September 2019

Highway Safety Plan
FY 2020
New York

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: Yes

S. 405(e) Distracted Driving: Yes

S. 405(c) State Traffic Safety Information System Improvements: Yes

S. 405(f) Motorcyclist Safety Grants: Yes

S. 405(d) Impaired Driving Countermeasures: Yes

S. 405(g) State Graduated Driver Licensing Incentive: Yes

S. 405(d) Alcohol-Ignition Interlock Law: Yes

S. 405(h) Nonmotorized Safety: Yes

S. 405(d) 24-7 Sobriety Programs: Yes

S. 1906 Racial Profiling Data Collection: Yes

Highway safety planning process

Data Sources and Processes

Introduction

The latest federal transportation authorization legislation Fixing America's Surface Transportation (FAST) Act, was enacted on December 4, 2015. The FAST Act, which provides a stable stream of funding for state highway safety programs for the next five years, includes the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. The Section 405 program consists of incentive programs in the following areas: Occupant Protection, Traffic Records, Impaired Driving, Motorcycle Safety, Alcohol-Ignition Interlock, Distracted Driving, Graduated Driver Licensing, and Non-motorized Safety. States must meet eligibility requirements to receive funding in these areas. Under the FAST Act, a single application for funding is required and must be submitted by July 1.

In preparing the FFY 2020 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding. The University at Albany's Institute for Traffic Safety Management and Research (ITSMR) provides analytical and technical support for the planning process and works closely with GTSC on the preparation of the HSSP.

Data Sources

FARS continues to be the official source of data for the core outcome fatality measures. New York's Accident Information System (AIS) is the source for all injury crash data in the HSSP, including the serious injuries core outcome measure. Much of the AIS data used in the HSSP were accessed through the online Traffic Safety Statistical Repository (TSSR). The AIS is also the source for the new performance measures for drugged driving and distracted driving. At the time the FFY 2020 HSSP was prepared, 2017 FARS Annual Report File (ARF) data and 2017 AIS data were the most recent complete data files available. The source for the core

behavioral measure, the observed seat belt use rate, is New York's annual observation survey conducted in June; the rate from the 2018 survey was available for inclusion in the FFY 2020 HSSP.

The ticket data included in the HSSP were extracted from two sources: New York's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) systems. Final ticket data for 2017 were available from each of these systems which together cover all of New York State. Data on impaired driving arrests in New York City were received directly from the New York City Police Department; TSLED was the data source for impaired driving arrests that occurred in the rest of the state.

Data from New York's Driver's License and Vehicle Registration files and population data from the U.S. Census Bureau were also used in the analyses conducted as part of the problem identification process for various program areas in the FFY 2020 HSSP. A final source of data is the survey of drivers conducted each year at Department of Motor Vehicles offices. These surveys are described below.

New York State Driver Behavior and Attitudinal Surveys

In addition to the outcome and behavioral performance measures discussed above, NHTSA encourages states to conduct surveys to track driver-reported behaviors, attitudes and perceptions related to major traffic safety issues. Since 2010, New York has conducted annual surveys at five NYS Department of Motor Vehicles offices. The selected offices provide representation from the three major areas of the state. Three of the DMV offices are in the Upstate region: Albany (Albany County), Syracuse (Onondaga County), and Yonkers (Westchester County); one is in New York City (Brooklyn) and one is on Long Island (Medford, Suffolk County).

In addition to questions on seat belt use, speeding and alcohol impaired driving, the survey instrument has been modified over the years to include questions on new topics of interest. In order to collect information on the important topic of distracted driving, questions on cell phone use and texting while driving were included beginning with the 2012 survey and a question on drugged driving was added to the survey beginning in 2016. Three more questions on drug use (primarily cannabis) and driving were added to the survey in 2019. Information is also collected on the age, gender and county of residence of the survey participants. A minimum of 300 surveys are conducted at each of the five DMV offices. The results from these annual surveys are reported in the Annual Report submitted to NHTSA at the end of the fiscal year. Data related to driver opinions, perceptions and reported behaviors collected in these surveys are also used in preparing the annual HSSP.

Problem Identification Process

At GTSC's request, ITSMR was responsible for conducting the problem identification process used by New York in developing the state's FFY 2020 data-driven HSSP. The first step in the process was to conduct analyses on data extracted from the sources that have been described. The initial analyses were conducted using the most recent five years of FARS data (2013-2017) to determine the trend in each of the core performance measures related to fatalities. The trend in the number of serious injuries suffered in crashes was analyzed using 2013-2017 data from New York's AIS. For the core behavioral measure, the results from the five most recent observation surveys (2014-2018) were analyzed to determine the trend in the state's seat belt use rate. A five-year moving average was calculated for each of these core measures. Similar analyses were conducted on the additional performance measures established to track progress in several of the program areas.

The next step in the problem identification process was to conduct additional data analyses to determine the

characteristics and factors contributing to the crashes, fatalities and injuries related to each of the program areas addressed in the HSSP. The AIS crash data accessed through the online TSSR provided extensive data for these analyses including who was involved in the crashes, where and when they were occurring and the contributing factors in the crashes. In addition to looking at the trends over time, the analysis strategy was to identify which groups, locations and contributing factors were overrepresented through comparisons with licensed drivers, registrations or population figures and rates, as appropriate. The key results of these analyses are presented and discussed in the problem identification section under each program area; these data were also the basis for the selection of strategies that will enable the state to make progress toward its performance targets.

Process for Setting Performance Targets

Performance targets were set for each of the core performance measures and for the additional measures selected by New York for inclusion in the FFY 2020 HSSP. New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS Department of Transportation (NYSDOT) in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The second step in the process involved discussing the targets estimated by this forecasting method with the state's key stakeholders. Based on their experience and knowledge of current traffic safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders adjusted each of the forecasted targets, where warranted, based on what they thought was reasonable.

Selection of Strategies

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

Processes Participants

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

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

Description of Highway Safety Problems

The goals of New York's comprehensive statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes. The Governor's Traffic Safety Committee (GTSC) provides leadership and support for the attainment of these goals through its administration of the federal highway safety grant funding awarded to New York by the National Highway Traffic Safety Administration (NHTSA).
The top priorities of the FFY 2020 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and contributing factors while maintaining and expanding on the success in areas where reductions have been achieved. Based on the most recent complete year of FARS fatality data, New York has demonstrated improvement in the number of fatalities overall and in several traffic safety areas. Over the five-year period, 2013-2017, total fatalities, fatalities in alcohol-related and speed-related crashes and motorcyclist fatalities have all been on general downward trends. While pedestrian fatalities fluctuated over the five-year period, there was an overall decline in the five-year moving average from 307 to 292 and a 22% drop in the number of pedestrians killed between 2015 and 2017. The number of drivers under age 21 involved in fatal crashes also trended downward between 2013 and 2017 with the five-year moving average dropping from 144 (2009-2013) to 106 (2013-2017).
One of New York's greatest achievements has been the level of compliance with the state's seat belt law; a statewide usage rate of 92.9% was measured in the 2018 seat belt observation survey, down by only half a percentage point from the all-time high of 93.4% in 2017. The data on restraint use in crashes also show that fewer of the fatalities were unrestrained occupants or unhelmeted motorcyclists.
Based on data from New York's Accident Information System (AIS), serious injuries in crashes were also on a general downward trend between 2013 and 2017. There have also been reductions in the number of persons injured in crashes involving alcohol and in the number of motorcyclists injured in crashes.
Although progress has been made in many areas of traffic safety, others continue to pose challenges. One of the areas of concern continues to be non-motorists. While the five-year moving averages for both pedestrian fatalities and pedestrians injured in crashes have generally been trending downward, the large fluctuations in the numbers from year to year require monitoring. Furthermore, unlike the number of pedestrian fatalities which declined between 2015 and 2017, the number of pedestrians injured in crashes increased over the same time period (from 13,413 to 15,581). Bicyclist fatalities also increased between 2015 and 2017 (from 36 to 46) and

the five-year moving average for the number of bicyclists injured in crashes was on an upward trend between 2015 and 2017.

Another traffic safety issue that continues to be a priority is the number of fatalities in drug-related crashes. Despite the decrease in the number of fatalities in drugged driving crashes between 2016 and 2017 (from 267 to 235), the five-year moving average was on an upward trend between 2014 and 2017. There has also been an upward trend in the number of fatal and personal injury cell phone crashes, which increased 21% between 2015 and 2017 (from 435 to 526).

The evidence-based approach to enforcement is reflected in the analyses of the traffic tickets issued. After remaining relatively stable between 2013 and 2016, the total number of tickets issued for traffic violations increased by nearly 150,000 (4%) in 2017. The increases in the numbers of tickets occurred primarily in the downstate areas of New York; increases of 12% and 10% were reported for Long Island and New York City, respectively, while there was a one percent decrease in the number of tickets issued in the Upstate region.

For the state as a whole, speeding tickets, which had been on a consistent upward trend from 2013-2016, declined by 3% in 2017. The overall increase in speeding tickets between 2013 and 2017 was 11%. Over the same period, 2013-2017, seat belt tickets declined by 29%; however, the difference between 2016 and 2017 was only approximately 400 tickets (a decrease of less than 1%) indicating that the level of ticketing may be reaching a plateau. Evidence of efforts directed toward the enforcement of drug-impaired driving is also seen in the analyses of the TSLED ticket data. Between 2013 and 2017, the number of drivers ticketed for drugged driving increased 22%; part of this increase is likely attributable to the better detection and reporting of drug involvement as a result of the ARIDE and Drug Recognition Expert (DRE) training provided for law enforcement officers.

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

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

Methods for Project Selection

Strategies for Programming Funds

GTSC’s strategies for programming the federal funds received by New York are guided by a number of factors. One of the most important considerations is the priority assigned to the highway safety issue that is being addressed and the potential impact the strategy would have on reducing crashes, fatalities and injuries. A second factor taken into account is how the strategy contributes to a comprehensive and balanced highway safety program. A third consideration is the need to comply with federal requirements, such as requirements to maintain funding levels in specific program areas and restrictions placed on the types of activities that can be funded under certain grant programs.

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

Project Selection, Negotiation and Award

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

Proposals for Impaired Driving projects are also assessed for their coordination with the direction of NYS's Impaired Driving Advisory Council.

Proposals for Police Traffic Services grants must include evidence-based enforcement strategies that are consistent with the stateaposs evidence-based Traffic Safety Enforcement Program (TSEP).

Project proposals for Motorcycle Safety are also reviewed to verify that they do not include motorcycle checkpoints and are consistent with the Share the Road message promoted by GTSC and its partners.

Project proposals for Non-motorized (Pedestrians and Bicyclists) strategies are also assessed for their impact on the targeted population identified in the grant; special consideration is given to focus communities that have been identified in New York's Pedestrian Safety Action Plan.

Proposals for Occupant Protection projects are also assessed for their efforts to address the high-risk groups that make up the approximately 7% who do not comply with the state's laws. GTSC follows the same process described above for the review of Child Passenger Safety mini-grant applications, project selection, and the negotiation and award of grant funds. Proposals for Child Passenger Safety projects are also assessed to determine if the organization has a CPS technician certified by Safe Kids to carry out grant activities and demonstrates an understanding of their community demographics for effective outreach. Applications for Low-Income Education and Distribution Programs are also assessed to ensure that the populations that will be served qualify for the receipt of child safety seats.

Project proposals for Traffic Records funding are assessed for their impact on one of New York's six core traffic safety data systems and the consistency of the proposed strategies with New York's Traffic Safety Information Systems Strategic Plan. Proposals are also reviewed to verify that they have been previously approved by the state's Traffic Records Coordinating Council (TRCC).

Project proposals for Community Traffic Safety Programs are assessed to determine the depth of the

agency's knowledge of the demographics and traffic safety problems in their locality. Program staff also evaluate if the agency is in the best position to address the identified problems.

List of Information and Data Sources

GTSC and its partners consult a wide variety of information and data sources during the state's highway safety planning process. Updated crash and ticket data can be viewed online through New York's Traffic Safety Statistical Repository (TSSR), www.itsmr.org/tssr, developed and maintained by the Institute for Traffic Safety Management and Research (ITSMR).

The major sources of information and data include the following.

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

Description of Outcomes

Coordination of Data Collection and Information Systems

The coordination of the state's traffic records systems is facilitated through the state's Traffic Records Coordinating Council (TRCC). The TRCC's membership includes all of the New York State agencies that house and maintain data systems related to highway safety. The Deputy Director of ITSMR serves as the Traffic Safety Information Systems (TSIS) Coordinator and is responsible for preparing New York's Traffic Records Strategic Plan and annual updates, organizing and facilitating meetings of the TRCC and ensuring New York's compliance with NHTSA requirements regarding state traffic records programs.

Under contract to GTSC, ITSMR also provides extensive services related to the traffic records systems housed

at the NYS Department of Motor Vehicles (DMV). In addition to responding to requests for data and special analyses from GTSC, DMV and their customers, ITSMR is also responsible for the final cleanup of the state's crash file, the Accident Information System (AIS).

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

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

Coordination with New York's Strategic Highway Safety Plan

The FAST Act continues the requirements initiated under MAP-21 for states to develop a Strategic Highway Safety Plan (SHSP). The SHSP is a comprehensive, data-driven transportation safety plan developed in consultation with a broad range of safety stakeholders that provides strategic direction for the state's various planning documents, including the HSSP. The SHSP and the state's other highway safety planning documents should be developed cooperatively and have consistent safety goals and objectives that support a performance-based highway safety program.

Under the federal SAFETEA-LU legislation that preceded MAP-21, the NYS Department of Transportation (NYSDOT) was required to develop and implement a data-driven SHSP that identifies key emphasis areas to be addressed to reduce roadway fatalities and serious injuries in New York State. New York's original SHSP was developed through a collaborative process involving more than 150 representatives from public and private sector safety partners at the local, state and federal levels. The participation of the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the Federal Motor Carrier Safety Administration (FMCSA) and the state agencies responsible for administering the federal programs within New York State in the development of the SHSP is indicative of the long-established working relationships among the highway safety partners in New York and with their federal partners.

NYSDOT again took the lead in the development and preparation of the update to the SHSP that was due in August 2017. A comprehensive planning process was implemented throughout the year involving local, state and federal participants representing a wide range of disciplines to ensure coordination among the planning documents prepared for the various safety programs administered by the USDOT.

Coordination of Performance Targets Among Planning Documents

States are required to set consistent targets for the three performance measures (fatalities, fatality rate and serious injuries) that are common to the HSSP, the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). FARS is the source for the fatalities and fatality rate measures and New York's Accident Information System (AIS) is the source for the serious injuries measure. In spring 2019, state partners met to select consistent targets for fatalities, the fatality rate and serious injuries for inclusion in the FFY 2020 HSSP, SHSP update and other planning documents prepared by NYSDOT.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Met
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Met
10	C-10) Number of pedestrian fatalities (FARS)	Met
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Not Met
13	Number of persons injured in alcohol-related crashes	In Progress
13	Number of fatalities in drug-related crashes	Not Met
13	Number of fatal and personal injury crashes involving cell phone use and texting	Not Met
13	Number of motorcyclists injured in crashes	Met
13	Number of pedestrians injured in crashes	Not Met

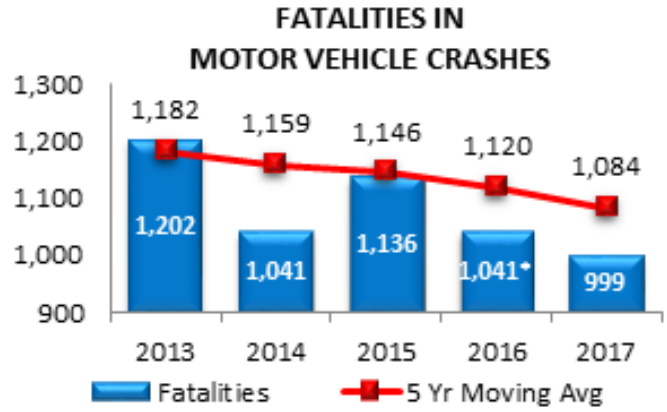
13	Number of bicyclists injured in crashes	In Progress
13	Number of crashes involving a motorcycle and another vehicle in high-risk counties	Not Met
13	Mean # of days from crash date to date crash report is entered into AIS	Not Met
13	Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	Not Met
13	Mean # of days from citation date to date citation is entered into TSLED database	Met
13	Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	Met
13	Mean # of days from citation date to date citation is entered into AA database	Met

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

The 2017 FARS data indicate that the 5-year average number of motor vehicle fatalities in New York decreased from 1,120 to 1,084 between 2016 and 2017, a decline of 3%. This decrease shows good progress toward the target of 1,072.1 set for the 2015-2019 average.



**Revised based on final 2016 FARS data*

Source: FARS

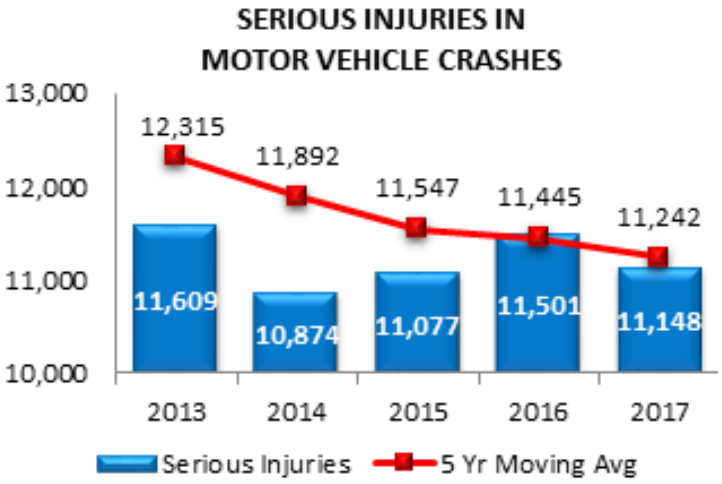
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Program-Area-Level Report

Based on data from New York's AIS, the 5-year moving average for persons seriously injured in crashes was on

a consistent downward trend between 2013 and 2017. Between 2016 and 2017, the average number of serious injuries decreased 2% (from11,445 to 11,242). As a result of this decrease, good progress has been made toward the reduction target of 10,987.0 set for the average of the 5-year period 2015-2019.



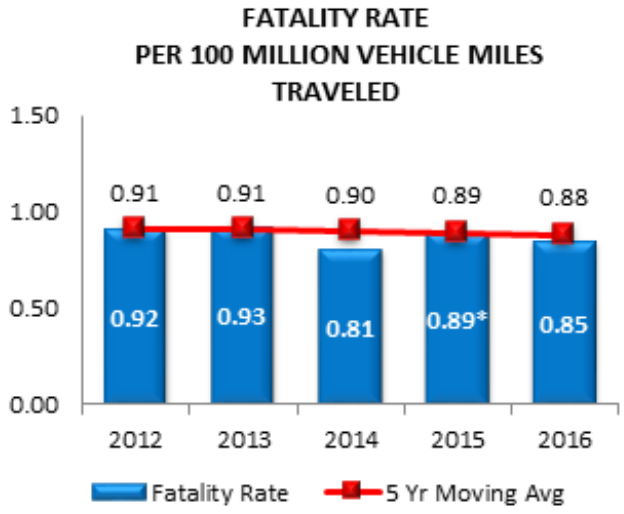
Source: NYS AIS / TSSR

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Program-Area-Level Report

FARS 2017 data are not yet available to update the status of the statewide, urban and rural fatality rates. As shown in the graphs below, the 5-year moving average for the statewide fatality rate declined slightly from 0.91 per 100 million VMT in 2012 to 0.88 in 2016. Between 2015 and 2016, the rural fatality rate increased from 1.47 per 100 million VMT to 1.85, while the urban fatality rate decreased from 0.71 to 0.59. When the 2017 data become available, progress toward reaching the target fatality rate of 0.858 set for 2015-2019 will be able to be assessed.



**Revised based on final 2015 FARS data*

Source: FARS

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant

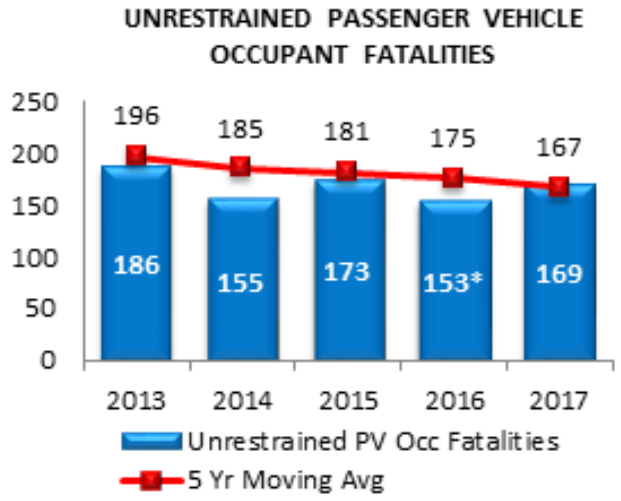
fatalities, all seat positions (FARS)

Progress: Met

Program-Area-Level Report

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

Based on FARS data, the 5-year average number of unrestrained passenger vehicle occupant fatalities was on a steady downward trend from 2013 to 2017, declining from 196 to 167. Because of this improvement, the target of 167.4 set for 2015-2019 was met.



** Revised based on final 2016 FARS data*

Source: FARS

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Program-Area-Level Report

The core outcome measure used to monitor progress in the Impaired Driving program area is the number of alcohol-impaired driving fatalities defined as the number of fatalities in crashes involving drivers and motorcycle operators with a BAC of .08 or above.

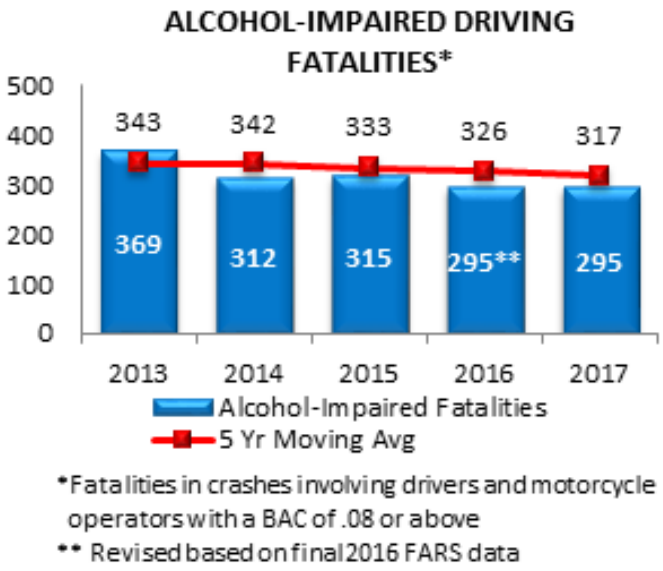
Based on FARS data, the 5-year average number of alcohol-impaired driving fatalities decreased from 343 in 2009-2013 to 317 in 2013-2017. Because of this improvement, the reduction target of 311.0 set for 2015-2019 will likely be reached.

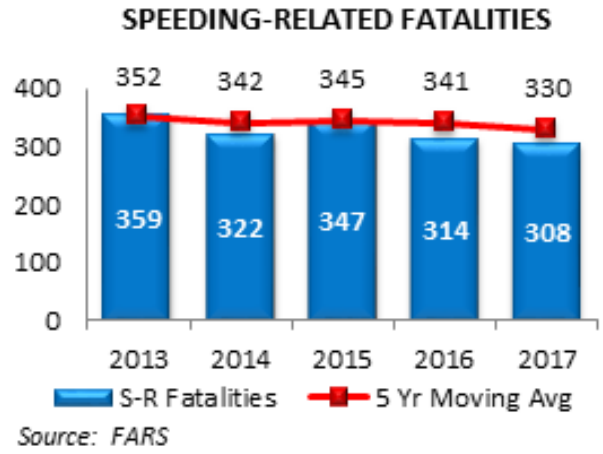
Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

The five-year moving average for speeding-related fatalities was on a general downward trend in recent years, with the exception of a small increase to 345 in the average for 2011-2015. Because the average for speeding-related fatalities decreased to 330 in 2013-2017, the target of 327.4 set for 2015-2019 is likely to be met.





Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

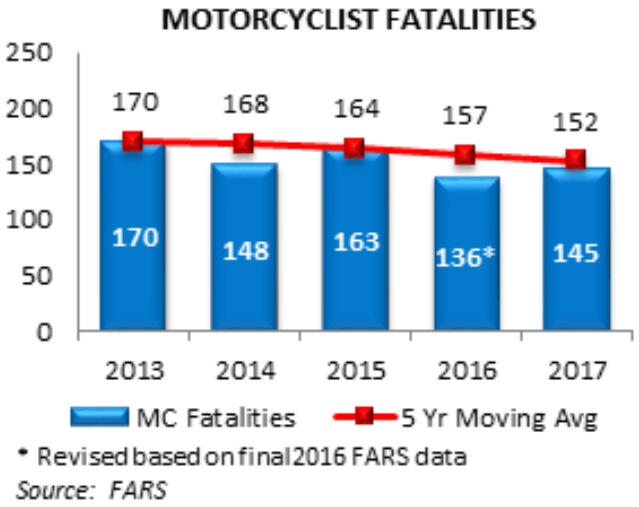
One of the core outcome measures for tracking progress in the Motorcycle Safety program area is motorcyclist fatalities.

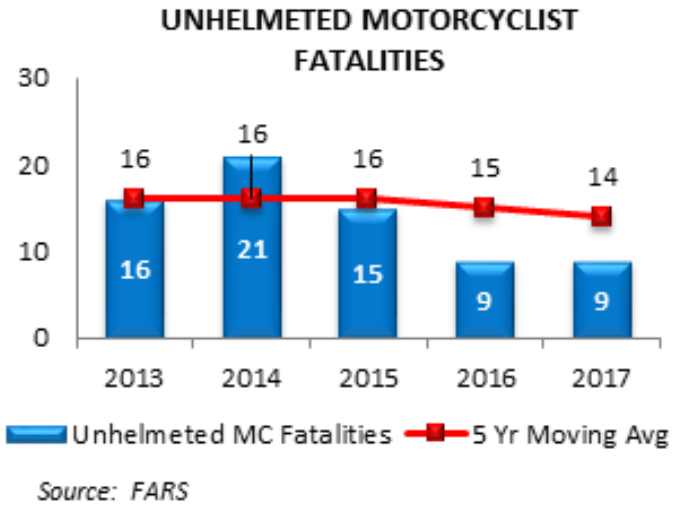
Based on 2017 FARS data, the number of motorcyclist fatalities dropped from a 5-year average of 157 in 2012-2016 to 152 in 2013-2017, showing good progress towards the target of 150.7 set for 2015-2019.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: Met

Program-Area-Level Report





The second core outcome measure for tracking progress in the Motorcycle Safety program area is unhelmeted motorcyclist fatalities.

Due in large part to New York's helmet law, the number of fatally injured motorcyclists who were not wearing a helmet is relatively small. The number of unhelmeted motorcyclist fatalities declined to a 5-year average of 14 in 2013-2017, reaching the reduction target of 14.3 set for 2015-2019.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

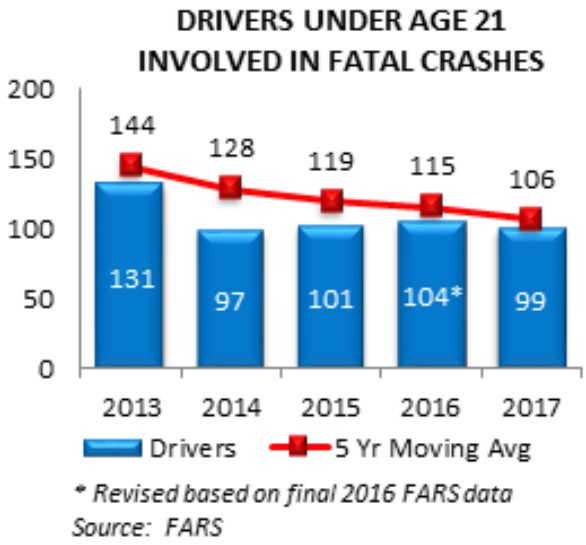
Progress: Met

Program-Area-Level Report

The core outcome measure for tracking progress in the Community Traffic Safety Programs area is the number of drivers age 20 or younger involved in fatal crashes. FARS data show that the 5-year average for this measure decreased 26% from 144 in 2009-2013 to 106 in 2013-2017. Because of this decline, the target of 109.8 set for 2015-2019 has been met and exceeded.

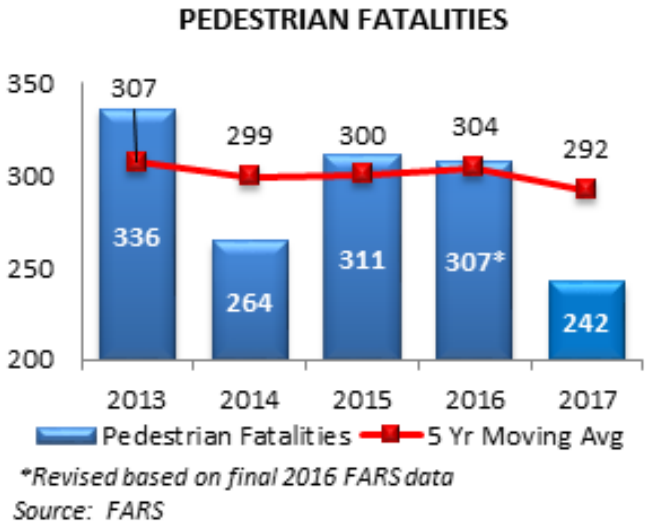
Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: Met



Program-Area-Level Report

The core outcome measure for tracking progress in pedestrian safety is pedestrian fatalities. Based on FARS data, the average number of pedestrian fatalities fluctuated from a high of 307 in 2009-2013 to a low of 292 in 2013-2017. As a result, the reduction target of 291.5 set for 2015-2019 was met.



