young drivers and other specific demographics and the adjudication of impaired driving offenses by the courts. Research on the driving histories of persons convicted of DWI will continue and may be expanded. Evaluations of existing programs will be conducted to determine their effectiveness with regard to their stated goals and objectives. Support will also be provided for evaluation projects related to the implementation of new laws and to fulfill requirements for legislatively-mandated studies.

In FFY 2011, the Institute for Traffic Safety Management and Research (ITSMR) initiated two research studies involving Leandra's Law. Completed in FFY 2011, one study focused on the component of Leandra's Law related to the enforcement and adjudication of violations involving drivers arrested for impaired driving with children under age 16 in the vehicle. The second study has continued into FFY 2012 and focuses on the extent to which the ignition interlock requirement is being implemented as intended and whether the law has an effect on driving behavior, reducing alcohol-related fatalities and arrests for alcohol-impaired driving. Another study completed in FFY 2012 examined the issue of impaired driving among motorcyclists involved in crashes. Special impaired driving research and evaluation studies will continue to be conducted in FFY 2013.

IMPAIRED DRIVING FFY 2013 BUDGET SUMMARY

Strategy	Budget Amount	Source
<i>Impaired Driving Advisory Council</i>	\$400,000	410
<i>Enforcement of Impaired Driving Laws</i>	\$4,800,000	410
<i>Underage Drinking and Driving</i>	\$3,200,000	410
<i>Local Interdiction at Point of Sale</i>	\$620,000	410
<i>Alcohol Education for Parents</i>	\$480,000	410
<i>Repeat DWI Offender Programs</i>	\$2,000,000	410
<i>Toxicology Lab Support</i>	\$2,500,000	410
<i>Networks for Educational Outreach</i>	\$400,000	410
<i>Underage Drinking and Driving</i>	\$800,000	410
<i>Drug-Impaired Driving</i>	\$800,000	410
<i>Training Programs for Local Police and Court Personnel</i>	\$600,000	410
<i>DWI and Drug Courts</i>	\$800,000	410
<i>Implementation of Ignition Interlock Sanctions</i>	\$3,400,000	410
<i>Interlock Roll Call Video</i>	\$400,000	410
<i>DWI Victim Impact Panels</i>	\$200,000	410
<i>Research and Evaluation</i>	\$600,000	410
402 Total	\$0	
410 Total	\$22,000,000	
Total All Funds	\$22,000,000	

POLICE TRAFFIC SERVICES



OVERVIEW

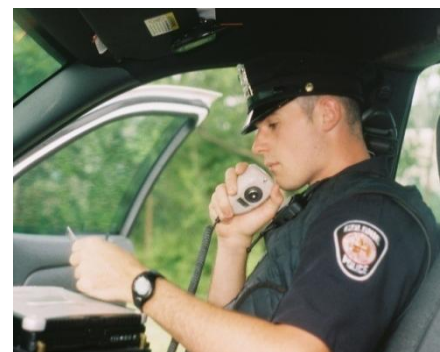
Public Information and Education (PI&E) and aggressive enforcement of the New York State Vehicle & Traffic Laws are the cornerstone of Police Traffic Services. The combination of high visibility enforcement and sustained traffic safety messaging has proven to be effective in confronting dangerous driving behaviors and has become an important component of the overall traffic safety program in New York. This enforcement model has been applied to Selective Traffic Enforcement Programs (STEP) which use dedicated traffic enforcement details to address specific types of unsafe driving behaviors and to Comprehensive Traffic Enforcement Programs (CTEP) which take a more general approach. Police Traffic Services also encompass training opportunities for the state's traffic enforcement community in which skills are honed and the latest in traffic enforcement tactics are shared.

Police Traffic Services provides the mechanism for the law enforcement community to address continued and emergent inappropriate driving behaviors. These include strategies to address incidents of speed, aggressive driving and distracted driving. The objectives are realized through the implementation of Selective Traffic Enforcement Programs (STEP) where dedicated traffic enforcement details are deployed to address these specific unsafe driver behaviors. Each agency utilizing the STEP programs design educational and enforcement protocols to address the unique traffic safety issues in their respective communities with the goal of reducing the frequency of crashes in their communities.



New York also continues to bring attention to the serious issue of distracted driving and its role as a major contributing factor in crashes. In addition to enforcement efforts funded through the STEP programs, the New York State Police initiative, "Operation Hang-Up", has been very successful in enforcing compliance with the state's cell phone and texting laws on New York's roadways.

In FFY 2013, the primary emphasis in Police Traffic Services will continue to be STEP projects which focus on unsafe speed, aggressive and distracted driving behaviors. STEP uses a variety of enforcement techniques such as stationary or moving patrols, low visibility (low profile) patrol cars for better detection and apprehension, high visibility patrol cars for prevention and deterrence and safety checkpoints. Over 300 local police agencies are expected to participate in the STEP program in FFY 2013.



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

Speed Enforcement

Because of its role as a contributing factor in crashes, speeding continues to be a major traffic safety issue in New York State. Excessive speed increases both the frequency of crash events and the severity of the crashes that occur. Vehicles being operated at excessive speeds pose a serious risk to all users of the public highways and the crashes that result are often very costly in terms of human tragedy and economic costs.

In 2010, speed related crashes accounted for almost 11 percent of all police reported motor vehicle crashes, with 47% of all speed related crashes resulting in injury or death. Hence, speed enforcement remains a critical component in New York's efforts to reduce speed related crashes and the associated injury and fatality rates.



The GTSC and its partners are working together to develop strategies that will enhance the comprehensive approach to this serious problem. High visibility enforcement is always encouraged in high crash locations; however, to enhance the public's perception of the omnipresence of traffic law enforcement on all public highways routine day-to-day enforcement is also needed. Methods employed include dedicated roving patrols and saturation enforcement details.

Safety education and informational materials may also be provided in conjunction with enforcement. In addition, the coordination of high-visibility statewide enforcement initiatives will be supported.

Proven to be a highly effective strategy in apprehending speeders and other aggressive drivers, the use of "low profile" patrol cars continues to be expanded among the traffic enforcement motor patrol fleets of the State Police and New York's county and local police departments.



The State Police speed enforcement program focuses on conducting enforcement details at high crash areas on non-interstate highways. The State Police will continue to use ticket, crash and other data to ensure that patrols are deployed to the areas that have the most significant traffic safety problems. In another initiative, the Traffic Incident Management Teams (TIMS) established by the State Police continue to take a zero-tolerance approach to speeding in designated work zones. When the road construction season ends, the TIMS enforcement units, equipped with laser speed measuring devices, are deployed to other high crash areas where speeding and aggressive driving offenses are prevalent.

Aggressive Driving

Aggressive driving is a broad term used to describe a variety of unsafe and illegal driving behaviors, including speeding, following too closely, failure to yield the right-of-way and failure to stop at red lights and stop signs. These violations contribute to many crashes that result in injuries and fatalities. Despite media coverage that has focused extensive attention on the phenomenon of aggressive driving, these unsafe behaviors continue to be a serious issue, especially with the increasing traffic volume and congestion on many of the state's highways. Enforcement strategies and new initiatives to address these dangerous driving behaviors will continue to be supported.

Distracted Driving

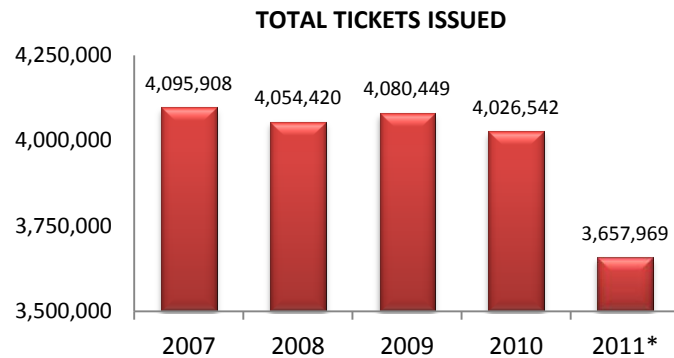
Distracted driving is generally associated with the behavior of talking on a hand-held phone while driving. However, distracted driving encompasses much more than the use of a cell phone. The New York State Vehicle & Traffic Law also forbids drivers from texting while driving, using a cell phone or any other type of portable electronic device such as PDAs, laptop computers and portable computing devices.



Other types of distracted driving behavior that by themselves are not illegal can also lead to a traffic crash; adjusting the radio, talking with passengers, reading a map or anything else that takes the driver's attention away from the task of driving are also dangerous. Because all of the various forms of distracted driving can and do contribute to crashes, these types of unsafe driver behaviors must be addressed through a variety of enforcement and educational strategies.

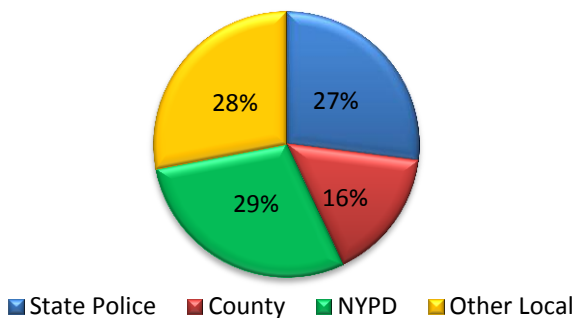
In FFY 2013, New York will maintain its commitment to the reduction of cell phone use and texting while driving a motor vehicle through the Selective Traffic Enforcement Program (STEP) grant program. In addition, New York will continue to pursue funding opportunities to promote the reduction of distracted driving statewide.

REVIEW OF DATA



*Data for 2011 are preliminary
Sources: NYS TSLED and AA systems

**PROPORTION OF TICKETS ISSUED
BY TYPE OF POLICE AGENCY, 2011***



*Data for 2011 are preliminary
Sources: NYS TSLED and AA systems

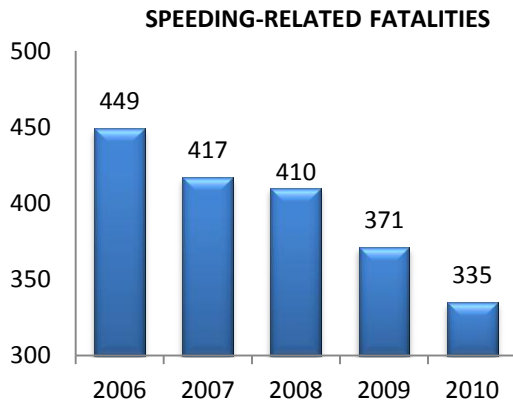
New York maintains two traffic ticket systems: the Traffic Safety Law Enforcement and Disposition (TSLED) system which covers most of the state and the Administrative Adjudication (AA) system which covers the large metropolitan areas (New York City, Buffalo and Rochester) and the five western towns in Suffolk County.

Analyses of the combined ticket data show that approximately 4 million tickets were issued each year between 2007 and 2010. In 2011, the number of tickets issued dropped substantially to less than 3.7 million, representing a decrease of 9%.

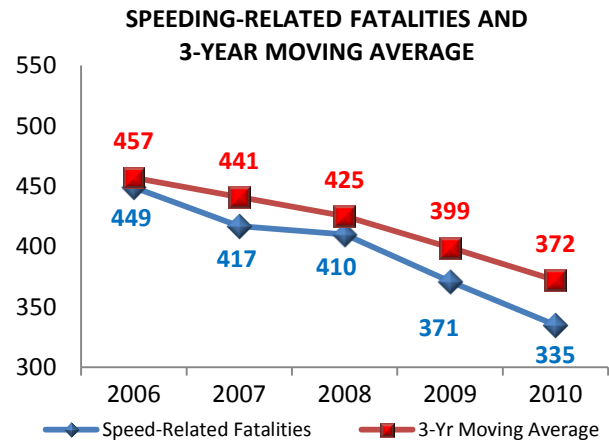
The proportions of tickets issued by the State Police, county agencies and local police agencies have remained fairly constant over time. In 2011, the State Police issued 27% of all traffic tickets; county agencies issued 16%; the New York City Police Department (NYPD) issued 29% and all other local agencies issued 28%.

Speed

The core outcome measure for this program area is speeding-related fatalities. Based on FARS data, speeding-related fatalities were on a steady downward trend over the five-year period, 2006-2010, decreasing from 449 to 335. FARS data for 2011 are not yet available to update this measure.



Source: FARS



Source: FARS

Additional analyses were conducted using data from New York's AIS; FARS and AIS data may not be strictly comparable due to definitional differences between the two systems. In the AIS, speed-related crashes are defined as those crashes with a contributing factor of unsafe speed and/or a crash where a driver has been ticketed for speeding.

As the table shows, speed-related fatal crashes were on a downward trend between 2008 and 2011. Based on the preliminary data for 2011, speed-related fatal crashes declined 2% from the previous year (282 versus 289 in 2010).

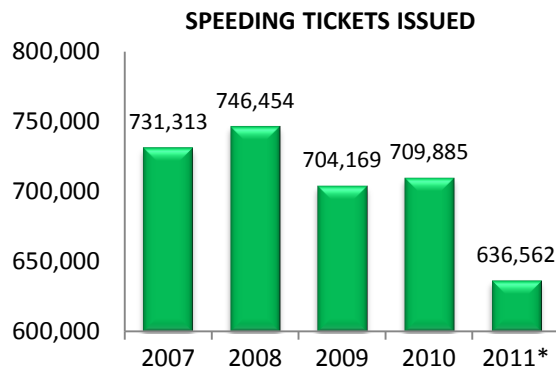
Compared to 2007-2009, speed-related fatal crashes accounted for a smaller proportion of the total fatal crashes in 2010 and 2011; 26% of the total fatal crashes were speed-related compared to 30%-33% in 2007-2009.

The number of injury crashes involving speed continued on a downward trend in 2011,

decreasing from 12,846 in 2010 to 11,801 in 2011. Over the five-year period, speed-related injury crashes consistently accounted for 11%-12% of the total injury crashes. Between 2010 and 2011, speed-related injury crashes declined by 8% and the number of persons injured decreased by 9%.

SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES*					
	2007	2008	2009	2010	2011**
Fatal Crashes	369	379	314	289	282
% of all fatal crashes	31.3%	32.7%	29.6%	25.8%	26.3%
# of fatalities	406	412	357	319	317
Injury Crashes	14,405	14,207	13,202	12,846	11,801
% of all injury crashes	11.5%	11.7%	11.0%	10.6%	11.6%
# of persons injured	21,137	20,595	19,326	18,910	17,199

*All data in this table are based on police-reported crashes
 **Data for 2011 are preliminary
 Source: NYS AIS



*Data for 2011 are preliminary
Sources: NYS TSLED & AA systems

Statewide, the number of tickets issued for speeding in 2011 dropped considerably compared to the previous four years. In 2011, law enforcement officers issued 636,562 tickets, down 10% from the 709,078 tickets issued in 2010. Over the five-year period, 2007-2011, speeding tickets accounted for 17%-18% of the total tickets issued annually.

PERFORMANCE GOALS AND MEASURES

Performance Goal

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

Performance Measure

- ❖ Number of speeding-related fatalities

Activity Measures

- ❖ Total number of tickets issued
- ❖ Number of tickets issued for speeding violations

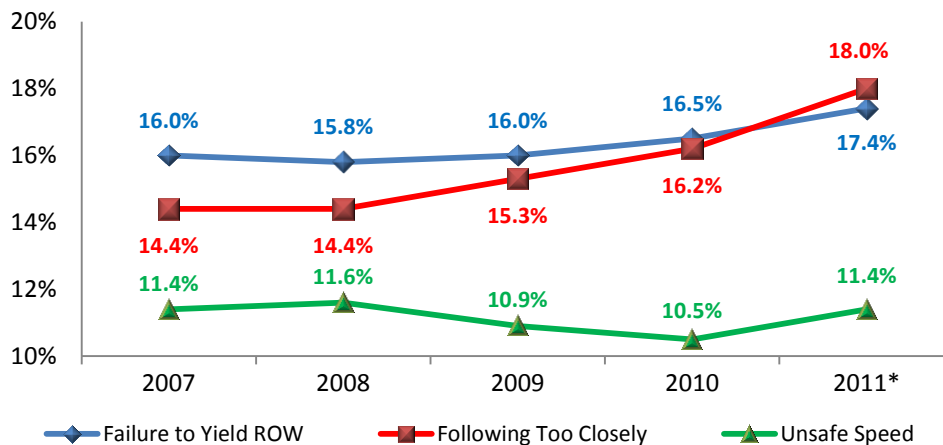
Aggressive Driving

Aggressive driving is a broad term used to describe a variety of unsafe and illegal driving behaviors, including speeding, following too closely, failure to yield the right-of-way and failure to stop at red lights and stop signs. These driving behaviors contribute to significant levels of injury and fatality crashes across the state. With higher traffic volumes and the resultant increase in highway congestion, aggressive driving will continue to be a significant issue. Enforcement strategies and new initiatives to address these dangerous driving behaviors will continue to be supported.

Analyses of the contributing factors in police-reported fatal and personal injury crashes indicate that unsafe driving behaviors associated with aggressive driving are persistent factors in crashes.

In 2011, “failure to yield the right-of-way” continued to be a factor in 17% of the crashes, and “unsafe speed” was a factor in 11% of the fatal and injury (F&PI) crashes. The contributing factor of “following too closely” is on an upward trend in F&PI crashes, increasing from 14% in 2007 to 18% in 2011.

PROPORTION OF POLICE-REPORTED FATAL AND INJURY CRASHES WITH CONTRIBUTING FACTORS ASSOCIATED WITH AGGRESSIVE DRIVING



*Data for 2011 are preliminary
 Note: Many crashes have multiple factors reported
 Source: NYS AIS

Distracted Driving

The table below provides information on the extent to which driver inattention/distraction is reported as a contributing factor on police reports of fatal and personal injury crashes, as well as the role the particular distracted driving behavior of cell phone use plays. In 2011, the number of fatal crashes where distracted driving was reported as a contributing factor decreased to 123, after fluctuating up and down over the previous four years. Over the five-year period, 2007-2011, distracted driving contributed to 10%-13% of all fatal crashes. The number of personal injury crashes involving distracted driving also declined, from over 25,000 in 2010 to approximately 21,400 in 2011. Over the five-year period, 2007-2011, distracted driving was a contributing factor in 19%-21% of all injury crashes.