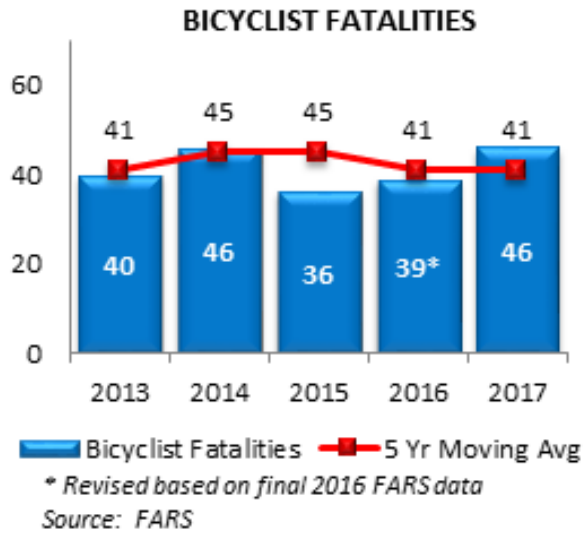
Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

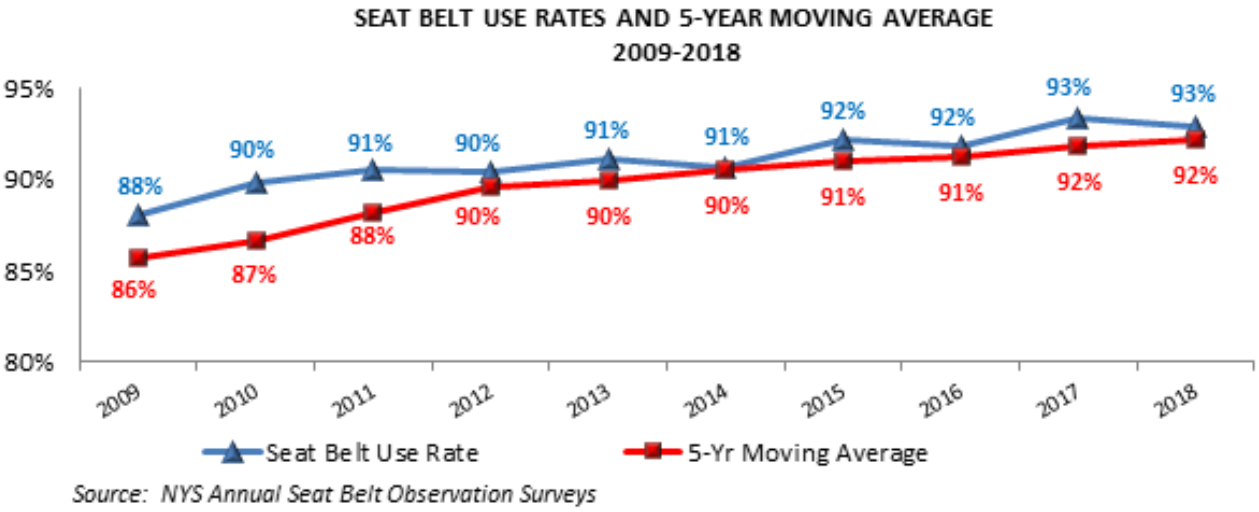
The core outcome measure for tracking progress in bicycle safety is bicyclist fatalities. The FARS data show that the 5-year average number of bicyclist fatalities increased from 41 in 2009-2013 to 45 in both 2010-2014 and 2011-2015 then dropped back to an average of 41 for the next two 5-year periods. Because of the fluctuations in the moving average and in the annual number of bicyclist fatalities, the target of 39.4 bicyclist fatalities set for the 2015-2019 average may be difficult to reach.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)



Progress: Not Met

Program-Area-Level Report



The core behavioral measure for tracking progress in the Occupant Protection program area is the observed seat belt use rate for front seat occupants. New York has maintained a statewide use rate of 90% or above since 2010. A statewide usage rate of 92.9% was measured in the 2018 survey, only half a percentage point from the all-time high of 93.4% measured in the 2017 survey. Because the 5-year average rate for 2014-2018 remained at 92%, the target of 94.0% set for the 2015-2019 average may be difficult to reach.

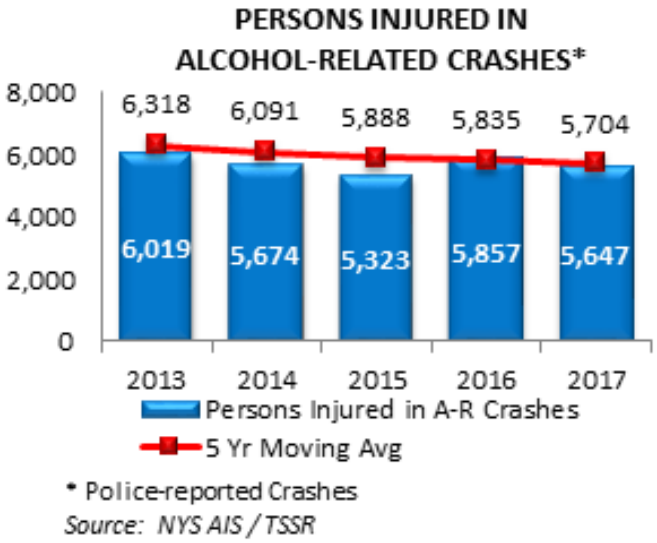
Performance Measure: Number of persons injured in alcohol-related crashes

Progress: In Progress

Program-Area-Level Report

The number of persons injured in alcohol-related crashes is an additional, non-core measure used to track progress in the Impaired Driving program area. Based on the state's AIS data, the downward trend in the 5-year average number of persons injured in alcohol-related crashes continued in 2013-2017, when an average of 5,704 persons were injured in these crashes. As a result, the target of 5,601.8 set for 2015-2019 is within reach.

Performance Measure: Number of fatalities in drug-related crashes

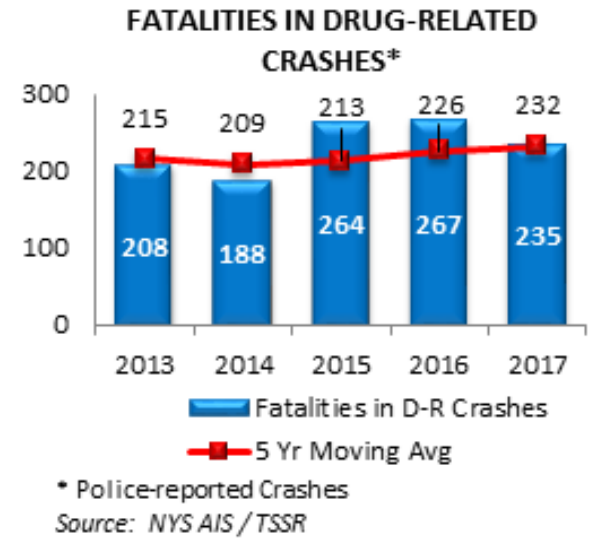


Progress: Not Met

Program-Area-Level Report

An additional non-core measure, related to the issue of drugs and driving, has been added to the Impaired Driving program area.

Fatalities in drug-related crashes are tracked to determine the impact of efforts to reduce drugged driving on New York State roadways. After decreasing 3% from 215 in 2009-2013 to 209 in 2010-2014, the 5-year average for fatalities in drug-related crashes increased 11% to 232 in 2013-2017. Because of this increase in the 5-year average, the target of 221.9 set for 2015-2019 may be difficult to reach.



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

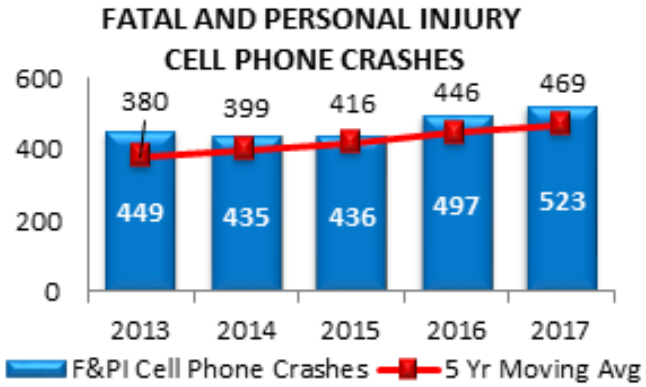
Progress: Not Met

Program-Area-Level Report

New York's definition of a “cell phone crash” is a crash that meets at least one of these criteria: 1) a

contributing factor of “Cell Phone (hand held)”, “Cell Phone (hands free)” and/or “Texting” was reported on the police accident report form; 2) a ticket was issued for a violation of VTL 1225-c (talking on a hand-held cell phone while driving) and/or VTL 1225-d (texting using a cell phone while driving).

The 5-year moving average for fatal and personal injury cell phone crashes rose steadily from 380 in 2009-2013 to 469 in 2013-2017, an increase of 23%. Because of this upward trend, it will be difficult to reach the target of 437.1 set for the 2015-2019 average.



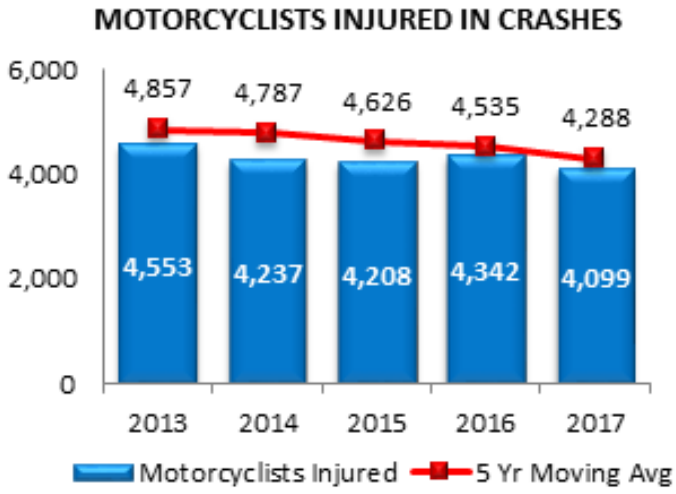
Source: NYS AIS, TSLED and AA systems

Performance Measure: Number of motorcyclists injured in crashes

Progress: Met

Program-Area-Level Report

The number of motorcyclists injured in crashes is a third performance measure that is tracked for the Motorcycle Safety program area; the source for this additional non-core performance measure is the state’s Accident Information System (AIS).



Source: NYS AIS/TSSR

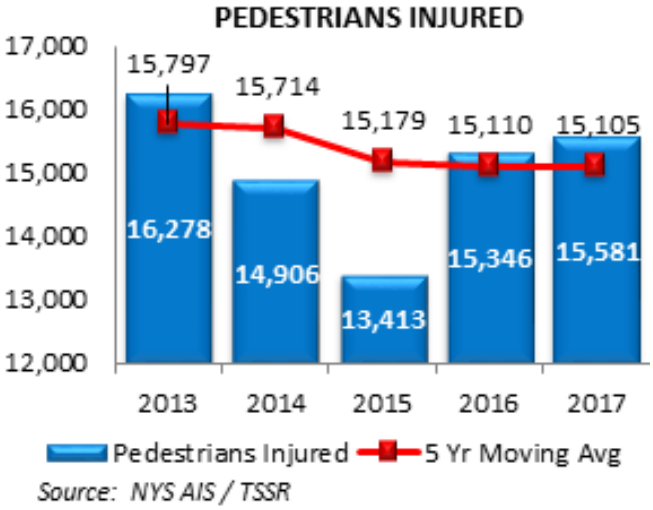
Based on data from New York’s AIS, the 5-year average for the number of motorcyclists injured in crashes has been on a consistent downward trend. The 5-year average declined from 4,535 in 2012-2016 to 4,288 in 2013-2017, surpassing the reduction target of 4,354.0 set for 2015-2019.

Performance Measure: Number of pedestrians injured in crashes

Progress: Not Met

Program-Area-Level Report

Based on data from the state's AIS, the 5-year moving average for the number of pedestrians injured in crashes has been on a gradual downward trend, dropping 4% from 15,797 in 2009-2013 to 15,105 in 2013-2017. Because of this gradual decline and the substantial fluctuations in the annual numbers of pedestrians injured, the target of 14,505.6 set for 2015-2019 may be difficult to reach.

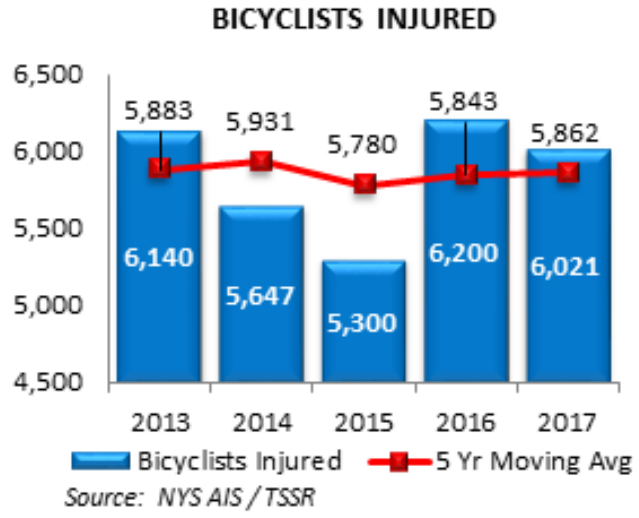


Performance Measure: Number of bicyclists injured in crashes

Progress: In Progress

Program-Area-Level Report

The number of bicyclists injured in motor vehicle crashes was added as a performance measure to help track progress in bicycle safety. The data source for this measure is also the state's AIS system. As was the case with bicyclist fatalities, the 5-year moving average for bicyclists injured fluctuated between a high of 5,931 in 2010-2014 and a low of 5,780 in 2011-2015. As a result, the target of 5,726.3 set for 2015-2019 could be difficult to reach.



Performance Measure: Number of crashes involving a motorcycle and another

vehicle in high-risk counties

Progress: Not Met

Program-Area-Level Report

Because the annual number of crashes involving a motorcycle and another vehicle in high-risk counties increased slightly (1%) from 1,536 in 2016 to 1,553 in 2017, the target of 1,505 crashes set for 2019 may be difficult to reach.

Performance Measure: Mean # of days from crash date to date crash report is entered into AIS

Progress: Not Met

Program-Area-Level Report

The target of 8.21 days set for this measure was not reached. The mean number of days from the crash date to the date the crash report was entered into the AIS database increased from 8.64 days in the baseline period to 9.04 days in the performance period. This increase likely reflects the fact that many more property damage only crashes are now being captured and reported by police agencies.

Performance Measure: Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type

Progress: Not Met

Program-Area-Level Report

The goal of 94.26% established with regard to this completeness measure was not met. The percentage of crash records with no missing data in the critical data element of Roadway Type dropped from 89.77% in the baseline period to 86.96% in the performance period. This decline continues to reflect, in part, changes made in the automated location coding process that no longer allow the option of “Unknown” for the property damage amount, which in turn results in more records with questionable locations. It also reflects the increased volume of crash reports coming in from New York City with questionable locations and from property damage only crashes reported by police agencies.

Performance Measure: Mean # of days from citation date to date citation is entered into TSLED database

Progress: Met

Program-Area-Level Report

Progress continues to be made in the timeliness of the TSLED citation data, dropping from 14.53 days during the baseline period to 10.50 days during the performance period, exceeding the goal of 13.80 days set in the FFY 2019 strategic plan. This progress can be attributed primarily to the multi-year project TraCS Electronic Crash and Ticketing System. Over the past several years, the TraCS project has increased the number of citations transmitted electronically through TraCS by continuing to expand the electronic capture and transmittal of crash, citation and disposition data at all jurisdictional levels. Currently, approximately 90% of the citations issued under TSLED are captured and transmitted to the DMV electronically via TraCS.

Performance Measure: Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database

Progress: Met

Program-Area-Level Report

Progress continues to be made relative to the TSLED disposition timeliness measure. The established goal of 23.57 was met, with the mean number of days between when the citation is adjudicated until it is entered into TSLED dropping from 24.81 days in the baseline period to 22.36 days in the performance period. The progress that was attained with regard to this adjudication performance measure can be attributed to the more than 1,300 of the state's 1,400 city, town and village courts that are submitting disposition data to the DMV electronically. The electronic submission of dispositions to the DMV has been supported over the past several years through projects funded by Sections 402, 408 and 405c (e.g., the multi-year TraCS Electronic Crash and Ticketing System project), as well as through projects supported by the DMV and the Office of Court Administration.

Performance Measure: Mean # of days from citation date to date citation is entered into AA database

Progress: Met

Program-Area-Level Report

Progress has been made with respect to the timeliness of the AA citation data, dropping from 12.93 days during the baseline period to 5.99 days during the performance period, far exceeding the goal of 12.28 days set in the FFY 2019 strategic plan. The progress attained with regard to this performance measure can be attributed to projects conducted by the NYPD and the DMV to capture and transmit citation data electronically from the NYPD to the DMV.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	1,040.4
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	11,017.0
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	0.826

4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	160.5
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	304.5
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	319.4
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	149.4
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	13.2
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	102.1
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	286.2
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	39.7

12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	94.00
13	Number of persons injured in alcohol-related crashes	5 Year	2016	2020	5,589.9
14	Number of fatalities in drug-related crashes	5 Year	2016	2020	227.8
15	Number of fatal and personal injury crashes involving cell phone use and texting	5 Year	2016	2020	459.2
16	Number of motorcyclists injured in crashes	5 Year	2016	2020	4,116.3
17	Number of pedestrians injured in crashes	5 Year	2016	2020	14,802.7
18	Number of bicyclists injured in crashes	5 Year	2016	2020	5,627.1
20	Mean # of days from crash date to date crash report is entered into AIS	Annual	2020	2020	8.77
21	Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	Annual	2020	2020	89.57

22	Mean # of days from citation date to date citation is entered into TSLED database	Annual	2020	2020	10.19
23	Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	Annual	2020	2020	21.69
24	Mean # of days from citation date to date citation is entered into AA database	Annual	2020	2020	5.81

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	1,040.4	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Fatalities for each year from 2013 to 2017: 1182.4, 1159.0, 1146.0, 1,120.0 and 1,083.8. The target estimated by the linear trend analysis for the 2016-2020 average was 1020.1, representing a decrease of approximately 6% from the 2013-2017 average of 1,083.8. The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Because NHTSA requires that identical performance targets are set for fatalities in the HSSP and in the NYS Department of Transportation's HSIP, representatives from the appropriate agencies met to discuss and agree on an ambitious but achievable target. Based on the trends in the data and their experience and knowledge of current traffic safety-related activities and programs and those that will be conducted over the next few years, these key stakeholders determined that the 6% decrease was overly ambitious. Agreement was reached on adjusting the target to 1040.4, representing a 4% decrease from the 2013-2017 average.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	11,017.0	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Serious Injuries for each year from 2013 to 2017: 12,314.8, 11,892.0, 11,547.0, 11,444.8 and 11,241.8. The target estimated by the linear trend analysis for the 2016-2020 average number of serious injuries was 10,391.5 representing a decrease of approximately 8% from the 2013-2017 average of 11,241.8. The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Because NHTSA requires that the performance targets set for Serious Injuries in the HSSP and in the NYS Department of Transportation's HSIP are identical, representatives from the appropriate agencies met to discuss and agree on an ambitious but achievable target. Based on the trends in the data and their experience and knowledge of current traffic safety-related activities and programs and those that will be conducted over the next few years, the stakeholders determined that the 8% decrease was overly ambitious. Agreement was reached on adjusting the target to 11,017.0, representing a 2% decrease from the 2013-2017 average.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	0.826	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The

data points used in the linear trend analysis were the 5-year average rate of Fatalities per 100 Million VMT for each year from 2013 to 2017: 0.91, 0.90, 0.89, 0.88 and 0.86. The target estimated by the linear trend analysis for the 2016-2020 average rate of fatalities per 100 million VMT was 0.823, representing a decrease of approximately 4% from the 2013-2017 average of 0.86.The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Because NHTSA requires that identical performance targets are set for the rate of Fatalities per 100 Million VMT in the HSSP and in the NYS Department of Transportation's HSIP, representatives from the appropriate agencies met to discuss and agree on an ambitious but achievable target. Based on their experience and knowledge of the trends in the data and current traffic safety-related activities and programs and those that will be conducted over the next few years, the stakeholders determined that a 4% decrease was reasonable. As a result, the forecasted target was adjusted slightly to 0.826, the precise rate to be achieved with a 4% decrease from the 2013-2017 average and matching the projection of a 4% decrease in the number of fatalities.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	160.5	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Unrestrained Passenger Vehicle Occupant Fatalities for each year from 2013 to 2017: 196.0, 185.2, 181.4, 174.6 and 167.2. The target estimated by the linear trend analysis for the 2016-2020 average number of unrestrained passenger vehicle occupant fatalities was 146.8, representing a decrease of approximately 12% from the 2013-2017 average of 167.2. The large decrease estimated by the forecast model was due to the wide variance in the annual numbers of unrestrained occupant fatalities. The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. The variance in the data that resulted in the exceptionally large decrease forecasted by the linear model was taken into account during the discussion. Based on their experience and knowledge of the trends in the data and current activities and programs related to occupant protection and those that will be conducted over the next few years, the key stakeholders determined that a 12% decrease was not reasonable. Agreement was reached on

adjusting the target to 160.5, representing an ambitious but more achievable decrease of 4% from the 2013-2017 average.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	304.5	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above for each year from 2013 to 2017: 343.0, 341.8, 332.8, 326.2 and 317.2. The target estimated by the linear trend analysis for the 2016-2020 average number of alcohol-impaired driving fatalities was 298.6, representing a decrease of approximately 6% from the 2013-2017 average of 317.2.The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current traffic safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders determined that a 6% decrease was overly ambitious. Agreement was reached on adjusting the target to 304.5 representing a 4% decrease from the 2013-2017 average. This target was thought to be more reasonable and consistent with projected improvements in other performance measures.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	319.4	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Speeding-Related Fatalities for each year from 2013 to 2017: 352.0, 342.2, 344.6, 341.0 and 330.0. The target estimated by the linear trend analysis for the 2016-2020 average number of speeding-related fatalities was 319.4, representing a decrease of approximately 3% from the 2013-2017 average of 330.0.The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current speeding-related activities and programs and those that will be conducted over the next few years, the key stakeholders agreed that the forecasted target of 319.4 was reasonable and no adjustment was necessary.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	149.4	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Motorcyclist Fatalities for each year from 2013 to 2017: 169.8, 168.4, 164.2, 157.4 and 152.4. The target estimated by the linear trend analysis for the 2016-2020 average number of motorcyclist fatalities was 139.5, representing a decrease of approximately 9% from the 2013-2017 average of 152.4. The large decrease estimated by the forecast model was due to the wide variance in the annual numbers of motorcyclist fatalities.The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. The variance in the data that resulted in the exceptionally large decrease forecasted by the linear model was taken into account during the discussion. Based on their experience and knowledge of the trends in the data and current activities and programs related to motorcycle safety and those that will be conducted over the next few years, the key stakeholders determined that a 9% decrease was not reasonable. Agreement was reached on adjusting the target to 149.4, representing an ambitious but more achievable decrease of 2% from the 2013-2017 average.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	13.2	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Unhelmeted Motorcyclist Fatalities for each year from 2013 to 2017: 15.8, 15.8, 15.6, 15.2 and 14.0. The target estimated by the linear trend analysis for the 2016-2020 average number of unhelmeted motorcyclist fatalities was 13.2, a decrease of one fatality, representing a decrease of approximately 6% from the 2013-2017 average of 14.The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current activities and programs related to motorcycle safety and those that will be conducted over the next few years, the key stakeholders agreed that the forecasted target of 13.2 was reasonable and no adjustment was necessary.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	102.1	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Drivers Age 20 or Younger Involved in Fatal Crashes each year from 2013 to 2017: 144.4, 128.2, 119.4, 114.6 and 106.4. The target estimated by the linear trend analysis for the 2016-2020 average number of young drivers involved in fatal

crashes was 77.8, representing a decrease of approximately 27% from the 2013-2017 average of 106.4. The large decrease estimated by the forecast model was due to the wide variance in the annual numbers of young drivers involved in fatal crashes. The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. The variance in the data that resulted in the exceptionally large decrease forecasted by the linear model was taken into account during the discussion. Based on their experience and knowledge of the trends in the data and current traffic safety-related activities and programs focusing on young drivers and those that will be conducted over the next few years, the key stakeholders determined that a 27% decrease was not reasonable. Agreement was reached on adjusting the target to 102.1, representing an ambitious but more achievable decrease of 4% from the 2013-2017 average of 106.4.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	286.2	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Pedestrian Fatalities for each year from 2013 to 2017: 307.4, 298.6, 300.2, 304.2 and 292.0. The target estimated by the linear trend analysis for the 2016-2020 average number of pedestrian fatalities was 287.9, representing a decrease of approximately 1% from the 2013-2017 average of 292.0. The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current pedestrian safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders agreed that a somewhat more ambitious target was warranted. Based on this input, the forecasted target was adjusted to 286.2, representing a 2% decrease from the 2013-2017 average of 292.0 that was more challenging but still achievable.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	39.7	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Bicyclist Fatalities for each year from 2013 to 2017: 41.4, 44.8, 44.8, 41.2 and 41.4. The target estimated by the linear trend analysis for the 2016-2020 average number of bicyclist fatalities was 40.9, representing a decrease of approximately 1% from the 2013-2017 average of 41.4. The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current bicycle safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders agreed that a somewhat more ambitious target was reasonable. As a result of this input, the forecasted target was adjusted to 39.7, representing a 4% decrease from the 2013-2017 average that was more challenging but still achievable.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	94.00	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average Observed Seat Belt Use Rate for Passenger Vehicle Front Seat Outboard Occupants from 2013 to 2017: 89.98%, 90.49%, 90.97%, 91.23% and 91.83%. The target estimated by the linear trend analysis for the 2016-2020 average was 93.12%, representing an increase of approximately one percentage point over the 2013-2017 average rate of 91.83%.The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Based on the state's success in sustaining a consistent upward

trend in the observed seat belt use rate over time and the state's intention to continue to participate in the national seat belt mobilization and other high visibility enforcement efforts in the coming year and beyond, the key stakeholders agreed that a more ambitious target than the one percentage point forecasted was reasonable. Based on this input, the forecasted target use rate was adjusted to 94.00%, representing an increase of approximately two percentage points from the 2013-2017 average rate of 91.83%.

Performance Measure: Number of persons injured in alcohol-related crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of persons injured in alcohol-related crashes-2020	Numeric	5,589.9	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Persons Injured in Alcohol-Related Crashes for each year from 2013 to 2017: 6,318.0, 6,090.8, 5,888.0, 5,835.2 and 5,704.0. The target estimated by the linear trend analysis for the 2016-2020 average number of persons injured in alcohol-related crashes was 5,225.4, representing a decrease of approximately 8% from the 2013-2017 average of 5,704.0. The large decrease estimated by the forecast model was due to the wide variance in the annual numbers of persons injured in alcohol-related crashes.The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. The variance in the data that resulted in the exceptionally large decrease forecasted by the linear model was taken into account during the discussion. Based on their experience and knowledge of trends in the data and current traffic safety-related activities and programs focusing on impaired driving and those that will be conducted over the next few years, the key stakeholders determined that an 8% decrease was not reasonable. Agreement was reached on adjusting the target to 5,589.9 representing an ambitious but more achievable decrease of 2% from the 2013-2017 average.

Performance Measure: Number of fatalities in drug-related crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of fatalities in drug-related crashes-2020	Numeric	227.8	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Fatalities in Drug-Related Crashes for each year from 2013 to 2017: 214.8, 209.2, 213.0, 226.4 and 232.4. The target estimated by the linear trend analysis for the 2016-2020 average number of fatalities in drug-related crashes was 245.4, representing an increase of approximately 6% over the 2013-2017 average of 232.4. The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. The discussion on whether the forecasted target was reasonable drew on the stakeholders' experience and knowledge of the trend in the measure over time, the current activities and programs focusing on drugged driving, such as DRE training, and those that will be conducted over the next few years. In addition, a major factor in the determination of the appropriateness of the forecasted target was New York's policy not to set a target that is higher (i.e., worse) than the previous 5-year average. In consideration of all of these factors, it was agreed that the forecasted target should be adjusted to 227.8, a decrease of 2% from the 2013-2017 average.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of fatal and personal injury crashes involving cell phone use and texting-2020	Numeric	459.2	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Fatal and Personal Injury Crashes Involving Cell Phone Use and Texting for each year from 2015 to 2017: 416.2, 446.0 and 468.6. Because 2011 was the first full year that New York's texting law was in effect, 5-year averages for 2013 and 2014 are not available. The target estimated by the linear trend analysis for the 2016-2020 average number of F & PI crashes involving cell phone use and texting was 496.0, representing an increase of approximately 6% from the 2013-2017 average of 468.6.The second step in the process involved discussing the targets estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. The

discussion on whether the forecasted target was reasonable drew on the stakeholders' experience and knowledge of the trend in the measure over time, the current activities and programs focusing on the use of cell phones and texting while driving, and those that will be conducted over the next few years. In addition, a major factor in the determination of the appropriateness of the target was New York's policy not to set a target that is higher (i.e., worse) than the previous 5-year average. In consideration of all of these factors, it was agreed that the forecasted target should be adjusted to 459.2, a decrease of 2% from the 2013-2017 average.

Performance Measure: Number of motorcyclists injured in crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of motorcyclists injured in crashes-2020	Numeric	4,116.3	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Motorcyclists Injured in Crashes for each year from 2013 to 2017: 4,857.2, 4,787.4, 4,626.4, 4,535.4 and 4,287.8. The target estimated by the linear trend analysis for the 2016-2020 average number of injured motorcyclists was 3,923.4, representing a decrease of approximately 8% from the 2013-2017 average of 4,287.8. The large decrease estimated by the forecast model was due to the wide variance in the annual numbers of injured motorcyclists.The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. The variance in the data that resulted in the exceptionally large decrease forecasted by the linear model was taken into account during the discussion. Based on their experience and knowledge of the trends in the data and current activities and programs related to motorcycle safety and those that will be conducted over the next few years, the key stakeholders determined that an 8% decrease was too ambitious. Agreement was reached on adjusting the target to 4,116.3, representing an ambitious but more achievable decrease of 4% from the 2013-2017 average.

Performance Measure: Number of pedestrians injured in crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of pedestrians injured in crashes-2020	Numeric	14,802.7	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Pedestrians Injured in Crashes for each year from 2013 to 2017: 15,797.0, 15,714.0, 15,178.6, 15,110.0 and 15,104.8. The target estimated by the linear trend analysis for the 2016-2020 average number of injured pedestrians was 14,386.7, representing a decrease of approximately 5% from the 2013-2017 average of 15,104.8. The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current activities and programs related to pedestrian safety and those that will be conducted over the next few years, the key stakeholders determined that a 5% decrease was overly ambitious. Agreement was reached on adjusting the target to 14,802.7, representing an ambitious but more achievable decrease of 2% from the 2013-2017 average.

Performance Measure: Number of bicyclists injured in crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of bicyclists injured in crashes-2020	Numeric	5,627.1	5 Year	2016

Performance Target Justification

New York's methodology for setting its FFY 2020 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Bicyclists Injured in Crashes for each year from 2013 to 2017: 5,883.0, 5,931.4, 5,779.8, 5,843.2 and 5,861.6. The target estimated by the linear trend analysis for the 2016-2020 average number of injured bicyclists was 5,794.3, representing a decrease of approximately 1% from the 2013-2017 average of 5,861.6. The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current bicycle safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders agreed that a somewhat more ambitious target was reasonable. Based on this input, the forecasted target was adjusted from 5,794.3 to 5,627.1, representing a 4% decrease from the 2013-2017 average that was more challenging but still achievable.

Performance Measure: Mean # of days from crash date to date crash report is entered into AIS

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Mean # of days from crash date to date crash report is entered into AIS-2020	Numeric	8.77	Annual	2020

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash

Performance Target Justification

All five of the traffic records-related performance targets for 2020 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York's FFY 2020 Traffic Safety Information Systems Strategic Plan. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York's traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2020 performance targets, data were examined for the 12-month periods of April 1, 2018-March 31, 2019. Based on the data for this one-year baseline period, the target for this performance measure of timeliness reflects a three percent (3%) decrease from the baseline of 9.04 days. The decision regarding the size of the decrease that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 8.77 days.

Performance Measure: Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type-2020	Percentage	89.57	Annual	2020

Primary performance attribute: Completeness

Core traffic records data system to be impacted: Crash

Performance Target Justification

All five of the traffic records-related performance targets for 2020 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York's FFY 2020 Traffic Safety

Information Systems Strategic Plan. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York's traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2020 performance targets, data were examined for the 12-month period of April 1, 2018-March 31, 2019. Based on the data for this one-year baseline period, the target for this performance measure of completeness reflects a three percent (3%) increase from the baseline of 86.96%. The decision regarding the size of the increase that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 89.57%.

Performance Measure: Mean # of days from citation date to date citation is entered into TSLED database

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Mean # of days from citation date to date citation is entered into TSLED database-2020	Numeric	10.19	Annual	2020

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Citation/Adjudication

Performance Target Justification

All five of the traffic records-related performance targets for 2020 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York's FFY 2020 Traffic Safety Information Systems Strategic Plan. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York's traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2020 performance targets, data were examined for the 12-month period of April 1, 2018-March 31, 2019. Based on the data for this one-year baseline period, the target for this performance measure of timeliness reflects a three percent (3%) decrease from the baseline of 10.50 days. The decision regarding the size of the decrease that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 10.19 days.

Performance Measure: Mean # of days from date of charge disposition to date

charge disposition is entered into TSLED database

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database-2020	Numeric	21.69	Annual	2020

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Citation/Adjudication

Performance Target Justification

All five of the traffic records-related performance targets for 2020 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York's FFY 2020 Traffic Safety Information Systems Strategic Plan. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York's traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2020 performance targets, data were examined for the 12-month period of April 1, 2018-March 31, 2019. Based on the data for this one-year baseline period, the target for this performance measure of timeliness reflects a three percent (3%) decrease from the baseline of 22.36 days. The decision regarding the size of the decrease that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 21.69 days.

Performance Measure: Mean # of days from citation date to date citation is entered into AA database

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Mean # of days from citation date to date citation is entered into AA database-2020	Numeric	5.81	Annual	2020

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Citation/Adjudication

Performance Target Justification

All five of the traffic records-related performance targets for 2020 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York's FFY 2020 Traffic Safety Information Systems Strategic Plan. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York's traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2020 performance targets, data were examined for the 12-month period of April 1, 2018-March 31, 2019. Based on the data for this one-year baseline period, the target for this performance measure of timeliness reflects a three percent (3%) decrease from the baseline of 5.99 days. The decision regarding the size of the decrease that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 5.81 days.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: 65,269

Fiscal Year A-1: 2018

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 4,820

Fiscal Year A-2: 2018

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: 389,626

Fiscal Year A-3: 2018

Program areas

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

The core measure tracked for the Impaired Driving (Drug and Alcohol) program area is Alcohol-Impaired Driving Fatalities. New York also uses state data to track two additional measures: Persons Injured in Alcohol-Related Crashes and Fatalities in Drug-Related Crashes.

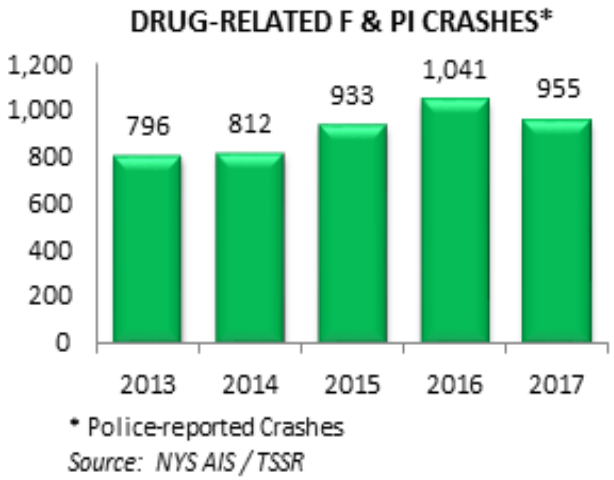
Based on FARS data, the 5-year average number of alcohol-impaired driving fatalities decreased from 343 in 2009-2013 to 317 in 2013-2017. During the same time period, the 5-year average number of persons injured in alcohol-related crashes declined from 6,318 in 2009-2013 to 5,704 in 2013-2017.

Fatalities in drug-related crashes are on an upward trend. After decreasing 3% from 215 in 2009-2013 to 209 in 2010-2014, these fatalities increased 11% to 232 in 2013-2017.

ALCOHOL-RELATED AND DRUG-RELATED CRASHES

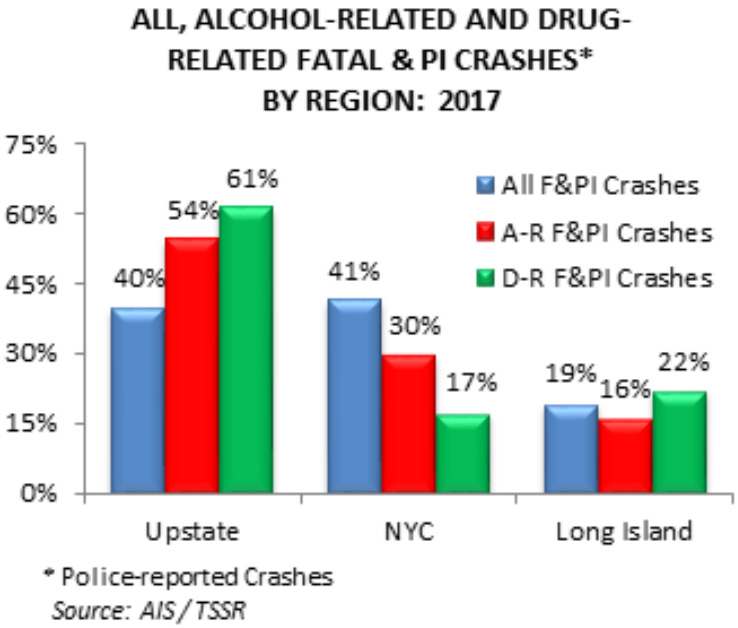
The Impaired Driving (Drug and Alcohol) program area focuses on issues related to the use of alcohol or drugs or a combination of both by drivers involved in crashes. Both alcohol-related and drug-related crashes continue to be a concern. A series of analyses were conducted to identify the characteristics of fatal and personal injury (F & PI) crashes involving alcohol or drugs. In 2017, the number of alcohol-related fatal and personal injury crashes decreased 3% from the previous year, from 4,323 to 4,173.

Drug-related fatal and personal injury crashes also decreased between 2016 and 2017. In 2017, there were 955 of these crashes compared to 1,041 in the previous year, a decrease of 8%, but higher than the 933 crashes in 2015. It should be noted that better detection of the involvement of drugs in crashes, resulting from law enforcement training programs such as ARIDE and Drug Recognition Expert training, is likely to have contributed to better reporting of these crashes.



GEOGRAPHIC LOCATION

The Upstate region of New York, which includes all counties outside of New York City and Long Island, is overrepresented in both alcohol-related and drug-related F & PI crashes. Long Island is slightly overrepresented in drug-related F & PI crashes (22% vs. 19% of all F & PI crashes).

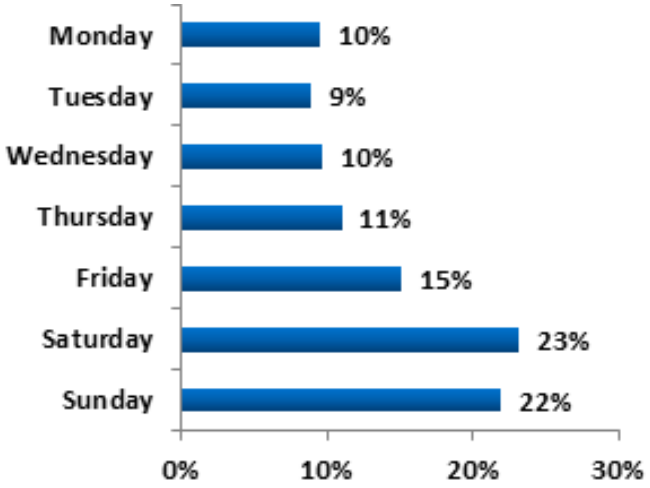


While 40% of all F & PI crashes in 2017 occurred in the Upstate region, 54% of the alcohol-related F & PI crashes and 61% of the drug-related F & PI crashes occurred Upstate.

DAY OF WEEK

Alcohol-related fatal and personal injury crashes were most likely to occur on the weekend (45% on Saturday and Sunday). In contrast, drug-related fatal and personal injury crashes were fairly evenly distributed across the days of the week, ranging from 12% to 16%.

Alcohol-Related Fatal & PI Crashes
Day of Week: 2013-2017
Source: NYS AIS / TSSR



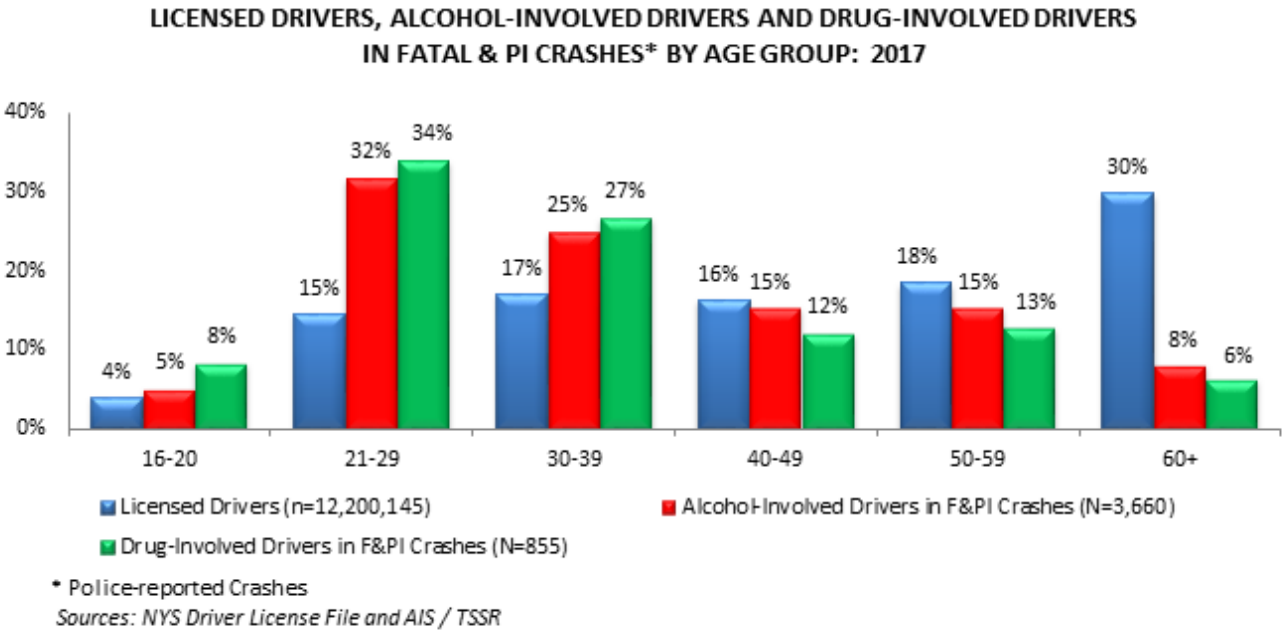
Drug-Related Fatal & PI Crashes
Day of Week: 2013-2017
Source: NYS AIS / TSSR

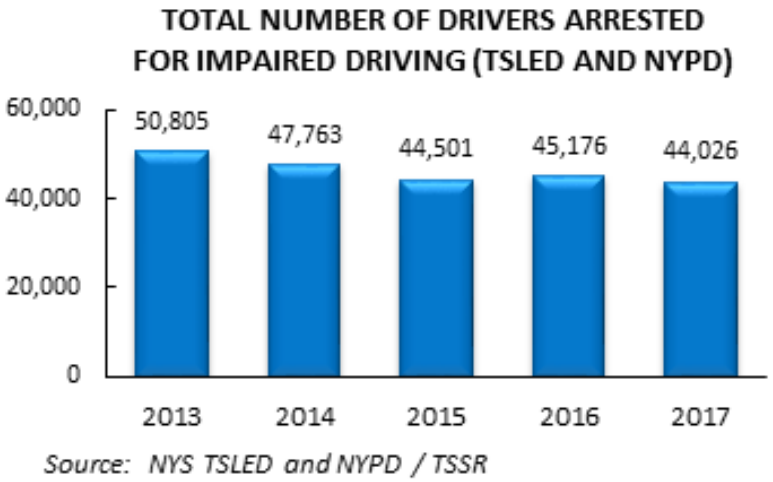
HIGH-RISK AGE GROUPS

To determine which age groups of drivers are overrepresented in impaired driving crashes in New York State, the proportions of alcohol-involved drivers and drug-involved drivers in fatal and personal injury crashes attributed to each age group were compared to the proportion of licensed drivers in that age group. Alcohol-involved drivers and drug-involved drivers in every age group under age 40 are overrepresented when compared to the proportions of licensed drivers in those age groups, including drivers under age 21 who are below the legal drinking age. Compared to the proportion of licensed drivers who are in the 16-20 age group (4%), 5% of the alcohol-involved drivers and 8% of the drug-involved drivers in 2017 were under 21 years of age. Drivers 21-29 and 30-39 years of age are also overrepresented. Compared to 15% of the licensed drivers, more than twice as many of the alcohol-involved drivers (32%) and drug-involved drivers (34%) are ages 21-29. Drivers 30-39 years of age account for 17% of the licensed drivers, but one quarter of the alcohol-involved drivers and 27% of the drug-involved drivers are in this age group.

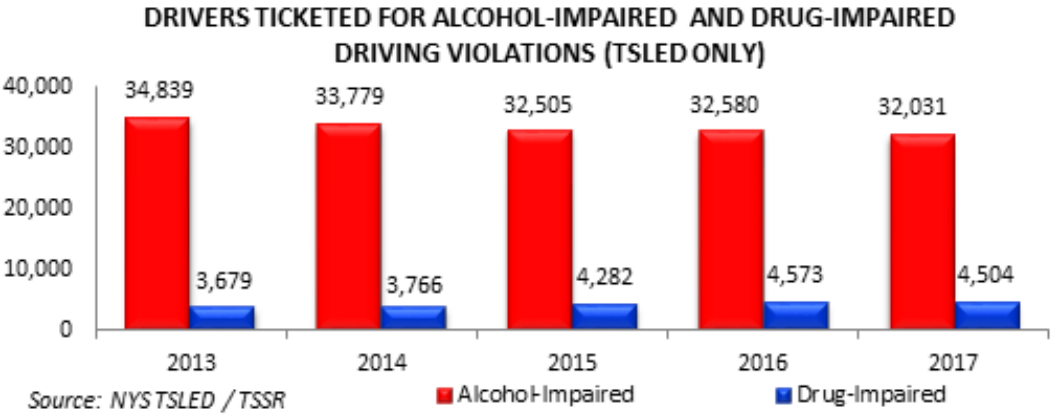
ENFORCEMENT

The total number of drivers arrested for impaired driving has been on a general downward trend over the past several years. Between 2013 and 2017, the number of drivers arrested for impaired driving dropped from 50,805 to 44,026, representing a 13% decrease.



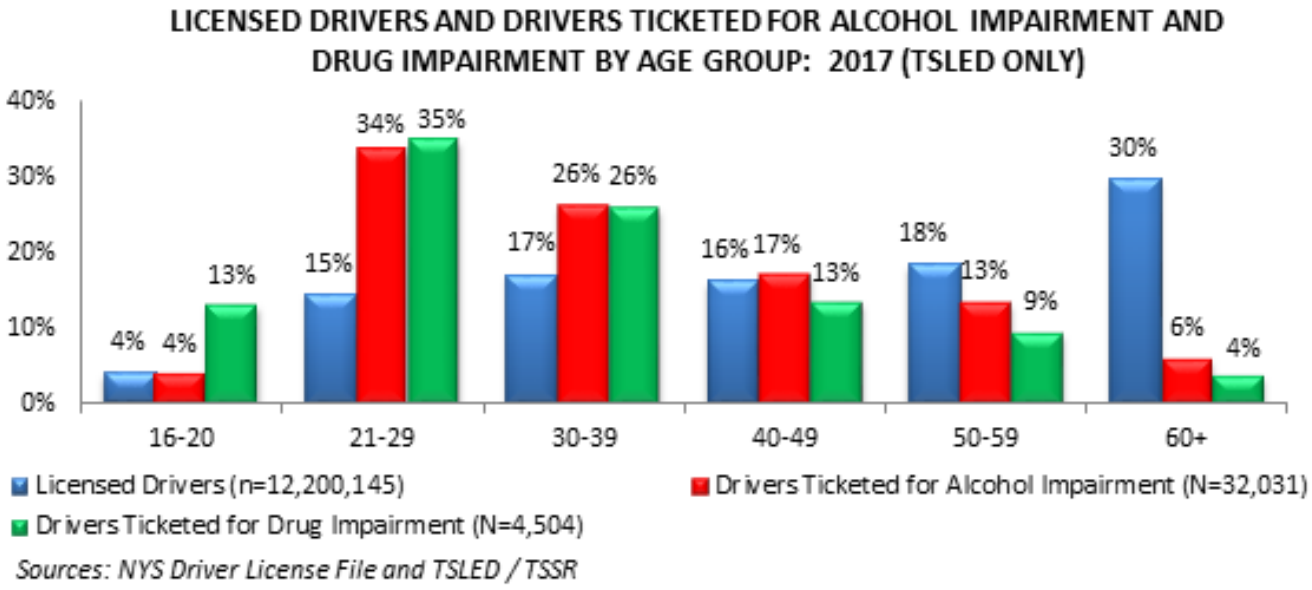


Over the five-year period 2013-2017, the number of persons ticketed under the TSLED system for alcohol-impaired driving dropped 8%, from 34,839 in 2013 to 32,031 in 2017. In comparison, the number of drivers ticketed for drug-impaired driving rose from 3,679 in 2013 to 4,504 in 2017, an increase of 22%.



In 2017, the largest proportions of drivers ticketed for alcohol impairment and drivers ticketed for drug

impairment were in the 21-29 age group (34% and 35%, respectively), over two times the proportion of licensed drivers in that age group (15%). Drivers under 21 years of age were also significantly overrepresented in drug-impaired driving arrests, comprising more than three times (13%) the proportion of licensed drivers (4%) in that age group. Drivers ticketed for alcohol violations and drug violations were also overrepresented in the 30-39 age group, 26% for each, compared to 17% of the licensed drivers.



CONVICTION RATES

Approximately 80% of the impaired driving arrests each year are made by agencies that are part of New York's Traffic Safety Law Enforcement and Disposition (TSLED) ticket system. Analyses of conviction information available in TSLED indicate that the conviction rate for drivers charged with an impaired driving violation (VTL 1192) has remained constant at over 90% the past several years.

In 2013-2017, 92%-93% of the drivers arrested under the TSLED system were convicted; approximately half (42%-45%) of these drivers were convicted on the original VTL 1192 charge and half (45% to 47%) were convicted on another impaired driving charge. Only two percent were convicted on a non-VTL 1192 charge. In each of the five years, 7%-8% of the cases adjudicated were dismissed, resulted in an acquittal or the offender was convicted on a charge associated with a different event.

DETECTION OF IMPAIRED DRIVING

One of the biggest challenges in addressing the issue of impaired driving is the detection and arrest of drivers who are driving under the influence of alcohol, drugs or both. The use of such methods as standardized field sobriety tests (SFST) or the use of chemical tests based on a per se level of 0.08% to determine whether a driver is under the influence of alcohol have been in existence for decades. It is widely documented that these tests are reliable in identifying the alcohol-impaired driver. Determining whether a person is driving under the influence of drugs is much more problematic. Currently, two of the best approaches for detecting drugged driving are through the ARIDE (Advanced Roadside Impaired Driving Enforcement) and DRE (Drug Recognition Expert) programs. Through 16 hours of classroom instruction, the ARIDE program trains law enforcement officers to observe, identify and document the signs of impairment related to alcohol, drugs or both. The DRE program is a much more intensive training program for officers that involves a two-week classroom component and an in-

field practicum that allows the officers to observe first-hand the signs of drug and alcohol impairment. Although participation in an ARIDE or DRE program greatly enhances an officer's ability to identify whether a driver may be operating a motor vehicle under the influence of drugs, the opportunity to participate in either program is very limited. In addition to training more officers through the ARIDE or DRE programs, efforts to provide better training to officers in the administration of the SFST tests are needed.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	304.5
2020	Number of persons injured in alcohol-related crashes	2020	5 Year	5,589.9
2020	Number of fatalities in drug-related crashes	2020	5 Year	227.8

Countermeasure Strategies in Program Area

Countermeasure Strategy
AL-1: Enforcement of Impaired Driving Laws
AL-2: Prosecution and Adjudication of DWI Offenders
AL-3: DWI Offender Treatment, Monitoring, Control
AL-4: Prevention, Communications, Public Information and Educational Outreach
AL-5: Underage Drinking and Alcohol-Impaired Driving
AL-6: Drugged Driving
AL-7: Cooperative Approaches to Reducing Impaired Driving
AL-8: Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program

Countermeasure Strategy: AL-1: Enforcement of Impaired Driving Laws

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

This countermeasure strategy supports the theory of general deterrence that is designed to discourage motorists from drinking and driving. According to general deterrence theories, the efficacy of a legal threat is a function of the perceived certainty, swiftness and severity of punishment if arrested for a violation of the impaired driving laws. Research shows that the threat of swift, certain and severe punishment will deter many motorists from drinking and driving. To accomplish this, a number of planned activities will be funded under this strategy, including high visibility enforcement, saturation patrols, roving patrols, sobriety checkpoints, sting operations, training for enforcement officers, media campaigns and enforcement tools. This countermeasure strategy and planned activities will continue to have a positive effect on reducing the incidence of impaired driving.

Linkage Between Program Area

The data analysis conducted under the problem identification task showed that the number of drivers arrested for impaired driving has been on a general downward trend. Between 2013 and 2017, the number of drivers arrested for impaired driving dropped from 50,805 to 44,026, representing a 13% decrease. This finding, together with the finding that both alcohol-related and drug-related fatal and personal injury crashes declined between 2016 and 2017 (3% and 8%, respectively) but still remain high, highlight the need to continue to have a strong enforcement presence across the state. The ability to deliver a comprehensive set of enforcement-related initiatives will assist in expanding awareness among the driving public that drinking and driving will not be tolerated and if you do engage in such behavior, you will be arrested and punished.

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

Rationale

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2020-001	Impaired Driving Enforcement Grants for Local Police Agencies
AL-2020-002	Statewide High Visibility Focused Enforcement Campaigns
AL-2020-003	Media Support for National Impaired Driving Enforcement Mobilizations
AL-2020-004	Impaired Driving Enforcement Training for Police Officers
AL-2020-005	Impaired Driving Enforcement Tools

Planned Activity: Impaired Driving Enforcement Grants for Local Police Agencies

Planned activity number: AL-2020-001

Primary Countermeasure Strategy ID: AL-1: Enforcement of Impaired Driving Laws

Planned Activity Description

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

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

Intended Subrecipients

Local police agencies and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
AL-1: Enforcement of Impaired Driving Laws

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low	$900,000.00	$4,330,000.00	$900,000.00

Planned Activity: Statewide High Visibility Focused Enforcement Campaigns

Planned activity number: AL-2020-002

Primary Countermeasure Strategy ID:

Planned Activity Description

Statewide enforcement campaigns that focus on impaired driving will be supported under this planned activity. To ensure that resources are used efficiently, these campaigns will incorporate evidence-based strategies that are deployed based on a data-driven problem identification process. For example, funding will continue to be provided for impaired driving enforcement programs undertaken by the New York State Police and implemented by the State Police Troops across the state. Each Troop is required to develop a data-driven action plan focusing on the impaired driving issues, high-risk drivers and locations identified for their Troop areas. In addition to participation in the national impaired driving crackdowns, the State Police use dedicated DWI

patrols, sobriety checkpoints and other evidence-based traffic safety enforcement strategies to implement their action plans.

Intended Subrecipients

State law enforcement agencies and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
AL-1: Enforcement of Impaired Driving Laws

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$2,300,000.00	$14,540,000.00	$2,330,000.00

Planned Activity: Media Support for National Impaired Driving Enforcement Mobilizations

Planned activity number: AL-2020-003

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

State agencies and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
AL-1: Enforcement of Impaired Driving Laws

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$200,000.00	$960,000.00	$200,000.00

Planned Activity: Impaired Driving Enforcement Training for Police Officers

Planned activity number: AL-2020-004

Primary Countermeasure Strategy ID:

Planned Activity Description

Effective enforcement requires that adequate resources be available to the state's police agencies. Training programs for police officers, such as Standardized Field Sobriety Test (SFST) training, enhance enforcement by increasing the knowledge and capabilities of police officers. Effective training programs, as well as innovative delivery approaches such as podcasts and roll call videos, will be funded under this planned activity.

Intended Subrecipients

State law enforcement agencies and local police agencies

Countermeasure strategies

Countermeasure Strategy
AL-1: Enforcement of Impaired Driving Laws

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$100,000.00	$480,000.00	$100,000.00

Planned Activity: Impaired Driving Enforcement Tools

Planned activity number: AL-2020-005

Primary Countermeasure Strategy ID:

Planned Activity Description

In addition to training, police officers must be equipped with the tools necessary to accurately detect impairment and to report that level of impairment in an evidentiary manner. The availability of up-to-date breath testing instruments and other new technology including expertly maintained equipment can support the police through evidence preparation and DWI arrest data reporting and is vital to an effective impaired driving enforcement program. This planned activity will be incorporated into the enforcement activities undertaken under the Statewide High Visibility Focused Enforcement Campaigns planned activity (AL-2020-002). The New York State Police must have access to the most up-to-date tools to collect reliable evidence that will uphold impaired driving arrests made during dedicated DWI patrols, sobriety checkpoints and other high visibility enforcement efforts and will lead to convictions in court.

Intended Subrecipients

State law enforcement agencies, local police agencies and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
AL-1: Enforcement of Impaired Driving Laws

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$100,000.00	$480,000.00	$100,000.00

Countermeasure Strategy: AL-2: Prosecution and Adjudication of DWI Offenders

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

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

Linkage Between Program Area

The data analysis conducted under the problem identification task showed that of the number of DWI offenders whose case had been adjudicated, 92%-93% of them had been convicted of an impaired driving offense in each of the five years, 2013-2017. The data also showed that 42%-45% of these convicted drivers each year were convicted on the same charge they were arrested for, while 45%-47% were convicted on a different impaired driving charge, in many case a lesser charge (e.g., DWAI vs. DWI).

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

Sufficient funding has been allocated to support the various prosecution-related and adjudication-related

activities that are designed to have an overall general deterrence effect, thereby assisting the state in attaining the performance targets established for this program area.

Rationale

The prosecution and adjudication of DWI offenders is an evidenced-based countermeasure strategy and a key component of a comprehensive approach to address impaired driving issues. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.
For supporting research, refer to the discussion of Innovative DWI Sanctions and the Use of Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons to conduct training, p. 1-29 and 1-30 in Countermeasures That Work, 8th Edition, 2015.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2020-006	Courtroom Training on Impaired Driving Cases for Police, Probation, Prosecutors & Judges
AL-2020-007	Court Systems Communication Improvements
AL-2020-008	Alternative Sanction Programs for Impaired Drivers
AL-2020-009	Improvement of Toxicology Services

Planned Activity: Courtroom Training on Impaired Driving Cases for Police, Probation, Prosecutors & Judges

Planned activity number: AL-2020-006

Primary Countermeasure Strategy ID:

Planned Activity Description

Training programs to increase the courtroom skills of officers making DWI arrests and training for probation officers, prosecutors and judges on the techniques of handling impaired driving cases will be supported. These programs will incorporate the latest information on law enforcement practices and judicial decisions in impaired driving cases. Funding will be provided for Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons who are experienced in handling DWI cases and can provide training, education and technical support to prosecutors and other court personnel as well as law enforcement.