“DRIVER INATTENTION/DISTRACTION” FATAL AND PERSONAL INJURY CRASHES*					
	2007	2008	2009	2010	2011**
Fatal Crashes Involving Distracted Driving	132	118	119	141	123
% of all fatal crashes	10.8%	10.2%	11.2%	12.6%	11.5%
Fatal Crashes Involving Cell Phone Use	5	2	6	7	1
% of all fatal crashes	0.4%	0.2%	0.6%	0.6%	0.1%
Injury Crashes Involving Distracted Driving	23,244	22,985	23,631	25,023	21,388
% of all injury crashes	18.6%	18.9%	19.6%	20.7%	21.0%
Injury Crashes Involving Cell Phone Use	252	257	296	308	249
% of all injury crashes	0.2%	0.2%	0.2%	0.3%	0.2%

*All data in this table are based on police-reported crashes
 **Data for 2011 are preliminary
 Source: NYS AIS

Cell phone use, one of the unsafe driving behaviors frequently associated with driver inattention and distraction, continues to be reported as a contributing factor in less than 1% of fatal and injury crashes most likely due to underreporting. In 2011, only one fatal crash was reported to involve cell phone use, down from seven in 2010; the number of injury crashes involving cell phone use also decreased, dropping from 308 in 2010 to 249 in 2011.

STRATEGIES

Selective Traffic Enforcement Programs (STEP)

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



In FFY 2013, the primary emphasis in Police Traffic Services will continue to be STEP projects which focus on unsafe speed, aggressive and distracted driving behaviors. STEPs use a variety of enforcement techniques such as stationary or moving patrols, low visibility (low profile) patrol cars for better detection and apprehension, high visibility patrol cars for prevention and deterrence and safety checkpoints. Over 300 local police agencies are expected to participate in the STEP program in FFY 2013.

Speed Enforcement Programs

The GTSC will continue to support enforcement projects designed to increase compliance with speed limits on all types of roadways. Various speed enforcement strategies will be used, including dedicated roving patrols and saturation enforcement details within designated areas. While enforcement in high



crash areas is encouraged, routine day-to-day enforcement is also needed to increase the public's perception of the risk of apprehension. Safety education and informational materials may also be provided in conjunction with enforcement. In addition, the coordination of high-visibility statewide enforcement initiatives will be supported.

The State Police speed enforcement program focuses on conducting enforcement details at high crash areas on non-interstate highways. The State Police will continue to use ticket, crash and other data to ensure that patrols are deployed to the areas that have the most significant traffic safety problems.

Enforcement of the Cell Phone Law



Distracted driving behaviors include motorists who utilize a hand held electronic device while operating a motor vehicle. The behavior of talking and texting on a cell phone while attempting to drive is of significant concern to the traffic safety community. Although enforcement of New York's cell phone law is addressed largely through the STEP program, the GTSC will continue to encourage the law enforcement community to strictly enforce these laws. The GTSC will also include enforcement information about cell phones in its statewide program. The New York State Police will continue to conduct the successful "Operation Hang-Up" program targeting drivers using cell phones on New York's roadways.

Commercial Vehicles

An effective commercial vehicle safety enforcement program must include the policing of hazardous materials and equipment violations, weights and dimensions, hours-of-service, seat belt use and other traffic violations, and other laws and regulations. The GTSC recognizes that special training is required for even cursory checks of commercial vehicle weight, equipment, load securement and logbooks. GTSC will encourage police agencies receiving grant funding to include routine traffic enforcement of commercial motor vehicle operators as part of their STEP enforcement details.

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

Operation Safe Stop

Operation Safe Stop is an education and enforcement program designed to protect school children in the school bus loading zone. The illegal passing of a stopped school bus is a dangerous motorist behavior which puts children at risk. To help reduce this risk, the GTSC will continue to provide support for enforcement of illegal passing violations through STEP funding. In collaboration with law enforcement and the New York Association for Pupil Transportation, the GTSC will select one day during FFY 2013 to conduct Operation Safe Stop, a statewide traffic safety education through enforcement event. In order to increase law enforcement participation, the Operation Safe Stop event is now scheduled in the spring of each year.



Rural Traffic Enforcement

In FFY 2013, continued GTSC funding is anticipated for the Sheriff's Rural Traffic Enforcement Initiative, a project that the NYS Sheriffs' Association serves as the primary grantee. This project will support the traffic law enforcement and related community traffic safety efforts of 13 rural Sheriff's Offices primarily located in the Finger Lakes and western portion of the state. This ongoing project funds overtime for selective traffic enforcement efforts, equipment and project-related travel and training. This project is designed to engage rural counties with respect to the coordination and integration of not only traffic law enforcement activities but also those relating to educational and engineering issues that impact crash frequency and severity. Currently, eight of the participating counties are involved in the Selective Traffic Enforcement Program (STEP); the remaining five counties (Genesee, Livingston, Madison, Ontario and Wayne) have sent staff to NHTSA-sponsored Data Driven Approaches to Crime and Traffic Safety (DDACTS) workshops and are in various stages of implementing the concept within their respective counties.

Statewide Law Enforcement Liaison Program

The Statewide Law Enforcement Liaison (LEL) Program is uniquely integrated and housed within the office of the Governor's Traffic Safety Committee. New York's LEL Program has become a recognized and respected model in traffic safety law enforcement that incorporates representatives of the New York State Police, NYS Sheriffs' Association, and NYS Association of Chiefs who collectively work in cooperation with GTSC, DMV, and other traffic safety partners on a daily basis. The LELs provide a strong police perspective in traffic safety to GTSC through their law enforcement backgrounds and expertise. Throughout the year, the LELs are also called upon to solicit and support law enforcement participation in the Buckle Up New York - Click It or Ticket mobilizations, STOP-DWI Enforcement Crackdowns, training programs, and many other traffic safety initiatives.



In addition, resources, communication networks, and other statewide amenities are readily available from their organizations to further engage and promote a statewide coordinated response to traffic safety issues. The expanded roles of the LELs have led to their involvement in a variety of statewide programs and in their assignment to numerous committees associated with the GTSC, DMV, NYSDOT, NHTSA and other traffic safety partners. In addition, the LELs are responsible for coordinating programs with the NHTSA Law Enforcement Liaison for Region II.

Statewide Traffic Law Enforcement Recognition Program

The New York Law Enforcement Challenge is an innovative awards program that helps to stimulate traffic law enforcement, recognizes and rewards outstanding performance by law enforcement agencies, and highlights some of the best overall traffic safety programs in the state.



The Law Enforcement Challenge is a friendly competition between law enforcement agencies of similar sizes and types. The main areas of concentration for the competition include efforts to enforce laws and to educate the public about occupant protection, impaired driving and speeding. The most effective and noteworthy programs combine officer training, public information and education, and enforcement to reduce crashes and injuries within jurisdictions. The New York Law Enforcement Challenge is one of only fifteen state Challenge Programs across the country. Each of these programs mirror and supports the International Association of Chiefs of Police (IACP) Law Enforcement Challenge. The IACP National Challenge Program is also sponsored by NHTSA and the National Sheriff's Association. All agencies that compete in the New York Challenge are also entered into the National Challenge.

The Law Enforcement Challenge Awards Recognition Ceremony is held at the annual Empire State Law Enforcement Traffic Safety Symposium (ESLETS) which provides the opportunity to recognize the winning agencies before the more than 300 officers and colleagues in attendance.

Training Programs

Empire State Law Enforcement Traffic Safety (ESLETS) Training Symposium



The Empire State Law Enforcement Traffic Safety (ESLETS) Training Symposium is a highly regarded event held annually for law enforcement officers in New York State. The symposium is coordinated by the New York State Police with support from the GTSC. The planning committee includes representatives from GTSC, the New York State Police, the NYS Association of Chiefs of Police and the NYS Sheriffs' Association.

Since 2000, the ESLETS symposium has provided thousands of law enforcement officers with training, skills and knowledge to address current highway safety issues and the challenges affecting law enforcement. Designed "by law enforcement for law enforcement", the conference is also a networking opportunity for police officers to share ideas and experiences as well as an opportunity for the GTSC Chair, NHTSA and other leaders in highway safety to address a large group of dedicated traffic enforcement officers who are the cornerstone of the New York State's successful initiatives and programs. A scholarship program, introduced in FFY 2011 and continued in FFY 2012, serves as a mechanism to increase outreach to agencies that have not previously attended the symposium. Over 300 police officers from across New York State attended the 2012 ESLETS training symposium in Albany on April 19-20, 2012.

Commercial Vehicle Crash Investigations

Responding to the requests of various Sheriffs' Offices to fill a void in their traffic safety training, the NYS Sheriffs' Association will contract with the nationally-recognized Institute of Police Technology and Management (IPTM) of the University of North Florida to present a 40-hour course entitled the "Inspection and Investigation of Commercial Vehicle Crashes". The training will be held in fall 2012 at the NYS Homeland Security training facility located in Oriskany. The course is designed for officers who have successfully completed a two-week basic crash investigation course and will provide trainees with the knowledge and skills needed to perform post-crash inspections of commercial vehicles. It is anticipated that the course will initially be offered to Sheriffs' staffs and will then be opened up to local police departments on a space available basis.

In-Car Video Training

One-day In-Car Video Practitioner workshops will be provided during FFY 2013. The curriculum will include a brief history of in-car video applications, nomenclature, operational issues including positioning, lighting and articulation, legal issues with special attention to New York State statutes and case law, policy recommendations and fundamental equipment troubleshooting.

Podcast Training for New York Law Enforcement

To support law enforcement's ongoing need for relevant and timely training, the NYS Association of Chiefs of Police will continue to develop new audio podcasts covering a variety of contemporary traffic safety-related topics for police officers. For example, a podcast on graduated driver licensing has been developed and it is anticipated that one on traffic safety issues among military veterans will be developed in FFY 2013. Additionally, the current podcast library on traffic safety will be edited and updated as needed. Podcasts are a user friendly, cost effective, and convenient means of providing training for law enforcement at any time or place. Podcasts are available on CD, computer, cell phone, mp3 player, and on iTunes.

Awareness Training: The Scope of Traffic Enforcement

As stressed in the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) philosophy, a legally conducted traffic stop not only provides an opportunity to correct driver behavior and perhaps prevent a crash, but also results in a short encounter where the trained officer may begin to establish reasonable suspicion with respect to criminal activity. An alert and "critically thinking" officer can identify a number of important factors through a careful analysis of the violator's documentation, verbal responses to questions and non-verbal mannerisms.

Building on the DDACTS program which encourages aggressive traffic enforcement in targeted areas and subsequent preliminary investigations when legally warranted, the NYS Sheriffs' Association will continue to offer its BRADS (Behaviors, Responses, Attitudes, Documentation and Situation) training course. This program features a number of highway interdiction approaches blended with traditional interview and interrogation techniques. The course provides information on federal and state case law as it pertains to traffic stops and racial profiling and includes methods to ensure that continuing questioning at a legal traffic stop is predicated on articulated probable cause without regard to the race, gender or ethnic background of the driver or occupants.

Older Driver Awareness Training – Confronting Issues & Solutions for Law Enforcement

GTSC staff will continue to work in cooperation with a variety of organizations including the Federal Highway Administration, the National Highway Traffic Safety Administration, the NYS Department of Health, the Westchester County Department of Senior Programs and Services and other community and special interest groups to develop and deliver training programs targeting the special issues and concerns pertaining to older drivers. These programs will include relevant information for a variety of governmental and service organizations and will feature a multi-disciplinary approach to the problem.

New York State Assn. of Chiefs of Police

Podcasts

Welcome to "APB" - your All Points Bulletin. Audio podcasts for New York law enforcement! Listen when you want, where you want: At home, work, on the road, at the gym... On your computer, cell phone, mp3 player, mobile computer...

Import them to play on your computer, forward them to colleagues, or burn them to a CD so you can listen on the road or to create your own library! Below are the links to our latest releases—go to our website at www.nychiefs.org and click on the "APB Podcasts" page to see all of our titles.

Here is our latest edition:

GRADUATED DRIVER LICENSING

Summary: Learn about general and regional restrictions for new licensees. Be sure you are aware of the latest changes in the law!



Let us know your suggestions and how you are using our podcasts—send comments to APB@nychiefs.org

The Older Driver Awareness Training—Confronting Issues and Solutions for Law Enforcement program will continue to be offered statewide by the GTSC's LELs. This program identifies the primary issues confronting law enforcement as they relate to an aging population and provides a variety of remedies in response to this growing concern. The course provides information on identifying at-risk driving behaviors, the numerous physical and mental conditions that affect driving, appropriate enforcement actions and the DMV referral process. The training also includes information on resources and networks for the law enforcement community to use when addressing older driver issues.

Traffic Management Training

The NYS Sheriffs' Association will continue to develop and present training programs specifically designed for police traffic managers and supervisors. Courses in Managing Retrenchment by Increasing Patrol Productivity, Implementing Crime and Crash Integrated Patrol Strategies (based on the DDACTS model), Supervising Selective Traffic Law Enforcement Operations, Contemporary Traffic Law Enforcement, Managing the Police Traffic Function and Traffic/Terrorism Enforcement Issues are currently available in a number of formats and course lengths to meet individual academy or agency requirements. These free training programs stress the importance of developing a traffic enforcement philosophy within the overall scheme of contemporary policing and serve to integrate managerial and operational techniques with contemporary traffic safety.

Data Driven Approaches to Crime and Traffic Safety (DDACTS)

During FFY 2012, the GTSC partnered with the National Highway Traffic Safety Administration (NHTSA) and the International Association of Directors of Law Enforcement Standards and Training (IADLEST) in the promotion of the Data Driven Approaches to Crime and Traffic Safety (DDACTS) initiative for law enforcement. This innovative and proven operational model integrates community-based collaboration with analysis of location-based crime and traffic crash data to establish effective and efficient methods for deploying law enforcement and other resources.

New York's first DDACTS Implementation Workshop was held in Syracuse on November 15, 2011, followed by other regional programs. These workshops involve an intensive 16-hour peer-led training program designed to assist and facilitate law enforcement agencies interested in adopting the DDACTS model. In FFY 2013, GTSC will continue to work with NHTSA and its other partners to coordinate DDACTS Implementation Workshops.

Pedestrian, Bicycle and Wheel-Sport Safety

In FFY 2013, the GTSC along with its federal, state and local partners will undertake an initiative to coordinate regional training programs for law enforcement targeting pedestrian and bicycle safety enforcement issues. The program will be designed to give officers the additional training they need to identify situations and correct behaviors that most commonly lead to pedestrian and bicycle crashes, and other related issues. This initiative will be actively promoted through the GTSC Law Enforcement Liaison networks in an effort to maximize its exposure and to solicit participation by law enforcement agencies.

Young Driver Toolkit

One of the key elements of any traffic safety program is education. Law enforcement officers and other educational stakeholders are in a unique position to deliver traffic safety programs to at-risk teen drivers. In order to provide educational resources to a broader audience of teachers and young drivers, the School Resource Officer Toolkit on the SafeNY website was renamed the Young Driver Toolkit. The

toolkit was also enhanced by including additional media, presentation and visual resources on the revised webpage. Requests for traffic safety public information and educational materials received via the website will continue to be provided to SROs/educators throughout New York State. The toolkit also provides a forum to request guest speakers for large scale traffic safety events such as school assemblies. The GTSC will continue to expand and support the network of school-based educators developed through this venue.

**POLICE TRAFFIC SERVICES
FFY 2013 BUDGET SUMMARY**

Strategy	Budget Amount	Source
<i>Selective Traffic Enforcement Programs (STEP)</i>	\$2,150,000	402 PT
<i>Speed Enforcement Programs</i>	\$1,660,000	402 PT
<i>Enforcement of the Cell Phone Law</i>	\$500,000	402 PT
<i>Commercial Vehicles</i>	\$40,000	402 PT
<i>Operation Safe Stop</i>	\$200,000	402 PT
<i>Rural Traffic Enforcement</i>	\$240,000	402 PT
<i>Statewide Law Enforcement Liaison Program</i>	\$460,000	402 PT
<i>Statewide Traffic Law Enforcement Recognition Program</i>	\$40,000	402 PT
<i>Empire State Law Enforcement Traffic Safety (ESLETS) Training Symposium</i>	\$60,000	402 PT
<i>Commercial Vehicle Crash Investigations</i>	\$20,000	402 PT
<i>In-Car Video Training</i>	\$20,000	402 PT
<i>Podcasts Training for New York Law Enforcement</i>	\$80,000	402 PT
<i>Awareness Training: The Scope of Traffic Enforcement</i>	\$100,000	402 PT
<i>Older Driver Awareness Training for Law Enforcement</i>	\$20,000	402 PT
<i>Traffic Management Training</i>	\$80,000	402 PT
<i>Data Driven Approaches to Crime and Traffic Safety (DDACTS)</i>	\$30,000	402 PT
<i>Pedestrian, Bicycle and Wheel-Sport Safety</i>	\$20,000	402 PT
<i>Young Driver Toolkit</i>	\$80,000	402 PT
402 Total	\$5,800,000	
Total All Funds	\$5,800,000	

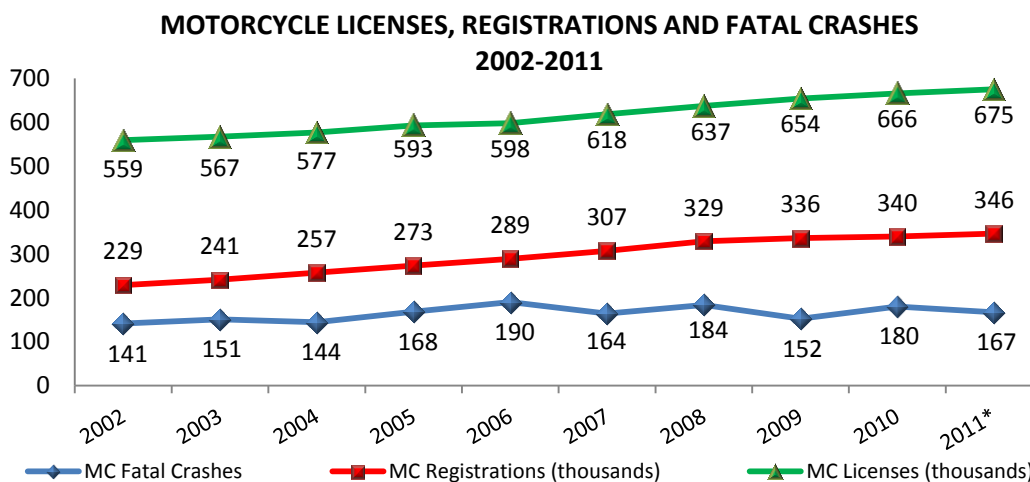
MOTORCYCLE SAFETY



OVERVIEW

The popularity of motorcycles continues to grow as evidenced by the consistent upward trend in both motorcycle licenses and registrations over the past decade. Since 2002, the number of drivers with motorcycle licenses has increased by 21% reaching over 675,000 in 2011. During this same time period, the number of registered motorcycles has also been on a consistent upward trend with the number increasing over 50% to nearly 346,000.

Unlike motorcycle licenses and registrations, motorcycle fatal crashes have not followed a consistent trend over the past ten years. Since 2006, when fatal crashes reached 190, the number of fatal crashes involving motorcycles has followed an up and down pattern. This pattern continued in 2011 with motorcycle fatal crashes declining to 167 after increasing to 180 in the previous year.