Intended Subrecipients

Local and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
AL-2: Prosecution and Adjudication of DWI Offenders

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$400,000.00	$1,920,000.00	$400,000.00

Planned Activity: Court Systems Communication Improvements

Planned activity number: AL-2020-007

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
AL-2: Prosecution and Adjudication of DWI Offenders

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$300,000.00	$1,440,000.00	$300,000.00

Planned Activity: Alternative Sanction Programs for Impaired Drivers

Planned activity number: AL-2020-008

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Local agencies

Countermeasure strategies

Countermeasure Strategy
AL-2: Prosecution and Adjudication of DWI Offenders

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$280,000.00	$1,340,000.00	$280,000.00

Planned Activity: Improvement of Toxicology Services

Planned activity number: AL-2020-009

Primary Countermeasure Strategy ID:

Planned Activity Description

Because the successful prosecution of DWI offenders depends on the strength and quality of the evidence that is presented, projects that improve the availability and quality of evidentiary data, such as toxicology reports used in the adjudication of impaired driving cases, will also be funded. For example, the New York State Police is proposing to develop technological improvements that would enhance the agency's toxicology lab's operational efficiency, the communication of results and the ability to provide statistical information to the traffic safety community. Projects that would augment staff and other resources leading to the improvement of toxicology services will also be considered for funding.

Intended Subrecipients

State and local agencies

Countermeasure strategies

Countermeasure Strategy
AL-2: Prosecution and Adjudication of DWI Offenders

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$800,000.00	$3,850,000.00	$800,000.00

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

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, DWI Offender Treatment, Monitoring, Control and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set. This countermeasure strategy focuses on specific deterrence, the objective of which is to discourage convicted impaired drivers from becoming repeat offenders in the future. To accomplish this, a number of planned activities will be funded under this strategy, including the use and monitoring of ignition interlock devices; assessment, treatment and monitoring of DWI offenders; and support for the state's Impaired Driver Program (IDP). This countermeasure strategy and planned activities will continue to have a positive effect on reducing the incidence of impaired driving.

Linkage Between Program Area

The issue of repeat DWI offenders, i.e., recidivism, is an important aspect of the impaired driving problem that must be addressed. A 2017 study conducted by the Institute for Traffic Safety Management and Research found that the rate of recidivism was on a slow downward trend, dropping from 22% in 2009 to 21% in 2012 and 20% in 2015. Since research has shown that assessment and the treatment and monitoring of offenders identified as having problems with alcohol abuse or alcoholism is an effective way to reduce recidivism, this countermeasure strategy and the planned activities will continue to have a positive effect on reducing the incidence of recidivism.

Sufficient funding has been allocated to support various specific deterrence activities that are designed specifically to have a positive impact on DWI recidivism, helping the state attain the performance targets established for this program area.

Rationale

The use of ignition interlocks and the assessment, treatment and monitoring of convicted DWI offenders are evidenced-based countermeasure strategies and key components of a comprehensive approach to address impaired driving issues. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2020-010	Monitoring of Ignition Interlock & Other Alcohol Detection Devices
AL-2020-011	Impaired Driver Program (IDP)

Planned Activity: Monitoring of Ignition Interlock & Other Alcohol Detection

Devices

Planned activity number: AL-2020-010

Primary Countermeasure Strategy ID:

Planned Activity Description

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

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

Intended Subrecipients

State and local agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$300,000.00	$1,440,000.00	$300,000.00
2020	FAST Act 405d Impaired Driving Low	405d Low Ignition Interlock	$1,200,000.00	$5,000,000.00	$1,200,000.00

Planned Activity: Impaired Driver Program (IDP)

Planned activity number: AL-2020-011

Primary Countermeasure Strategy ID:

Planned Activity Description

The problem of DWI recidivism and persistent drinking drivers will continue to be addressed through the state's Impaired Driver Program (IDP) and its treatment referral mechanism. In addition to the fee-based services provided by the IDP programs, projects to improve the effectiveness of the program will be considered for GTSC funding. These may include the development of information and reporting systems to facilitate

communication or improve tracking and monitoring, training for providers of screening and assessment services, or program improvements such as the development and implementation of a new evidence-based curriculum.

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low	$1,000,000.00	$4,820,000.00	$990,000.00

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

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

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

Linkage Between Program Area

The problem identification effort highlighted the complexity of the impaired driving issue. In addition to the data analyses that assisted in identifying various facets of the impaired driving issue, a broad finding from the problem identification process was the need to continually educate and inform the various components of the system on the dangers of impaired driving. Those components range from the drivers themselves and

enforcement and court personnel to other professionals in the field and the general public. The ability to reach a diverse groups requires a robust public awareness campaign that uses tested messaging and activities that focus specifically on high risk groups. The ability to deliver a comprehensive set of public information and education initiatives to diverse groups will assist in expanding awareness of the issue and what can be done to address it, helping the state attain the performance targets established for the program area.

Sufficient funding has been allocated to promote various public information and education activities designed specifically to educate the general public on the dangers of impaired driving.

Rationale

The need to raise public awareness and educate the general public, as well as specific high risk groups, of the dangers of impaired driving is an important component of a comprehensive approach to the problem of impaired driving. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2020-012	Statewide Public Awareness Campaigns
AL-2020-013	Education & Outreach to High-Risk Groups

Planned Activity: Statewide Public Awareness Campaigns

Planned activity number: AL-2020-012

Primary Countermeasure Strategy ID:

Planned Activity Description

Statewide campaigns that use tested messaging to raise public awareness, such as the slogans and themes used in national campaigns, as well as communication and outreach activities that generate publicity for the effective execution of the proven strategy of high visibility enforcement will be funded.

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$1,000,000.00	$4,820,000.00	$990,000.00

Planned Activity: Education & Outreach to High-Risk Groups

Planned activity number: AL-2020-013

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

Planned Activity Description

Projects that provide education and other outreach efforts at specific types of locations or for specific high-risk groups will be supported. Included are projects that deliver information and education at venues such as sporting events that are popular with persons that have been identified as high-risk for impaired driving as well as projects that provide training for servers of alcoholic beverages at restaurants, bars and other establishments. Educational efforts that focus on specific groups, such as young drivers, will also be supported. Media campaigns and other public information and education activities conducted by organizations, such as SADD, that raise awareness of the scope and seriousness of underage drinking and driving and complement and enhance the effectiveness of the specific enforcement countermeasures that are implemented are eligible for funding. The promotion of designated drivers or the use of alternate forms of transportation will also be considered for funding.

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

For FFY 2020, New York has received proposals that will address identified high-risk populations with public awareness messaging campaigns. One such grant application is from the NYS STOP-DWI Foundation, which proposes to coordinate impaired driving public awareness initiatives at sporting franchises, college campuses, regional venues and the New York State Fair. Campaign materials will contain consistent prevention messaging intended to enhance the perceived risk of detection for driving while impaired. Campaign efforts will be coordinated with local STOP-DWI law enforcement efforts. The "Have a Plan" message and Mobile app will also be incorporated into these public awareness efforts.

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$850,000.00	$4,090,000.00	$850,000.00

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

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

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

Linkage Between Program Area

As documented by the data-driven problem identification task, in 2017, 5% of the alcohol-involved drivers in F&PI crashes were under the age of 21, despite the fact that drivers this age are prohibited from drinking alcoholic beverages. Analyses conducted in previous years showed a similar proportion of alcohol-involved drivers in F&PI crashes being under the age of 21. Funding activities that address the many aspects of the underage drinking issue, from enforcement to conducting sting operations in cooperation with the State Liquor Authority, this countermeasure strategy and planned activities will continue to strive toward having a positive impact on the performance targets set for impaired driving, as well as the target set for the drivers age 20 and younger involved in fatal crashes.

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

Rationale

The fact that drivers under the age of 21 continue to drink and drive documents the need to develop and implement initiatives that address the problem of underage drinking and driving. Because the diverse aspects of the issue of underage drinking and driving are being addressed by different state agencies, the funding of

activities is being shared by the NY State Liquor Authority and by the DMV's Office of Field Investigation. The combined efforts being funded under this countermeasure strategy will contribute to attaining the performance targets set for impaired driving and for drivers age 20 and younger involved in fatal crashes.
For supporting research, refer to the discussion of Alcohol Vendor Compliance Checks, pp. 1-61 and 1-62; Other Minimum Legal Drinking Age 21 Law Enforcement, pp. 1-63 and 1-64; Youth Programs, pp. 1-65 and 1-66 in Countermeasures That Work, 8th Edition, 2015.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2020-014	Compliance with Underage Drinking Laws

Planned Activity: Compliance with Underage Drinking Laws

Planned activity number: AL-2020-014

Primary Countermeasure Strategy ID: AL-5: Underage Drinking and Alcohol-Impaired Driving

Planned Activity Description

Countermeasures that limit access to alcohol by persons under the legal drinking age of 21 will continue to be supported in FFY 2020. These include projects that focus on preventing vendors from selling alcohol to minors such as sting operations, and projects designed to prevent minors from illegally purchasing alcohol such as checks to identify fraudulent IDs. Resources from the State Liquor Authority, DMV's Office of Field Investigation and local police agencies are also used in these operations. Also eligible for funding are projects that address the issue of social host liability and parents and other adults who provide minors with access to alcohol.

Enforcement efforts that focus on patrolling areas and specific locations popular with underage drinkers and the establishment of an underage tip line that the public can use to notify police when drinking by minors is observed are two evidence-based countermeasures that will also be supported.

Intended Subrecipients

State enforcement agencies and local police agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$1,700,000.00	$8,190,000.00	$1,690,000.00

Countermeasure Strategy: AL-6: Drugged Driving

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Under this countermeasure strategy, planned activities related to improving the ability of law enforcement officers to detect and arrest drivers operating a motor vehicle under the influence of drugs through training will be supported. Other planned activities that provide training for personnel involved in the adjudication of drugged driving arrests, including prosecutors, judges and toxicologists, will also be supported. By increasing the number of enforcement officers, prosecutors and toxicologists trained, this strategy and the planned activities will continue to have a positive effect on reducing the incidence of impaired driving and drugged driving in particular.

Linkage Between Program Area

The data analysis conducted under the problem identification task indicates that the problem of drugs and driving has been on an upward trend in recent years. After decreasing 3% from 215 in 2009-2013 to 209 in 2010-2014, the 5-year average for fatalities in drug-related crashes increased 11% to 232 in 2013-2017. Although the number of drug-related fatal and personal injury (F&PI) crashes declined from 1,041 in 2016 to 955 in 2017, a decrease of 8%, the total for 2017 was greater than the 933 crashes that occurred in 2015. In 2017, the largest proportion of drug-related F&PI crashes occurred in the Upstate region (61%), followed by Long Island (22%) and New York City (17%). In F&PI crashes, the drug-involved drivers in every age group under age 40 are overrepresented when compared to the proportions of licensed drivers in those age groups; for example, in 2017, 34% of the drug-involved drivers were ages 21-29 compared to 15% of the licensed drivers. In offering training to key personnel involved in different aspects of the drugged driving issue, including training for enforcement personnel; prosecutors, judges and other court personnel; and toxicologists, this countermeasure strategy and planned activities are expected to have a positive impact on the performance target set for drug-related fatalities.

Sufficient funding has been allocated to support the various activities designed specifically to address the issue of drugged driving.

Rationale

The increase in fatalities and injuries in drug-related crashes in recent years, together with an increase in the number of drivers ticketed for drug-impaired driving, document the need to develop and implement initiatives that address the problem of drugged driving. It is expected that the funding of the planned activities conducted under this countermeasure will contribute to attaining the performance target of reducing the number of fatalities in drug-related crashes.

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2020-015	Drugged Driving Enforcement Training
AL-2020-016	Drugged Driving Training for Prosecutors, Judges and Toxicologists

Planned Activity: Drugged Driving Enforcement Training

Planned activity number: AL-2020-015

Primary Countermeasure Strategy ID:

Planned Activity Description

Effective enforcement of drugged driving requires training programs that provide law enforcement with the knowledge and tools to detect and arrest those who operate a motor vehicle while impaired by drugs and provide testimony that will lead to a conviction. Projects that provide training for law enforcement personnel, including the Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs, will be funded under this strategy. Impaired driving enforcement efforts that integrate drugged driving enforcement into other enforcement activities by incorporating law enforcement personnel who have completed these special training courses and enforcement efforts that focus on high-risk areas for drugged driving will also be encouraged.

Intended Subrecipients

State law enf and local police agencies.

Countermeasure strategies

Countermeasure Strategy
AL-6: Drugged Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$400,000.00	$1,920,000.00	$400,000.00

Planned Activity: Drugged Driving Training for Prosecutors, Judges and Toxicologists

Planned activity number: AL-2020-016

Primary Countermeasure Strategy ID:

Planned Activity Description

In addition to law enforcement, the provision of training to other professional groups is important to the successful prosecution and adjudication of drugged driving cases. Projects that provide training for prosecutors, toxicologists who provide expert testimony in court cases, and court personnel will be considered for funding.

Programs to increase the sophistication of the screening process at the toxicology labs and the sharing of information from this process with the professional community can be important for detecting impairment caused by prescription, illicit and so-called designer drug use.

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
AL-6: Drugged Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$400,000.00	$1,920,000.00	$400,000.00

Countermeasure Strategy: AL-7: Cooperative Approaches to Reducing Impaired Driving

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

The problem identification task clearly shows that the issue of impaired driving has many facets and involves all aspects of the system, from the drivers themselves to the enforcement community and the courts. Since efforts to address impaired driving issues are implemented by various jurisdictions at the state and local levels,

the need to coordinate such efforts is essential. The coordination and cooperation of the system's components creates an environment that ensures the problem of impaired driving is addressed in a comprehensive manner, helping the state to attain its performance targets of reducing drug-related and alcohol-related fatalities and alcohol-related injuries.

Sufficient funding has been allocated to support activities that promote coordination and cooperation among all components of the impaired driving system.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2020-017	Impaired Driving Summits, Symposia & Workshops
AL-2020-018	Interagency Collaborations on Impaired Driving

Planned Activity: Impaired Driving Summits, Symposia & Workshops

Planned activity number: AL-2020-017

Primary Countermeasure Strategy ID: AL-7: Cooperative Approaches to Reducing Impaired Driving

Planned Activity Description

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

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
AL-7: Cooperative Approaches to Reducing Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$200,000.00	$960,000.00	$200,000.00

Planned Activity: Interagency Collaborations on Impaired Driving

Planned activity number: AL-2020-018

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
AL-7: Cooperative Approaches to Reducing Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$160,000.00	$770,000.00	$160,000.00

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

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

toward the achievement of the targets that have been set.

Sufficient funding has been allocated to support selected research, evaluation and data analysis activities that focus on the issue of impaired driving.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2020-019	Impaired Driving Research

Planned Activity: Impaired Driving Research

Planned activity number: AL-2020-019

Primary Countermeasure Strategy ID:

Planned Activity Description

Projects that conduct research and evaluation studies on alcohol and drug impaired driving to support the development of data-driven countermeasures and assessment of their effectiveness will be funded.

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$360,000.00	$1,730,000.00	$360,000.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

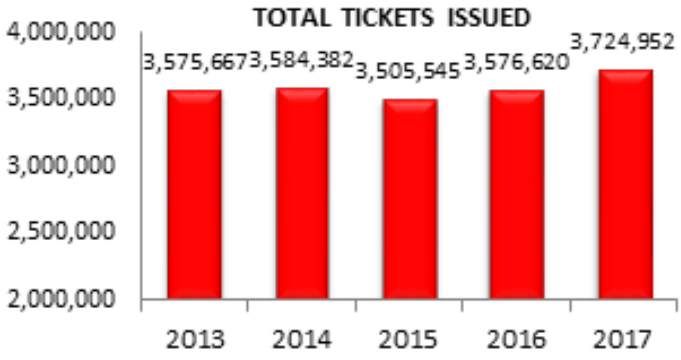
The two core measures for the Police Traffic Services program area are Speed-Related Fatalities and Fatal and Personal Injury Cell Phone Crashes.

Five-year average speeding-related fatalities were on a general downward trend in recent years, with the

exception of a small increase to 345 in 2011-2015. Average speeding-related fatalities decreased to 330 in 2013-2017.

Fatal and personal injury cell phone crashes is the performance measure for tracking trends in distracted driving in New York State. The 5-year average number of fatal and personal injury cell phone crashes rose steadily from 380 in 2009-2013 to 469 in 2013-2017, an increase of 23%.

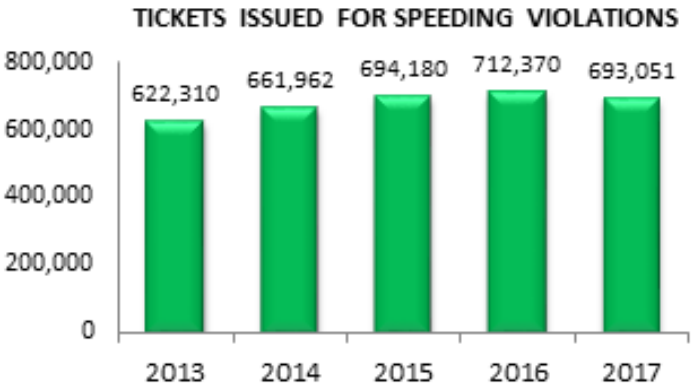
In order to assess the trend in enforcement activity, analyses were conducted on the traffic tickets housed in the state's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication systems. Analyses of the combined ticket data from these two systems show that the total number of tickets issued for violations of New York's Vehicle & Traffic Law (VTL) fluctuated between 2013 and 2017. Between 2016 and 2017, the number of tickets increased 4%.



Sources: NYS TSLED and AA systems / TSSR

SPEED

The number of tickets issued for speeding violations rose from 622,310 in 2013 to 712,370 in 2016, then dropped to 693,051 in 2017, an overall 5-year increase of 11%.



Sources: NYS TSLED and AA systems / TSSR

Over the five-year period 2013-2017, tickets issued for speeding ranged from 17% to 20% of all tickets issued for traffic violations, indicating that speeding continues to be a significant traffic safety problem in New York.

The number of speed-related fatal crashes has fluctuated over the five-year period 2013-2017. Between 2016 and 2017 these crashes decreased slightly from 274 to 271.

Over the five-year period 2013-2017, 28% to 29% of the fatal crashes that occurred in New York State each year involved speed. The proportion of personal injury crashes that involved speed remained consistent at about 11% across the five years.

SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES*		2013	2014	2015	2016
2017	Fatal Crashes	318	280	292	274
271	% of all fatal crashes	28.7%	29.0%	27.9%	28.3%
29.0%	Injury Crashes	12,977	12,323	12,120	12,291
12,113	% of all injury crashes	11.3%	11.3%	11.8%	10.9%

In addition to Unsafe Speed, the top contributing factors associated with speeding drivers in fatal and personal injury crashes in 2017 are listed in the table below. Passing/ Unsafe Lane Changing (18%) and Alcohol Involvement (12%) were the two driver behavior factors most frequently reported for speeding drivers involved in fatal crashes.

For speeding drivers involved in personal injury crashes, Following Too Closely was identified as a contributing factor for 14%; Driver Inattention/Distraction and Passing/Unsafe Lane Changing were each reported as a factor for 9%; and Alcohol Involvement was reported for 8% of these drivers.

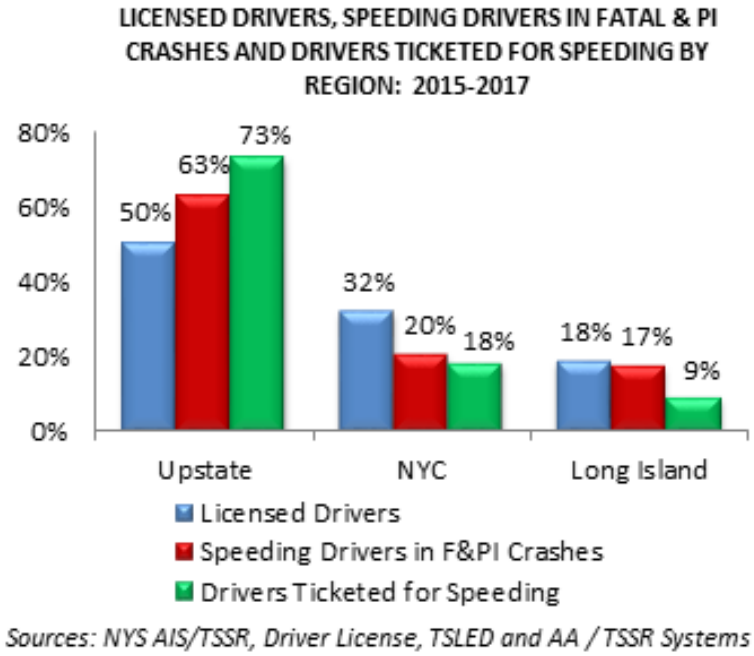
Top Contributing Factors Associated with Speeding Drivers in F amp PI Crashes in 2017		Speeding Drivers in Fatal Crashes
Speeding Drivers in PI Crashes		(N=274)
(N=12,233)	Alcohol Involvement	12%
8%	Passing/Unsafe Lane Changing	18%
9%	Driver Inattention/Distraction	7%
9%	Failure to Keep Right	12%
3%	Following Too Closely	1%
14%	*All data in this table are based on police-reported crashes	Source: NYS AIS

Based on 2015-2017 data, the Upstate region of New York is overrepresented in speeding drivers in fatal and PI crashes (63%) and in drivers ticketed for speeding (73%) when compared with the proportion of licensed drivers in the region (50%).

New York City with 32% of the state's licensed drivers accounted for 20% of the speeding drivers in fatal and PI crashes and 18% of the drivers ticketed for speeding.

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

DISTRACTED DRIVING: CELL PHONE USE AND TEXTING



Analyses of Fatal and Personal Injury Crashes

Cell phone use, one of the unsafe driving behaviors frequently associated with driver inattention and distraction, continues to be reported in less than 1% of fatal and personal injury crashes; this could be due to underreporting. In 2016, two fatal crashes were reported to involve cell phone use, similar to previous years. The number of injury crashes involving cell phone use in 2016, including those involving both cell phone use and texting, increased 17% (427 vs. 365 in 2015). Between October 2010 when texting was added to the list of contributing factors on New York's police crash report and 2016, only three fatal crashes have been reported to involve texting. The number of personal injury crashes involving both cell phone use and texting, however, increased from 31 in 2012 to 69 in 2016. The number of injury crashes involving texting fluctuated during the five-year period, from a low of 49 in 2012 to a high of 70 in 2015.

POLICE-REPORTED FATAL AND PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE AND TEXTING		2013	2014	2015	2016
2017	Fatal Crashes Involving Cell Phone Use	3	3	1	2
2	% of all fatal crashes	0.3%	0.3%	0.1%	0.2%

0.2%	Injury Crashes Involving Cell Phone Use	327	319	310	358
404	% of all injury crashes	0.3%	0.3%	0.3%	0.3%
0.3%	Fatal Crashes Involving both Cell Phone Use and Texting	0	0	0	0
1	Injury Crashes Involving both Cell Phone Use and Texting	48	47	55	69
64	Fatal Crashes Involving Texting	2	0	0	1
0	Injury Crashes Involving Texting	69	66	70	67
55	Total FampPI Cell Phone Crashes	449	435	436	497

Analyses of Tickets

The number of tickets issued for violations of New York's cell phone law continued on a downward trend, dropping nearly 50% from 207,741 in 2013 to 104,786 in 2017.

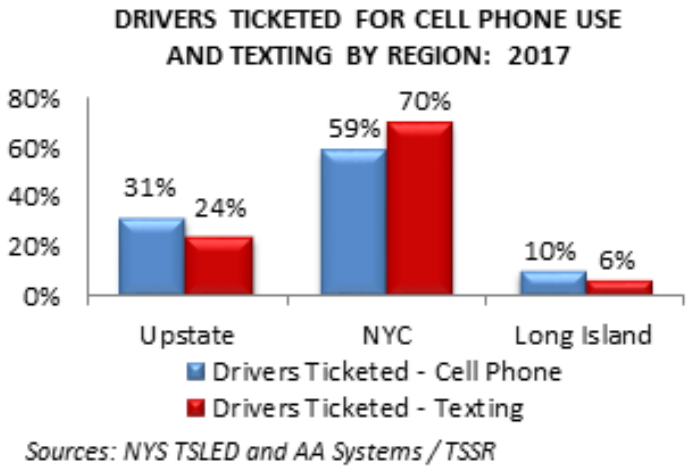
Between 2013 and 2017, the number of tickets issued statewide for texting violations increased more than 100%, from 55,458 to 112,529.

TICKETS ISSUED FOR VIOLATIONS OF THE CELL PHONE AND TEXTING LAWS		2013	2014	2015	2016
2017	Cell Phone Tickets	207,741	164,008	132,125	113,370
104,786	Texting Tickets	55,458	75,617	84,803	92,363

In 2017, the majority of drivers ticketed for both cell phone (59%) and texting (70%) violations were issued in New York City. About 3 out of 10 drivers ticketed for cell phone use and 24% of drivers ticketed for texting were in the Upstate region. One out of 10 drivers ticketed for cell phone use and 6% of drivers ticketed for

texting tickets were on Long Island.

The New York City Police Department (NYPD) issued 62% of all the tickets issued statewide for cell phone and texting violations in 2017. The remaining tickets were issued by the New York State Police (18%), county police agencies (6%) and other local police agencies (14%).



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	319.4
2020	Number of fatal and personal injury crashes involving cell phone use and texting	2020	5 Year	459.2

Countermeasure Strategies in Program Area

Countermeasure Strategy
PTS-1: Enforcement of Traffic Violations
PTS-2: Law Enforcement Training Programs
PTS-3: Communications and Outreach

Countermeasure Strategy: PTS-1: Enforcement of Traffic Violations

Program Area: Police Traffic Services

Project Safety Impacts

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

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

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

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

Applications for funding will be required to use a data-driven approach to demonstrate the need for these focused enforcement efforts. Police agencies should consider the different areas within their community where crashes most frequently occur. This information will be useful when scheduling enforcement details. Projects that incorporate cooperative efforts among police agencies as well as efforts that target more than one type of violation will also be supported.

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

Linkage Between Program Area

While the level of enforcement, as measured by the number of tickets issued for traffic violations, has been maintained at a fairly consistent level and even showed a 4% increase in 2017, it is critical to conduct in-depth crash analyses on both the state and local levels to determine if traffic safety priorities are being adequately addressed and where additional enforcement efforts may be warranted. For example, while there has been improvement in the 5-year average number of fatalities in speed-related crashes, speed-related fatal crashes continue to account for 28%-29% of all fatal crashes, and speed-related injury crashes consistently account for 11% of all crashes involving personal injury. These crash analyses support the continued need for more speed enforcement. Crash and ticket analyses by geographic region also guide the deployment of resources to the areas of the state where the need for additional enforcement is greater.

The issues and trends identified through problem identification are used in setting the targets for the selected performance measures and in determining the planned activities eligible for funding under the countermeasure strategy. Collectively, the countermeasure strategies in the Police Traffic Services program area will enable the state to make progress toward the targets set for speeding fatalities and fatal and personal injury crashes

involving cell phone use.

Rationale

Enforcement of Traffic Violations, including High Visibility Enforcement, are evidence-based strategies identified in Countermeasures That Work. Sufficient funding has been allocated for the effective implementation of this countermeasure strategy and the associated planned activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-2020-001	Police Traffic Services (PTS)
PTS-2020-002	Statewide and New York City High Visibility Focused Enforcement Campaigns

Planned Activity: Police Traffic Services (PTS)

Planned activity number: PTS-2020-001

Primary Countermeasure Strategy ID:

Planned Activity Description

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

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

In FFY 2020, the primary emphasis will continue to be projects which focus on unsafe speed, aggressive driving behaviors and distracted driving. Seat belt enforcement efforts, including participation in the national mobilization in May and the new border-to-border initiative, will also be eligible for PTS funding, as will enforcement efforts focusing on special categories of vehicles including commercial vehicles, motorcycles and school buses.

Coordinated special high visibility enforcement mobilizations involving multiple agencies will also be supported. Local agencies will be allowed to use their PTS grant funding to participate in events such as the Speed Week campaigns coordinated by the State Police, the New York State Association of Chiefs of Police and the New York State Sheriff's Association and programs such as "Operation Hang-Up" conducted by the New York State Police and the National Distracted Driving Enforcement Campaign to increase compliance with the state's cell phone and texting laws. Enforcement conducted in conjunction with youth safe driving campaigns such as the "No Empty Chair" campaign will also continue to be funded.

Pedestrian enforcement efforts in targeted corridors and high-risk areas that focus on both motorists and pedestrians will also be considered for funding. Seat belt enforcement efforts will also be funded under the Police Traffic Services program area. These enforcement efforts will target unsafe and illegal behaviors and will

not be limited to drivers of specific types of vehicles.

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

In FFY 2019, GTSC funded 241 PTS grants; 266 applications for PTS grants were received in FFY 2020.

Intended Subrecipients

Local police agencies

Countermeasure strategies

Countermeasure Strategy
PTS-1: Enforcement of Traffic Violations

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$100,000.00	$60,000.00	$100,000.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$3,240,000.00	$136,800,000.00	$3,020,000.00

Planned Activity: Statewide and New York City High Visibility Focused Enforcement Campaigns

Planned activity number: PTS-2020-002

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

State law enf and local police agencies

Countermeasure strategies

Countermeasure Strategy
PTS-1: Enforcement of Traffic Violations

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$240,000.00	$150,000.00	$240,000.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$3,220,000.00	$129,600,000.00	$3,129,000.00

Countermeasure Strategy: PTS-2: Law Enforcement Training Programs

Program Area: Police Traffic Services

Project Safety Impacts

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Police Traffic Services program area. Training and other educational programs that keep law enforcement up-to-date on new laws and emerging traffic safety issues, enhance skills in the detection and enforcement of specific types of violations, and increase expertise in the enforcement of violations involving specific types of vehicles such as commercial vehicles, are key components of an effective traffic safety enforcement program and will continue to be funded. These types of programs may be delivered in a number of formats including traditional classroom programs, roll call videos and podcasts. Educational opportunities such as the annual Empire State Law Enforcement Traffic Safety (ESLETS) Training Symposium will also continue to be eligible for grant support.

Linkage Between Program Area

Data-driven training and education for police officers is a key component of an evidence-based enforcement program to ensure that resources are both effectively and efficiently deployed to address traffic safety priorities.

For example, the data indicate that Driver Inattention/Distraction continues to be the top contributing factor in fatal and personal injury crashes. Texting has emerged as a serious problem contributing to distracted driving. Because police officers have been educated on the dangers of texting while driving and funding has been made available to support high visibility enforcement efforts targeting this unsafe behavior, the number of tickets issued statewide for texting has increased from approximately 9,000 in 2011 to over 112,000 in 2017.
Based on the results of problem identification, the data-driven planned activities under this countermeasure strategy will focus on training officers on priority traffic safety issues, the implementation of specific enforcement strategies, enforcement of traffic violations involving different types of vehicles, and the use of tools such as crash investigation. Sufficient funding has been allocated for the effective implementation of these program areas.
Collectively, these planned activities will enhance enforcement efforts in New York State and contribute to progress toward the performance target set for the Police Traffic Services program area.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-2020-003	Awareness Training for Law Enforcement
PTS-2020-004	Evidence-Based Traffic Safety Enforcement Training for Law Enforcement
PTS-2020-005	Traffic Crash Investigation

Planned Activity: Awareness Training for Law Enforcement

Planned activity number: PTS-2020-003

Primary Countermeasure Strategy ID:

Planned Activity Description

Training programs that provide police officers with the knowledge and information needed to safely and more effectively enforce traffic violations involving specific types of vehicles, such as motorcycles and commercial vehicles, will be considered for funding. One example is the CMV Law Enforcement Awareness Trainings provided by GTSC in concert with members of the Suffolk County Highway Patrol CMV Enforcement Unit. Since its inception in 2014, GTSC has provided 15 one-day trainings to over 800 police officers representing over 130 agencies. In FFY 2020 there will be a continuation of this training, which provides information and best practices to law enforcement officers as they engage CMV drivers in routine traffic stops. Programs that educate law enforcement on particular safety issues related to specific groups of drivers, such as older drivers and vulnerable roadway users such as pedestrians and bicyclists will also be supported.

One new training program for law enforcement is the officer safety-focused Below 100 Train-the-Trainer Program for 2019. The initiative aims to reduce line-of-duty deaths (LODDs) nationally to below 100 annually. The training specifically focuses on and incorporates five Core Tenets that are changing police culture and saving lives: Wear Your Belt, Wear Your Vest, Watch Your Speed, What's Important Now (WIN), and Remember, Complacency Kills.

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

Intended Subrecipients

State enf and local police agencies

Countermeasure strategies

Countermeasure Strategy

PTS-2: Law Enforcement Training Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Training	$60,000.00	$30,000.00	$60,000.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$314,000.00	$14,400,000.00	$338,000.00

Planned Activity: Evidence-Based Traffic Safety Enforcement Training for Law Enforcement

Planned activity number: PTS-2020-004

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

State law enf and local agencies

Countermeasure strategies

Countermeasure Strategy
PTS-2: Law Enforcement Training Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$262,000.00	$10,800,000.00	$237,000.00

Planned Activity: Traffic Crash Investigation

Planned activity number: PTS-2020-005

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

State enf and local police agencies

Countermeasure strategies

Countermeasure Strategy
PTS-2: Law Enforcement Training Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$524,000.00	$18,000,000.00	$474,000.00

Countermeasure Strategy: PTS-3: Communications and Outreach

Program Area: Police Traffic Services

Project Safety Impacts

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Police Traffic Services program area. This countermeasure strategy and the associated planned activities that will be funded focus on Communications and Outreach by police agencies in New York State.

Strong communication among police agencies at all jurisdictional levels is necessary to ensure the coordination and consistency of enforcement and deterrence efforts throughout the state. Through their networks, GTSC's Law Enforcement Liaisons play a major role in communicating information and coordinating the involvement of law enforcement in the state's highway safety program.

In addition, the involvement of law enforcement in outreach efforts that educate the public and raise awareness of the dangers of behaviors such as texting and driving, failure to use a seat belt and impaired driving, is important in encouraging safe driving behaviors and compliance with the state's traffic laws.

Linkage Between Program Area

Data-driven communications and outreach efforts are a key component of an effective Police Traffic Services program. The implementation of these efforts is closely aligned with the state's evidence-based Traffic Safety Enforcement Program and the data-driven deployment of enforcement resources. The planned activities under

this countermeasure strategy include support for Law Enforcement Liaisons who will communicate the traffic safety priorities identified by GTSC through data analyses to their constituents and coordinate statewide enforcement efforts. Outreach efforts by police officers to educate motorists and raise public awareness of the priority issues that have been identified by GTSC will also be supported. Funding has been allocated to support the effective implementation of these planned activities.

Rationale

Communications and outreach is an evidence-based countermeasure strategy and an important component of a comprehensive approach to deterring unsafe driving behaviors. The Law Enforcement Liaisons representing the New York State Police, the NYS Sheriffs' Association and the NYS Association of the Chiefs of Police each play an integral role in the dissemination of information to their constituents and the coordination of enforcement efforts throughout the state. In turn, the law enforcement officers at the state, county and local levels can play a major role in educating motorists by communicating consistent traffic safety messages.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-2020-006	Law Enforcement Liaisons
PTS-2020-007	Education and Outreach by Police Officers

Planned Activity: Law Enforcement Liaisons

Planned activity number: PTS-2020-006

Primary Countermeasure Strategy ID:

Planned Activity Description

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

The LELs are responsible for communicating GTSC's statewide safety priorities to their enforcement networks and encouraging police agency participation in the Buckle Up New York-Click It or Ticket mobilizations, STOP-DWI Enforcement Crackdowns and many other traffic safety initiatives such as the Operation Safe Stop Campaign. The LELs also participate in the development and delivery of a number of training opportunities for police officers, including programs offered at the Empire State Law Enforcement Traffic Safety (ESLETS) Conference and the annual NY Highway Safety Symposium.

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
PTS-3: Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$1,308,000.00	$83,200,000.00	$1,183,000.00

Planned Activity: Education and Outreach by Police Officers

Planned activity number: PTS-2020-007

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

State law enf and local police agencies

Countermeasure strategies

Countermeasure Strategy
PTS-3: Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$132,000.00	$7,200,000.00	$119,000.00

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Trends in Motorcycle Licenses and Registrations

Since 2010, the number of drivers with motorcycle licenses has increased by 13%, reaching almost 755,000 in 2017. Over the past five years, approximately 70% of all new motorcycle licenses were issued to graduates of the rider training program. After steady increases in motorcycle registrations between 2006 and 2011, the number of registrations leveled off between 2011 and 2014 before increasing to 350,000 in 2015; registrations dropped off slightly to about 348,000 in 2017.

Fatal and Personal Injury Motorcycle Crashes

Over the five-year period, 2013-2017, fatal crashes involving motorcycles fluctuated but showed an overall

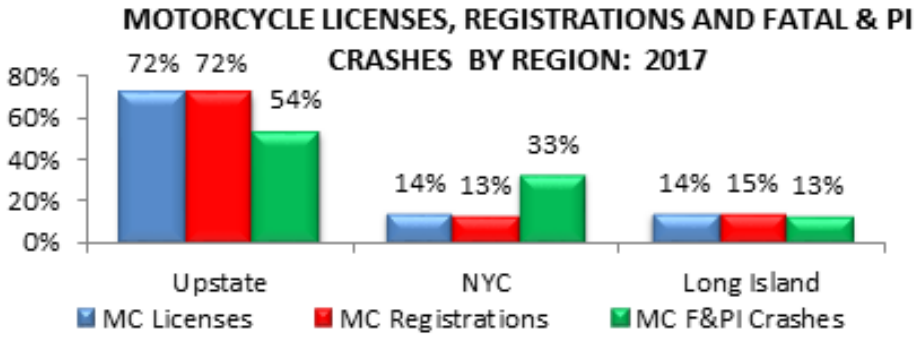
decrease of 13% (from 164 to 143). Between 2016 and 2017, however, fatal motorcycle crashes increased by 7%. Motorcycle crashes involving personal injury also followed an inconsistent pattern over the five years but declined by 10% between 2013 and 2017. In 2017, there were 3,935 motorcycle injury crashes compared to 4,173 in 2016, a decrease of 6%.

MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES		2013	2014	2015	2016	2017	2013-17 % Change
2016-17 % Change	Fatal Crashes	164	142	155	134	143	-12.8%
6.7%	Injury Crashes	4,387	4,055	4,012	4,173	3,935	-10.3%
-5.7%	Fatal amp PI Crashes	4,551	4,197	4,167	4,307	4,078	-10.4%

Analyses by Region and County

In 2017, 54% of the fatal and personal injury crashes involving motorcycles occurred in the Upstate region, 33% occurred in New York City and 13% occurred on Long Island.

When compared with the distribution of licensed motorcyclists and motorcycle registrations by region, New York City was overrepresented in motorcycle crashes (33%) compared to the proportion of the motorcycle licenses (14%) and registrations (13%) in the region. The counties with the greatest number of fatal and personal injury motorcycle crashes in 2017 were Kings (442), Queens (391), Suffolk (313), New York (231), Nassau (228), Bronx (208), Erie (194), Westchester (177), Monroe (174), and Orange (128).

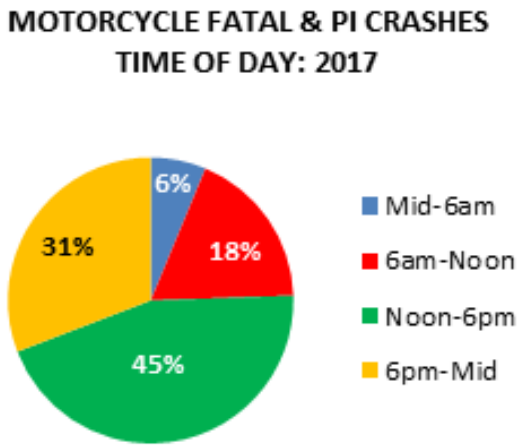


Sources: NYS AIS, Driver License and Vehicle Registration Files / TSSR

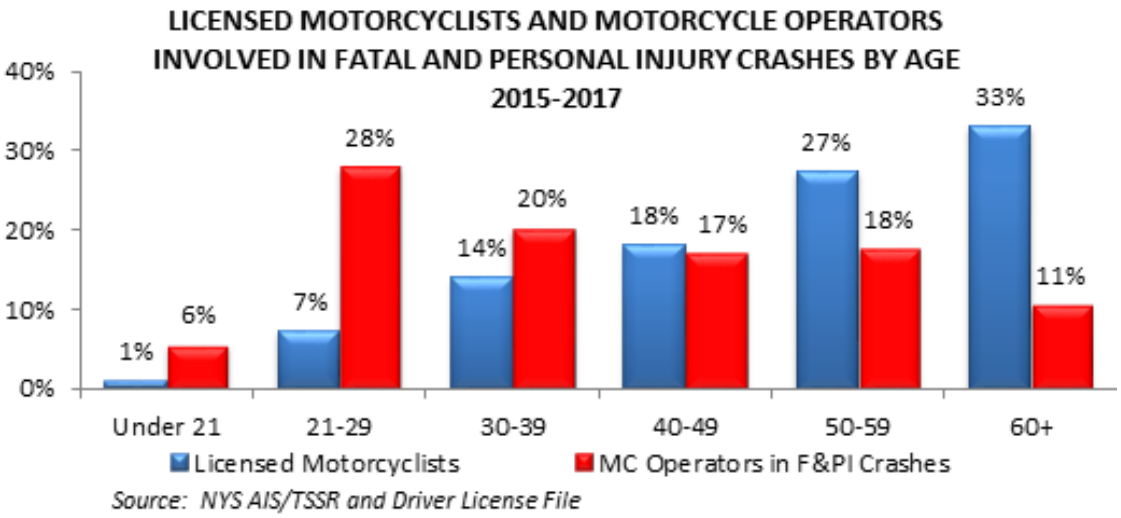
Fatal and personal injury motorcycle crashes in 2017 were most likely to occur on Saturday (17%) or Sunday (20%). Nearly half of the crashes (45%) occurred between noon and 6 pm and another 31% occurred between 6pm and midnight.

Analyses of Crashes and Licensed Motorcyclists by Age

Motorcycle operators 21-29 years of age are overrepresented in motorcycle crashes. Over the three-year period 2015-2017, 28% of the motorcycle operators involved in fatal and personal injury crashes were in this age



group but only 7% of the licensed motorcyclists were 21-29 years of age. Motorcycle operators under 21 years of age and between the ages of 30 and 39 are also overrepresented in fatal and personal injury crashes.



Crashes Involving a Motorcycle and Another Motor Vehicle

The number of crashes involving a motorcycle and another motor vehicle that occurred in 2017 are presented by county in the table below. In addition, the number of motorcycle registrations per county are shown for comparison purposes.

CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE BY COUNTY: 2017

	Total Crashes	% of Total	Cumulative %	MC Registrations	% of Total
TOTAL NYS	2,735			347,536	
KINGS	411	15.0%	15.0%	11,801	3.4%
QUEENS	337	12.3%	27.3%	14,245	4.1%
NEW YORK	227	8.3%	35.6%	7,942	2.3%
SUFFOLK	217	7.9%	43.6%	32,288	9.3%
BRONX	184	6.7%	50.3%	4,820	1.4%
NASSAU	177	6.5%	56.8%	18,455	5.3%
WESTCHESTER	118	4.3%	61.1%	13,663	3.9%

MONROE	114	4.2%	65.3%	16,269	4.7%
ERIE	111	4.1%	69.3%	21,300	6.1%
ONONDAGA	66	2.4%	71.7%	11,562	3.3%
ORANGE	61	2.2%	74.0%	10,392	3.0%
RICHMOND	60	2.2%	76.2%	6,106	1.8%
ALBANY	58	2.1%	78.3%	7,225	2.1%
DUTCHESS	44	1.6%	79.9%	8,427	2.4%
SARATOGA	40	1.5%	81.4%	9,030	2.6%
ROCKLAND	39	1.4%	82.8%	4,839	1.4%
ONEIDA	32	1.2%	83.9%	7,551	2.2%
NIAGARA	31	1.1%	85.1%	7,707	2.2%
SCHENECTADY	30	1.1%	86.2%	5,007	1.4%
RENSSELAER	28	1.0%	87.2%	5,671	1.6%
ULSTER	28	1.0%	88.2%	7,183	2.1%
BROOME	27	1.0%	89.2%	5,815	1.7%
WARREN	19	0.7%	89.9%	3,090	0.9%
JEFFERSON	16	0.6%	90.5%	4,156	1.2%
OSWEGO	16	0.6%	91.1%	5,165	1.5%
ST. LAWRENCE	14	0.5%	91.6%	4,348	1.3%
CHEMUNG	13	0.5%	92.1%	2,921	0.8%
CHAUTAUQUA	12	0.4%	92.5%	5,157	1.5%
HERKIMER	12	0.4%	92.9%	2,928	0.8%
PUTNAM	12	0.4%	93.4%	3,455	1.0%
GENESEE	10	0.4%	93.7%	2,402	0.7%
ONTARIO	10	0.4%	94.1%	4,110	1.2%
SULLIVAN	10	0.4%	94.5%	3,085	0.9%
CHENANGO	9	0.3%	94.8%	2,458	0.7%
SENECA	9	0.3%	95.1%	1,314	0.4%
STEUBEN	9	0.3%	95.5%	4,298	1.2%
FULTON	8	0.3%	95.8%	2,660	0.8%
CLINTON	7	0.3%	96.0%	3,466	1.0%
MONTGOMERY	7	0.3%	96.3%	2,436	0.7%
OTSEGO	7	0.3%	96.5%	2,468	0.7%
TOMPKINS	7	0.3%	96.8%	2,870	0.8%
WAYNE	7	0.3%	97.0%	4,611	1.3%
CATTARAUGUS	6	0.2%	97.3%	3,543	1.0%
CORTLAND	6	0.2%	97.5%	1,980	0.6%
ESSEX	6	0.2%	97.7%	1,627	0.5%
WASHINGTON	6	0.2%	97.9%	3,287	0.9%

WYOMING	6	0.2%	98.1%	2,007	0.6%
CAYUGA	5	0.2%	98.3%	3,124	0.9%
DELAWARE	5	0.2%	98.5%	2,030	0.6%
FRANKLIN	5	0.2%	98.7%	1,821	0.5%
GREENE	5	0.2%	98.9%	2,849	0.8%
MADISON	5	0.2%	99.0%	2,995	0.9%
YATES	5	0.2%	99.2%	1,120	0.3%
LIVINGSTON	4	0.1%	99.4%	2,825	0.8%
TIOGA	4	0.1%	99.5%	1,989	0.6%
COLUMBIA	3	0.1%	99.6%	2,606	0.7%
SCHUYLER	3	0.1%	99.7%	1,066	0.3%
ALLEGANY	2	0.1%	99.8%	1,907	0.5%
ORLEANS	2	0.1%	99.9%	1,588	0.5%
SCHOHARIE	2	0.1%	100.0%	1,776	0.5%
LEWIS	1	0.0%	100.0%	1,399	0.4%
HAMILTON	0	0.0%	100.0%	345	0.1%

Sources: NYS AIS, Vehicle Registration File/TSSR

Contributing Factors

The top contributing factors for motorcyclists involved in crashes with another motor vehicle were Passing/Lane Changing/Improper Use (20%), Unsafe Speed (17%), Following Too Closely (15%) and Driver Inattention/Distraction (14%). For the drivers of other vehicles involved in a crash with a motorcycle, Failure to Yield the Right-of-Way was by far the most frequently cited contributing factor (31%), followed by Driver Inattention/Distraction (20%), Passing/Lane Changing/Improper Use (11%), Turning Improperly (8%) and Following Too Closely (7%).

CONTRIBUTING FACTORS FOR MOTORCYCLISTS AND THE OTHER MOTORISTS IN CRASHES INVOLVING A MOTORCYCLE AND ANOTHER VEHICLE: 2017		Motorcyclist
Other Motorist		(N=1,696)
(N=2,090)	Passing/Lane Changing/Improper Use	20.2%
11.1%	Unsafe Speed	16.6%
1.8%	Following Too Closely	15.3%
7.2%	Driver Inattention/Distraction	13.9%
20.4%	Failure to Yield Right-of-Way	6.3%
30.5%	Driver Inexperience	5.9%
2.7%	Traffic Control Device Disregarded	4.0%

3.7%	Aggressive Driving/Road Rage	2.0%
0.9%	Reaction to Other Uninvolved Vehicle	2.0%
1.8%	Alcohol Involvement	1.8%
1.0%	Turning Improperly	1.4%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	149.4
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	13.2
2020	Number of motorcyclists injured in crashes	2020	5 Year	4,116.3

Countermeasure Strategies in Program Area

Countermeasure Strategy
MC-1: Motorcycle Rider Training and Education
MC-2: Communications and Outreach
MC-3: Enforcement
MC-4: Research, Evaluation and Analytical Support for New York's Performance-Based Motorcycle Safety Program

Countermeasure Strategy: MC-1: Motorcycle Rider Training and Education

Program Area: Motorcycle Safety

Project Safety Impacts

The Motorcycle Rider Training and Education countermeasure strategy focuses on the provision of classroom and field training that teach motorcyclists the skills they need to operate safely on the state's roadways. Support for the planned activity, the New York State Motorcycle Safety Program, will be provided under this countermeasure strategy. New York's motorcycle rider education program, the Motorcycle Safety Program (MSP), is a major component of New York's comprehensive approach to address and improve motorcycle safety in the state. More than 258,000 motorcyclists have been trained since the program's inception in 1996. Over the past five years, approximately 70% of all new motorcycle licenses were issued to graduates of the rider training program. By continuing to expand the number of motorcyclists who have received training and the number who have received motorcycle licenses, this strategy and planned activity will continue to have a substantial positive impact.

In FFY 2020, the Department of Motor Vehicles Motorcycle Safety Program (MSP) will continue to promote the statewide availability of rider education programs and increase the number of sites providing training.

There are presently 21 training schools with 41 training ranges that deliver rider training around the state.

Linkage Between Program Area

The majority of fatal and personal injury motorcycle crashes in 2017 occurred in the Upstate region (54%), followed by New York City (33%) and Long Island (13%). Currently, the state's motorcycle rider training programs are offered in 26 counties. Consistent with where the crashes are occurring, the majority of the training sites are in Upstate counties; training programs are also located in four out of the five counties in New York City and in both counties on Long Island.

By offering access to rider training across the state and consistent with the regional distribution of fatal and personal injury crashes, this countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities and Motorcyclists Injured in Crashes.

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

Rationale

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-2020-001	NYS Motorcycle Safety Program

Planned Activity: NYS Motorcycle Safety Program

Planned activity number: MC-2020-001

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Currently, there are 26 counties with training sites where motorcycle rider training courses will be conducted during FFY 2020. As shown in the table below, collectively these counties account for 65% of the motorcycle

registrations in the state, demonstrating excellent coverage for the program and compliance with Section 405(f) Motorcyclist Safety Criterion: Motorcycle Riding Training Courses.

NYS MOTORCYCLE REGISTRATIONS & ACTIVE MOTORCYCLE RIDER TRAINING SITES BY COUNTY

Counties with Training Sites Where Courses Will be Conducted in FFY 2020	# of Motorcycle Registrations per County, 2017*	% of All MC Registrations in NYS
NEW YORK STATE	347,536	
ALLEGANY	1,907	0.5%
BRONX	4,820	1.4%
BROOME	5,815	1.7%
CHAUTAUQUA	5,157	1.5%
CLINTON	3,466	1.0%
COLUMBIA	2,606	0.7%
DUTCHESS	8,427	2.4%
ERIE	21,300	6.1%
JEFFERSON	4,156	1.2%
KINGS	11,801	3.4%
MONROE	16,269	4.7%
NASSAU	18,455	5.3%
NIAGARA	7,707	2.2%
ONEIDA	7,551	2.2%
ONONDAGA	11,562	3.3%
ORANGE	10,392	3.0%
QUEENS	14,245	4.1%
RENSSELAER	5,671	1.6%
RICHMOND	6,106	1.8%
ROCKLAND	4,839	1.4%
ST LAWRENCE	4,348	1.3%
SCHENECTADY	5,007	1.4%
SUFFOLK	32,288	9.3%
TOMPKINS	2,870	0.8%
ULSTER	7,183	2.1%
WARREN	3,090	0.9%
TOTAL	227,038	65.3%

Sources: NYS DMV Registration File / TSSR; Motorcycle Safety Foundation

* Excludes out-of-state motorcycle registrations.

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

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

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
MC-1: Motorcycle Rider Training and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$250,000.00	$640,000.00	$225,000.00

Countermeasure Strategy: MC-2: Communications and Outreach

Program Area: Motorcycle Safety

Project Safety Impacts

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Motorcycle Safety program area. The primary focus of this Communications and Outreach countermeasure strategy is on raising motorist awareness of motorcycle safety and the need to share the road safely with motorcycles. Communication strategies and outreach activities directed toward motorcyclists are also very important to improving motorcycle safety. This countermeasure strategy and the associated projects that will be funded should have a significant positive impact in preventing motorcycle crashes, especially those that involve another vehicle.

Linkage Between Program Area

Approximately six out of ten motorcycle crashes involve a collision with another vehicle. Because of their vulnerability, the motorcyclist is much more likely to be killed or injured than the occupants of the other vehicle. In 2017, the top contributing factors cited for the other motorist involved in a crash with a motorcycle were “Failure to Yield the Right-of-Way” (31%) and “Driver Inattention/Distraction” (20%). One important component of a comprehensive approach that will have a positive impact on reducing motorcyclist fatalities and injuries is a strong public awareness campaign targeting the drivers of other vehicles that share the road with motorcycles.

The Communications and Outreach countermeasure strategy and the associated planned activity focus on education and outreach to motorcyclists as well as raising the awareness of motorists regarding sharing the road

safely with motorcycles. Projects are expected to have an impact on the performance targets set for the following measures: Motorcyclist Fatalities and Motorcyclists Injured in Crashes.
Sufficient funding has been allocated to support the effective implementation of the countermeasure and associated planned activity and have a positive impact on the targets set for the program area.

Rationale

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Motorcycle Safety program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the Communications and Outreach strategy and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set. Communication and outreach targeting other driver awareness of motorcycles is an evidence-based countermeasure strategy and a key component of a comprehensive approach to address motorcycle safety issues. Collectively, the countermeasure strategies selected for the Motorcycle Safety program area are expected to have a positive impact on reducing motorcyclist fatalities and injuries.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-2020-002	Motorcycle Safety Awareness and Education

Planned Activity: Motorcycle Safety Awareness and Education

Planned activity number: MC-2020-002

Primary Countermeasure Strategy ID:

Planned Activity Description

Communication strategies and outreach activities directed toward both motorcyclists and the other drivers who share the road with motorcyclists are also very important for improving motorcycle safety.
Projects that raise motorist awareness of the need to watch for motorcycles in traffic and educate the general driving population on how to share the road safely with motorcycles will continue to be supported. These efforts include New York's participation in the national initiative recognizing May as Motorcycle Safety Awareness Month, the use of variable message signs promoting motorcycle safety and public awareness campaigns, and public information and education (PI&E) materials that promote the Share the Road message. The Motorcycle Safety Workgroup formed by GTSC is also investigating various avenues of communication with the motoring public to create a new motorcycle safety messaging campaign. One approach will be to utilize the results from the 2018 motorcycle survey to inform new messaging and determine the most effective avenues for messaging and outreach.
Outreach efforts to enhance driver awareness of motorcycles will also continue to be considered for funding. Examples include attendance at auto shows, fairs and other public events; presentations to driver education classes; and the use of social media to reach general and targeted audiences. The development of PI&E materials that can be distributed to various audiences and through other channels will also be supported. The outreach efforts and other activities that focus on raising motorist awareness and educating the general driving

public about motorcycle safety will be supported by 405f Motorcyclist Safety Grant funds.
Projects that focus on enhancing motorcycle safety through education and outreach to motorcyclists will also continue to be supported. These efforts include the development of educational materials, the promotion of U.S. Department of Transportation-approved helmets and conspicuous protective gear, and outreach to motorcyclists through avenues such as rallies, events or mass mailings. The awareness and educational efforts focusing on motorcyclists will be supported by NHTSA 402 funds.
Some specific examples of the motorcycle safety and awareness communications and outreach that will be conducted in FFY 2020 include the following:
A Motorcycle Safety Awareness Month press event will be held in a county that experiences a high rate of motorcycle crashes, injuries and fatalities.
Variable Message Signs will be displayed during popular motorcycle-related rallies and events to alert drivers of increased motorcycle traffic.
A new motorcycle awareness PSA will be developed and aired through various media channels (radio, television, and social media).
A geotargeting campaign featuring awareness messaging will be deployed to reach motorists in specific areas of the state that experience a high number and/or rate of motorcycle crashes.
Motorcycle awareness messaging will be affixed to fuel pumps and nozzle toppers at a minimum of 150 fuel filling stations in high crash locations throughout the state.
GTSC will participate in motorcycle safety and awareness outreach at the International Automobile Show and International Motorcycle Show in New York City, as well as the annual state fair and other relevant events throughout the state.
GTSC will partner with the Department of Motor Vehicles (DMV) to distribute motorcycle safety and awareness messaging via mass mailings to registered and/or licensed motorists and motorcyclists.
Motorcycle safety and awareness materials will be distributed at a minimum of three traffic safety events as well as to county DMVs, motorcycle groups, grantees and other traffic safety partners.
A survey to assess the opinions/perceptions of the current motorcycle awareness campaigns will be sent to a random sample of at least 10,000 licensed drivers of passenger vehicles.

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
MC-2: Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$1,000,000.00	$2,590,000.00	$900,000.00
2020	FAST Act NHTSA 402	Motorcycle Safety	$30,000.00	$0.00	$20,000.00

Countermeasure Strategy: MC-3: Enforcement

Program Area: Motorcycle Safety

Project Safety Impacts

In order to ensure the efficient and effective use of resources to enforce traffic violations, New York's law enforcement community conducts routine enforcement details that focus on drivers who are engaged in dangerous driving behaviors such as impaired driving and speeding regardless of the type of vehicle they are operating. Efforts that focus specifically on unsafe driving behaviors by motorcyclists, as well as training for law enforcement that is designed to improve the effectiveness of motorcycle enforcement efforts in those counties and regions where high numbers of motorcycle crashes are occurring, are included under this countermeasure strategy and the associated planned activity.

The activities will be data-driven and will be planned, implemented and monitored in accordance with the requirements of the state's Evidence-Based Traffic Safety Enforcement Program.

Linkage Between Program Area

The number of motorcyclist fatalities dropped from a 5-year average of 157 in 2012-2016 to 152 in 2013-2017. In 2017, the downward trend in the 5-year average number of motorcyclists injured in crashes continued, dropping from 4,535 in 2012-2016 to 4,288 in 2013-2017. Realistic targets have been set for future improvements in both measures. Due in large part to New York's helmet law, the number of fatally injured motorcyclists who were not wearing a helmet is relatively small. The number of unhelmeted motorcyclist fatalities declined to a 5-year average of 14 in 2013-2017.