*Fatal crash data for 2011 are preliminary

Sources: NYS AIS, NYS Vehicle Registration and Driver's License Files

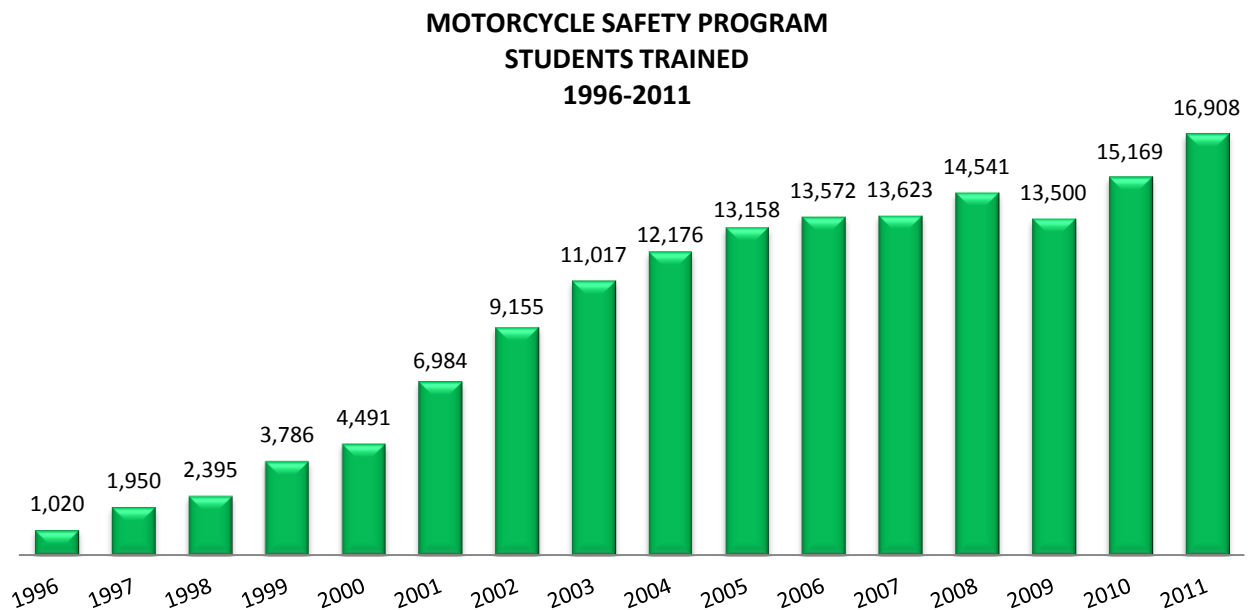
Because of the concern over the vulnerability of motorcyclists who are sharing the road with much larger vehicles, New York State has developed and implemented a program that takes a comprehensive approach to encouraging and promoting motorcycle safety. One of the key components of the program is public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

In FFY 2012, motorcycle safety awareness was promoted through a number of channels and at a number of events. The NYSDOT continued to publicize the “Watch for Motorcycles” slogan on the agency’s variable message signs (VMS) and at motorcycle events around the state. In addition, magnetic signs with the “Watch for Motorcycles” message continued to be distributed for posting on the back of large trucks. Bumper stickers and lawn signs with motorcycle safety messages are very popular with the public and more will be distributed at outreach events later in the year.



A major component of New York’s comprehensive approach to address and improve motorcycle safety in the state is the Motorcycle Safety Program (MSP) administered by the NYS Department of Motor Vehicles (DMV). In existence since 1996, the MSP provides instruction and field training to improve the riding skills of motorcyclists. Over 153,000 motorcyclists have been trained since the program’s inception.

DMV presently contracts with the Motorcycle Safety Foundation (MSF), a national leader in motorcycle safety and education, to deliver the Basic Rider Course at 55 locations throughout the state. The MSF trained approximately 17,000 motorcyclists in 2011. More than 40% of new motorcycle licenses issued by DMV in 2011 were to graduates of the MSF course.



Source: NYS DMV Motorcycle Safety Program

The Motorcycle Safety Program Technical Assessment Advisory Group continues to respond to the New York State motorcycle safety program technical assessment performed by the National Highway Traffic Safety Administration (NHTSA) in 2008. The technical assessment included a comprehensive overview of the Motorcycle Safety Program as it existed in 2008. It provided recommendations to strengthen areas relating to program management, personal protective gear, operator licensing, rider education and training, operating under the influence of alcohol and drugs, legislation and regulations, law enforcement, highway engineering and rider conspicuity and motorist awareness programs.

While many of the recommendations have already been addressed, there is a need to monitor progress, evaluate efforts and address remaining issues. The Advisory Group's agenda is to review the recent changes in the MSP, prioritize the remaining technical assessment recommendations and discuss any additional motorcycle safety issues.

The law enforcement training initiative undertaken in 2009 continued in FFY 2012. The New York State Police and the Law Enforcement Liaisons from the NYS Association of Chiefs of Police and the NYS Sheriffs' Association with assistance from GTSC, DMV's MSP and MSF presented regional motorcycle safety training programs for law enforcement officers. The hands-on instruction provided officers, especially those assigned to patrol duties, with the knowledge and skills to educate motorcyclists and the public on motorcycle safety and to enhance enforcement efforts in New York State. Most recently, the program was expanded to include a two-day motorcycle safety and instructor certification course. The goal is to build a cadre of law enforcement instructors across New York to deliver the curriculum to their own and other agencies. The collaboration among the MSP, law enforcement and the MSF continues to grow as new programs and trainings are introduced.



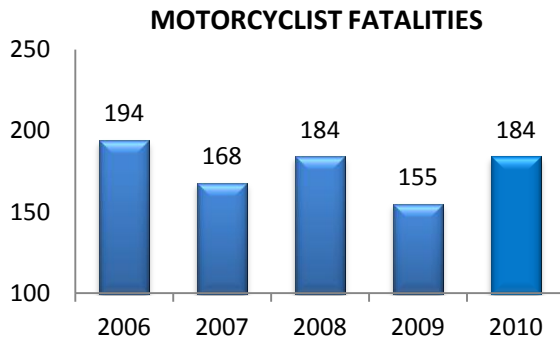
In FFY 2013, State, municipal and county law enforcement will continue to develop and distribute motorcycle safety educational materials and resources to their members and to the public through various events.

The MSP and GTSC will continue to encourage seasoned motorcyclists to pursue periodic refresher training. The "Learning is for Life" campaign focuses on experienced riders whose skills need sharpening, experienced riders who are transitioning to a larger motorcycle and riders who are returning to motorcycling after a period of time. Experienced riders represent a significant proportion of the licensed motorcyclists in New York State.

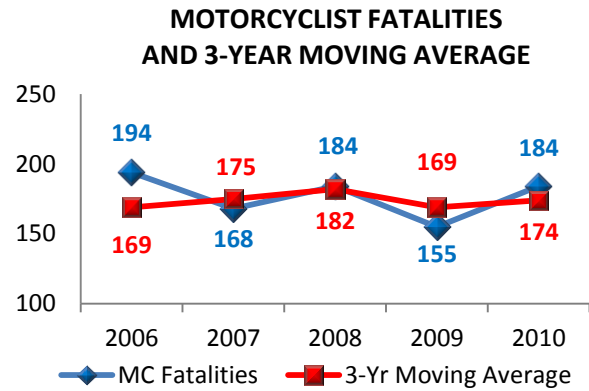
In the coming year, the GTSC will continue to coordinate, support and administer enforcement initiatives and education and awareness programs that are key components of New York's comprehensive motorcycle safety program. These initiatives augment the MSP and enhance New York's efforts to reduce motorcycle crashes, fatalities and injuries.

REVIEW OF DATA

One of the core outcome measures for tracking the performance of New York's motorcycle safety program is motorcyclist fatalities. Based on FARS data, the number of motorcyclists killed in crashes has fluctuated over the five-year period 2006-2010. Between 2008 and 2009, motorcyclist fatalities decreased from 184 to 155 and then increased again to 184 in 2010. FARS data for 2011 are not yet available to update this measure.



Source: FARS



Source: FARS

Analyses of data from New York's AIS were also conducted. Based on preliminary data, the number of fatal crashes involving motorcycles as well as motorcyclist fatalities continued to fluctuate in 2011. In

MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES					
	2007	2008	2009	2010	2011*
Fatal Crashes	164	184	152	180	167
% of all fatal crashes	13.4%	15.9%	14.3%	16.1%	15.6%
# of motorcyclists killed	171	182	151	183	167
Injury Crashes	4,727	4,593	4,347	4,757	4,155
% of all injury crashes	3.4%	3.4%	3.2%	3.5%	3.6%
# of motorcyclists injured	4,996	4,842	4,593	5,028	4,398

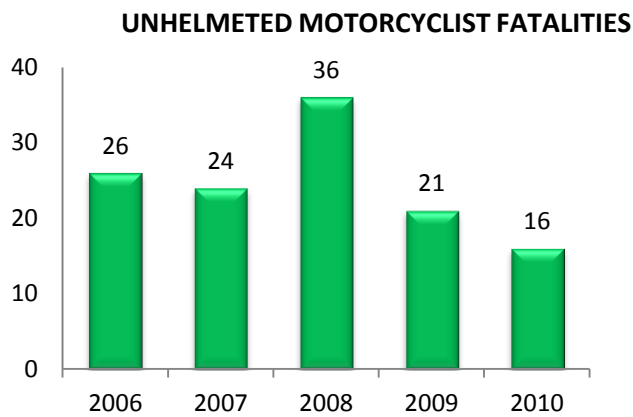
*Data for 2011 are preliminary
Source: NYS AIS

2011, both the number of fatal crashes involving motorcycles and the number of motorcyclists who died in crashes decreased to 167. Motorcycle fatal crashes accounted for 16% of all fatal crashes in 2010 and again in 2011.

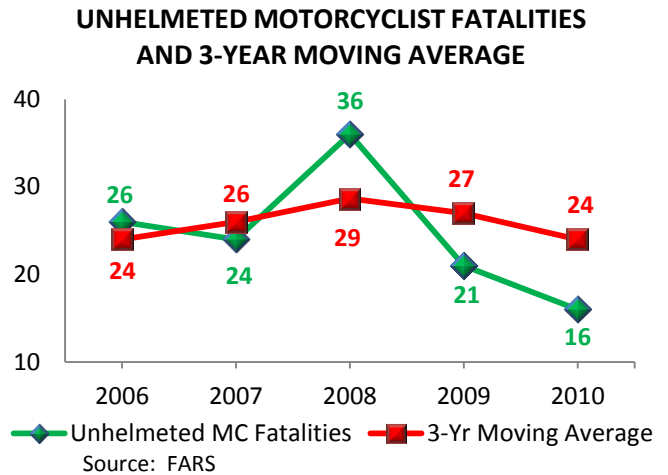
Both the number of motorcycle crashes involving personal injuries and the

number of motorcyclists injured followed patterns similar to that of fatal crashes. After increasing in 2010, both the number of injury crashes and the number of motorcyclists injured in those crashes dropped in 2011. Over the five-year period, 2007-2011, motorcycle injury crashes consistently accounted for 3%-4% of all injury crashes.

The second core outcome measure used in monitoring motorcycle safety is the number of motorcyclists who died and were not wearing a helmet. Based on FARS data, the number of unhelmeted motorcyclist fatalities dropped to 21 in 2009 after spiking to 36 in 2008, and to 16 in 2010. FARS data for 2011 are not yet available to update this measure.



Source: FARS



PERFORMANCE GOALS AND MEASURES

Performance Goals

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

Performance Measures

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

Activity Measures

- ❖ Number of MSP course enrollments
- ❖ Number of new training sites
- ❖ Number of motorcycle enforcement initiatives implemented
- ❖ Number of motorcycle safety educational and public awareness efforts conducted

STRATEGIES

Educational Programs and Public Awareness

Motorcycle Rider Training Program

New motorcyclists will continue to be encouraged to complete a motorcycle safety education course and to become licensed operators. The Department of Motor Vehicles MSP will continue to foster the statewide availability of rider education programs and to increase the number of sites providing training based on criteria established by the MSF. A portion of the motorcycle license and registration fees is set aside to fund this initiative. The public will be informed of the benefits, availability and location of motorcycle rider education courses throughout the state.

Experienced Rider Course (ERC) programs will continue to be offered under the name Basic Rider Course-Level 2 (BRC2). Since nearly 25% of motorcyclists killed in crashes are improperly licensed, the MSP continues to pursue the road test waiver benefit for completion of the BRC2 as an incentive for experienced unlicensed riders to become trained and licensed. The Three-Wheeled Motorcycle BRC (3W-BRC) will continue to be offered to address the growing popularity of three-wheeled motorcycles.

Motorcyclist Intervention and Education

The nature and operation of motorcycles make them more susceptible to crashes than other types of vehicles when the operator uses alcohol. Motorcycle operators and passengers are also more likely to suffer serious injury or death in a crash than occupants of other types of vehicles. Educational materials that bring this increased risk to the attention of motorcyclists and other motorists is needed and new channels for their distribution will continue to be developed.

Public Awareness of Motorcycle Safety

Public information and education (PI&E) activities that stress the proper use of approved safety equipment, especially helmets, are important for improving motorcycle safety. Efforts to increase awareness and educate the general driving population about motorcycle safety issues will continue. These efforts include New York's participation in the national initiative recognizing May as Motorcycle Safety Awareness month; the use of variable message signs promoting motorcycle safety; and public awareness campaigns and PI&E materials designed to heighten the awareness of the motoring public regarding the need to share the road safely with motorcycles.

Partners

The GTSC will work with its partners, including the NYS Department of Motor Vehicles, the NYS Association of Traffic Safety Boards, the New York State Police and the NYS Association of Chiefs of Police, to promote local rider safety education opportunities within their respective communities.

Program Quality

Maintaining the quality of the instructor cadre in terms of skills, knowledge and motivation is a challenge in every program. To maintain a high quality program, New York will use a variety of outreach modes to improve the availability of training for providers and instructors and aid in the retention of qualified instructors. A MSF-qualified team makes visits to each of the public training sites every year to ensure the program continues to maintain high standards for course delivery.

Enforcement

Motorcycle Enforcement Checkpoints

Motorcycle safety checkpoints will continue in strategic locations to check for license and registration violations, non-compliant helmets, faulty or illegal equipment and other violations. Variable message signs and other methods are used to ensure mandatory compliance with the checkpoint. The checkpoints are also used in conjunction with PI&E and research initiatives.



Officer Training and Local Enforcement

Police officer training on motorcycle enforcement issues and techniques will again be conducted. The training will focus on safety violations such as unapproved helmets, equipment violations such as tires and lighting, and altered motorcycles, especially those with loud exhaust systems. Trained officers will be deployed to enforce these laws and issue tickets to violators.

Motorcycle Safety and Enforcement Training for Law Enforcement

The New York State Police and the New York State Association of Chiefs of Police, in cooperation with New York State Sheriff's Association, GTSC, the DMV Motorcycle Safety Program, and the Motorcycle Safety Foundation, will continue their collaborative efforts and outreach programs to educate state, county and municipal law enforcement in motorcycle safety and motorcycle law. These coordinated initiatives will include the continuation and promotion of the regional training program for law enforcement, entitled "Practical Guidelines for Motorcycle Enforcement", that is taught by a team of expert instructors from various agencies. This innovative and specialized training curriculum was designed to present practical and comprehensive information on motorcycle safety and motorcycle laws. The hands-on instruction provides officers, especially those assigned to patrol duties, with the knowledge and skills to educate motorcyclists and the public on motorcycle safety and to also enhance the enforcement of motorcycle laws in New York State.

In FFY 2013, additional training resources and materials will be developed and made available to law enforcement through a variety of networks that include law enforcement web sites, and through podcasts including the newly released "The Detection of DWI Motorcyclists" that is based on a NHTSA educational document. Training for law enforcement will be further expanded by providing the two-day Motorcycle Safety and Enforcement: Training Program and Train-The-Trainer Course that is administered through a NHTSA grant by the International Association of Directors of Law Enforcement Standards and Training. The objective of this training curriculum is to build a cadre and network of law enforcement instructors across the state to raise awareness of motorcycle safety issues among law enforcement and to provide the training and skills needed by officers to pursue these violations.

Research and Evaluation

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

MOTORCYCLE SAFETY FFY 2013 BUDGET SUMMARY		
Strategy	Budget Amount	Source
<i>Motorcycle Rider Training Program</i>	\$260,000	2010
<i>Motorcyclist Intervention and Education</i>	\$240,000	2010
<i>Motorcyclist Intervention and Education</i>	\$20,000	402 MC
<i>Public Awareness of Motorcycle Safety</i>	\$600,000	2010
<i>Partners</i>	\$10,000	402 MC
<i>Program Quality</i>	\$100,000	2010
<i>Motorcycle Enforcement Checkpoints</i>	\$160,000	402 MC
<i>Officer Training and Local Enforcement</i>	\$40,000	402 MC
<i>Motorcycle Safety and Enforcement Training for Law Enforcement</i>	\$40,000	402 MC
<i>Research and Evaluation</i>	\$10,000	402 MC
402 Total	\$280,000	
2010 Total	\$1,200,000	
Total All Funds	\$1,480,000	

PEDESTRIAN, BICYCLE AND WHEEL-SPORT* SAFETY

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



OVERVIEW

Improving the safety of pedestrians, bicyclists and other wheel-sport enthusiasts who are New York's most vulnerable roadway users continues to be a priority for the state's highway safety program. One of the challenges in this program area is that persons of all ages, from young children to older adults, are part of the at-risk group. Effective public information and education (PI&E) programs and other strategies to reduce deaths and injuries among pedestrians, bicyclists and participants in other wheel-sports must be designed to address both children and adults.

Responsibility for pedestrian, bicycle and wheel-sport safety is shared among several agencies in New York that frequently participate in collaborative efforts, including symposia, workshops and training programs. The purpose of these programs is to promote the safe and healthy use of the state's transportation system by pedestrians and bicyclists.

The next Walk-Bike symposium will be held in Glens Falls in September 2012. Sponsored by the GTSC, the NYS Department of Health and the Institute for Traffic Safety Management and Research, this one-day event will cover the topics of complete streets, education and law enforcement safety initiatives, local project highlights, multi-use trails and safe routes for seniors and youth.



In FFY 2012, the BRAIN² (SQUARED) project (Bike Riders Avoiding Injuries to Noggins) implemented by the New York State Association of Traffic Safety Boards supported helmet fitting and distribution efforts with elementary schools in the Capital District. In the past year, the GTSC also supported the New York City Bike Expo held May 3-5, 2012 at Pier 36 in Manhattan. Bike New York sponsored the event which promoted the "Sharing the Road Safely" message and drew more than 30,000 bicyclists. The GTSC also continues to promote the "Be Smart. Share the Road." message to raise awareness among motorists of the need to share the road safely with all roadway users.

In FFY 2013, the GTSC will continue to support bicycle safety programs that focus on improving the riding skills of children and expanding their use of bicycle helmets. The New York Bicycling Coalition will launch a new "We are Traffic: Share the Road Campaign" this year and the New York Coalition for Transportation Safety, which conducts bicycle safety programs in Nassau County, will add a new campaign this grant year to stress the importance of crossing in the crosswalk.

The Complete Streets legislation signed into law on August 15, 2011 is intended to make streets and roadways across the state safer and more accessible to all New Yorkers. “Safe Routes to School” and other programs that focus on young children and programs for older adults, such as the “Safe Streets for Seniors” in New York City, will continue in FFY 2013. Since nearly half of all pedestrian fatalities in the state occur in New York City and another 23% occur on Long Island, comprehensive approaches to improving pedestrian safety continue to be concentrated in the downstate region of the state in order to have the greatest impact. Over the past year, the GTSC partnered with the New York City Department of Transportation (NYCDOT) to develop PI&E campaigns related to pedestrian safety and provided funding to the New York City Police Department (NYPD) to increase traffic enforcement in high pedestrian crash corridors. In addition, the Federal Highway Administration (FHWA) authorized the NYCDOT to use federal funding to reconstruct and improve high pedestrian crash locations.

The GTSC will also continue to work closely with the FHWA, the New York State Department of Transportation (NYSDOT) and Metropolitan Planning Organizations (MPOs) to provide training opportunities at both the state and local levels. Examples of these course offerings include How to Develop a Pedestrian Action Plan, Road Safety Audits, Speed Management, Designing Pedestrian Streets and Developing a Template for Pedestrian Safety.

REVIEW OF DATA

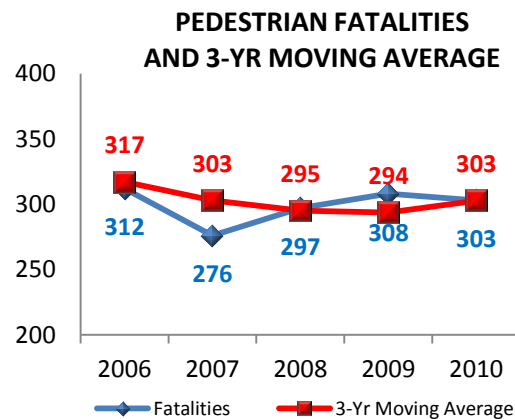
Pedestrian Safety



The core outcome measure for pedestrian safety is pedestrian fatalities. Based on FARS data, the number of pedestrian fatalities in New York State declined to 303 in 2010 after increasing in each of the three previous years, 2007-2009. FARS data for 2011 are not yet available to update this measure.



Source: FARS



Source: FARS

Additional analyses were conducted based on data from New York's Accident Information System (AIS). Preliminary data for 2011 indicate that the number of fatal crashes involving pedestrians and the number of pedestrians killed both decreased to 293, the lowest number since 2007. Although the number decreased, pedestrian fatal crashes continued to account for 27% of the total fatal crashes, similar to previous years. FARS and AIS data may not be strictly comparable due to definitional differences between the two systems.

PEDESTRIAN FATAL AND PERSONAL INJURY CRASHES					
	2007	2008	2009	2010	2011*
Fatal Crashes	277	302	302	309	293
% of all fatal crashes	22.7%	26.0%	28.4%	27.6%	27.3%
# of pedestrians killed	272	302	307	311	293
Injury Crashes	15,402	15,291	15,352	16,023	13,423
% of all injury crashes	11.1%	11.3%	11.5%	11.9%	11.6%
# of pedestrians injured	15,472	15,317	15,321	16,090	13,530

*Data for 2011 are preliminary
Source: NYS AIS

The number of injury crashes involving pedestrians and the number of pedestrians injured in crashes also decreased substantially in 2011.

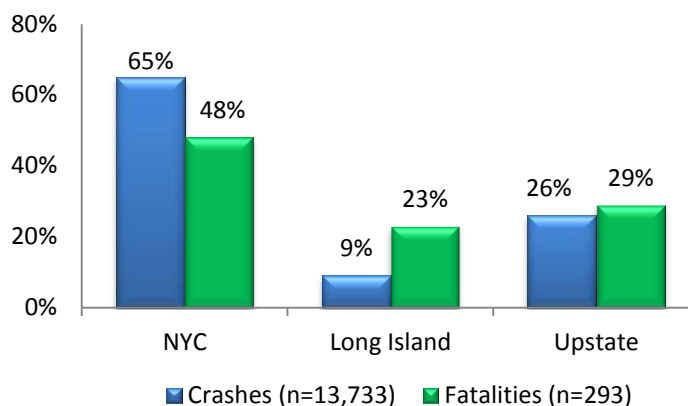
Pedestrian injury crashes dropped by 2,600 (from 16,023 to 13,423), while the number of pedestrians injured dropped by 2,560.

Similar to previous years, injury crashes involving pedestrians accounted for 11%-12% of all personal injury crashes.

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

In 2011, 65% of the pedestrian crashes and 48% of the pedestrian fatalities occurred in New York City, 26% of the crashes and 29% of the fatalities occurred in the Upstate region and 9% of the crashes and 23% of the fatalities occurred on Long Island.

PEDESTRIAN CRASHES AND FATALITIES BY AREA, 2011*



*Data for 2011 are preliminary
Source: NYS AIS

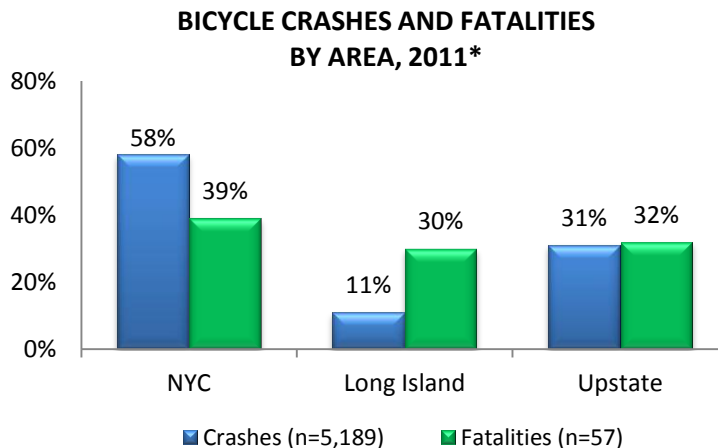
Bicycle Safety

The preliminary New York State AIS data for 2011 indicate that there was a spike in the number of fatal crashes and bicyclist fatalities; 57 bicyclists were killed in crashes with motor vehicles in 2011, 21 more than the previous year and the highest number in the five-year period, 2007-2011. In 2011, fatal crashes involving bicycles accounted for over 5% of all fatal crashes, compared to 3%-4% in each of the previous four years.

BICYCLE FATAL AND PERSONAL INJURY CRASHES					
	2007	2008	2009	2010	2011*
Fatal Crashes	51	41	29	36	57
% of all fatal crashes	4.2%	3.5%	2.7%	3.2%	5.3%
# of bicyclists killed	50	42	29	36	57
Injury Crashes	5,451	5,563	5,550	6,206	5,109
% of all injury crashes	3.9%	4.1%	4.1%	4.6%	4.4%
# of bicyclists injured	5,373	5,422	5,405	6,058	5,017

*Data for 2011 are preliminary
Source: NYS AIS

In comparison, the number of injury crashes involving bicyclists and the number of bicyclists injured in personal injury crashes each declined by more than 1,000 between 2010 and 2011. Consistent with previous years, injury crashes involving bicycles accounted for 4% of all injury crashes in 2011.



*Data for 2011 are preliminary
Source: NYS AIS

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

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

The seasonal nature of bicycle riding and the lack of information on annual travel by bicycle, in addition to the relatively small numbers, make it difficult to draw conclusions about the data.

In-Line Skating, Non-Motorized Scooter and Skateboarding Safety

Helmet use has been required in New York State for children under 14 using wheel-sport equipment starting in 1996 for in-line skaters, in 2002 for scooter riders and in 2005 for skateboarders. The GTSC supports local programs to educate the public and encourage the use of helmets and other wheel-sport safety equipment, as well as programs to distribute helmets and demonstrate their proper fit.

Motorized scooter use on public property continues to be prohibited by law in New York. These devices are not allowed on any street, highway, parking lot, sidewalk or other area that allows public motor vehicle traffic. Only DMV-approved vehicles that meet performance and safety standards are legal to be operated in New York State and these vehicles must be registered, insured and operated by a licensed operator. Violators can be ticketed for operating one of these motorized vehicles without a registration, driver license, inspection, insurance or required safety equipment.

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To reduce pedestrian fatalities 5 percent from the 2008-2010 calendar year average of 303 to 288 by December 31, 2013
- ❖ To reduce the number of pedestrians injured in traffic crashes 3 percent from the 2009-2011 calendar year average of 14,980 to 14,531 by December 31, 2013
- ❖ To reduce the number of bicyclist fatalities 10 percent from the 2009-2011 calendar year average of 41 to 37 by December 31, 2013
- ❖ To reduce the number of bicyclists injured in traffic crashes 5 percent from the 2009-2011 calendar base year average of 5,493 to 5,219 by December 31, 2013

Performance Measures

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

Activity Measures

- ❖ Number of people educated on pedestrian safety
- ❖ Interim report on the nature and scope of the pedestrian safety problem
- ❖ Number of people educated on bicycle safety

STRATEGIES

New York State Bicycle and Pedestrian Safety Advisory Council

The New York State Bicycle and Pedestrian Safety Advisory Council continues to provide a forum for open communication and information exchange between the NYSDOT and other state agencies, federal agencies and not-for-profit advocates regarding strategies to reduce bicycle and pedestrian crashes, fatalities and injuries. The Council will provide advice and ideas for consideration by NYSDOT and its partners.

Public Information and Education

Pedestrians, bicyclists and other wheel sport participants are among the most vulnerable highway users. Education for these groups to increase their awareness of safety issues and ways to avoid crash involvement and injuries will continue to be a part of the GTSC's FFY 2013 highway safety program. In addition, heightening the awareness of the motoring public to the behaviors and vulnerabilities of these other roadway users is an important tool in promoting the concept of "Share the Road". Examples of specific strategies are described below.



Share the Road Promotional Material

Education and public awareness activities that promote a "Share the Road" message among all highway users; encourage compliance with traffic laws relating to pedestrians, bicyclists, in-line skaters, scooter riders and skateboarders; and provide education on safe practices for these special groups of roadway users will continue to be supported.

Pedestrian and Bicycle Safety Action Plans

The GTSC will collaborate with the DOH Bureau of Injury Prevention, FHWA, NYSDOT, NYCDOT, NYS Office for the Aging (NYSOFA), DMV, NYS Department of State (DOS), Metropolitan Planning Organizations (MPOs), American Association of Retired Persons (AARP), New York State Association of Traffic Safety Boards (NYSATSB), Wellness Institute, New York Bicycling Coalition (NYBC), State Police, NYS Association of Chiefs of Police, NYS Sheriffs' Association and Cornell Local Programs to develop statewide pedestrian and bicycle action plans.

New York City Department of Transportation (NYCDOT) Pedestrian Safety Campaign

The NYCDOT will continue to promote a large-scale pedestrian safety campaign to raise driver awareness concerning the dangers that speeding and failure-to-yield pose to pedestrians in order to improve driver behavior and reduce pedestrian fatalities and injuries.

Hempstead Turnpike Collaboration

In response to increasing pedestrian fatal crashes along a 16-mile stretch of the Hempstead Turnpike in Long Island, NY, the GTSC partnered with the NYS Department of Transportation, the NYS Department of Health, the Nassau County Police and the Nassau County Traffic Safety Board to develop and implement a plan to address the emerging issue. Through partnership and collaboration, the rise in pedestrian crashes is being addressed with education, enforcement and engineering solutions. The effort is a model of what can be achieved when state and local agencies join together to solve a common problem.

Safety Equipment

In addition to increasing compliance with the helmet law, the objective of these public information and education efforts will be to increase youth acceptance of wearing proper safety equipment. Such efforts will encourage the use of appropriate safety equipment including knee pads, elbow pads, wrist guards, helmets and reflective equipment, clothing or vests. Many counties in New York State have community-based bicycle safety programs which routinely include a helmet distribution component and bicycle rodeos to teach children the necessary survival skills when riding a bicycle in urban environments.

Helmet Distribution Programs

Helmet distribution and fitting programs will be supported in order to increase the availability and use of helmets that are properly fitted for bicyclists, in-line skaters, non-motorized scooter riders and skateboarders.

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

Pedestrian, bicycle, in-line skating, non-motorized scooter and skateboarding safety programs developed and implemented on the local level will continue to be supported.

Community Pedestrian Safety Projects

Community pedestrian safety projects include components such as community-based education (e.g., through hospitals) and enforcement. The New York State Partnership for Walk Our Children to School (NYSWOCS) coordinates pedestrian safety projects, such as New York's Walk Our Children to School Campaign and the Walking School Bus (WSB). The goal of the WSB program is to make walking to school safe, fun and convenient. A walking school bus is a group of children walking to school with one or more adults. The program is structured with planned routes, meeting points, a timetable and a schedule of trained volunteers.

Comprehensive Local Efforts in Pedestrian, Bicycle, In-Line Skating, Non-Motorized Scooter and Skateboarding Safety

These programs will involve a grassroots approach to the identification and resolution of local pedestrian, bicycle, in-line skating, skateboarding and scooter safety problems. It is recommended that communities establish coalitions to focus on the issues that have been identified and promote the goals and objectives set by the coalition.

Networking among the various community partners will be encouraged in order to expand the resources available and the potential delivery system for these programs and other initiatives. Community-based programs will foster local support for efforts to decrease the scope of the pedestrian, bicycle, in-line skating, skateboarding and scooter safety problems that have been identified. The local networks that are established will also be encouraged to link with appropriate state and national programs.

The development and implementation of model programs which may be expanded to other areas of the state or nation will be encouraged. These would include innovative community-based programs and/or campaigns that will be carefully documented and evaluated to identify successful strategies and program components that other communities can be encouraged to adopt.

Training

Training programs in the areas of pedestrian, bicycle, in-line skating, non-motorized scooter and skateboarding safety will be considered for implementation. The objective of the training programs will be to increase knowledge and awareness of topics related to these areas of highway safety. Training may be delivered on a local, regional or statewide basis and may utilize electronic media.

Research and Evaluation

These projects will include research and evaluation efforts undertaken to assess program effectiveness, identify trends and potential new problem areas, and assist in defining future program directions and potential countermeasures. These efforts may include the collection and analysis of bicycle, in-line skating, scooter and skateboard helmet use data to determine the effectiveness of current efforts to increase helmet usage rates. Research and evaluation activities to determine the prevalence and circumstances of crashes involving in-line skaters and scooters and the scope and characteristics of incidents involving impaired pedestrians may also be implemented.

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY FFY 2013 BUDGET SUMMARY		
Strategy	Budget Amount	Source
<i>NYS Bicycle and Pedestrian Safety Advisory Council</i>	\$30,000	402 PS
<i>Share the Road Promotional Material</i>	\$30,000	402 PS
<i>Pedestrian and Bicycle Safety Action Plans</i>	\$40,000	402 PS
<i>New York City Department of Transportation (NYCDOT) Pedestrian Safety Campaign</i>	\$80,000	402 PS
<i>Safety Equipment</i>	\$130,000	402 PS
<i>Helmet Distribution Programs</i>	\$100,000	402 PS
<i>Community Pedestrian Safety Projects</i>	\$300,000	402 PS
<i>Comprehensive Local Efforts in Pedestrian, Bicycle, In-Line Skating, Non-Motorized Scooter & Skateboarding Safety</i>	\$120,000	402 PS
<i>Training</i>	\$40,000	402 PS
<i>Research and Evaluation</i>	\$10,000	402 PS
402 Total	\$880,000	
Total All Funds	\$880,000	

OCCUPANT PROTECTION

OVERVIEW



In 2012, New York's statewide seat belt use rate was measured at 90%, down slightly from the all-time high of 91% in 2011, but marking the third year in a row that a usage rate of 90% or higher was achieved. This continued success is largely due to New York's Buckle Up New York (BUNY) program which promotes sustained enforcement efforts as well as continued participation in the national Click It or Ticket mobilizations. On May 21, 2012, New York State kicked off the 30th Buckle Up New York/Click It or Ticket enforcement mobilization with a press release issued by Governor Cuomo's Office stressing the importance of seat belt use.

In addition to the BUNY program and statewide seat belt enforcement mobilizations, other interagency collaborations and strategies that focus on improving occupant restraint use for high risk groups, such as teenagers, rural populations and nighttime occupants, will be encouraged in FFY 2013.

Improving the safety of children riding in motor vehicles also continues to be a major objective of New York's occupant protection program. A variety of efforts are undertaken to increase awareness and educate parents and other caretakers on the best way to protect young passengers riding in motor vehicles through the GTSC's Child Passenger Safety (CPS) mini-grant program. Each year, the GTSC supports approximately 180 local programs that offer child safety seat education including permanent fitting stations, car seat check events and awareness training classes, as well as car seat distribution programs for low-income families. The NYS Child Passenger Safety Advisory Board is an integral part of the state's CPS program and guides the activities of the community CPS programs across the state.

Ensuring that the CPS technicians and instructors who conduct these programs receive the most current information and training is critical to the success of these public awareness and educational programs. One of the primary opportunities for updating CPS technicians and instructors will be the 10th Regional Child Passenger Safety Training and Technical Conference hosted this year by New Jersey. Representatives from New York actively serve on the planning committee for the conference, which rotates every three years among the states in NHTSA Region 2. Last year's conference hosted by New York was the largest CPS Conference ever held within the NHTSA Regions, with over 600 participants.

Over the past year, CPS technicians and instructors throughout New York State have been instrumental in educating the public on a new policy developed by the American Academy of Pediatrics and endorsed by NHTSA and Safe Kids Worldwide. This policy recommends that infants remain rear facing until age two or until they reach the maximum height and weight allowed by the manufacturer of the seat. The promotion of this policy will continue in FFY 2013.