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

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

Rationale

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-2020-003	Motorcycle Safety & Enforcement Training for Law Enforcement

Planned Activity: Motorcycle Safety & Enforcement Training for Law Enforcement

Planned activity number: MC-2020-003

Primary Countermeasure Strategy ID: MC-3: Enforcement

Planned Activity Description

Training programs for law enforcement that focus on educating officers on motorcycle safety, including the requirements regarding motorcycle safety equipment, enforcement strategies and techniques, identifying impaired riders and other topics related to motorcycle safety will continue to be supported. A minimum of three enforcement trainings will be held in FFY 2020. Decisions on where to hold training programs are data-driven and are based on a region's overrepresentation in motorcycle crashes. These regional training programs are conducted by a team of subject matter experts from the New York State Police and the New York State Association of Chiefs of Police in cooperation with GTSC, the DMV Motorcycle Safety Program, the Motorcycle Safety Foundation and other law enforcement partners.

The development and dissemination of new training resources and materials through websites, podcasts and other delivery mechanisms will also be considered for funding. Potential avenues for the creation of an impaired riding detection video for law enforcement will also be explored.

Intended Subrecipients

State law enf and local police agencies

Countermeasure strategies

Countermeasure Strategy
MC-3: Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$200,000.00	$0.00	$180,000.00

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

Program Area: Motorcycle Safety

Project Safety Impacts

Research, evaluation and data analysis are essential components of a successful performance-based Motorcycle Safety program. These activities support problem identification, the selection of performance measures for

tracking progress, and the selection of evidence-based, data-driven strategies that will contribute to the achievement of the state's performance goals.

Linkage Between Program Area

Research and evaluation activities that support the state's comprehensive Motorcycle Safety program will be funded under this strategy. The data-driven, performance-based approach to reducing crashes, fatalities and injuries involving these vulnerable groups of highway users requires access to the appropriate data, as well as the technical capabilities to perform the analyses and interpret the results. The planned activities include support for a multi-agency Motorcycle Safety Workgroup which will continue to develop data-driven strategies and new campaign messaging to reach the varied demographics of the riding population.

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

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-2020-004	Motorcycle Safety Workgroup

Planned Activity: Motorcycle Safety Workgroup

Planned activity number: MC-2020-004

Primary Countermeasure Strategy ID:

Planned Activity Description

In FFY 2020, the multi-agency Motorcycle Safety Workgroup will continue to develop data-driven strategies and new campaign messaging to reach the varied demographics of the riding population. The results of the 2018 motorcycle survey will inform the development of campaign messaging for the upcoming year and the Workgroup will be instrumental in piloting new campaign messages among the target population. There will be a special focus on reaching motorists from the counties with the highest number of motorcycle/motor vehicle crashes. The Workgroup will continue to meet monthly to carry out the objectives and determine priorities for the year. The Workgroup will conduct outreach to various newspapers and magazines and will publish at least one article to publicize motorcycle safety and awareness issues and/or highlights. The Workgroup will also continue to collect crash data covering a 5-year period to look for trends and develop new countermeasures.

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

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

Funding sources

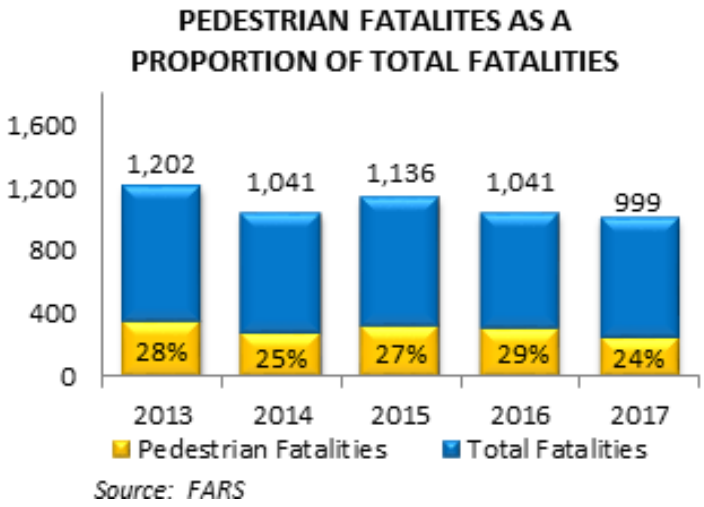
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$20,000.00	$0.00	$18,000.00

Program Area: Non-motorized (Pedestrians and Bicyclists)

Description of Highway Safety Problems

PEDESTRIAN SAFETY

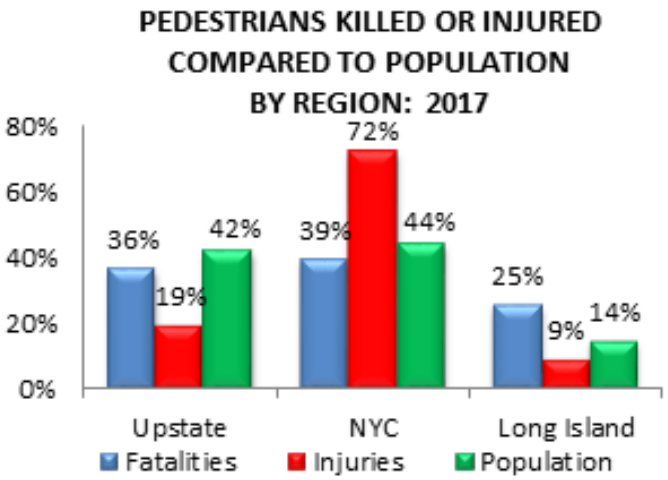
In 2017, total motor vehicle fatalities in New York State decreased 4% from the previous year, while pedestrian fatalities decreased 21% (from 307 to 242). As a result, pedestrian fatalities as a proportion of total fatalities also declined. In 2017, pedestrian fatalities accounted for 24% of all fatalities on New York's roadways compared to 29% in the previous year.



Source: FARS

New York City is a particular concern for New York's pedestrian safety program. In 2017, 39% of the state's pedestrian fatalities and 72% of the pedestrians injured were the result of crashes in New York City. In comparison, 36% of the fatalities and 19% of the injuries occurred in the Upstate region and 25% of the fatalities and 9% of the injuries occurred on Long Island.

When compared with the proportion of the state's population that reside in the three regions, the New York City region is considerably overrepresented in pedestrians injured (44% of the population vs. 72% of the pedestrians injured); the Long Island region is overrepresented in pedestrian fatalities (14% of the population vs. 25% of the fatalities).



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

PEDESTRIANS KILLED OR INJURED BY REGION AND TOP COUNTIES: 2016-2017		2016	2017
% change 2016-2017	NEW YORK STATE	15,666	15,833
1.1%	REGION		
	Upstate	3,260	3,050
-6.4%	New York City	10,797	11,334
5.0%	Long Island	1,607	1,449
-9.8%	COUNTY		
	Kings	3,535	3,733
5.6%	Queens	2,517	2,736
8.7%	New York	2,559	2,451
-4.2%	Bronx	1,798	1,993
10.8%	Nassau	976	877

Among the three regions, the only increase in pedestrians killed or injured was in New York City (5%). The Upstate region experienced a decrease of 6%, and Long Island had a decrease of 10%.

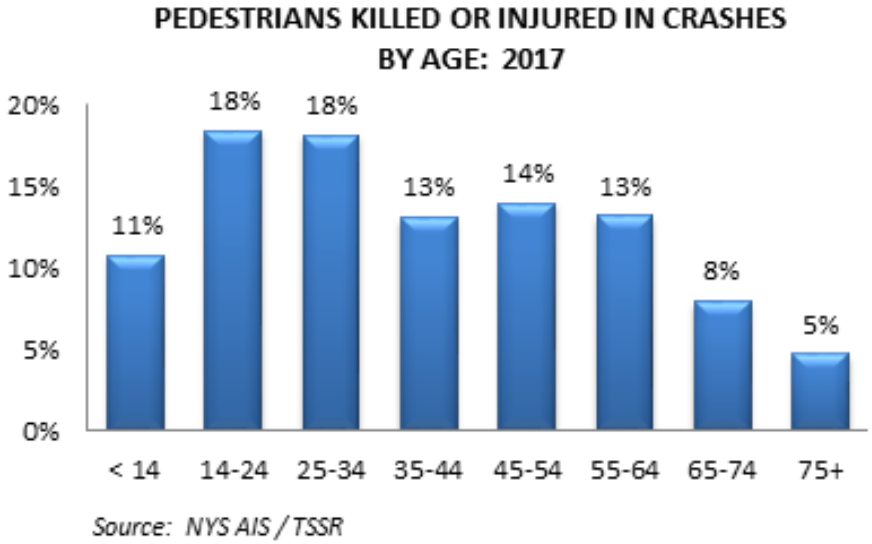
The five counties listed in the table above consistently rank among those with the highest numbers of pedestrians killed or injured in crashes.

In 2017, more pedestrians were killed or injured in Kings County than in the entire Upstate region (3,733 vs. 3,050); this was also the case in 2016. Between 2016 and 2017, the number of pedestrians killed and injured increased by 11% in Bronx County, by 9% in Queens County and by 6% in Kings County.

Analyses by Age

Analyses were also conducted to determine the ages of the pedestrians killed or injured in

crashes with a motor vehicle. In 2017, pedestrians 14-24 and 25-34 years of age each accounted for 18% of the pedestrians killed or injured. The proportion of pedestrians killed or injured generally declined with each subsequent age group.



CONTRIBUTING FACTORS AND PEDESTRIAN ACTIONS IN PEDESTRIAN CRASHES*: 2017

CONTRIBUTING FACTORS	(N=14,792)
Failure to Yield Right-of-Way	31.0%
Driver Inattention/Distraction	29.4%
Pedestrian/Bicyclist/Other Pedestrian	25.6%
Error/Confusion	
Backing Unsafely	5.9%
Traffic Control Device Disregarded	4.6%
Alcohol Involvement	3.2%
Unsafe Speed	2.7%
PEDESTRIAN ACTIONS	(N=15,558)
Crossing, With Signal	30.8%
Crossing, No Signal or Crosswalk	20.8%
Crossing, No Signal, Marked Crosswalk	8.5%
Crossing, Against Signal	7.8%

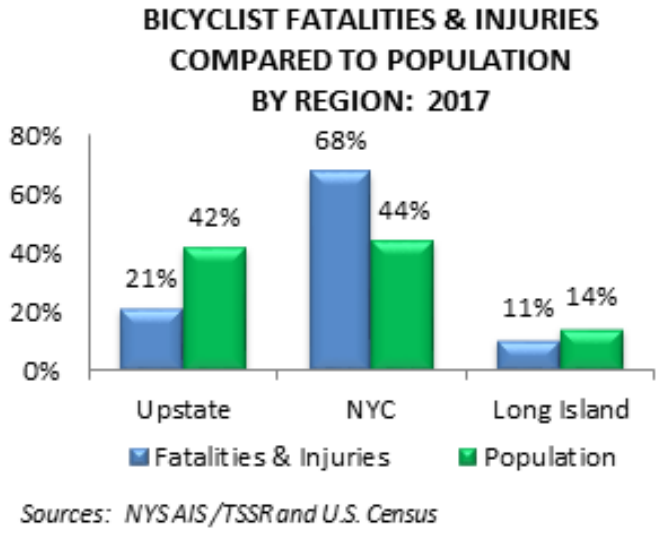
The top three contributing factors reported in pedestrian crashes in 2017 were Failure to Yield the Right-of-Way (31%), Driver Inattention/ Distraction (29%), and Pedestrian/Bicyclist/Other Pedestrian Error/Confusion (26%).

The pedestrians killed or injured in crashes were most frequently hit while crossing with the traffic signal (31%); 21% were hit while crossing at a location with no signal or crosswalk, 9% were hit while crossing at a location with a marked crosswalk and no signal and 8% were hit crossing against a signal.

BICYCLE SAFETY

The five-year average number of bicyclists killed in crashes increased from 41 in 2009-2013 to 45 in both 2010-2014 and 2011-2015 before dropping back to an average of 41 for the next two five-year periods (2012-2016 and 2013-2017). Between 2016 and 2017, the annual number of bicyclist fatalities increased from 39 to 46, while the number of bicyclists injured in crashes decreased from 6,200 to 6,021.

New York City is also an area of concern for bicycle crashes. In 2017, 68% of the bicyclists killed and injured in crashes involving motor vehicles occurred in New York City compared to 21% in the Upstate region and 11% on Long Island. When compared with the proportion of the state's population within each region, New York City is overrepresented in bicyclist fatalities and injuries (68% vs. 44% of the population).



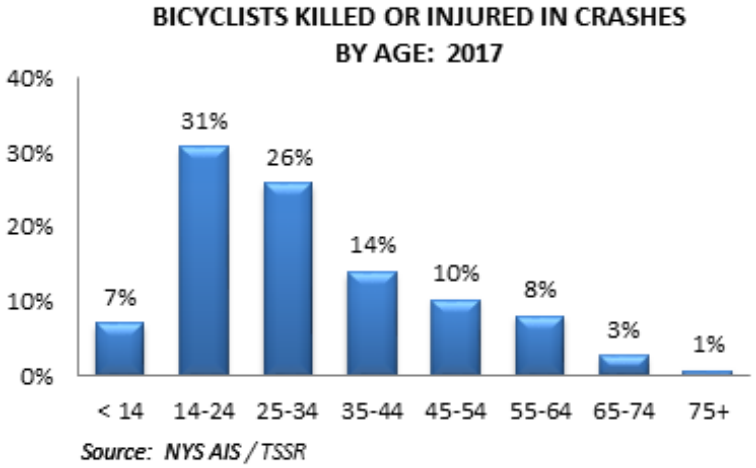
Among the three regions, the largest decrease in bicyclists killed or injured between 2016 and 2017 was in the Upstate region (10%); Long Island had a decrease of 2% and New York City had a small decrease of less than 1%.

Among the top five high-risk counties, Queens County had a 5% increase in bicyclist fatalities and injuries in 2017 and New York County had a 1% increase. The other three counties showed improvement in 2017; Kings County and Bronx County each had a decrease of 3% in the number of bicyclists killed or injured, and Suffolk County had a decrease of 5%.

Analyses were also conducted to determine the ages of the bicyclists killed or injured in crashes with a motor vehicle. In 2017, bicyclists in the 14-24 age group made up the largest proportion of those killed or injured in crashes (31%). Bicyclist fatalities and injuries declined with each subsequent age group.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	286.2



2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	39.7
2020	Number of pedestrians injured in crashes	2020	5 Year	14,802.7
2020	Number of bicyclists injured in crashes	2020	5 Year	5,627.1

Countermeasure Strategies in Program Area

Countermeasure Strategy
PS-1: Education, Communication and Outreach
PS-2: Community-Based Programs in Pedestrian and Bicycle Safety
PS-3: Cooperative Approaches to Improving Pedestrian and Bicycle Safety
PS-4: Enforcement of Traffic Violations
PS-5: Research, Evaluation and Analytical Support for New York's Performance-Based Non-motorized (Pedestrians and Bicyclists) Program

Countermeasure Strategy: PS-1: Education, Communication and Outreach

Program Area: Non-motorized (Pedestrians and Bicyclists)

Project Safety Impacts

The Education, Communication and Outreach countermeasure strategy focuses on programs that educate pedestrians, bicyclists, skateboarders, in-line skaters and non-motorized scooter riders on safety issues and ways to avoid crash involvement, as well as initiatives that raise public awareness among motorists who share the road with these user groups. The planned activities include public awareness campaigns and other educational efforts to promote safe behaviors on the part of both motorists and non-motorized highway users that will lead to reductions in injuries and fatalities among these vulnerable populations. A second planned activity includes training, workshops and symposia on Pedestrian and Bicycle Safety, such as the Walk-Bike NY symposia series.

Linkage Between Program Area

Pedestrians consistently account for about one-quarter of the total fatalities that occur each year on New York's

roadways. Actions by both motorists and pedestrians contribute to pedestrian crashes and the fatalities and injuries that result. In 2017, Failure to Yield the Right of Way (31%) and Driver Inattention/Distraction (29%) were the top two contributing factors for motorists involved in crashes with pedestrians; Pedestrian/Bicyclist/Other Pedestrian Error/Confusion was also cited in 26% of the crashes. Pedestrian actions, such as crossing where there is no signal or marked crosswalk or crossing against a signal, can also contribute to crashes; however, the data show that 31% of crashes occur when the pedestrian is crossing the road with the signal indicating an unsafe behavior on the part of the motorist.

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

Rationale

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Non-motorized (Pedestrians and Bicyclists) Safety program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, education, communication and outreach efforts and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2020-001	Public Awareness of Pedestrian & Bicycle Safety
PS-2020-002	Training, Workshops and Symposia on Pedestrian & Bicycle Safety

Planned Activity: Public Awareness of Pedestrian & Bicycle Safety

Planned activity number: PS-2020-001

Primary Countermeasure Strategy ID:

Planned Activity Description

Efforts to heighten the awareness of the motoring public to the behaviors and vulnerabilities of pedestrians, bicyclists and other wheel-sport participants and the dangers motorist traffic violations, such as speeding, distracted driving and failure to yield the right-of-way, pose to these groups will be funded under this activity. These projects may include public awareness campaigns and the distribution of informational materials that

promote messages such as “See! Be Seen!”, “Respect”, “Share the Road” and “Coexist” among all highway users and encourage compliance with traffic laws relating to pedestrians, bicyclists, in-line skaters, scooter riders and skateboarders.

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
PS-1: Education, Communication and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$160,000.00	$100,000.00	$160,000.00
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$440,000.00	$0.00	$360,000.00

Planned Activity: Training, Workshops and Symposia on Pedestrian & Bicycle Safety

Planned activity number: PS-2020-002

Primary Countermeasure Strategy ID:

Planned Activity Description

Workshops, symposia and training programs that educate participants on pedestrian and bicycle issues will be considered for funding under this planned activity. Programs such as the Walk-Bike NY symposia series provide an opportunity for pedestrian and bicycle safety advocates from non-profit organizations, as well as representatives from federal, state and local agencies, to share ideas and work together on coordinated approaches that will improve pedestrian and bicycle safety. Other examples include training programs that educate law enforcement on pedestrian and bicycle safety laws and enforcement programs presented jointly by several partner agencies and organizations.

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
PS-1: Education, Communication and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Training	$90,000.00	$50,000.00	$90,000.00
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$100,000.00	$0.00	$80,000.00

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

Program Area: Non-motorized (Pedestrians and Bicyclists)

Project Safety Impacts

Programs that take a grassroots approach to the identification and resolution of safety problems associated with pedestrians, bicycles, in-line skating, skateboarding and non-motorized scooter use will be considered for funding under this strategy. The establishment of local coalitions is encouraged to expand both the resources available to address the problems that are identified and the delivery system for the program activities. By focusing on the implementation of programs that address issues identified at the local level, the planned activities funded under this countermeasure strategy will have a positive impact in those areas identified as having significant pedestrian and/or bicycle safety issues.

Linkage Between Program Area

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

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

Rationale

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2020-003	Local Pedestrian & Bicycle Safety Education Programs

Planned Activity: Local Pedestrian & Bicycle Safety Education Programs

Planned activity number: PS-2020-003

Primary Countermeasure Strategy ID:

Planned Activity Description

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

As the data show, the highest numbers of pedestrian fatalities and injuries occur downstate in New York City; Long Island is also overrepresented in pedestrian fatalities. Law-based educational programs in those areas will continue to be funded. Pedestrian safety programs in communities outside New York City that are identified as "focus communities" in the state's Pedestrian Safety Action Plan (PSAP) will also be considered for funding, as well as communities in other areas that can demonstrate through data that they have a pedestrian safety problem that needs to be addressed.

Law-based pedestrian safety education programs may focus on different age groups and may be delivered through schools, senior citizen centers, community centers, hospitals and other local agencies and organizations. Programs that teach children about the laws related to pedestrian safety and safe pedestrian crossing skills will be supported. Funding will also be provided for coordinated projects delivered at the local level such as New York's "Walk to School Day" campaign and the Walking School Bus, which is a program that is intended to make walking to school safe, fun and convenient.

Bicycle safety programs in downstate communities and in other areas of the state where the data show that bicyclists are at risk will also qualify for funding through this planned activity. Examples of educational programs and activities to increase knowledge of bicycle laws and improve bicycle safety include bicycle rodeos and other programs that teach children bicycle riding skills and the importance of wearing a bike helmet. Agencies and groups that work together to plan and organize community events such as the National Bike to School Day and Safe Routes to School programs would also be supported through this planned activity.

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

Intended Subrecipients

local agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$200,000.00	$120,000.00	$200,000.00
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$540,000.00	$0.00	$420,000.00

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

Program Area: Non-motorized (Pedestrians and Bicyclists)

Project Safety Impacts

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

Linkage Between Program Area

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

venues as appropriate. Coordinated programs delivered at the local level, such as the National Walk to School Day and National Bike to School Day, are also eligible for funding.
The data-driven pedestrian safety education programs and bicycle safety education programs implemented in the high-risk areas of the state and among populations most at risk are expected to have a positive impact on safety that will result in progress toward the targets set for the following performance measures: Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities and Bicyclists Injured in Crashes.

Rationale

Using a data-driven approach, the countermeasure strategies proposed for the Non-motorized (Pedestrians and Bicyclists) Safety program area were selected to collectively address and have a positive impact on one or more of the performance measures and enable the state to reach the performance targets that have been set.
Local agencies and community organizations in jurisdictions with a high incidence of pedestrian and/or bicycle crashes, fatalities and injuries are in the best position to develop and implement effective programs to improve pedestrian and bicycle safety in their communities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2020-004	Collaborative Approaches to Improving Pedestrian & Bicycle Safety

Planned Activity: Collaborative Approaches to Improving Pedestrian & Bicycle Safety

Planned activity number: PS-2020-004

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$360,000.00	$0.00	$290,000.00

Countermeasure Strategy: PS-4: Enforcement of Traffic Violations

Program Area: Non-motorized (Pedestrians and Bicyclists)

Project Safety Impacts

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

Linkage Between Program Area

In 2017, 24% of persons fatally injured on New York's roadways were pedestrians. Actions by both motorists and pedestrians contribute to pedestrian crashes. In 2017, Failure to Yield the Right of Way (31%) and Driver Inattention/Distraction (29%) were the top two contributing factors for motorists involved in crashes with pedestrians; Pedestrian/Bicyclist/Other Pedestrian Error/Confusion was also cited in 26% of the crashes. Specific pedestrian actions, such as crossing against a signal or where there is no signal or marked crosswalk, can also contribute to a crash.

Funding is available for evidence-based high visibility enforcement campaigns at locations that have been identified as having high numbers of pedestrian crashes, fatalities and injuries. The enforcement will focus on traffic violations and unsafe behaviors by both motorists and pedestrians.

The data-driven enforcement efforts implemented in high risk areas of the state are expected to have a positive impact on safety that will result in progress toward the targets set for the following performance measures: Pedestrian Fatalities and Pedestrians Injured in Crashes. Funding has been allocated to support the effective implementation of the planned activities and have a positive impact on the targets set for the program area.

Rationale

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

Enforcement is an evidence-based countermeasure strategy that is critical for increasing compliance with traffic safety laws and curbing unsafe behavior on the part of both motorists and pedestrians.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

PS-2020-005	Targeted Enforcement (Enforcement Efforts to Improve Pedestrian Safety)

Planned Activity: Targeted Enforcement (Enforcement Efforts to Improve Pedestrian Safety)

Planned activity number: PS-2020-005

Primary Countermeasure Strategy ID: PS-4: Enforcement of Traffic Violations

Planned Activity Description

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

Intended Subrecipients

State enf and local police agencies

Countermeasure strategies

Countermeasure Strategy
PS-4: Enforcement of Traffic Violations

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$350,000.00	$220,000.00	$350,000.00

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

Program Area: Non-motorized (Pedestrians and Bicyclists)

Project Safety Impacts

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

Linkage Between Program Area

Research and evaluation activities that support the state's comprehensive Non-motorized program area will be funded under this strategy. This data-driven, performance-based approach to reducing crashes, fatalities and

injuries involving these vulnerable groups of highway users requires access to the appropriate data, as well as the technical capabilities to perform the analyses and interpret the results. The planned activities include support for interagency and interdisciplinary efforts that can provide input from partners with different perspectives to assist in identifying programs and finding effective solutions that will positively impact pedestrian and bicycle safety.

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

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2020-006	Research on Pedestrian & Bicycle Safety

Planned Activity: Research on Pedestrian & Bicycle Safety

Planned activity number: PS-2020-006

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

Planned Activity Description

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

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$60,000.00	$0.00	$50,000.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

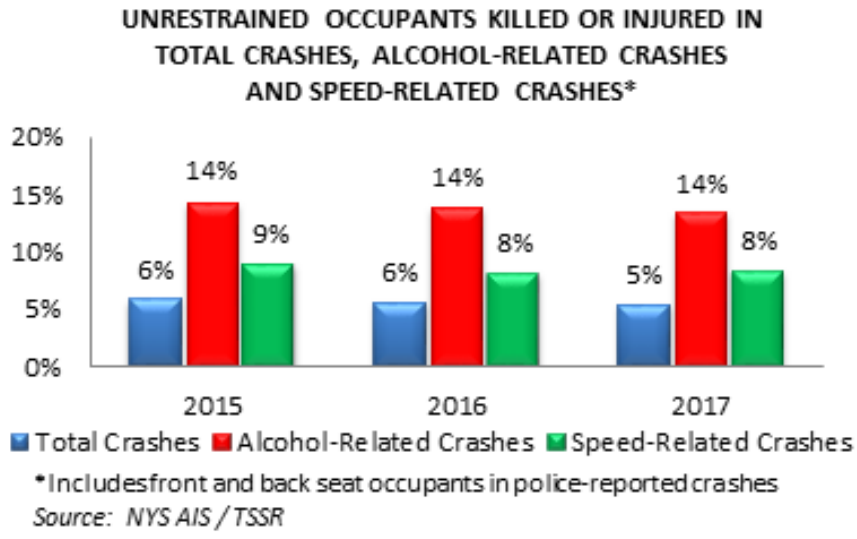
Description of Highway Safety Problems

Two core measures were used to track progress in the Occupant Protection program area: Unrestrained Occupant Fatalities and the Observed Seat Belt Use Rate for front seat passengers riding in passenger vehicles. Based on FARS data, the 5-year average number of unrestrained passenger vehicle occupant fatalities was on a steady downward trend from 2013 to 2017, declining from 196 to 167. New York has maintained a statewide use rate of 90% or above since 2010. With the most recent seat belt observation survey conducted in 2018, New York's seat belt compliance rate remained at the 2017 level of 93%. Police-reported restraint use in crashes produced similar results; over the three-year period 2015-2017, 91% of the front seat occupants killed or injured in crashes in New York State were reported to be restrained, 4% were unrestrained, and restraint use was unknown for 5%. The frequency of seat belt use reported by participants in the annual Driver Behavior and Attitudinal survey also indicated a high level of use with the large majority of respondents reporting that they always wear their seat belt.

The proportion of young children who were reported to be unrestrained was also low; 4% of the 7,538 children under five years of age killed or injured in crashes over the time period 2015-2017 were not restrained. Seven percent of the children who were killed or injured while riding in the front seat of the vehicle were unrestrained compared to 4% who were riding in the back seat. Instances of the incorrect use of child safety seats, however, remain high.

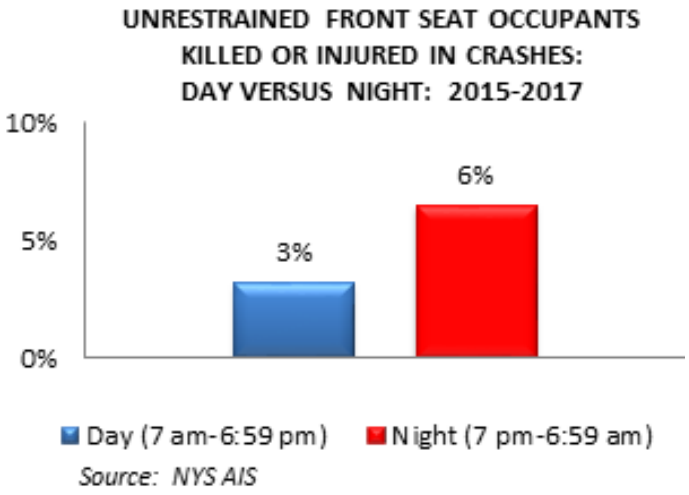
CHARACTERISTICS OF UNRESTRAINED OCCUPANTS

Further analyses were conducted to identify the characteristics of the relatively small group of drivers and occupants who do not comply with the law. Based on analyses of restraint use in specific types of crashes, it was determined that occupants who are killed or injured are more likely to be unrestrained when alcohol or speed is involved in the crash.



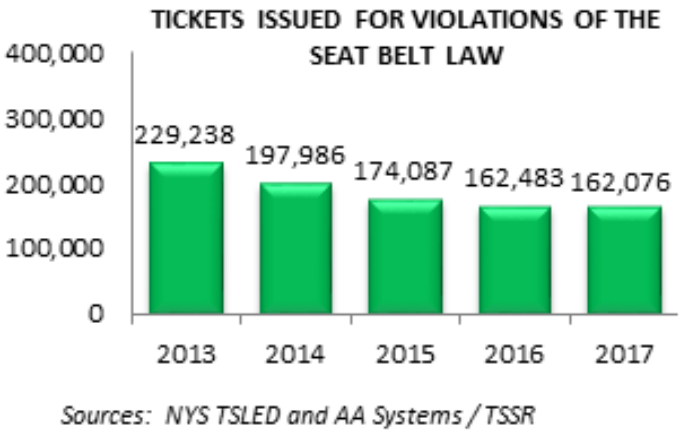
Over the three-year period 2015-2017, the proportion of all occupants killed or injured in alcohol-related crashes who were unrestrained remained steady at 14%. The proportion of occupants killed or injured in speed-

related crashes who were not using a safety restraint declined slightly from 9% to 8%. In comparison, the proportion of unrestrained occupants killed or injured in all crashes declined slightly from 6% to 5%. Reported restraint use in crashes is consistently higher during the day (7 am-6:59 pm) than at night (7 pm-6:59 am). Over the three-year period 2015-2017, 6% of the front seat occupants killed or injured in crashes at night were not using a safety restraint compared to 3% during the day.