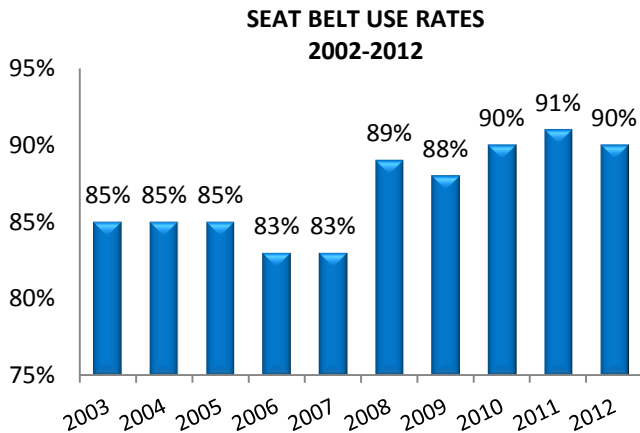
To further raise public awareness, the GTSC is continuing to conduct the "New York's 4 Steps 4 Kids" campaign in conjunction with National Child Passenger Safety Week, September 16-22, 2012. This year, New York's campaign is focusing on Step 4 which educates parents on when it is safe to move a child from a belt-positioning booster into the adult seat belt. The emphasis will be on 8-12 year old children, commonly referred to as "Tweens".



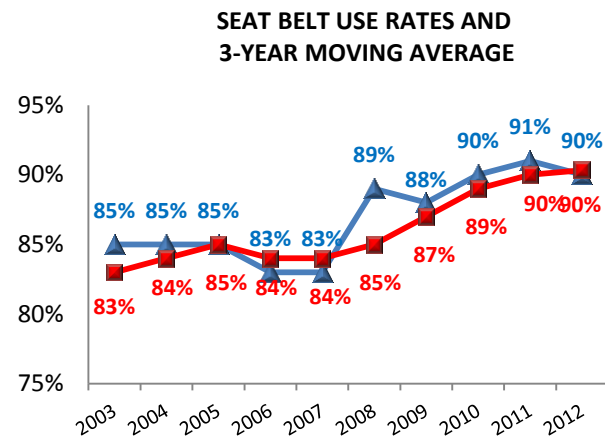
In FFY 2013, the slogan for the campaign will be “Get it Right” and all four steps in ensuring that children, from newborns to tweens, are safely secured in the appropriate child safety system will be reviewed. The prevention of misuse and the proper use of LATCH (Lower Anchors and Tethers for Child Restraints) will be a major message of the campaign.

REVIEW OF DATA

The core behavioral measure in the occupant protection program area is the observed seat belt use rate. In 2012, New York’s rate was 90%, down slightly from 2011 when usage was estimated at 91%.



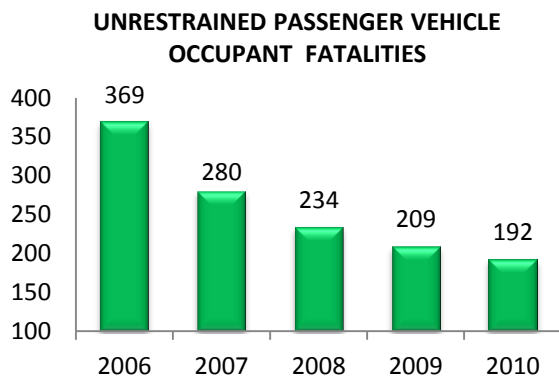
Source: NYS annual seat belt observation surveys



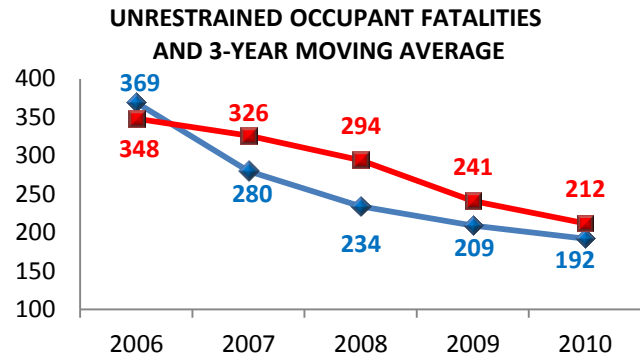
—▲ Seat Belt Use Rate —■ 3-Yr Moving Average

Source: NYS annual seat belt observation surveys

The core outcome measure for tracking progress in occupant protection is unrestrained passenger vehicle occupant fatalities. Based on FARS data, the number of unrestrained passenger vehicle occupant fatalities has been on a consistent downward trend between 2006 (369) and 2010 (192), a 48% decrease over the five-year period. FARS data for 2011 are not yet available to update this measure.



Source: FARS

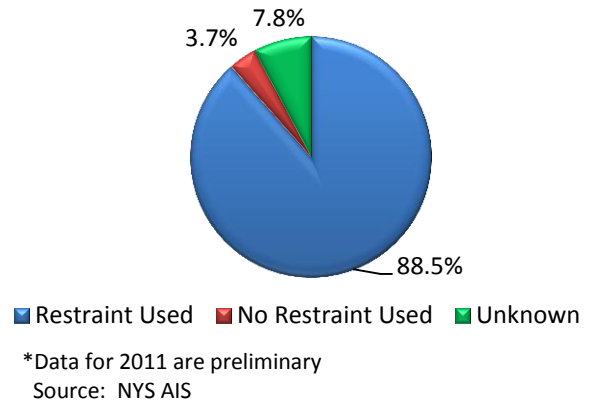


—◆ Unrestrained Occupant Fatalities —■ 3-Yr Moving Average

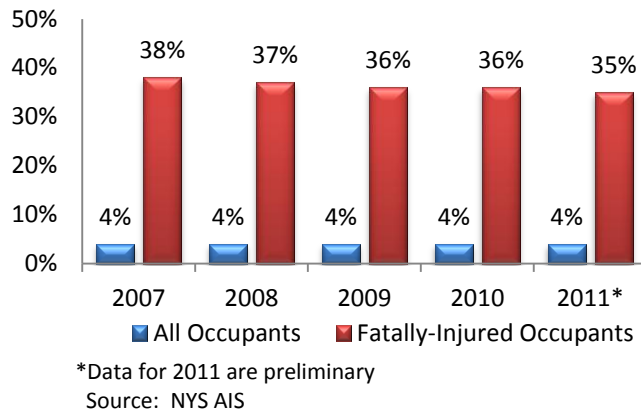
Source: FARS

Analyses based on the state's AIS data provide additional information to consider in planning effective programs. Although reported restraint use in crashes is considered less reliable than observed use, the reported use rate in crashes is similar to the rate of use observed in traffic during New York's statewide surveys. In 2011, 88% of all occupants in police-reported crashes were restrained while 4% were not restrained.

REPORTED RESTRAINT USE IN ALL POLICE-REPORTED CRASHES, 2011*



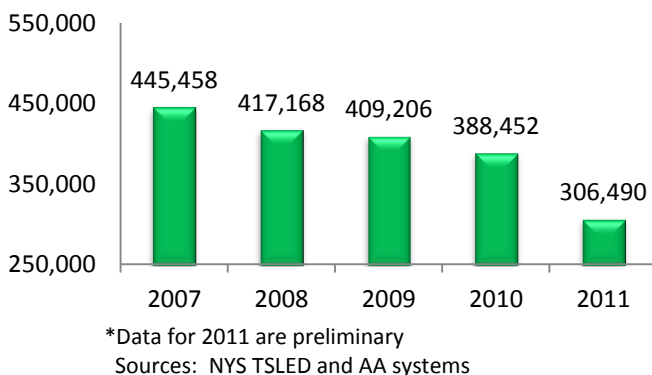
PROPORTION OF ALL OCCUPANTS AND FATALITY-INJURED OCCUPANTS WHO WERE UNRESTRAINED IN POLICE-REPORTED CRASHES



Reported restraint use among vehicle occupants who were killed in crashes is substantially lower than among all occupants in crashes. From 2007 to 2011, the proportion of occupant fatalities in crashes that were not restrained was on a downward trend from 38% to 35% in 2011.

In comparison, only 4% of all occupants in police-reported crashes that occurred in each of the five years (2007-2011) were unrestrained.

TICKETS ISSUED FOR VIOLATIONS OF THE SEAT BELT LAW

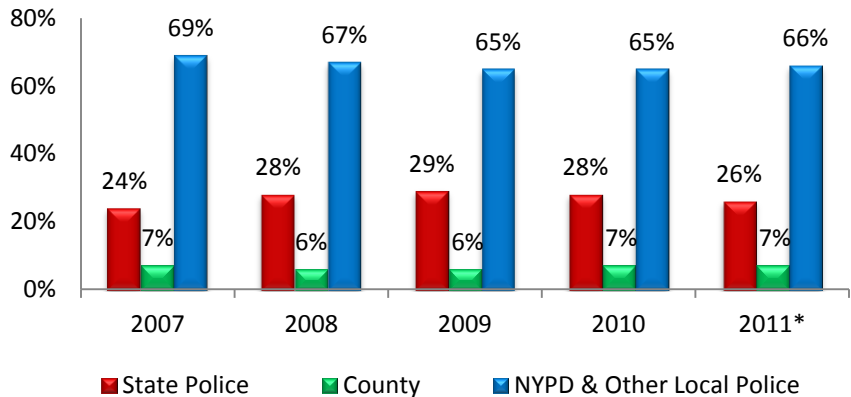


The number of seat belt tickets issued continued on a downward trend in 2011. Compared to 2007 when 445,458 tickets were issued for seat belt violations, 306,490 tickets were issued in 2011, a decrease of 31%.

Each year, the majority of seat belt tickets are issued by local police agencies, including the New York City Police Department (NYPD).

Similar to the four previous years, in 2011, 66% of the tickets were issued by local police departments, 26% by the State Police, and 7% by county enforcement agencies.

SEAT BELT TICKETS ISSUED BY STATE POLICE, COUNTY AND LOCAL AGENCIES



*Data for 2011 are preliminary
Sources: NYS TSLED and AA systems

PERFORMANCE GOALS AND MEASURES

Performance Goals

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

Performance Measures

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

Activity Measures

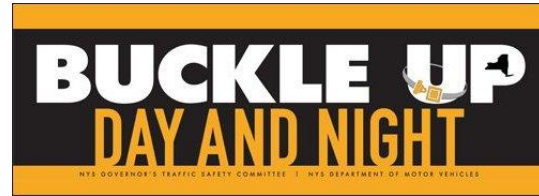
- ❖ Number of seat belt tickets issued
- ❖ Number of persons trained/educated on issues related to seat belts and child safety seats
- ❖ Number of CPS technicians and instructors trained
- ❖ Number of fitting stations
- ❖ Number of car seat checks
- ❖ Number of child safety seats distributed

STRATEGIES

Enforcement

Buckle Up New York

New York's Buckle Up New York/Click It or Ticket campaign will continue to be the state's primary enforcement strategy for occupant protection. While approximately 240 agencies currently receive funding to participate in BUNY, nearly every police agency in the state actively supports the program.



In addition to strong support from police agencies, grant funding has made it possible to mobilize substantial numbers of police officers dedicated solely to enforcement of the occupant restraint laws. This support is further promoted on a state and national level by the International Association of Chiefs of Police and the GTSC Law Enforcement Challenge award program. Law enforcement agencies will be encouraged to apply for grants in future fiscal years as funding permits.



In FFY 2013, the BUNY campaign will promote the national mobilization scheduled for May 20-June 2, 2013; all police agencies receiving BUNY grants are required to participate in the May wave. Grant-funded agencies may also be allowed to use BUNY funding to conduct occupant restraint enforcement during other periods. The 2013 BUNY program requires agencies to:

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

Public Information and Education (PI&E)

Efforts to educate the public about the importance and correct use of occupant restraints, including seat belts, booster seats and child safety restraints, will promote even greater compliance. The strategies will include educational programs and public information campaigns directed toward the general public; groups identified as having low usage rates, including minority, rural, low income and special needs populations; and groups such as medical personnel who interact with the public and are in a position to assist with the educational effort. The GTSC will also continue to participate in media events to raise public awareness of this issue.

Occupant Restraint Campaign

Each year, the New York State Police provide an occupant restraint display at the New York State Fair which draws nearly one million visitors annually. In addition to the PI&E materials displayed and disseminated, the State Police provide "Rollover" and "Convincer" demonstrations. Occupant protection is also one of the programs highlighted by the State Police at the annual Empire State Law

Enforcement Traffic Safety (ESLETS) conference attended by officers from more than 200 local police agencies. The New York State Association of Chiefs of Police also promotes occupant protection at its semi-annual Vendor Expo, which draws hundreds of local police from across the state.

As part of their comprehensive occupant protection program, the State Police will continue to conduct safety restraint education details. The activities conducted by each Troop will include interagency car seat checks events, public awareness events and rollover simulator and seatbelt convincer demonstrations. In addition, many Troops will be working with schools and driver education entities to reiterate the importance of proper restraint use by all occupants of a motor vehicle. Press releases stressing the importance of wearing seat belts will be issued by the Superintendent of State Police during holiday periods and BUNY mobilizations.

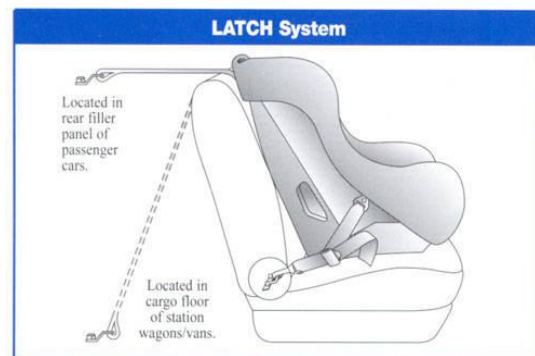
The New York State Sheriffs' Association will also use the three safety belt Convincer trailers it has purchased to raise awareness of the importance of safety restraints. These devices are housed in Rensselaer, Onondaga and Livingston counties and are available to sheriffs' offices for use at county fairs, law enforcement displays and other traffic-safety related programs.

Child Restraint Programs

New York's "4 Steps 4 Kids" Awareness Campaign

The GTSC will continue to partner with the NYS Health Department, State Police, Safe Kids Coalitions and the New York State Child Passenger Safety (CPS) Advisory Board to plan and promote New York's "4 Steps 4 Kids" public awareness campaign statewide.

In FFY 2013, the campaign's slogan will be "Get it Right" and will provide a review of the four steps from the "4 Steps 4 Kids" campaign. The main focus will be on the risks that can occur as a result of restraint misuse, with a special emphasis on properly using LATCH "Lower Anchors and Tethers for Child Restraints". The LATCH system has been required in all vehicles manufactured since 2003. This system was developed to make installation easier, but studies show many caregivers struggle with it.



Child Passenger Protection Public Information and Education

The Child Passenger Safety Program will continue to support activities to increase awareness of child passenger safety issues and the proper use of child restraints. The initiatives that will be supported include the following:

- ❖ Public information and education that promotes keeping children in child restraint systems that accommodate higher weights before moving them into a booster seat, as well as an educational campaign promoting the use of booster seats up to age eight and beyond, if height and weight restrictions have not yet been exceeded
- ❖ Booster seat "give away" programs that are designed to move children who should still be in

booster seats out of adult seat belts and back into booster seats. The events are held at elementary schools during parent orientations and open houses, and at day care centers. Parents are notified ahead of time and must be present and agree to allow the child to be weighed and measured for height. If the child meets the criteria, the parents are given a free booster seat as well as a pledge card urging them to use the booster seat until the child is 4'9" tall or weighs 100 lbs.

- ❖ A PI&E campaign that uses new and updated materials and media messages to disseminate information on the importance of child restraint and seat belt use, the types of restraint systems that are appropriate for children of different ages and weights, the importance of having children age 12 and under ride in the rear seat and instructions on the proper use of child safety seats
- ❖ A PI&E campaign for culturally-diverse populations that incorporates educational materials in different languages and media formats appropriate for the specific populations
- ❖ A statewide public information campaign to promote Child Passenger Safety Week focusing on a specific child passenger safety issue in conjunction with NHTSA's planning guide
- ❖ A public information campaign encouraging expectant parents to obtain a child safety seat and receive instruction on the proper installation and use of the seat at least three weeks prior to the delivery of the child
- ❖ Child passenger safety training for personnel representing various professions and organizations involved in promoting traffic safety, including law enforcement, the public health and medical communities, fire and other emergency response personnel, transportation services personnel, social services personnel, daycare providers, pre-school bus drivers, other school bus drivers and staff in other related community programs
- ❖ A public information program, "Spot the Tot", emphasizing the importance for drivers to walk around their vehicle before getting into their vehicles and backing up
- ❖ A public information program on hypothermia emphasizing the importance of never leaving a child alone in the vehicle. This was also a presentation at the Regional Child Passenger Safety Conference in May 2011 and is being promoted nationwide by Safe Kids USA.
- ❖ The continuation of the pilot project involving the establishment of partnerships with car dealerships in eight counties to distribute CPS information to the public
- ❖ A public information campaign that focuses on "tweens", children ages 8 through 12, to promote increased seat belt use and riding in the back seat
- ❖ A statewide public information and education campaign to promote the Child Passenger Safety program among the employers of law enforcement, fire, emergency medical services, and health care professionals
- ❖ Child safety seat check events and permanent fitting stations sponsored by state or local agencies or coalitions to educate the public and provide individualized instruction on the correct installation and proper use of child safety seats and booster seats

- ❖ The State Police CPS program which includes training, fitting station activities, low-income seat distribution, PI&E and other activities

Regional Child Passenger Safety Training and Technical Conference

New York will continue to partner with New Jersey and Pennsylvania to plan and present Regional Child Passenger Safety Training and Technical Conferences. These conferences which rotate among the three states provide an opportunity for CPS technicians to be updated on new technologies and to obtain credits and training toward their recertification.

The 2012 conference will be hosted by New Jersey in Atlantic City on October 25-27. Pennsylvania will host the 2013 conference followed by New York in 2014. CPS technicians and other advocates from the states in NHTSA Region 1 are invited to participate in the conferences.

Training and Updates for Child Passenger Safety Technicians and Instructors

Child passenger safety training programs will be expanded in response to the continuing need to train additional child passenger safety technicians and instructors. CPS technicians play a crucial role in CPS outreach programs. Their technical skills, experience and knowledge on the proper installation and use of child safety seats are necessary for the conduct of child safety seat inspections at check events, permanent fitting stations, special clinics and mobile inspection stations.

During the 2012 grant year, 12 certification and 4 renewal classes have been held with 13 more scheduled for the remaining months of the grant year. This growth will continue in FFY 2013. Each of the 14 CPS regions throughout the state plans to hold at least two training classes during the coming grant year, for a total of 28 classes; numerous renewal and update classes will also be held.

Other initiatives that will be supported include the following:

- ❖ Continued presentation of NHTSA's Standardized Child Passenger Safety Technician Training Program. In FFY 2013, the training of bilingual CPS technicians and instructors and technicians from the health care professions will be emphasized. The GTSC will coordinate and oversee the training classes.
- ❖ Training classes on occupant restraints for special needs children and transporting children on school buses will be presented. Due to the great need for technicians trained in this special skill, two more classes will be scheduled for next year.
- ❖ Continuing education opportunities for technicians and instructors, including attendance at the Regional Child Passenger Safety Training and Technical Conferences. Refresher classes for technicians whose certification expired and who want to recertify will also be supported.
- ❖ The updating of training materials and programs as necessary by the NYS Advisory Board and other groups. For example, the CPS Advisory Board updated the widely used program "Best Practices and Beyond" which was approved by Safe Kids World Wide as a training program that offers technicians credits toward recertification.
- ❖ The development of new programs and initiatives. For example, the Advisory Board's Education Committee designed an Instructor Development Seminar. The goal of the seminar is to keep all New York State CPS Instructors current and to provide resources, including new LATCH manuals.

The Advisory Board is also developing a guide for recruiting new technicians as well as reaching out to technicians to become instructors in the upcoming year.

Child Passenger Safety Awareness Training Programs

Child passenger safety awareness training courses present general information on child passenger safety issues and/or specific technical information regarding the selection, installation and correct use of child restraints. Approximately 365 awareness classes are held throughout New York State yearly for more than 3,400 participants. Most classes consist of classroom training that include demonstrations of car seat installations, education on the provisions of the occupant protection law, and information on the other resources available, such as car seat check events and permanent fitting stations. Train-the-trainer workshops focusing on different topics are also presented. The awareness programs planned for FFY 2013 include the following:

- ❖ Child passenger safety awareness training for parents, grandparents and caregivers will continue. These training programs will also be expanded to other groups, such as participants in expectant parent classes at hospitals and clinics, participants in teen parent classes at schools, foster care parents, vehicle dealerships, day care providers, bus transportation workers at Head Start programs and personnel at retail stores.
- ❖ The State Police will continue to incorporate awareness training for new Troopers into their 26-week basic training at the State Police Academy. In addition, in-service training will be conducted to recertify Troopers who are child safety technicians.
- ❖ Efforts will also be made to reach out to culturally-diverse communities to conduct awareness classes. Sessions on teen parents, school bus, LATCH and booster seat enforcement will again be conducted at the regional conference in October.
- ❖ A new awareness program is currently being developed for Emergency Medical Technicians as well as police officers who are not certified as CPS technicians but need to be knowledgeable in child passenger safety when faced with situations occurring at the scene of a crash. The program will emphasize the proper way to handle and transport the child as well as the importance of advising the parent or caregiver about the need to destroy any safety seat that has been involved in a crash. A special session on safety at the scene of a crash and how to handle the injured child will again be offered at the upcoming regional conference in October.
- ❖ A new train-the-trainer program “Staying Safe in the Car” developed for New Jersey has been well received by the instructors in New York who serve as regional coordinators and members of the CPS Advisory Board. The training is currently being updated to include the laws of New York State and plans are underway to offer the training to interested CPS technicians throughout the state in FFY 2013. The program is intended for children ages five to eight, the age group anxious to move into an adult seat belt. Visual and hands-on activities are used to demonstrate to children why they should remain in a child restraint as long as possible. A shortened version of the program was presented at the last regional CPS conference to bring other states on board. This presentation was requested to be given again and will be incorporated into the upcoming conference scheduled in October.

Child Safety Seat Distribution Programs

Child safety seat distribution programs will be expanded in an effort to reach low-income families in all counties in the state. Partnerships with hospitals will be considered as a way to ensure that a child safety seat is available for every newborn's trip home from the hospital. Efforts to build partnerships with health departments, social services agencies and cooperative extension agencies will also continue to further expand this program in local communities.

A session on "How to Run a Successful Low Income Distribution Program" will be offered at the CPS conference in October 2012 in New Jersey.

Permanent Fitting Stations

The GTSC will continue to support the operation of existing permanent fitting stations across the state and encourage the establishment of new fitting stations in areas of the state that have none. The establishment of permanent fitting stations staffed by bilingual certified technicians in culturally-diverse communities will continue to be emphasized.

Mobile fitting stations for use in the rural areas of the state will also be supported. Efforts to work with children's hospitals to establish additional special needs fitting stations will also be undertaken.



Child Safety Seat Check Events



The GTSC will continue to support child safety seat check events to increase public awareness of the importance of child safety seat and booster seat use and proper installation.

This year, National Car Seat Check Week is scheduled for September 16-22, with National Seat Check Saturday scheduled for September 22. A save-the-date notice has been developed by the CPS Advisory Board and distributed statewide by email through the regional coordinators. All grantees with car seat check programs will be encouraged to participate in this event.

A guideline for new participants on how to prepare for a successful Car Seat Check Event is being developed by the NYS Advisory Board.

Seat Belt Use on School Buses

The development of training materials for students on the proper use of seat belts on school buses will be supported. Efforts will be made to provide child passenger safety information to those who transport pre-school age children and infants in school buses. The regional CPS conference will again include a session on school bus safety that will be used by technicians to bring awareness to others.

Research and Evaluation

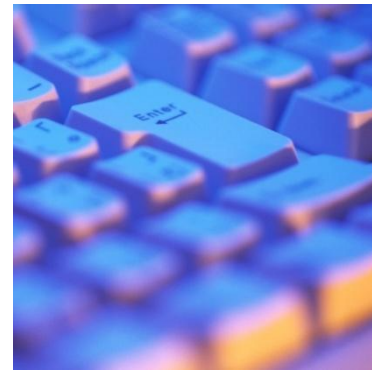
As the result of a new mandate from NHTSA, the Institute for Traffic Safety Management and Research (ITSMR) will finalize a new survey design and methodology for New York's annual statewide seat belt observational survey. Once approved by NHTSA, the FFY 2013 seat belt observational survey will be conducted in accordance with the new design and methodology. As in previous years, it is anticipated that the 2013 survey will be conducted immediately following the May seat belt enforcement mobilization. Where appropriate, administrative or program evaluations may also be conducted to document the implementation of special projects or new legislation. Research to identify the characteristics of those motorists who do not use safety restraints and research on child restraint programs and policies will also be considered as time and priorities permit.

A new revision to New York's MV-104 police accident report will support enhanced analyses of crashes involving young passengers. The revised form allows the capture of information on the type of child safety seat used (rear facing, forward facing or a booster seat), in addition to age and seating position in the vehicle, making it possible to determine whether children involved in crashes were restrained in seats appropriate for their age and the extent to which these seats are effective in reducing fatalities and mitigating injuries.

**OCCUPANT PROTECTION
FFY 2013 BUDGET SUMMARY**

Strategy	Budget Amount	Source
<i>Buckle Up New York</i>	\$1,000,000	402 PT
<i>Buckle Up New York</i>	\$480,000	402 OP
<i>Occupant Restraint Campaign</i>	\$630,000	405
<i>New York's "4 Steps 4 Kids" Awareness Campaign</i>	\$400,000	405
<i>Child Passenger Protection Public Information & Education</i>	\$200,000	405
<i>Regional Child Passenger Safety Training and Technical Conference</i>	\$260,000	405
<i>Training and Updates for Child Passenger Safety Technicians and Instructors</i>	\$180,000	405
<i>Child Passenger Safety Awareness Training Programs</i>	\$180,000	405
<i>Child Safety Seat Distribution Programs</i>	\$1,000,000	405
<i>Permanent Fitting Stations</i>	\$500,000	405
<i>Child Safety Seat Check Events</i>	\$400,000	405
<i>Seat Belt Use on School Buses</i>	\$30,000	405
<i>Research and Evaluation</i>	20,000	405
402 Total	\$1,480,000	
405 Total	\$3,800,000	
Total All Funds	\$5,280,000	

TRAFFIC RECORDS



OVERVIEW

The success of the performance-based program planning processes used by the agencies and organizations involved in traffic safety at all jurisdictional levels requires access to a variety of traffic records data. Identifying the nature and location of traffic safety problems presents a significant challenge to the state's highway safety community in developing traffic safety initiatives. To develop appropriate countermeasures that meet these challenges, traffic safety professionals need data on crashes and injuries, arrests and convictions for traffic violations, drivers and vehicles involved in crashes, and roadway attributes. The need for accurate and timely data, together with an ever increasing need for data analysis support, is being addressed vigorously by New York through major improvements in the way it maintains and uses its traffic records systems.

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

During the past year, in addition to implementing its 2012-2015 strategic plan, New York participated in a formal assessment of its core traffic records systems. The assessment was conducted by the National Highway Traffic Safety Administration (NHTSA) through the use of an expert panel. A brief description of the assessment is provided below.

NHTSA Traffic Records Assessment

The assessment was conducted primarily to meet the requirements to qualify for Section 408 funding in FFY 2013. Because Section 408 requires states to conduct an assessment of its core traffic records systems every five years, the GTSC submitted a request to NHTSA in summer 2011 for a traffic records assessment. The assessment was conducted by a NHTSA-appointed team the week of February 13-17, 2012. The team was composed of individuals with experience and expertise related to the key traffic records data systems: crashes, citation/adjudication, drivers, vehicles, roadways, and injury surveillance. Covering all of these components of a traffic records system, the primary purpose of the assessment was "to document a State's traffic records activities as compared to the provisions in NHTSA's *Traffic Records Program Assessment Advisory*, to note the State's traffic records strengths and accomplishments, and to offer suggestions where improvements can be made."

A "peer" review team approach was used to conduct the assessment. This involved interviewing key persons associated with each of the six core data systems, from those responsible for collecting and reporting the data to those responsible for maintaining and managing the files and databases. It also involved interviewing persons who access and/or use data from the various systems to develop and

implement traffic safety programs or conduct research. With assistance from ITSMR and the Traffic Safety Information Systems (TSIS) Coordinator, the GTSC was responsible for handling all of the logistics required for the conduct of the assessment and the scheduling of all interviews. The NHTSA Assessment Team presented its draft assessment report to the TRCC on February 17, 2012. The report included 36 recommendations that address the six core data systems (crashes, citation/adjudication, drivers, vehicles, roadways, and injury surveillance), the use of a traffic records system and management initiatives. A copy of the draft report was sent to the TRCC membership on February 21, 2012 for their review and comment. Each recommendation contained in the assessment report was reviewed and discussed by the TRCC membership at its March 9, 2012 meeting. A copy of the assessment report, annotated with the TRCC's edits and comments, was sent by the state's TSIS Coordinator to the Assessment Team and the GTSC on April 3, 2012. The Assessment Team submitted their final assessment report to the GTSC and the TRCC on June 18, 2012.

STATUS OF KEY TRAFFIC RECORDS SYSTEMS

Over the past year, New York has continued to improve its various traffic records systems through the continuation of numerous activities and the implementation of new initiatives. The status of each of the state's six core traffic records systems, covering crashes, citation/adjudication, injury surveillance, drivers, vehicles and roadways, is summarized below.

Crash Information Systems

- ❖ The mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database decreased from 40 days in 2010 (July-Dec) to 33 days in 2011 (July-Dec).
- ❖ As of April 2012, 100% of the 2009 and 10% of the 2010 non-reportable crash reports have been entered into SIMS (NYSDOT's Safety Information Management System).

This progress is due primarily to the continuing roll out of the Traffic and Criminal Software (TraCS). As of June 2012, 432 police agencies use TraCS to collect and submit crash and/or ticket data electronically, up from 402 in spring 2011. The further expansion of electronic reporting, especially by the New York City Police Department (NYPD), will continue to be supported in FFY 2013.

Citation/Adjudication Information Systems

- ❖ The mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database increased from 13 days in 2010 (July-Dec) to 15 days in 2011 (July-Dec).
- ❖ The mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED increased from 25 days in 2010 (July-Dec) to 30 days in 2011 (July-Dec).
- ❖ The percent of citations and dispositions in TSLED processed electronically exceeded 85% (as of January 2012) up from 80% in 2011.

The increases in both the mean number of days from citation date to date it was entered into the TSLED database and the date of charge disposition to date the disposition is entered into TSLED increased between July-December 2010 and July-December 2011 can be attributed in large part to a reduction in the staff resources involved in manual data entry processes. It is expected that the continued expansion

of TraCS across the state in FFY 2013 will have a positive effect on these measures, bringing them back to or below the 2010 levels.

In addition to the 432 enforcement agencies that have the ability to collect and transmit ticket data electronically, as of March 2012, 1,123 of the state's 1,400 courts are using the e-disposition process to submit data electronically to the DMV. During FFY 2013, efforts will continue to focus on increasing the electronic submission of arrest and citation data, especially from the NYPD.

Although New York's other ticket system, Administrative Adjudication (AA), has the capability of receiving data electronically, less than five percent of the 1.4 million tickets issued under the AA system are received electronically. Since the NYPD is currently pilot testing the implementation of its system to capture and transmit data electronically to the AA system, it is expected that the percent of tickets received electronically will begin to increase dramatically in FFY 2013.

Injury Surveillance Information Systems

With Section 408 funding, the NYS Department of Health (DOH) Bureau of Emergency Medical Services (EMS) will complete a four-year project in FFY 2012 to develop and implement an electronic system for capturing and reporting information from pre-hospital patient care reports (PCRs). The *NYS Pre-Hospital Patient Care Registry* project addressed issues related to the timeliness and availability of the state's basic injury surveillance information systems (i.e., the PCR and SPARCS systems). As of February 2012, approximately one in four EMS providers was submitting their PCR data reports to DOH electronically; however, those records represent 75 percent of all the PCRs in the state with 1.5 million coming from the New York City Fire Department.

The DOH's Bureau of EMS is continuing to also improve its ability to link the PCR data with other DOH data systems. Through its Crash Outcome Data Evaluation System (CODES) database, the DOH continues to expand its capabilities to integrate crash data with hospital discharge, emergency department and emergency medical services data. The linked data are used to conduct studies that support the development of health education safety programs and training programs for specific populations, and to respond to data requests from other governmental agencies at the local, state, and federal levels and from the traffic safety research community. The most recent year the data for these various files have been linked is 2009. In FFY 2013, the GTSC will continue to support efforts to maintain the CODES database.

Driver Information Systems

The NYS Department of Motor Vehicles' (DMV) automated driver's license file contains approximately 29 million records, 13 million of which are active. The file provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or been involved in a motor vehicle crash in the state.

Recognized as having one of the best license issuance processes in the United States, New York's card issuance system is based on a comprehensive approach that focuses on prevention and deterrence against fraud. Since 2008, the NYS Department of Motor Vehicles (DMV) has been using facial recognition (FR) technology to stop identity theft and driver license fraud by preventing and deterring the issuance of multiple licenses to a single individual. The FR program is intended to advance the DMV's important goal of "one driver, one license" to deter identity fraud and improve highway safety.

The primary issues related to individuals with multiple license records is the extent to which they obtain multiple licenses to hide the fact that they have multiple traffic violations and/or multiple crashes on their driving record. Obtaining and using multiple license records in this manner enables a driver to avoid the appropriate sanctions/penalties associated with such events. As a result, “problem/bad” drivers remain on the state’s roadways, putting other highway users at risk.

At the request of the DMV’s Division of Field Investigation (DFI), ITSMR continues to assist the DFI in identifying the traffic safety concerns related to multiple licenses. To accomplish this, in FFY 2012 ITSMR examined and analyzed the records of persons across the State who have or are trying to obtain more than one driver license or non-driver identification (ID) card. The results of this effort, which covered the two-year period February 2010-January 2012, are summarized in a report that was made available to the DFI in April 2012. In FFY 2013, ITSMR will continue to assist the DFI, as appropriate.

In FFY 2012, the DMV will complete a project begun in FFY 2011 with Section 408 funding to increase the integrity and accuracy of linking records in the department’s registration, VIN and insurance files to records in the driver’s license file. The project, known as the *Registration/VIN/Insurance Single Client Conversion* project, will enable the DMV to implement standardized edits across these various systems, provide enhanced search capabilities, and make the data more accessible in a more timely manner.

Vehicle Information Systems

The DMV and the NYS Department of Transportation (NYSDOT) are responsible for maintaining the state’s major vehicle-related information systems. Two Section 408 projects being conducted in FFY 2012 are specifically designed to improve the vehicle information systems.

One of the projects is the *Registration/VIN/Insurance Single Client Conversion* project noted above. In accomplishing its objectives, this project is expected to reduce the potential for fraudulent activities by limiting the opportunity for individuals and organizations to obtain multiple identifying records. Improving the accuracy of the vehicle registration information is important to the implementation of the section of Leandra’s Law that requires the expanded use of ignition interlocks for drivers convicted of DWI after August 15, 2010. More accurate vehicle registration information enables the judicial system to better identify the vehicles owned or operated by convicted DWI offenders.

The second FFY 2012 Section 408 project related to vehicles, the *Carrier Certification (CarCert)* project, is designed to address the accuracy of the data on intrastate commercial motor vehicle carriers for hire that transport property, household goods and passengers on New York’s roadways. During the current grant year, the project’s manager and business analyst have been developing a business case for the project based on identified business needs. The project is expected to be completed in FFY 2013.

Roadway Information Systems

Access to timely and accurate roadway-related data is critical to the tasks of identifying and prioritizing highway improvements. Recognizing the importance of having reliable roadway data, NYSDOT is continuing to develop and enhance its Roadway Inventory System (RIS). The RIS consolidates multiple flat files containing data on highway features and characteristics, provides more functionality and makes data entry and data analysis easier to perform. RIS data are used for analysis purposes in support of planning and programming projects. To further improve the state’s roadway information systems, a Section 408 project is being conducted to link RIS with NYSDOT’s Safety Information Management System (SIMS) using the capabilities of ALIS (Accident Location Information System). Integrating or

linking the data from these systems electronically will result in more complete and accessible data on highway characteristics and traffic volume data being available on SIMS.

In addition to having good roadway data systems, it is also important to have access to advances in technology that are designed to capture roadway data more efficiently. Developing the capability to collect and analyze roadway-related data that can be used to support engineering solutions continues to be a priority of NYSDOT. This continuing effort involves the enhancement of its various roadway databases and the use of technologies such as traffic signal timing devices, GIS (geographic information system), and digitized crash reports to capture needed data in a timely, accurate manner. Another activity involved in this effort includes the development of highway inventory systems at the state and local levels which enable traffic safety managers to identify problem locations and make recommendations for improvements.

PERFORMANCE GOALS AND MEASURES

Performance Goals

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

Performance Measures

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

Activity Measures

- ❖ Number/percent of police agencies submitting crash and ticket data electronically to DMV
- ❖ Number/percent of courts submitting ticket disposition data electronically to DMV
- ❖ Update to the *2012-2015 NYS Traffic Safety Information Systems Strategic Plan*

STRATEGIES

Statewide Coordination of Traffic Records Systems Improvements

The GTSC will continue to coordinate efforts with other agencies and sources of funding to complete projects that improve traffic records systems, files and programs. Upon approval of New York's application for FFY 2013 Section 408 incentive funds, implementation of the second year of the state's *2012-2015 Traffic Safety Information Systems Strategic Plan* will begin. The TSIS Coordinator will be responsible for monitoring the implementation of the plan and providing assistance to the Traffic Records Coordinating Council (TRCC).