ENFORCEMENT

The number of seat belt tickets issued continued on a downward trend in 2017. Compared to 2013 when 229,238 tickets were issued for seat belt violations, 162,076 tickets were issued in 2017, a decrease of approximately 29%. It is likely that the sustained high use rate in New York, reductions in highway safety funding and competing priorities for enforcement resources have all contributed to the decline in the number of tickets issued.



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value

2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	160.5
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	94.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
OP-1: Seat Belt Enforcement
OP-2: Communications and Outreach
OP-3: Child Passenger Safety Communications and Outreach
OP-4: Child Safety Seat Inspection Stations
OP-5: Car Seat Check Events
OP-6: Recruitment and Training of Child Passenger Safety Technicians
OP-7: Child Safety Seat Distribution and Education Programs
OP-8: Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program

Countermeasure Strategy: OP-1: Seat Belt Enforcement

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Occupant Protection Program.

The effectiveness of high visibility enforcement in increasing compliance with occupant restraint laws has been demonstrated at the national level as well as within New York State. In FFY 2020, GTSC will continue to implement this countermeasure strategy through its Buckle Up New York (BUNY) seat belt enforcement program and by strongly promoting police agency participation in the national Click It or Ticket (CIOT) seat belt mobilization in May 2020. All police agencies receiving grant funding for enforcement are required to participate in the national seat belt mobilization and many more agencies throughout the state actively support the annual Click It or Ticket campaign. Participating police agencies are strongly encouraged to conduct enforcement during nighttime hours when high-risk behavior including failure to wear a seat belt is more prevalent.

All other enforcement efforts under the Occupant Protection Program will be planned, implemented and monitored in accordance with the state’s evidence-based Traffic Safety Enforcement Program (TSEP).

High visibility enforcement has been the primary reason for New York's success in achieving and sustaining a statewide use rate of over 90% for nine years in a row. The impact of this countermeasure strategy will be to maintain high rates of occupant restraint use throughout the state and promote further improvement by directing

enforcement efforts toward the high-risk motorists who fail to comply with the law.

Linkage Between Program Area

Although a high use rate has been achieved and continues to improve, there are still motorists who fail to comply with the seat belt law. Analyses of the characteristics of unrestrained occupants who were killed or injured in crashes indicate that occupants who are involved in crashes where alcohol, drugs and/or speed was a factor were less likely to be wearing a seat belt. In addition, front seat occupants who are killed or injured in a crash at night are more likely to be unrestrained than those involved in crashes during the day (6% vs 3%). Police agencies that participate in the national seat belt enforcement mobilization and other high visibility enforcement efforts are encouraged to conduct nighttime enforcement details to target these high risk drivers. This countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Unrestrained Passenger Vehicle Occupant Fatalities and Observed Seat Belt Use Rate.

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-001	Participation in National Click It or Ticket Mobilization
OP-2020-002	Combined Enforcement

Planned Activity: Participation in National Click It or Ticket Mobilization

Planned activity number: OP-2020-001

Primary Countermeasure Strategy ID:

Planned Activity Description

New York State participates in the national Click It or Ticket Mobilization each year. During the two-week mobilization conducted May 2-June 2, 2018, over 24,000 seat belt tickets and nearly 2,200 child restraint tickets were issued. The total number of tickets issued in the 2018 mobilization was only slightly below the number issued in the previous year.

New York's Buckle Up New York/Click It or Ticket program will continue to be the state's primary enforcement strategy for occupant protection. In FFY 2020, the BUNY program will promote the national Click It or Ticket mobilization scheduled for May 18-23, 2020; all police agencies receiving GTSC Police Traffic Services (PTS) grants are required to participate in the May high visibility enforcement campaign.

Agencies receiving grant funding are also required to:

Have a mandatory seat belt use policy and conduct roll call video training

Conduct high visibility, zero tolerance enforcement using checkpoints, saturation patrols and, when possible, include nighttime enforcement and collaborative interagency efforts

Focus on low-use groups based on geography, demographics and other factors

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

Intended Subrecipients

State law enf and local police agencies

Countermeasure strategies

Countermeasure Strategy
OP-1: Seat Belt Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	$586,000.00	$5,282,608.00	$550,000.00
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$320,000.00	$0.00	$280,000.00

Planned Activity: Combined Enforcement

Planned activity number: OP-2020-002

Primary Countermeasure Strategy ID:

Planned Activity Description

Another enforcement countermeasure that has been shown to be effective is combining seat belt enforcement with enforcement of other traffic violations. As indicated by the data, occupants are less likely to be restrained in crashes that involve high-risk behaviors such as speeding and impaired driving. These combined efforts provide more opportunities to increase the perception of the risk of receiving a seat belt ticket and can increase the overall productivity of enforcement efforts. For example, combining seat belt enforcement with a DWI checkpoint provides an opportunity to conduct nighttime seat belt enforcement and make more efficient use of resources. A combined enforcement approach enables agencies to conduct sustained enforcement of seat belt use as well as other traffic violations.

Intended Subrecipients

State law enf and local police agencies

Countermeasure strategies

Countermeasure Strategy
OP-1: Seat Belt Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	$576,000.00	$5,184,783.00	$550,000.00
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$190,000.00	$0.00	$180,000.00

Countermeasure Strategy: OP-2: Communications and Outreach

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Outreach and communication efforts undertaken in conjunction with the national seat belt enforcement mobilization and other high visibility seat belt enforcement efforts are essential for an effective seat belt campaign. The publicity generated from earned and paid media coverage of enforcement efforts raises public awareness and the perception of risk of receiving a ticket, resulting in greater compliance among all motorists. Also important are ongoing efforts to promote compliance by educating the public about the importance and correct use of occupant restraints, including seat belts, booster seats and child restraints. This countermeasure strategy is an important component of the state's comprehensive Occupant Protection Program. Collectively, the countermeasure strategies and associated planned activities have a major impact on traffic safety in New York State.

Linkage Between Program Area

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

This countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Unrestrained Passenger Vehicle Occupant Fatalities and Observed Seat Belt Use Rate.

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

Rationale

Effective, highly publicized communications and outreach are an essential component of successful high visibility seat belt enforcement campaigns. Communication and outreach activities that educate the public and

specific high-risk groups are also an important part of a comprehensive approach to increasing compliance with the state's occupant restraint laws. Sufficient funding has been allocated to effectively implement this countermeasure strategy and each of the planned activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-003	PI&E Support for Enforcement Efforts
OP-2020-004	Education of the General Public and High-Risk Groups

Planned Activity: PI&E Support for Enforcement Efforts

Planned activity number: OP-2020-003

Primary Countermeasure Strategy ID:

Planned Activity Description

GTSC will continue to support communications, outreach and other public information and education efforts to publicize high visibility enforcement mobilizations including those that are directed at the general population in the state and those that target specific groups such as young drivers who have been identified as high-risk, low compliance segments of the population.

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
OP-2: Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$654,000.00	$5,869,565.00	$620,000.00

Planned Activity: Education of the General Public and High-Risk Groups

Planned activity number: OP-2020-004

Primary Countermeasure Strategy ID:

Planned Activity Description

Projects that include communication and outreach activities to educate the public and specific target groups about the importance of safety restraint use will also be supported. Examples include informational displays at popular venues such as the New York State Fair, the use of Convincer trailers and rollover simulators to demonstrate to various groups the importance of seat belt use in crashes, and special activities for young drivers such as “Battle of the Belts” competitions. The involvement of groups such as medical personnel, educators

and law enforcement who regularly interact with the public and are in a position to assist with these educational efforts will continue to be encouraged.

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
OP-2: Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Public Education (FAST)	$324,000.00	$2,934,783.00	$300,000.00

Countermeasure Strategy: OP-3: Child Passenger Safety Communications and Outreach

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

The Child Passenger Safety Communications and Outreach countermeasure strategy focuses on the delivery of information on child passenger safety to parents and caregivers who are responsible for ensuring that the young children who ride in their vehicles are safe and protected. Parents and caregivers must be educated on the importance of using the correct child restraint system for the child's height, weight, age and developmental ability. As policies evolve and change as the result of new research or other factors, mechanisms must be in place to ensure the latest information is communicated to the child passenger safety community. The extensive statewide and community involvement in the dissemination of the information that is required must be well coordinated to ensure that the messages and policies affecting the safety of children reach all areas of the state and segments of the population, especially those that are underserved. This countermeasure strategy and associated planned activities, combined with the other countermeasure strategies that are implemented as part of the Child Passenger Safety Program, will have a positive impact on the safety of children riding as passengers in motor vehicles.

Linkage Between Program Area

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

Sufficient funding has been allocated to the planned activities to ensure that the coordination of the communication messages and the networks and mechanisms for the dissemination of information are in place to effectively implement this countermeasure strategy and contribute to the attainment of the performance targets for the Occupant Protection program area.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-005	New York State Child Passenger Safety Program Support
OP-2020-006	Statewide Child Passenger Safety Public Information and Outreach
OP-2020-007	Child Passenger Safety Awareness Classes

Planned Activity: New York State Child Passenger Safety Program Support

Planned activity number: OP-2020-005

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
OP-3: Child Passenger Safety Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Child Restraint (FAST)	$218,000.00	$1,956,522.00	$200,000.00

Planned Activity: Statewide Child Passenger Safety Public Information and Outreach

Planned activity number: OP-2020-006

Primary Countermeasure Strategy ID:

Planned Activity Description

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

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

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
OP-3: Child Passenger Safety Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Child Restraint (FAST)	$326,000.00	$2,934,783.00	$310,000.00

Planned Activity: Child Passenger Safety Awareness Classes

Planned activity number: OP-2020-007

Primary Countermeasure Strategy ID:

Planned Activity Description

On the local level, GTSC will continue to enhance Child Passenger Safety education through the availability of CPS mini-grants for local agencies to conduct awareness training sessions that offer educational programs on child passenger safety issues. The major emphasis of these educational programs will be to train parents,

caregivers and others who transport children to protect their safety by using the right seat for the child installed the right way. Presentations will be made to various types of groups including members of the public health and medical communities, fire and other emergency response personnel, preschool and other bus drivers, and social service programs. CPS technicians will especially be encouraged to provide CPS awareness classes to expectant parents, child care providers, and members of minority communities. Educating and training parents and members of the various groups who are in regular contact with the public will significantly contribute to the dissemination of child passenger safety information throughout every region of the state and to diverse populations within each region. In FFY 2019, 38 agencies received funding to conduct CPS awareness classes; 35 applications for FFY 2020 funding have been received.

Intended Subrecipients

Local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
OP-3: Child Passenger Safety Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$272,000.00	$2,445,652.00	$250,000.00

Countermeasure Strategy: OP-4: Child Safety Seat Inspection Stations

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

New York continues to maintain an active network of child safety seat inspection stations across the state. As of April 12, 2019, there were a total of 333 inspection stations operating in New York. In addition to those inspection stations supported through mini-grants awarded by GTSC (137 in FFY 2019), stations with other sources of funding are included in this total. The New York State Police also contribute to the network and operate 36 inspection stations statewide.

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

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

program are maintained.

Population Covered by New York's Network of Inspection Stations

New York's 333 inspection stations are located throughout the state; 61 of the state's 62 counties have at least one inspection station. Based on the U.S. Census, 99.5% of New York's population resides in the 61 counties with inspection stations. The U.S. Census defines a county as rural if 50% or more of the county's population resides in areas designated as rural. Based on this definition, the counties in New York State are evenly split between urban and rural. In the table below, the 31 counties categorized as "rural" are highlighted in blue. As the table below shows, 245 inspection stations are located in urban counties and 88 are in rural counties. Even though the state's rural population comprises only 9% of the total population, 26% of the inspection stations are located in these counties indicating the importance placed on providing access to the residents in the more sparsely populated and generally lower income areas of the state.

The table also indicates the number of inspection stations and the counties where they are located that focus on serving minority and low-income populations based on the information provided in their applications for mini-grant funding and the availability of bilingual technicians. Non-grant-funded inspection stations that have bilingual technicians available are also included in the count of stations that focus on minority populations. Inspection stations that serve at-risk populations include those that focus on minority and/or low income populations. In FFY 2019 there were 187 inspection stations that served these populations.

To further indicate the extent to which car seat distribution programs are available to meet the needs of low-income families in the state, the table also indicates the counties that operate these programs with funding from GTSC. In FFY 2019, 68 mini-grants were awarded for low-income car seat distribution programs; 47 of the state's 62 counties currently have at least one distribution program.

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

County	Total Population	% Urban	% Rural	# of Inspection Stations		# of Inspection Stations with Focus on:		Low Income Car Seat Dist. Programs
				Urban	Rural	Minority	Low Income	
Albany	304,204	90.3%		9		8	2	1
Allegany	48,946		78.7%		2	2	1	2
Bronx	1,385,108	100.0%		1		1	1	
Broome	200,600	73.9%		5		4	2	1
Cattaraugus	80,317		61.8%		3	2	2	2
Cayuga	80,026		55.8%		2			1
Chautauqua	134,905	56.1%		6		2	2	
Chemung	88,830	75.8%						
Chenango	50,477		83.4%		2	1	2	
Clinton	82,128		64.2%		8	4		
Columbia	63,096		73.3%		2	2	1	1
Cortland	49,336	55.7%		2		1		1
Delaware	47,980		78.4%		1	1	1	1
Dutchess	297,488	74.6%		6		6	3	2
Erie	919,040	90.6%		11		3	2	2
Essex	39,370		74.9%		6	3	3	
Franklin	51,599		62.7%		1	1	1	
Fulton	55,531		50.4%		1			1
Genesee	60,079		59.9%		3	1	1	
Greene	49,221		73.1%		2	1	1	
Hamilton	4,836		100.0%		3		1	

Herkimer	64,519		51.8%		2	1	1	1
Jefferson	116,229	52.0%		3		2	2	1
Kings	2,504,700	100.0%		5		3		2
Lewis	27,087		86.8%		2			1
Livingston	65,393		54.7%		11	10	10	1
Madison	73,442		58.9%		1			1
Monroe	744,344	93.6%		16		4	1	3
Montgomery	50,219	59.1%		1				1
Nassau	1,339,532	99.8%		10		4	1	4
New York	1,585,873	100.0%		4		2		1
Niagara	216,469	77.6%		5		3	1	2
Oneida	234,878	67.0%		10		6	5	4
Onondaga	467,026	87.4%		12		7	1	1
Ontario	107,931	52.5%		7		3	1	1
Orange	372,813	77.7%		22		14	5	1
Orleans	42,883		60.9%		2	2	2	
Oswego	122,109		61.8%		6	3	1	1
Otsego	62,259		70.6%		3	2	3	1
Putnam	99,710	79.5%		5		1		1
Queens	2,230,722	100.0%		4		4	1	2
Rensselaer	159,429	69.5%		4		2	2	1
Richmond	468,730	100.0%		4		2	1	
Rockland	311,687	99.3%		8		4	2	1
Saratoga	219,607	70.0%		12		11	4	1
Schenectady	154,727	91.8%		8		3	1	1
Schoharie	32,749		82.8%		1			1
Schuyler	18,343		81.2%		2	2	1	1
Seneca	35,251		58.7%		3	3	3	1
St. Lawrence	111,944		62.0%		2		2	1
Steuben	98,990		60.4%		4	2		2
Suffolk	1,493,350	97.4%		17		7	3	2
Sullivan	77,547		74.2%		2			1
Tioga	51,125		65.7%		2	1		
Tompkins	101,564	56.7%		3		2	2	1
Ulster	182,493	54.0%		16		11	4	3
Warren	65,707	66.1%		3		1	1	
Washington	63,216		67.9%		2	2	1	1
Wayne	93,772		60.7%		3	3	2	1
Westchester	949,113	96.7%		26		10	1	3
Wyoming	42,155		64.1%		3	2	2	
Yates	25,348		71.2%		1			1
TOTAL	**19,378,102**			**245**	**88**	**182**	**93**	**68**
TOTAL Inspection Stations	**333**	**73.6%**	**26.4%**					

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

Notes: Counties classified as Rural are highlighted in blue.

Information on inspections stations that focus on minority and low income populations is only available for those funded by GTSC.

Outreach to Underserved Populations

While the vast majority of New York's population resides in counties with active child restraint inspection stations and 26% are located in the rural areas of the state, additional efforts to reach the underserved are also an important component of New York's occupant protection program. One of the outreach strategies to further

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

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

Where appropriate, several grantees in New York State reach out to the diverse populations they serve by working with interpreters to assist technicians. Because of New York's large Spanish-speaking population, many inspection stations have technicians on staff who are bilingual. To date, 60 of the certified technicians in New York State are bilingual in English and Spanish. Another strategy to increase accessibility for diverse groups is to encourage the establishment of inspection stations within specific communities. Examples of these types of outreach programs are described below.

Ø Mohawk Valley Resource Center for Refugees (MVRCR)

The MVRCR works with multiple language groups and provides education to a low-income population of primarily refugees and immigrants. Child passenger safety (CPS) education and child restraint distribution services are organized by language groups with support from interpreters. Referrals to the program come from the adult English Language Learners (ELL) school, St Luke's Memorial Hospital, the Oneida County Health Department and other local social services agencies such as the Neighborhood Center and CareNet. In order to build and sustain a strong team of CPS technicians, the MVRCR has been focusing on ensuring that its existing pool of CPS Technicians completes their recertification requirements and on recruiting additional bilingual technicians. Because of the cultural diversity of the population that is served by the MVRCR, it is essential that the CPS educational services are provided in a context that is relevant to the experience of the refugees and immigrants who are receiving assistance. The MVRCR has developed a unique approach to illustrate the importance of securing children in child safety seats that has proven to be very successful with the population it serves. In FFY 2018 the MVRCR provided 102 child restraints to low-income families; 63 seats were distributed in the first half of FFY 2019.

Ø Albany County Department of Public Works

Albany County has experienced a large increase in the number of refugees and immigrants residing within the county. Much of the increase is the result of the placement of families by agencies including the United States Committee on Refugees and Immigrants which places approximately 300 families per year in the county. Most of these families arrive from countries that do not have strong child passenger safety programs. Many parents do not have child safety seats and those who do often find the training challenging due to language barriers and other factors. In addition, many immigrant and refugee families share vehicles, so education on installing seats in a number of different vehicle models is needed. The Albany County Department of Public Works is providing car seat checks and CPS education that focuses on the needs of this growing population. In addition, car safety seats are provided free of charge to low-income families who do not have an appropriate seat for their child. In FFY 2018, the Albany County Department of Public Works distributed 445 car seats through its low income program. At the mid-year mark of FFY 2019, the agency had distributed 242 seats to low-income and primarily refugee families.

Ø Ardent Solutions

Ardent Solutions, Inc., a nonprofit public health program based in western New York State, provides outreach to underserved diverse populations in a number of traffic safety program areas. Activities conducted in the area of child passenger safety include the establishment of a child safety seat inspection station in Salamanca, New York, to provide services to the Seneca Nation of Indians. Ardent distributed 202 child safety seats in FFY 2018. In addition to continuing to operate the inspection station, Ardent Solutions began providing occupant protection awareness training in FFY 2019.

Children with Special Needs

The establishment of additional special needs inspection stations at hospitals with certified CPS technicians on staff who have completed the Riley Children's Hospital special needs technician training is also a priority. As more certified technicians complete the special needs training, more inspection stations outside of a hospital setting are able to assist families with special needs children. Currently, New York has 62 certified technicians who are also special needs certified.

Linkage Between Program Area

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

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

Rationale

The provision of a large and active network of inspection stations to give parents access to child safety seat education and installation instruction is a proven strategy for ensuring young children riding in vehicles are safe and secure. This countermeasure strategy is also a NHTSA requirement for the receipt of 405b Occupant Protection funds. Support for the operation of inspection stations is one component of GTSC's child passenger safety mini-grant program; sufficient funding is allocated to provide for the delivery of child passenger safety services statewide.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-008	Child Safety Seat Inspection Stations

Planned Activity: Child Safety Seat Inspection Stations

Planned activity number: OP-2020-008

Primary Countermeasure Strategy ID:

Planned Activity Description

The projects in this area are funded through mini-grants awarded by GTSC for the operation of inspection stations. To receive funding, grantees must have certified technicians available to staff the inspection station during the hours of operation. CPS grant funds can also be used for mobile fitting stations which bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state's Child Passenger Safety Program into areas where access to CPS education and instruction was previously lacking. Projects that focus on serving high-risk populations within the state such as low-income and minority communities are also important to ensure access throughout the state.

In FFY 2019, GTSC awarded 126 mini-grants for the operation of inspection stations; 128 applications have been received for mini-grant funding in FFY 2020.

Intended Subrecipients

Local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
OP-4: Child Safety Seat Inspection Stations

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Child Restraint (FAST)	$434,000.00	$3,913,043.00	$410,000.00

Countermeasure Strategy: OP-5: Car Seat Check Events

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

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

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

Linkage Between Program Area

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; over the period 2015-2017, only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. Incorrect use of child safety seats continues to be a problem. To increase compliance even further and reduce the misuse and incorrect use of child safety seats, parents and caregivers of young children must have access to information on the appropriate seat based on a child's size and age and instruction on how to install the seat in the vehicle correctly and how to restrain the child in the seat correctly. This countermeasure strategy and the planned activities will contribute to improvements in the performance measures and progress toward meeting the targets set for the Occupant Protection program area. Through its CPS mini-grant program, sufficient funds are allocated to support the effective implementation of this countermeasure strategy.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-009	Car Seat Check Events

Planned Activity: Car Seat Check Events

Planned activity number: OP-2020-009

Primary Countermeasure Strategy ID:

Planned Activity Description

The projects in this area are funded through mini-grants awarded by GTSC to conduct child passenger safety check events. In FFY 2019, 117 agencies were approved to conduct car seat check events; 121 applications for FFY 2020 funding have been received.

Intended Subrecipients

Local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
OP-5: Car Seat Check Events

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$434,000.00	$3,913,043.00	$410,000.00

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

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

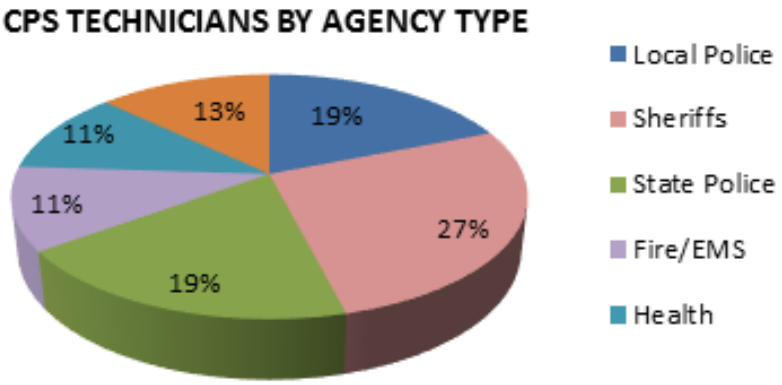
The availability of a large pool of persons with the training, knowledge and skills to identify when a child safety seat is installed incorrectly, determine the correct installation for the seat, and demonstrate the proper installation, including the use of the LATCH system, to parents and other caregivers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

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

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

In 1999, the child passenger safety technician program in New York started with 98 certified technicians and nine instructors. While other states have lost technicians and instructors in recent years, the numbers in New York have remained steady. As of February 11, 2019, New York has a total of 1,889 nationally-certified CPS technicians, 82 of whom are instructors.

As the map above shows, every county in New York State has at least one CPS technician. Westchester County has the highest number of technicians (144), followed by Monroe County (137). New York's Certified CPS Technicians come from a variety of backgrounds, with 65% representing law enforcement (local police 19%, County Sheriffs 27% and State Police 19%); 11% are from emergency medical services and fire departments and another 11% are from health agencies.



Because New York has built and maintained a large cadre of certified technicians throughout the state, this countermeasure strategy and associated planned activities will continue to have a strong positive impact on child passenger safety.

Linkage Between Program Area

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; in 2015-2017, only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. However, the misuse of child safety seats continues to be a problem. To increase compliance even further as well as reduce the incorrect use of child safety seats, parents and caregivers of young children must

have access to information on the appropriate seat based on a child's size and age and instruction on how to install the seat in the vehicle correctly and how to restrain the child in the seat correctly.
This countermeasure strategy and the associated planned activities focus on establishing and maintaining a large pool of certified technicians qualified to provide the education and instruction at inspection stations, car seat checks and other events and venues. Funding is allocated for the continuous recruitment and training of new certified technicians, as well as the retention of previously trained technicians through the provision of opportunities to meet recertification requirements.
This countermeasure strategy and planned activities will contribute to improvements in the performance measures and progress toward meeting the targets set for the Occupant Protection program area.

Rationale

The recruitment and training of a large network of certified Child Passenger Safety Technicians is essential for the successful implementation of the evidence-based countermeasure strategies and planned activities for improving child passenger safety included in New York's Occupant Protection Program. Because the majority of the certified technicians are volunteers, funding is allocated for the training and recertification of the technicians. Funding is also provided for the state's certified technicians to attend the Regional Child Passenger Safety Technical Conferences hosted on a rotating basis by Connecticut, New Jersey, New York and Pennsylvania. Sufficient funds are allocated to support the effective implementation of this countermeasure strategy and the associated planned activities. This strategy is a NHTSA requirement for the receipt of 405b Occupant Protection funds.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-010	CPS Certified Technician Training Classes
OP-2020-011	Retention of CPS Technicians

Planned Activity: CPS Certified Technician Training Classes

Planned activity number: OP-2020-010

Primary Countermeasure Strategy ID:

Planned Activity Description

New York State has been successful in maintaining an adequate number of certified CPS technicians to provide statewide coverage of the fitting stations and car seat check events that are scheduled. A major key to the success of the state’s recruitment efforts is making the required standardized CPS technician training available and accessible. To date in FFY 2019, seven Standardized Child Passenger Safety Technician Training classes have been conducted, resulting in 80 new certified technicians. The objectives of New York’s FFY 2020 recruitment and training plan are to 1) maintain the state’s large cadre of technicians through continued support for training programs for new and recertifying technicians and 2) increase the focus on counties with low numbers of technicians and meeting the needs of underserved populations in the state.
Through its Child Passenger Safety Coordinator, GTSC will continue to publicize the state’s CPS program and coordinate training programs and other events that support recruitment efforts. The CPS Coordinator works closely with the state’s Child Passenger Safety Advisory Board which is comprised of representatives from 14

regions of the state. In addition to serving as a statewide communication network for the program, these regional representatives assist with technician recruitment and training efforts by identifying areas of their regions where more technicians are needed, organizing training programs and recruiting participants.
One of the criteria to qualify for a Section 405 Occupant Protection Grant is to provide a table identifying the number of CPS training classes to be held in FFY 2020, and the estimated number of students needed to not only maintain, but to expand the pool of certified technicians in New York State. Each CPS Advisory Board representative is working with the grantees in their region to schedule two CPS Certification training courses for the coming year. The locations of the 28 CPS Certification courses that are tentatively planned for FFY 2020 appear in the table below; the delivery of these classes depends on the availability of the location and instructors as well as the number of enrollees. A minimum enrollment of 10 is required to hold a course; 25 is the maximum number of students per course.

FFY 2020 CHILD PASSENGER SAFETY TECHNICIAN CERTIFICATION COURSES	Region/County	Host Organization
Students	REGION 1	
	Genesee	City of Batavia Fire Department
10	Erie	Cheektowaga Police Department
10	REGION 2	
	Allegany	Ardent Solutions
10	Cattaraugus	Ardent Solutions
10	REGION 3	
	Monroe	Monroe County Traffic Safety Board
25	Livingston	Cornell Cooperative Extension
15	REGION 4	
	Cayuga	Cayuga County Sheriff ‘s Office
10	Oneida	Boonville Police Department
10	REGION 5	
	Broome	Broome County Health Department
20	Chenango	Chenango County Sheriff’s Office
20	REGION 6	
	Saratoga	Cornell Cooperative Extension of Saratoga County
10	Washington	Washington County Health Dept.
10	REGION 7	

	Rensselaer	Albany County Traffic Safety Board
16	Schenectady	Albany County Traffic Safety Board
16	REGION 8	
	Orange	Kingston
20	Dutchess	Chester

REGION 9		
Westchester	Westchester Co. Public Safety	25
Rockland	Rockland County Sheriff's Office	20
REGION 10		
New York	NYC Dept. of Transportation	15
Brooklyn	NYC Dept. of Transportation	12
REGION 11		
Queens	St. Mary's Hospital for Children	10
Queens	NY Coalition for Safety Belt Use	10
REGION 12		
Nassau	Long Island Jewish Medical Center	15
Nassau	NY Coalition for Safety Belt Use	10
REGION 13		
Suffolk	Holtsville FD	15
Suffolk	TBD	15
REGION 14		
Jefferson	Jefferson County Sheriff's Office	20
St. Lawrence	St. Lawrence Ambulance	20
Total		421

Intended Subrecipients

Local and not-for-profit agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Child Restraint (FAST)	$218,000.00	$1,956,522.00	$200,000.00

Planned Activity: Retention of CPS Technicians

Planned activity number: OP-2020-011

Primary Countermeasure Strategy ID:

Planned Activity Description

In addition to the recruitment of new technicians, it is equally important to retain CPS technicians who are up for recertification. GTSC supports CPS technical update classes which provide the opportunity for technicians and instructors to update their skills and stay current with new procedures and guidelines. Continuing Education Units (CEU) that can be used toward recertification are available for the technicians who attend these update training classes; six CEUs are needed every two years to recertify. GTSC also covers the recertification fees for technicians and instructors. According to Safe Kids Worldwide, 602 New York State technicians were recertified in 2018.