Electronic Capture and Transmittal of Crash and Ticket Data

In FFY 2013, efforts to expand the number of agencies that collect and transmit crash and ticket data electronically to the DMV will continue. Currently, 432 police agencies are using TraCS (Traffic and Criminal Software), including all of the State Police Troops. With the on-going support of the GTSC, the use of TraCS will continue to expand throughout the state to county and local police agencies in the coming year. In addition, the New York City Police Department will be supported in its efforts to implement an electronic data collection and transmittal system in FFY 2013. The GTSC will also continue discussions with other police agencies, as appropriate, to support their ability to collect and transmit data electronically through other systems.

With Section 402 funding, in FFY 2013, the GTSC will continue to fund a project to provide technical support to local enforcement agencies participating in TraCS. The primary objective of the project is to ensure that the agencies that have been equipped with TraCS software and hardware are collecting and transmitting their crash and ticket data electronically.

Initiatives to Improve the Crash and Citation/Adjudication Systems

Improvements to the DMV's crash and citation/adjudication information systems in FFY 2012 resulted from a number of initiatives conducted by the DMV and other agencies at both the state and local levels. Although TraCS and the DMV's e-disposition system play a major role in those improvements, the application of other new technologies and changes in workflow processes continue to further improve the timeliness and accuracy of the data and provide better access to the data.

With Section 408 funding in FFY 2013, the DMV will conduct Phase 2 of a project to expedite the receipt of motorist crash reports. Currently, about 300,000 motorist reports are received annually by the DMV, all in paper format. The Phase 2 project, known as the *AIS Motorist Report Automation (Phase2)*, will use the revised MV-104 Motorist Accident Report, Functional Requirements and Business Rules created under the *Electronic Filing and Revision of Motorist Accident Reports* project funded by Section 408 in FFY 2012. The primary objectives of the Phase 2 project are to 1) increase compliance and data completeness with regard to property damage only crashes, 2) improve the accuracy and completeness of the data provided through user entry edits, and 3) improve the efficiency and timeliness of processing cases in AIS through the use of automated processes already available in processing electronic police submissions. When fully implemented, this project will significantly improve the accuracy and completeness of the submitted motorist reports, and provide access to the data through AIS in a more timely manner.

Instrumental in identifying the location of crashes, which is an important factor in improving enforcement, engineering and EMS efforts throughout the state, is a two-year project being conducted by NYSDOT under Section 408. This project, titled *ALIS Scalability and Upgrade*, provides NYSDOT the capability to upgrade the hardware and software associated with ALIS, as well as upgrading the maps used by the system. Based on the accomplishments of this two-year project to upgrade ALIS, Section 408 funding will be provided to NYSDOT in FFY 2013 for its *ALIS/SIMS Data Products* project. Under this project, a process will be designed to collect sufficient information from the field and other resources to create an accurate representation of the state's current roadway reference markers and update the SIMS database. This project will significantly improve the accuracy of crash locations both on linear segments and especially with regard to for intersections. The additional Intersection information will improve NYSDOT's ability to calculate intersection crash rates on both the state and parts of the local system.

Another major initiative that will be undertaken in FFY 2013, with funding provided by NYSDOT and Section 408, is the *Study on Integrating the AIS and SIMS Crash Data Systems*. This project will focus on integrating data from AIS and SIMS into a data warehouse. The initial step in the process involves hiring a Project Manager and Business Analyst to build the business case for the warehouse. NYSDOT has contracted with the New York State Technology Enterprise Corporation (NYSTEC), a non-profit technical consulting firm, to complete this initial phase of the project.

Through the use of state-of-the-art technology, the data entry of police crash reports and traffic tickets from the field and court adjudication reports directly from the courts will continue to be supported in FFY 2013. Support will also be provided for the development or modification of software for crash reports and traffic ticket systems and the purchase of equipment, such as laptop computers, printers, and bar code and magnetic strip readers.

Over the past several years, with Section 402 and 408 funding, the GTSC has supported NYSDOT's efforts to code non-reportable property damage only crashes and enter them into SIMS. In FFY 2013, this effort will continue with NYSDOT funds; NYSDOT will continue to fund the NYS Department of Corrections to process the non-reportable crash reports. As of March 2012, all of the 2009 and 10% of the 2010 non-reportable crash reports have been processed and loaded into SIMS.

Improvement of Roadway Data Systems

Recognizing that the systematic upgrade of the state's roadway data information systems is key to initiating countermeasures which help reduce crashes and their severity, NYSDOT continues to make improvements in its various roadway data files. In providing more accurate, consistent, timely and accessible roadway-related information, NYSDOT's roadway data systems are used to assist in the identification of problem locations, the determination of the most appropriate type(s) of improvement, and the prioritization of sites for planned improvements.

Development and Use of Data Linkages

The state's traffic safety community's ability to identify problems and develop effective countermeasures is enhanced by the comprehensive information that is often only available through the linkage of data and data files. For example, to support program planning initiatives, the traffic safety community needs a variety of information on crashes which reside in different data systems, including information about the driver, vehicle, type of crash, location of crash, types of injuries, types of medical care received, and the associated costs. Continued improvements in data linkages will enhance the

development of program initiatives that focus on specific population sub-groups and permit the examination of costs associated with crashes. During the coming year, the GTSC will continue to support efforts to maintain the NYS DOH's CODES database.

Use of Technology to Disseminate Information

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

Research and Evaluation

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

**TRAFFIC RECORDS
FFY 2013 BUDGET SUMMARY**

Strategy	Budget Amount	Source
<i>Statewide Coordination of Traffic Records Systems Improvements</i>	\$680,000	402 TR
<i>Statewide Coordination of Traffic Records Systems Improvements</i>	\$200,000	408
<i>Electronic Capture and Transmittal of Crash & Ticket Data</i>	\$1,800,000	402 TR
<i>Initiatives to Improve the Crash and Citation/Adjudication Systems</i>	\$2,120,000	408
<i>Improvement of Roadway Data Systems</i>	\$300,000	402 TR
<i>Improvement of Roadway Data Systems</i>	\$1,300,000	408
<i>Development and Use of Data Linkages</i>	\$220,000	402 EM
<i>Development and Use of Data Linkages</i>	\$980,000	408
<i>Use of Technology to Disseminate Information</i>	\$820,000	402 TR
<i>Research and Evaluation</i>	\$200,000	402 TR
402 Total	\$4,020,000	
408 Total	\$4,600,000	
Total All Funds	\$8,620,000	

COMMUNITY TRAFFIC SAFETY PROGRAMS

OVERVIEW

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Some of the highway safety issues that counties are encouraged to integrate into their local programs stem from state level initiatives including outreach programs for diverse populations, younger drivers, older drivers and returning veterans.

Teen driving safety will continue to be a priority area in FFY 2013. The New York State Partnership Addressing Teen Driver Safety, comprised of representatives from state agencies, the courts, schools, parent/teacher organizations and other partners, will continue to promote new initiatives to improve the safety of the state's teen driving population. In conjunction with Global Youth Traffic Safety Month in May 2012, the Partnership presented a program, "Speak Early, Speak Often", promoting communication between parents and their teens about the licensing process and safe driving habits. The Partnership will build on this successful program in FFY 2013.



The focus on distracted driving among teens, in particular, texting and talking on cell phones while driving, will also continue in FFY 2013. The GTSC received a second funding award from the Ford Motor Company to promote safe driving among teens, especially seat belt use, and additional teen programs will be held in fall 2012.

Programs that address the issues faced by older drivers will also continue in FFY 2013. One of these is the educational program CarFit which helps senior drivers to find the perfect fit in their vehicles for both comfort and safety.



Projects that provide traffic safety outreach to the state's underserved populations will also continue to be a major focus in FFY 2013. Examples of these programs include the "Building Bridges for Traffic Safety" events organized by the NYS Association of Traffic Safety Boards' Education Outreach Committee that bring together traffic safety professionals and leaders of various multi-cultural communities to find traffic safety solutions. In FFY 2012, a highly successful New York Native Nations Transportation Safety Summit was held with representatives from six of the recognized Indian Nations in the state.



Other examples of traffic safety awareness and outreach programs focus on military veterans who are returning from deployment and on the Amish and Mennonite populations and other agricultural communities in the state.

REVIEW OF DATA

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

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2011*												
	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
NEW YORK STATE	19,378,102		11,285,831		129,965		15,443		5,914		5,383	
County	#	%	#	%	#	%	#	%	#	%	#	%
Albany	303,565	1.6	197,993	1.8	2,472	2.1	217	1.6	89	1.7	123	2.5
Allegany	48,778	0.3	32,016	0.3	240	0.2	12	0.1	4	0.1	16	0.3
Broome	199,031	1.0	137,826	1.2	1,281	1.1	100	0.7	42	0.8	89	1.8
Cattaraugus	79,832	0.4	55,585	0.5	422	0.4	13	0.1	9	0.2	52	1.1
Cayuga	79,738	0.4	54,126	0.5	487	0.4	35	0.3	7	0.1	34	0.7
Chautauqua	134,368	0.7	91,619	0.8	781	0.7	59	0.4	31	0.6	68	1.4
Chemung	88,840	0.5	60,481	0.5	473	0.4	31	0.2	24	0.5	29	0.6
Chenango	50,118	0.3	37,545	0.3	292	0.3	15	0.1	6	0.1	16	0.3
Clinton	81,945	0.4	55,882	0.5	435	0.4	26	0.2	16	0.3	33	0.7
Columbia	62,550	0.3	46,894	0.4	363	0.3	15	0.1	9	0.2	26	0.5
Cortland	49,363	0.3	31,754	0.3	281	0.2	16	0.1	14	0.3	16	0.3
Delaware	47,559	0.2	35,524	0.3	262	0.2	11	0.1	3	0.1	22	0.4
Dutchess	297,999	1.5	209,062	1.9	1,958	1.7	96	0.7	38	0.7	98	2.0
Erie	918,028	4.7	637,324	5.7	6,775	5.8	528	3.8	309	6.0	279	5.7
Essex	39,181	0.2	27,896	0.2	231	0.2	9	0.1	5	0.1	38	0.8
Franklin	51,551	0.3	34,026	0.3	305	0.3	19	0.1	5	0.1	28	0.6
Fulton	55,180	0.3	39,225	0.3	326	0.3	25	0.2	9	0.2	25	0.5
Genesee	59,993	0.3	43,744	0.4	411	0.4	13	0.1	14	0.3	21	0.4
Greene	48,954	0.3	36,910	0.3	313	0.3	8	0.1	9	0.2	32	0.6
Hamilton	4,793	<0.1	4,578	<0.1	47	<0.1	1	<0.1	0	0.0	11	0.2
Herkimer	64,160	0.3	44,830	0.4	325	0.3	9	0.1	6	0.1	26	0.5
Jefferson	117,910	0.6	72,108	0.6	685	0.6	27	0.2	19	0.4	52	1.1
Lewis	27,072	0.1	19,693	0.2	120	0.1	4	<0.1	0	0.0	13	0.3
Livingston	65,070	0.3	44,532	0.4	336	0.3	10	0.1	6	0.1	28	0.6
Madison	73,365	0.4	49,788	0.4	347	0.3	13	0.1	8	0.2	33	0.7
Monroe	745,625	3.8	506,652	4.5	4,847	4.2	320	2.3	260	5.0	245	5.0
Montgomery	49,916	0.3	34,888	0.3	286	0.2	19	0.1	8	0.2	22	0.4
Nassau	1,344,436	6.9	981,633	8.8	12,857	11.0	961	7.0	406	7.8	321	6.5

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2011*

County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
	#	%	#	%	#	%	#	%	#	%	#	%
Niagara	216,011	1.1	156,753	1.4	1,265	1.1	78	0.6	51	1.0	84	1.7
Oneida	234,287	1.2	158,249	1.4	1,366	1.2	88	0.6	46	0.9	90	1.8
Onondaga	466,960	2.4	318,336	2.8	3,175	2.7	240	1.7	111	2.1	157	3.2
Ontario	108,525	0.6	79,187	0.7	708	0.6	34	0.2	16	0.3	48	1.0
Orange	374,872	1.9	247,607	2.2	2,878	2.5	176	1.3	50	1.0	173	3.5
Orleans	42,622	0.2	28,992	0.3	196	0.2	7	0.1	5	0.1	11	0.2
Oswego	122,228	0.6	84,492	0.8	651	0.6	40	0.3	15	0.3	50	1.0
Otsego	61,917	0.3	43,048	0.4	349	0.3	12	0.1	4	0.1	26	0.5
Putnam	99,933	0.5	75,983	0.7	655	0.6	16	0.1	7	0.1	55	1.1
Rensselaer	159,395	0.8	109,480	1.0	864	0.7	57	0.4	27	0.5	73	1.5
Rockland	315,158	1.6	203,819	1.8	2,272	2.0	142	1.0	40	0.8	85	1.7
St. Lawrence	111,690	0.6	73,542	0.7	538	0.5	29	0.2	13	0.3	50	1.0
Saratoga	220,882	1.1	168,626	1.5	1,227	1.1	46	0.3	30	0.6	118	2.4
Schenectady	155,058	0.8	113,196	1.0	975	0.8	86	0.6	53	1.0	58	1.2
Schoharie	32,578	0.2	23,350	0.2	162	0.1	5	<0.1	3	0.1	13	0.3
Schuyler	18,361	0.1	13,947	0.1	112	0.1	3	<0.1	5	0.1	12	0.2
Seneca	35,198	0.2	23,830	0.2	243	0.2	11	0.1	3	0.1	14	0.3
Steuben	99,033	0.5	70,988	0.6	503	0.4	24	0.2	11	0.2	56	1.1
Suffolk	1,498,816	7.7	1,077,535	9.6	7,014	6.0	297	2.2	140	2.7	208	4.2
Sullivan	76,900	0.4	54,266	0.5	527	0.5	28	0.2	6	0.1	36	0.7
Tioga	51,043	0.3	37,717	0.3	231	0.2	10	0.1	3	0.1	20	0.4
Tompkins	101,723	0.5	61,949	0.6	508	0.4	33	0.2	14	0.3	34	0.7
Ulster	182,448	0.9	132,196	1.2	1,352	1.2	69	0.5	31	0.6	77	1.6
Warren	65,831	0.3	51,974	0.5	512	0.4	27	0.2	16	0.3	55	1.1
Washington	63,165	0.3	44,591	0.4	333	0.3	11	0.1	7	0.1	33	0.7
Wayne	93,436	0.5	68,953	0.6	446	0.4	17	0.1	5	0.1	44	0.9
Westchester	955,899	4.9	634,821	5.7	5,666	4.9	551	4.0	100	1.9	189	3.8
Wyoming	41,944	0.2	29,369	0.3	210	0.2	10	0.1	7	0.1	23	0.5
Yates	25,454	0.1	16,571	0.1	117	0.1	3	<0.1	3	0.1	11	0.2
NYC												
Bronx	1,392,002	7.2	421,188	3.8	6,658	5.7	1,295	9.4	226	4.4	158	3.2
Kings	2,532,645	13.0	879,618	7.8	14,771	12.7	3,193	23.3	1,302	25.1	403	8.2
New York	1,601,948	8.2	712,968	6.4	7,543	6.5	2,366	17.2	910	17.5	312	6.3
Queens	2,247,848	11.5	1,044,376	9.3	11,676	10.0	1,763	12.8	506	9.8	296	6.0
Richmond	470,467	2.4	292,084	2.6	2,674	2.3	347	2.5	64	1.2	58	1.2

*2011 AIS data are preliminary

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

STRATEGIES

Community-Based Highway Safety Programs

Projects undertaken by local jurisdictions to address traffic safety problems and statewide initiatives to enhance local programs will be supported. Examples of projects include the following:

Local Highway Safety Programs

The Governor's Traffic Safety Committee (GTSC) will work with county level community-based programs which take a comprehensive approach to addressing local traffic safety problems. The GTSC will work with local partners to recognize outstanding efforts by individuals and organizations in promoting traffic safety.

Coalition Development

The GTSC will continue to promote the development of broad-based coalitions that include organizations with differing perspectives on traffic safety issues, including private sector organizations, the media and industry associations. There is also a need to establish coalitions among the organizations with common interests, including the business community, the trucking industry and local government associations. Efforts should focus on crash avoidance and prevention education for high risk groups within local communities. Examples of such partnerships are the New York State Partnership Against Drowsy Driving (NYPDD), the Capital Region Older Driver Assistance Network, the Capital District Safe Kids Coalition and the New York State Partnership for Walk Our Children to School (NYSWOCS) which recently broadened its scope to include membership and representation from New York City and Long Island in programs such as Spot the Tot and Safe Routes to School described in more detail below.

Spot the Tot

According to the Safe Kids Worldwide website, approximately 2,500 children between the ages of one and 14 are treated in emergency rooms each year for non-fatal injuries suffered when hit by a motor vehicle backing up. The Centers for Disease Control reports that an average of 230 children in this same age group are also killed each year in this type of incident. Most backovers occur either in home driveways or parking lots. To bring attention to the dangers of backovers, Safe Kids Utah created a program that provides information and safety tips for parents, caregivers and other drivers as well as for children. The NYSWOCS and Safe Kids programs have adopted this successful initiative and will identify and implement strategies to increase public awareness in New York State.

Safe Routes to School

The goals of the Safe Routes to School program are to enable and encourage school age children, including those with disabilities, to walk and bicycle to school; make walking and bicycling to school a safer and more appealing transportation alternative; and facilitate the planning, development and implementation of projects and activities that will improve safety in the vicinity of schools. Participation in the program will continue to be encouraged.

Agricultural/Amish Community Outreach

Special attention will continue to focus on the unique traffic safety issues associated with the Amish/Mennonite and agricultural communities of the state. The New York State Police and the Sheriffs of Ontario and Yates counties provided traffic safety outreach to this demographic in affected rural areas. In many instances these outreach efforts were conducted in partnership with the New York Center for Agricultural Medicine & Health (NYCAMH) at venues frequented by this population such as the New York State fairgrounds, agricultural conferences, schools and local fire departments. The curriculum included regulations for agricultural vehicles, animal drawn vehicles, commercial vehicles operated on the public highway by farmers and traffic safety education related to bicycle riding, proper helmet use and pedestrian safety. In the coming year, education and public awareness will continue to be provided to the targeted community, the general motoring population and law enforcement. It is anticipated that the lessons learned from these outreach programs will be transferable to other jurisdictions with similar concerns.

Training for Community Program Personnel

Training and other educational programs will be made available to local project personnel to increase their knowledge of traffic safety issues and help them to become more effective program managers. Specific types of training that may be offered include presentation skills, project management and performance assessment.

Motorist Education to Prevent Passing of Stopped School Buses

Motorists who pass stopped school buses continue to put children at risk when they are in the process of boarding and exiting school buses. The GTSC, with its member agencies, has been very active in addressing this issue through the Operation Safe Stop program. Operation Safe Stop is a law enforcement and education initiative addressing the problem of motorists who illegally pass stopped school buses. This ongoing program takes a two-pronged approach: coordinating enforcement activities and public information efforts to target drivers who violate the law and educating motorists that passing a stopped school bus with its red lights flashing is both illegal and dangerous to the students who ride school buses.

The ultimate goal of Operation Safe Stop is to protect school children as they enter and exit the school bus. To this end, the GTSC will continue to facilitate cooperative efforts involving the New York Association for Pupil Transportation (NYAPT), school transportation officials and the law enforcement community. In addition to Operation Safe Stop, other efforts to heighten public awareness of the law requiring motorists to stop for school buses when their red lights are flashing will continue to be supported.

Building Bridges for Traffic Safety – Diversity and Veterans

The Building Bridges for Traffic Safety Project at SUNY Ulster's Mid-Hudson Health and Safety Institute is the conduit for the NYS Association of Traffic Safety Boards' (NYSATSB) Education Outreach Committee's multi-cultural and veterans traffic safety outreach. In 2013, the project proposes to continue its statewide outreach in support of underserved populations. The goals of the committee have been to increase the state's effectiveness in meeting the traffic safety educational needs of New York's diverse cultural groups and promote the creation of multi-cultural traffic safety programs where needed. As in prior years, the project is planning to hold a minimum of three Building Bridges for Traffic Safety events. These events bring together traffic safety professionals and multi-cultural community leaders to address the particular traffic safety needs of their region or community.

In the 2012 project year, the committee partnered with federal, state and local agencies to engage the Native American communities across New York State in a first-of-its-kind statewide Traffic Safety Summit held east of the Mississippi. The successful NY Native Nations Transportation Safety Summit held March 21-22 attracted representatives from the Federal Highway Administration (FHWA) Tribal Technical Assistance Program, GTSC, NYSDOT, NHTSA, Native Indian Health Service, Bureau of Indian Affairs and six of the eight recognized Indian Nations in New York State. Participant evaluations rated the summit high in quality, usefulness, and networking. Participants indicated that they would like to participate in follow-up activities that would assist their community transportation safety efforts. Plans are underway for “Next Steps” collaborative projects with the Nations and for a joint presentation at the Annual Fall NYS Highway Safety Conference in October 2012.

In FFY 2013, the Education Outreach Committee will continue to distribute educational materials, films and other relevant resources, including materials developed for local police agencies to encourage their involvement in multi-cultural outreach. The Committee will also continue to identify and distribute resources and strategies that can be used by local programs when developing traffic safety initiatives for their diverse communities.

Veterans Traffic Safety Awareness Programs and Training for Law Enforcement

For many military veterans, returning home can be a difficult time and present some unique challenges requiring an adjustment period in reconnecting with families, friends and communities. Adding to this concern are published statistics indicating that motorcycle and other motor vehicle crashes are a leading cause of death among veterans in the early years after returning from deployment. By understanding what veterans are going through upon their return home, all of us will be better prepared in offering resources and assistance to help them have a seamless transition. For this reason, GTSC will continue to support initiatives by organizations such as the NYSATSB’s Multicultural Traffic Safety Outreach Committee, the Lewis Henry Morgan Institute of SUNY-IT, Utica, and the U.S. Department of Veterans Affairs designed to address this traffic safety problem.



Examples of these programs include “Building Bridges For Veteran Traffic Safety” workshops which explore traffic safety concerns regarding returning veterans with local professionals and community leaders and special displays such as the “Second Front” exhibit developed to raise public awareness of the issue.

Commercial Vehicle Safety

The GTSC will support educational programs designed to reduce crashes, injuries and fatalities of commercial drivers and those who share the road with large vehicles such as tractor trailers, trucks and buses. The GTSC will join with state and federal agencies to improve the safety of commercial motor vehicle drivers and the motorists who share the road with them. The GTSC also partners with the NYS Motor Truck Association to promote and sponsor the annual NYS Truck Safety and Education Conference and participates on the conference planning committee. GTSC will also attend and participate at the Motor Carrier Safety Assistance Program (MCSAP) quarterly meetings.

Roadway Safety

The timely and efficient management of traffic incidents is very important for both maintaining public safety and restoring traffic flow. Cooperative responses involving multiple agencies and multiple jurisdictions are frequently required to deal with the negative impacts of roadway incidents such as the removal of debris and other remnants of traffic crashes, cargo spills and other serious events. Training programs that focus on reducing incident detection, verification, response and clearance times; safe and efficient management of personnel and equipment; and timely and accurate notification of the public regarding traffic disruptions are needed.

Younger Driver Outreach

NYSATSB Youth Committee

The NYSATSB Youth Committee will hold its “Save Your Friend’s Life Over the Airwaves” radio PSA contest for high school students for the eighth year. The PSAs entered in the contest include safe driving messages for teens which address the leading causes of teen crashes and crash-related injuries; the winning PSAs will be aired on radio stations and school stations throughout the state.

New York Partnership Addressing Teen Driver Safety

The NYS Department of Health (DOH) Bureau of Injury Prevention will continue to facilitate a work group to focus on issues related to young drivers. Representatives from the GTSC, the DMV, the judiciary, parent/teacher organizations, school board associations and other partners participate on the work group which seeks to expand teen driving safety outreach and promote the implementation of proven and promising strategies to improve the safety of this high risk driving population.

In FFY 2013, the Partnership will build on the successful “Global Youth Traffic Safety Month” initiative conducted in 2012. This program, “Speak Early, Speak Often” was geared towards parents and promoted discussion between parents and their young drivers about the licensing process.



One Second, Everything Changes Project

This successful project involves the creation of portable displays that include multiple panels with photos and personal items of young persons who were involved in fatal motor vehicle crashes. These displays personalize the tragedy of impaired driving for the peer group of the victims. The “One Second, Everything Changes” project continues to expand as more counties develop displays.

Driver Education Research and Innovation Center (DERIC)

The Driver Education Research and Innovation Center (DERIC) was created as the result of a key recommendation from the Temporary Special Advisory Panel on Driver Education Availability and Curriculum Enhancement. The recommendation called for the creation of a public/private partnership inclusive of all driver education and traffic safety stakeholders which would develop, implement and evaluate a state-of-the-art driver education curriculum for New York State. In FFY 2013, the center's objective is to complete a driver education lesson module on the issue of distracted driving. In undertaking this task, current research will be compiled, guidance will be solicited from national experts on distracted driving, and the collaboration of the state's many traffic safety partners will be sought. The eventual goal is to provide the State Education Department and the many driver education programs across the state with a complete and effective distracted driving curriculum.

High School Distracted Driving Presentations

The GTSC expanded its teen driver outreach with a new Distracted Driver speaker program through a grant awarded to the National Safety Council. As part of this program, nationally recognized Distracted Driving advocate Jacy Good made presentations to groups of young adults at many schools throughout New York State. It is estimated that over 5,000 students heard her message to curtail this dangerous and frequently deadly behavior while driving.

National Safety Council – New York State Teen Safe Driving Coalition

GTSC will continue to work with and support the National Safety Council's (NSC), New York State Teen Safe Driving Coalition. In FFY 2012, the Coalition developed and promoted the "Teen Driver Crashes – GTG" program during Global Youth Traffic Safety Month in May. GTG is SMS language or text talk for "got to go." The package included materials and program suggestions for high schools to host traffic safety awareness days. This project will be expanded and rebranded for FFY 2013. GTSC will also continue to support any future development of a Graduated Driver Licensing mobile application which NSC has discussed.

Older Driver Outreach

Capital Region Older Driver Assistance Network

The Capital Region Older Driver Assistance Network is a working group whose members provide various levels of assistance to older drivers and to those seeking assistance to help older drivers. Members



include the GTSC, NYS Office for the Aging, DMV, DOH Bureau of Injury Prevention, Albany County Department for the Aging, Rensselaer County Department for the Aging, Schenectady County Office for the Aging, Sunnyview Rehabilitation Hospital, AAA, American Association of Retired Persons (AARP) and NYSATSB. The Capital Region Older Driver Assistance Network is committed to assisting the older driver to drive safely and remain mobile longer and to raise awareness about programs and services that are available to assist and support older individuals who are no longer able to drive.

CarFit

This program is designed to help older drivers find out how they currently fit their personal vehicle, highlighting actions they can take to improve their fit and promoting conversations on driver safety and community mobility. A proper fit can increase the safety of the driver as well as the safety of others in the vehicle and on the roadway. Trained technicians are presently available in the Capital Region and the goal is to expand the program statewide.

Drowsy Driving

New York's Partnership Against Drowsy Driving (NYPDD)

Created in 2004, the NYPDD is a multi-agency effort to educate the public and high-risk groups about the dangers of drowsy driving and promote the adoption of prevention strategies. Members of the NYPDD include representatives from the GTSC, NYS Thruway Authority, NYS DOH, New York State Police, DMV, NYS Motor Truck Association, NYSATSB, NYS Movers and Warehousemen's Association, NYS DOT and AAA.



**COMMUNITY TRAFFIC SAFETY PROGRAMS
FFY 2013 BUDGET SUMMARY**

Strategy	Budget Amount	Source
<i>Local Highway Safety Programs</i>	\$3,680,000	402 CP
<i>Coalition Development</i>	\$40,000	402 CP
<i>Spot the Tot</i>	\$40,000	402 CP
<i>Safe Routes to School</i>	\$80,000	402 CP
<i>Agricultural/Amish Community Outreach</i>	\$60,000	402 CP
<i>Training for Community Program Personnel</i>	\$80,000	402 CP
<i>Motorist Ed. to Prevent Passing of Stopped School Buses</i>	\$200,000	402 SB
<i>Building Bridges for Traffic Safety – Diversity and Veterans</i>	\$100,000	402 CP
<i>Vets Traffic Safety Awareness Programs & Training for Law Enf.</i>	\$100,000	402 CP
<i>Commercial Vehicle Safety</i>	\$100,000	402 CP
<i>Roadway Safety</i>	\$480,000	402 RS
<i>NYSATSB Youth Committee</i>	\$80,000	402 CP
<i>New York Partnership Addressing Teen Driver Safety</i>	\$100,000	402 CP
<i>One Second, Everything Changes Project</i>	\$120,000	402 CP
<i>Driver Education Research and Innovation Center (DERIC)</i>	\$200,000	402 CP
<i>High School Distracted Driving Presentations</i>	\$120,000	402 CP
<i>National Safety Council – NYS Teen Safe Driving Coalition</i>	\$120,000	402 CP
<i>Capital Region Older Driver Assistance Network</i>	\$60,000	402 CP
<i>CarFit</i>	\$60,000	402 CP
<i>New York’s Partnership Against Drowsy Driving (NYPDD)</i>	\$60,000	402 CP
402 Total	\$5,880,000	
Total All Funds	\$5,880,000	

PROGRAM MANAGEMENT

OVERVIEW

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

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

The new surface transportation bill known as Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012. The law authorizes funding for FFY 2013 and FFY 2014 and includes two funding programs: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. The new Section 405 program consists of incentive programs in six areas: occupant protection, traffic records, impaired driving, motorcycle safety, distracted driving and Graduated Driver Licensing laws; states must meet eligibility requirements to receive funding in these areas. A single application for funding will be required and will be due on July 1, 2013. Over the coming year, the GTSC will make the appropriate adjustments to meet the new requirements and deadlines established by MAP-21.

As part of its program management function, the GTSC will undertake activities in FFY 2013 to address the following needs and challenges:

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

PERFORMANCE GOALS

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

STRATEGIES

New York's Highway Safety Strategic Plan

The GTSC is committed to continuing and strengthening planning at the state and local levels and to promoting the use of the Highway Safety Strategic Plan (HSSP) as the principal document for setting priorities, directing program efforts and assigning resources. The GTSC will continue to support the NYS Department of Transportation (NYSDOT) in the development of a NYS Strategic Highway Safety Plan (SHSP). The GTSC will also continue to participate in NYSDOT's interagency Motor Carrier Safety Assistance Program (MCSAP) Committee and the annual planning sessions held prior to the development of the annual Commercial Vehicle Safety Plan (CVSP), to assist with planning the annual Truck and Bus Safety Symposium, and to encourage GTSC police agency grantees to include commercial vehicles and drivers in their enforcement efforts. New York has again prepared a Traffic Records Strategic Plan to meet the application requirements for Section 408 funding under SAFETEA-LU and will use this document to guide the advancement of the state's traffic records systems.

Training Opportunities

Training has been identified as a valuable tool to meet the needs of grantees, partners and staff. The GTSC will continue to assess the training needs of its highway safety partners, coordinate these needs with the priorities outlined in the HSSP and provide appropriate training opportunities. Training will be delivered in a variety of formats as appropriate, including workshops, seminars, classroom settings, podcasts and webinars. The GTSC has responded to a survey regarding New York's interest in participating in internal webinar sessions offered by NHTSA and GHSA on a variety of topics.

Planning and Administration

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

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

The member agencies of the Governor's Traffic Safety Committee will continue to meet in FFY 2013 to help set New York State's highway safety priorities and to support efforts to achieve those priorities. The member agencies also play a valuable role in reviewing statewide legislation promoting traffic safety and through participation in special work groups established to assist in the effective implementation of legislative initiatives.

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

Plan for Public Information & Education

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

Highway Safety Presentations and Workshops

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

Survey on Driver Attitudes

The GTSC, with the assistance of the Institute for Traffic Safety Management and Research, will continue to conduct an annual driver attitudinal survey as called for by NHTSA and GHSA. In 2010, 2011 and 2012, questionnaires were distributed to customers at five DMV offices in the state. The surveys in 2010 and 2011 included three questions on seat belts, four on speed, and three on impaired driving. In 2012, to collect information on the important topic of distracted driving, four questions on cell phone use and texting while driving were substituted for one question on seat belt use and impaired driving and two on speed. This revised questionnaire will be used in the survey conducted in 2013. Repeating key questions related to seat belts, speed and impaired driving allows comparisons over time. The addition of questions on cell phone use and texting in 2012 established baseline measures on distracted driving that will allow for the tracking of this unsafe behavior in 2013 and future years.

PROGRAM MANAGEMENT FFY 2013 BUDGET SUMMARY		
Strategy	Budget Amount	Source
<i>New York's Highway Safety Strategic Plan</i>	\$20,000	402 PA
<i>Training Opportunities</i>	\$40,000	402 PA
<i>Planning and Administration</i>	\$680,000	402 PA
<i>Plan for Public Information & Education</i>	\$70,000	402 PA
<i>Highway Safety Presentations and Workshops</i>	\$30,000	402 PA
<i>Survey on Driver Attitudes</i>	\$20,000	402 PA
402 Total	\$860,000	
Total All Funds	\$860,000	



FISCAL SUMMARY



U.S. Department of Transportation
National Highway Traffic Safety
Administration
Federal Highway Administration

O.M.B. No. 2127-0003

HIGHWAY SAFETY PROGRAM COST SUMMARY

State New York Number 2013-00 Date 8/27/2012

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	
PA13-01	\$860,000.00		\$860,000.00		\$860,000.00		\$0.00
OP13-02	\$480,000.00				\$480,000.00		\$320,000.00
CP13-03	\$5,200,000.00				\$5,200,000.00		\$5,000,000.00
AL13-04	\$0.00				\$0.00		\$0.00
PT13-05	\$6,800,000.00		\$110,000,000.00		\$6,800,000.00		\$5,800,000.00
EM13-06	\$220,000.00				\$220,000.00		\$200,000.00
RS13-07	\$480,000.00				\$480,000.00		\$380,000.00
TR13-08	\$3,800,000.00				\$3,800,000.00		\$3,700,000.00
PS13-09	\$880,000.00				\$880,000.00		\$700,000.00
SB13-10	\$200,000.00				\$200,000.00		\$180,000.00
MC13-11	\$280,000.00				\$280,000.00		\$200,000.00
Total 402	\$19,200,000.00		\$110,860,000.00		\$19,200,000.00		\$16,480,000.00
405 K2	\$3,800,000.00		\$16,000,000.00		\$3,800,000.00		\$3,000,000.00
406 K4	\$0.00				\$0.00		\$0.00
408 K9	\$4,600,000.00		\$1,800,000.00		\$4,600,000.00		\$3,600,000.00
410 K8	\$22,000,000.00		\$78,000,000.00		\$22,000,000.00		\$20,000,000.00
2010 K6	\$1,200,000.00				\$1,200,000.00		\$960,000.00
Total	\$50,800,000.00		\$206,660,000.00	\$0.00	\$50,800,000.00		\$44,040,000.00
NHTSA							

State Official Authorized Signature: _____

Federal Official(s) Authorized Signature: _____

NAME: Chuck DeWeese

NHTSA - NAME: _____

SIGNATURE: Chuck DeWeese

SIGNATURE: _____

TITLE: Assistant Commissioner

TITLE: _____

DATE: 8/27/2012

DATE: _____

Effective Date: _____



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 2
New Jersey, New York,
Pennsylvania,
Puerto Rico,
U.S. Virgin Islands

222 Mamaroneck Avenue, Suite 204
White Plains, New York 10605-1388
Phone: 914-682-6162
Fax: 914-682-6239

September 25, 2012

The Honorable Andrew M. Cuomo
Governor of New York
Executive Chamber
Albany, New York 12224-0342

Dear Governor Cuomo:

We have reviewed New York's Fiscal Year 2013 Performance Plan, Highway Safety Strategic Plan, Certifications and Assurances Statement, and Program Cost Summary (HS Form 217), dated August 27, 2012. Based on these documents, we find your State's highway safety program to be in compliance with the requirements of the Section 402 Program.

This determination does not constitute an obligation of federal funds for fiscal year 2013, or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of the fiscal year identified above. However, federal funds reprogrammed from fiscal year 2012 highway safety program, carry forward funds, will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of fiscal year 2013 or the date of this letter, whichever is later.

Specific details relating to the implementation of the plan will be provided to Barbara J. Fiala, Commissioner of Department of Motor Vehicles and Chair of the Governor's Traffic Safety Committee (GTSC).

We look forward to working with the GTSC and its partners on the successful implementation of this plan.

Sincerely,

Thomas M. Louizou
Regional Administrator



bcc: Barbara J. Fiala, Commissioner, NY State DMV
Charles R. DeWeese, Assistant Commissioner, NY State DMV
Jonathan D. M^cDade, Division Administrator, FHWA
Brian Temperine, Division Administrator, FMCSA
Maggi Gunnels, Associate Administrator, NHTSA, ROPD

CERTIFICATIONS



STATE CERTIFICATIONS AND ASSURANCES

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

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

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

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

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the

State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

- **National law enforcement mobilizations and high-visibility law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

(23 USC 402 (b)(1)(F));

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

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

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

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from

participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without

modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or

- b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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



Governor's Representative for Highway Safety

New York
State

2013
For Fiscal Year

8/27/12
Date