GTSC has previously provided funding for New York's certified technicians to attend the Regional Child Passenger Safety Technical Conferences hosted on a rotating basis by Connecticut, New Jersey, New York and Pennsylvania. In 2020, New York will host its own Child Passenger Safety Conference in Lake Placid on May 5-7. This conference will provide one of the most important opportunities for CPS technicians to receive continuing education credits to use toward recertification.

In FFY 2020, the recertification of technicians will continue to be supported in a number of ways. New York's CPS program plans to conduct 14 CEU Update Trainings reaching approximately 250 technicians; these programs also provide the opportunity to earn credits toward recertification. Four one-day Certification Renewal testing sessions for an estimated total of 25 technicians are also planned; these sessions are for technicians who let their certification lapse and would like to restore their certification status. In addition, technician recertification fees will continue to be paid and funding will be provided for technicians to attend New York's CPS Technical Conference where continuing education credits toward recertification can be earned.

Intended Subrecipients

Local and not-for-profit agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$218,000.00	$1,956,522.00	$200,000.00

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

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

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

Linkage Between Program Area

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; in 2015-2017, only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. While New York maintains an active network of child safety seat inspection stations throughout the state and retains a large pool of trained certified technicians, it is important to focus on the groups that may be underserved because they are not able to afford a child safety seat. Under this countermeasure strategy, funds are allocated for the purchase and distribution of child safety seats to low income families free of charge or for a low cost. Increasing access to child safety seats will contribute to the achievement of an even higher rate of compliance and the prevention of deaths and injuries among children riding in motor vehicles.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-012	Low-Income Child Safety Seat Distribution Program

Planned Activity: Low-Income Child Safety Seat Distribution Program

Planned activity number: OP-2020-012

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Child safety seat distribution and education programs are funded through mini-grants awarded by GTSC. Only agencies that work directly with low-income families, such as health departments, hospitals, childcare councils or social service departments, are eligible to apply. The grantee must determine the income eligibility of the clientele. Low-income families are defined as those who qualify under the New York State WIC Income Eligibility Guidelines or who qualify under a public assistance program. Applicants for funding must have a certified CPS Technician on staff to conduct the program. The CPS Technician is required to conduct a 60- to 90-minute educational component and demonstrate the installation of the appropriate child restraint system for each person requesting a child safety seat. In addition, income eligibility requirements must be met to receive a free child safety seat. In FFY 2019, 68 agencies in New York were awarded funding to operate a child safety seat distribution and education program. A total of 71 applications have been received for mini-grant funding in FFY 2020.

Intended Subrecipients

Local and not-for-profit agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$740,000.00	$6,652,174.00	$700,000.00

Countermeasure Strategy: OP-8: Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Research and evaluation that support the state's comprehensive Occupant Protection program will be funded under this countermeasure strategy. Funding will be provided for the preparation of statistical reports and other analyses used to identify trends in seat belt use and the characteristics and factors associated with noncompliance with the seat belt law, and for other types of research, evaluation and analytical support required for New York's Occupant Protection Program. Another planned activity under this countermeasure strategy is the implementation of New York's annual seat belt observational survey. The data-driven, performance-based

approach to increasing compliance with the state's occupant restraint laws by focusing on high-risk and underserved populations in the state requires access to the appropriate data, as well as the technical capabilities to perform the analyses and interpret the results. These efforts will support the comprehensive countermeasure strategies that collectively will have a positive impact on traffic safety.

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-013	Statewide Observation Survey of Seat Belt Use

Planned Activity: Statewide Observation Survey of Seat Belt Use

Planned activity number: OP-2020-013

Primary Countermeasure Strategy ID:

Planned Activity Description

Funding will be provided for the implementation of the annual seat belt observational survey conducted in accordance with uniform criteria established by NHTSA. The project will include the recruitment, training and field supervision of data collectors; the selection and scheduling of survey sites; the preparation of all survey materials including maps, data collection forms and instructions for conducting observations of seat belt use; data entry and analysis; and the preparation of the final report. As required by NHTSA's uniform criteria, new observations sites were selected for the 2018 survey and will be used in the 2019-2022 surveys.

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
OP-8: Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$90,000.00	$0.00	$90,000.00

Program Area: Traffic Records

Description of Highway Safety Problems

The status of each of the state's core traffic safety data systems (crashes, citations/adjudication, drivers, injury surveillance, vehicles and roadways) was reviewed by the Traffic Records Coordinating Council (TRCC) and its member agencies to identify opportunities for improvement and assist in selecting countermeasure strategies and projects that will enable the state to achieve its traffic records performance goals. Each system was reviewed with regard to the six attributes of timeliness, accuracy, completeness, uniformity, integration and accessibility. The key findings from the review process which was conducted January-April 2019 are summarized below.

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

Crash Information System

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

Timeliness: The mean number of days from the crash date to the date the crash report is entered into AIS increased slightly from 8.64 days in the baseline period (April 1, 2017-March 31, 2018) to 9.04 days in the performance period (April 1, 2018-March 31, 2019). As of December 2018, approximately 80% of the reportable crashes submitted by the police are being sent electronically. Timeliness could also be improved by increasing the number of police agencies that collect and submit their crash data electronically to the DMV. When the NYPD has the ability to submit its reports electronically, it will further improve the timeliness of the crash data. Timeliness could also be improved by allowing motorists to file their crash reports electronically, and improved dramatically by eliminating the motorist reports and having police agencies report Property Damage Only crashes (PDO).

Accuracy: The implementation of NYS DOTaposs Accident Location Information System (ALIS) and the on-going improvements to the application have provided better crash location data. Crash location could be further improved if all of the TraCS police agencies used the locator tool within TraCS.

Accuracy could also be improved with regard to the identification of crashes involving a commercial motor vehicle (CMV) as CMV crashes are often not identified correctly by the investigating police officer.

Completeness: The crash report forms collect a large volume of data on all reportable crashes which are then entered into AIS. Completeness did not improve during the past year, with the percentage of crash records with no missing data in the Roadway Type field decreasing from 90% to 87% between the baseline (April 1, 1917-March 31, 2018) and the performance period (April 1, 2018-March 31, 2019). Completeness could be improved by increasing the reporting of crashes involving CMVs. When a crash involves a CMV and the police officer fails to identify the crash as a CMV crash, pertinent data specific to a CMV crash does not get collected and reported. Completeness could also be improved by collecting BAC data for all drivers involved in fatal crashes.

Integration: Although crash records can be linked to DMV's license file and selected DOT files, linking to the DMV registration file cannot be done with precision.

Accessibility: The traffic safety community and general public have access to the crash data on-line through the TSSR (Traffic Safety Statistical Repository) (www.itsmr.org/TSSR). Maintained by the ITSMR, the TSSR provides a variety of crash data and enables users to generate a number of different reports. As of May 1, 2019, crash data are available on the TSSR for the years 2009-2017, with preliminary data for 2018 and the first three months of 2019. The TRCC membership noted that it is important to maintain the TSSR with the most recent crash data possible and ensure that it remains responsive to user needs through the expansion of available data and reports, as warranted.

Citation/Adjudication Information Systems

The New York State Department of Motor Vehicles maintains the state's two primary citation and adjudication information systems: 1) Traffic Safety Law Enforcement & Disposition (TSLED) and 2) Administrative Adjudication system (AA). The TSLED system tracks tickets from the time they are printed to their final disposition, recording data and providing management information to police agencies and the courts. Currently, TSLED covers all areas of the state, except for New York City. Tickets issued in New York City, with the exception of tickets issued for impaired driving, are covered under the AA system. In addition to capturing the ticket data, the AA system is also used to schedule hearings and account for the collection of traffic fines and surcharges. One uniform traffic ticket is used by both the TSLED and AA systems.

Timeliness: With respect to TSLED, the mean number of days from the citation date to the date the citation is entered into the TSLED database dropped from 14.53 days in the baseline period (April 1, 2017-March 31, 2018) to 10.50 days in the performance period (April 1, 2018-March 31, 2019). Based on the same 12-month time periods, the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED database also dropped, from 24.81 days to 22.36 days. Timeliness with regard to TSLED citation/adjudication data could be further improved by increasing the number of police agencies that collect and submit their citation data electronically to the DMV.

With respect to the AA system, the mean number of days from the citation date to the date the citation is entered into the AA database dropped dramatically from 12.93 days in the baseline period (April 1, 2017-March 31, 2018) to 5.99 days in the performance period (April 1, 2018-March 31, 2019). This improvement can be

attributed to projects conducted by the NYPD and the DMV to capture and transmit citation data electronically from the NYPD to the DMV.

Accuracy: The accuracy of both systems could be further improved with the implementation of additional edit checks during the data entry process.

Completeness: Although the AA and TSLED systems use the same uniform ticket to collect the same data, the AA system does not enter all the same information collected as TSLED.

Integration: Although the TSLED and AA data can be integrated with data from other DMV files, there is a lack of comparability between the TSLED and AA systems that needs to be addressed. This issue will be addressed by a new project being funded under Section 405c in FFY 2020 that will support the modernization of many of the DMV's records systems, including its citation/adjudication systems.

Another issue noted with regard to integration, and to some extent accessibility, is the lack of a link between court adjudication data and data captured by the state's Impaired Driver System (IDS). Maintained by the state's Office of Alcoholism and Substance Abuse Services (OASAS), the IDS captures data on drivers convicted of impaired driving from the DMV driver license file. Although the driver license file can provide basic data associated with a driver's conviction, such as license suspension or revocation, it cannot provide detailed data on the sentence/penalties imposed on the convicted driver. These data are available only on the Office of Court Administration's Universal Case Management System (UCMS). Implemented in FFY 2019 and continuing into FFY 2020, the OCA and OASAS are conducting a joint project which will enable a complete report on adjudication outcomes associated with convicted impaired drivers to be captured electronically by the IDS from the UCMS.

Accessibility: Although outside users such as police agencies and TSLED courts can access data through a secure signon to view tickets returnable to their individual court, the courts and motorists do not have direct access to the data or the system that would allow them to complete transactions on-line. However, for information and analysis purposes, access to the data is provided on-line through the TSSR (Traffic Safety Statistical Repository) (www.itsmr.org/TSSR). As of May 1, 2019, a variety of citation and adjudication data are available on the TSSR for the years 2009-2017, with preliminary data for 2018 also being available.

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

Driver Information Systems

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

Timeliness: Although many updates to the file are still done in batch mode overnight, DMV has converted many of the processes to a “real-time” basis. Efforts are being continued to convert additional processes to “real-time” but progress is affected by the fact that some data entry systems are very antiquated and have not been addressed due to intervening priorities. This issue will be addressed by the new project being funded under Section 405c in FFY 2020 that will support the modernization of many of the DMV’s records systems, including its driver information system.

Accuracy: The DMV has a strong identification/authentication process for clients who are issued a driver’s license, which helps ensure the accuracy of the data by eliminating multiple records that exist for some drivers. Accuracy could be further improved by reducing the delays that occur in being notified of drivers who have died, reflecting the difficulty of linking the license file with the DOH’s paper-based vital statistics (death) file. This issue will also be addressed by the new project being funded under Section 405c in FFY 2020 that will support the modernization of many of the DMV’s records systems, including its driver information system.

Integration: Data integration could be improved by promoting the use of common data elements to allow better linkage to other DMV data as well as data maintained by external agencies (e.g., DOH death file). This is another issue that will be addressed by the new project being funded under Section 405c in FFY 2020 that will support the modernization of many of the DMV’s records systems, including its driver information system.

Accessibility: Electronic access to the Driver License File is limited to selected users, with access to the data being provided in compliance with the federal DPPA.

Injury Surveillance Information Systems

The New York State Department of Health (DOH) is the repository agency for the state’s two core injury surveillance systems: 1) Pre-Hospital [Patient] Care Report (PCR) and 2) Crash Outcome Data Evaluation System (CODES). The Pre-Hospital [Patient] Care Report (PCR) captures data using a mix of standardized paper and electronic formats. Designed to capture data from pre-hospital care reports (PCRs) that are submitted by the state’s emergency medical technicians (EMTs), it contains data on patient demographics and care, provider demographics and response times, and the destination of where the person was transported. CODES is a database that is created by integrating data from individual records from the DMV’s AIS file to the DOH’s hospital and emergency department discharge databases. From 1995-2008, CODES also integrated data from the DOH’s Pre-Hospital [Patient] Care Report (PCR) database. Because of problems with incomplete PCR data, the data for the years 2009-2014 have not been linked. Beginning with the 2015 data, the DOH has once again begun to integrate data from the PCR database. The CODES database is used to conduct studies that examine injuries and their associated medical costs in selected types of crashes.

Timeliness: About 10% of the PCRs still come into DOH in paper format, causing delays in getting data into the existing DOH internal electronic repository. The most recent year for which a complete set of PCR data is available and has been linked is 2015; the data for 2016 and 2017 are being

prepared for linkage in 2019. With regard to CODES, the latest year for which New York has linked crash, medical and financial outcome data is 2015.
Accuracy amp Completeness: The accuracy and completeness of the PCR data need improvement. Since the EMT's first responsibility is to treat the patient, the form is often not filled out until later which results in many data fields being left blank. Another issue involves the fact that the regional data entry contractors only have to edit a subset of the data fields contained on the report form. With respect to the CODES file, a series of logic checks has been built into the system to improve the accuracy of the data.
Integration: The newly developed PCR system meets the national NEMSIS (National Emergency Medical Services Information System) standard and HIPAA confidentiality rules. Currently, the PCR system can be linked with the DOH's Trauma Registry and CODES. The ability to link recent PCR data and CODES greatly improves the injury surveillance data available for analysis purposes. It should be noted that even though CODES can link crash, pre-hospital care, emergency department, and hospitalization data sets using probability match techniques, it is unable to link 100 percent of the individuals involved in crashes, since DMV collects relatively limited data on vehicle passengers.
Accessibility: While CODES-linked data are available on the DOH website, direct access to PCR data will continue to be limited until the online repository for PCR data is completed.

Vehicle Information Systems

The DMV is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The Vehicle Registration File contains a record of every registered vehicle in New York and a history of that registration. The registration file contains approximately 30 million records, of which approximately 12 million are active. The file is sorted by name, DOB, and gender of registrant, plate number, and class of registration; a complementary plate index file is used to access the registration file using the plate number.
Accuracy: Although issues related to the quality and integrity of the data are addressed through the use of procedures and programs that control the data input process, and through the use of address verification software, the system lacks the ability to always distinguish between slight variations in a given person's name, which can result in a motorist re-registering a vehicle for which the registration has been revoked.
Integration: DMV has the ability to link the registration file with the inspection and insurance files, but cannot link it with the IRP system or with precision to records in the AIS file. It is expected that integration issues will be addressed by the new project being funded under Section 405c in FFY 2020 that will support the modernization of many of the DMV's records systems, including its vehicle registration system.

Roadway Information Systems

The New York State Department of Transportation (NYSDOT) is the repository agency for the Roadway Inventory System (RIS), the state's core roadway data system. The RIS is an Oracle-based database application which contains data on highway features and characteristics, including data on roadway type and physical characteristics, access, functional class, pavement condition, and traffic volumes.
Accuracy: While much of the data on highway attributes are accurate and consistent over time, there are errors in the data related to reference markers.

Completeness: In addition to errors in the reference marker data, many of the reference markers are missing.
Uniformity: Uniformity in the data collected for state and local roads is lacking as localities collect only those local road data that are useful to them, compared to a more comprehensive set of data collected for state roads.
Integration: The current process to link highway features and traffic data with the crash data in SIMS is a cumbersome manual process.
Accessibility: Although users cannot query the database directly, access is available through a data warehouse using a tool known as Business Objects. To conduct analyses, data need to be exported to an Excel file or other flat file format. The ability to use a GIS component to graphically display roadway elements is limited to the 27,000 miles of state routes and Federal Aid eligible roads out of the total population of approximately 114,000 miles of public roads.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Mean # of days from crash date to date crash report is entered into AIS	2020	Annual	8.77
2020	Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	2020	Annual	89.57
2020	Mean # of days from citation date to date citation is entered into TSLED database	2020	Annual	10.19
2020	Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	2020	Annual	21.69
2020	Mean # of days from citation date to date citation is entered into AA database	2020	Annual	5.81

Countermeasure Strategies in Program Area

Countermeasure Strategy
TR-1: Implementation of Improvements to TSIS Systems
TR-2: Development and Use of Data Linkages
TR-3: Use of Technology to Disseminate Data and Information
TR-4: Statewide Coordination of Traffic Records System Improvements
TR-5: Research and Evaluation

Countermeasure Strategy: TR-1: Implementation of Improvements to TSIS Systems

Program Area: Traffic Records

Project Safety Impacts

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

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

This countermeasure strategy is designed to improve the timeliness, accuracy and completeness of the TSIS systems that focus on crashes and citations/adjudication, i.e., the AIS (Accident Information System), Traffic Safety Law Enforcement and Disposition system (TSLED) and Administrative Adjudication system (AA). The planned activities being funded under this strategy include 1) maintaining the timely processing of fatal crash data into FARS, 2) improving the timeliness and accuracy of crash and citation data through the electronic collection and transmittal of data via TraCS into the AIS and TSLED systems, 3) establishing a process and appropriate protocols for the electronic collection and transmittal of crash data from the New York City Police Department (NYPD) to the AIS, 4) improving the location coding of crashes and 5) improving the accuracy and completeness of the data pertaining to crashes involving commercial vehicles.

Linkage Between Program Area

The problem identification task undertaken by the TRCC and its member agencies with regard to the state's crash and citation/adjudication data systems found issues related to the timeliness, accuracy, completeness, accessibility and integration of the data that offer opportunities for improvement. Although steady progress was noted with regard to the timeliness of crash and citation/adjudication data, it also found that additional improvements could be made if the number of police agencies collecting and reporting data electronically to the DMV increased. Two planned activities being funded under this countermeasure are specifically designed to accomplish such an increase. The objective of increasing the number of police agencies collecting and

transmitting crash and citation data electronically to the DMV is reflected in the targets set for FFY 2020 with respect to the timeliness of the AIS crash data, TSLED citation and adjudication data and AA citation data. A third planned activity being funded under this countermeasure will also support the timeliness of the crash data by enabling the DMV to maintain its ability to capture and report fatal crash data to FARS in a timely manner. Also discovered during the problem identification task was an issue related to the accuracy and completeness of the crash data with regard to the data element of Roadway Type. Roadway Type is a critical crash-related data element since it relates to the location of a crash. It was found that the proportion of crash records with missing data in this field was 87% in the past year. This problem is being addressed by a planned activity being funded under this countermeasure that will use new software technology to identify crash locations. The expected success of this planned activity is reflected by the target set for FFY 2020 with regard to the percentage of crash records with no missing data in the data element Roadway Type.

The problem identification effort also uncovered issues of completeness and accuracy of the AIS crash data with relationship to commercial motor vehicle (CMV) crashes. It found limitations in the ability of police agencies to identify and report data on CMV crashes. To address this limitation, another planned activity funded under this countermeasure provides support for making the needed IT changes to the AIS. Those changes will assist police officers in accurately identifying CMV crashes and prompt them to complete the needed CMV data fields on the crash report.

Rationale

In recognizing that the state's broader traffic safety community continually needs data that are timely, accurate and complete, the TRCC and its member agencies agreed that the best approach to providing such data was to make improvements to its basic core TSIS systems. In its review of those core systems, the TRCC found that while all of the core systems present opportunities for improvement, it concluded that the improvement opportunities associated with the crash and citation/adjudication systems would not only benefit the most key stakeholders but could also be accomplished at a reasonable cost. As a result, the TRCC has made it a priority in recent years to fund activities that would improve those two core systems, and has allocated FFY 2020 funding to this countermeasure to support the planned activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-2020-001	AIS System Changes for Revised 104S Form
TR-2020-002	NYPD Electronic Accident Report Submission
TR-2020-003	Fatality Analysis Reporting System (FARS) Supplemental Funding
TR-2020-004	ALIS Upgrade and Integration
TR-2020-005	TraCS Electronic Crash and Ticketing System
TR-2020-006	Explore Options for E-Transmittal of Crash Data from NYPD to AIS
TR-2020-007	DMV Data and Record System Modernization

Planned Activity: AIS System Changes for Revised 104S Form

Planned activity number: TR-2020-001

Primary Countermeasure Strategy ID:

Planned Activity Description

AIS currently accepts only an outdated version of the MV-104S form. A MCSAP audit conducted in April 2011 contained five findings requiring changes to the MV-104S in order for DMV to capture additional data elements for Commercial Motor Vehicle crashes and for NYS to remain MCSAP compliant. DMV responded to the audit findings, agreeing to make the changes, and was given a date of 12/31/2014 to have the changes completed. Although DMV's ITS cluster has made this project a #1 priority project, it has not had the resources to dedicate to completing it. Hence, the funds provided under Section 405c may be used to hire an IT consultant to perform the work necessary in AIS to implement the use of the revised MV-104S form. This project will allow DMV to remain MCSAP compliant, avoiding a possible loss of approximately $19 million dollars in MCSAP funds annually.

Intended Subrecipients

State agency

Countermeasure strategies

Countermeasure Strategy
TR-1: Implementation of Improvements to TSIS Systems

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$900,000.00	$729,000.00	$819,000.00

Planned Activity: NYPD Electronic Accident Report Submission

Planned activity number: TR-2020-002

Primary Countermeasure Strategy ID:

Planned Activity Description

Prior to March 2016, the submission of MV-104ANs (Police Accident Reports) by the NYPD was a paper process, with the DMV receiving approximately 180,000 paper MV-104ANs each year. These paper reports required extensive handling by staff to open, sort, batch and scan all reportable accident reports, with the cases then being manually processed in both Conversion (AIS) and Location coding (ALIS). In March 2016, the NYPD began submitting the majority of their reports to DMV in PDF form via a nightly FTP process. This is a temporary solution to provide DMV time to complete its project to make the necessary changes to receive the reports. Through its vision zero initiative, the NYPD has completed all of its front end changes, has implemented the electronic capture of crash data and is now waiting for the DMV to be ready to receive their reports electronically via SPIDER.

This project is being used to procure consultants to assist in the development of the electronic submission process with the NYPD and make the necessary changes to AIS to accept and, when possible, auto process the data. This includes but is not limited to: PDF form changes, coding changes, workflow changes and batch job changes. When fully implemented, the paper mail processing will be reduced by approximately 180,000 reports, which is 40% of its average annual mail count. It will improve the timeliness of receiving the reports; allow for a large volume of reports to be processed automatically; improve data quality by applying the appropriate edits during the front end development; increase the volume of MV-104S forms for Commercial Motor Vehicle crashes submitted by the NYPD; and will improve the timeliness of updating driver license records, allowing for appropriate actions to be taken against unsafe drivers.

Intended Subrecipients

State, local and statewide not-for-profit

Countermeasure strategies

Countermeasure Strategy
TR-1: Implementation of Improvements to TSIS Systems

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program (FAST)	405c Data Program (FAST)	$1,700,000.00	$1,377,000.00	$1,547,000.00

Planned Activity: Fatality Analysis Reporting System (FARS) Supplemental Funding

Planned activity number: TR-2020-003

Primary Countermeasure Strategy ID:

Planned Activity Description

The NYS DMV has traditionally provided data to the NHTSA FARS system through five-year contracts with NHTSA. In 2017, the DMV recently began another five-year (2017-2021) agreement with the NHTSA to process fatal crashes into FARS within 30 days of the motor vehicle crash. At that time DMV had 3 Full Time Employees (FTEs) assigned to perform this work. In winter 2017, DMV determined that the contract will not provide sufficient Federal funding to support its FARS processing. The shortfall is estimated to be $165,000 for the length of the agreement. Without Section 405c funding, the shortfall in funds would force DMV to reduce the amount of staff assigned to the program and thus impact the timely processing of fatal crash data into FARS. The funds attained through this grant will be used to supplement the NHTSA funding to maintain 3 FTEs on FARS processing to insure continued timely processing of fatal crash data into FARS. This will allow DMV to continue its excellent record of entering the required data into the FARS system in a timely, accurate, complete and consistent manner.

Intended Subrecipients

State Agency

Countermeasure strategies

Countermeasure Strategy
TR-1: Implementation of Improvements to TSIS Systems

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$200,000.00	$162,000.00	$182,000.00

Planned Activity: ALIS Upgrade and Integration

Planned activity number: TR-2020-004

Primary Countermeasure Strategy ID:

Planned Activity Description

The Accident Location Information System (ALIS) is comprised of three applications. One application, Location Coding Data Entry (LCDE), is used exclusively by the Department of Motor Vehicles to geographically locate highway crashes. Another application lets users do more complex queries/analysis involving both geographic features in combination with multiple crash characteristics at the event, vehicle and contributing factor levels. The third application is the Location Editing application which allows select users the ability to correct or improve the accuracy of the location of a crash based on additional information that can sometimes be found in the officer’s notes section. By using this application, NYS DOT can significantly improve the precision/accuracy of where legacy crashes are located.

The current system was built with ArcGIS server software that has become outdated and has been superseded by several newer versions of the software. Many of the core GIS functions within the ALIS modules are no longer supported by newer versions of the ArcGIS server software. In addition, the technology behind the User Interface, Microsoft Silverlight, will soon be unsupported and has already been deprecated in some of the popular web browsers such as Chrome. Integration with new Enterprise applications at DOT such as RIS (Roadway Information System) and Roads and Highways (Linear referencing System) will also require more modern software versions to take full advantage of new functionality and improve performance.

This project will upgrade the ArcGIS server software with the latest version of the software. Custom components of the software will be rewritten to take advantage of new features in the software that will help to speed up the process of location coding and querying crash data. Additional functionality will be built into the application to better utilize the new Milepoint Linear Referencing data that will be captured for each crash.

This project will allow users to continue accessing the ALIS application with modern, safe web browsers while improving the data and workflows within the system. The core GIS functions will be converted to allow the application to remain supported and in sync with other GIS applications within the Department. Under this project, new technologies will be used to provide more safety-related data such as average accident rates and

statewide analysis results directly to the users. This will result in a more efficient, data driven Safety System which will help in identifying better projects that save more lives and prevents more injuries to the traveling public.

Intended Subrecipients

State Agency

Countermeasure strategies

Countermeasure Strategy
TR-1: Implementation of Improvements to TSIS Systems

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$500,000.00	$405,000.00	$455,000.00

Planned Activity: TraCS Electronic Crash and Ticketing System

Planned activity number: TR-2020-005

Primary Countermeasure Strategy ID:

Planned Activity Description

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

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

Intended Subrecipients

State law enf and local police agency

Countermeasure strategies

Countermeasure Strategy
TR-1: Implementation of Improvements to TSIS Systems

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program (FAST)	405c Data Program (FAST)	$2,500,000.00	$2,018,000.00	$2,318,000.00

Planned Activity: Explore Options for E-Transmittal of Crash Data from NYPD to AIS

Planned activity number: TR-2020-006

Primary Countermeasure Strategy ID: TR-1: Implementation of Improvements to TSIS Systems

Planned Activity Description

Approximately one-quarter of the motor vehicle crashes in New York State occur each year in New York City. In 2017, according to the AIS, 82,286 of the 309,371 police-reported crashes statewide occurred in New York City. Data on these crashes are captured by the NYPD on a uniform police accident report form (MV-104AN). Prior to mid-2016, the data were entered into a database maintained by the NYPD and the paper forms were then sent to the DMV for entry into the AIS. In mid-2016, the NYPD began submitting the majority of their reports to DMV in PDF form via a nightly FTP process. This is a temporary solution to provide DMV time to complete its project to make the necessary changes to receive the reports electronically.

In recent years, the NYPD has been developing a system for capturing and transmitting crash data electronically. To meet the needs of the system, the NYPD has 1) equipped 1,200 patrol cars with the necessary hardware and software to capture crash and ticket data electronically, 2) developed an electronic data collection form for crashes and 3) developed the capability to transmit the crash data to the DMV. Although the NYPD is now ready to transmit its crash data electronically to the DMV, the DMV is not ready to receive their reports electronically. Since ITS does not have the resources at this time to make the necessary changes, it appears that the electronic submission by the NYPD will likely not be accomplished until the DMV has an approved RFP in place to develop a new AIS; the new AIS is not expected to be available for 3-5 years.

The purpose of this project is to explore intermediate options for supporting the NYPD's electronic transmission of crash data into the AIS database before the new AIS is implemented. Identifying such options will involve working with the NYPD, DMV and ITS to determine the technical capabilities needed at both the front and back ends of the process and assisting with troubleshooting and resolving any problems that arise. The initial step under this project will focus on determining the specific tasks that need to be conducted to identify a viable option, and if one is identified, the second step will involve designing and implementing a strategy to accomplish that option. This project will be conducted in cooperation with the GTSC since the GTSC is responsible for managing the DMV's Crash Records Center. This project will increase the total volume of reports that are received electronically, further improving the timeliness, accuracy and completeness of the state's crash data and accessibility to these data. It should also improve the timeliness of updating driver

license records, allowing for appropriate actions to be taken against unsafe drivers.

Intended Subrecipients

Statewide not-for-profit organization

Countermeasure strategies

Countermeasure Strategy
TR-1: Implementation of Improvements to TSIS Systems

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program (FAST)	405c Data Program (FAST)	$350,000.00	$284,000.00	$319,000.00
2020	NHTSA 402	Traffic Records	$200,000.00	$0.00	$179,000.00

Planned Activity: DMV Data and Record System Modernization

Planned activity number: TR-2020-007

Primary Countermeasure Strategy ID: TR-1: Implementation of Improvements to TSIS Systems

Planned Activity Description

The NYS DMV (DMV) issues driver licenses and non-driver IDs; conducts road tests; monitors driver training; and promotes enforcement activities, including ticket and crash reporting. The DMV also issues registration and vehicle ownership documents along with verifying and enforcing NYS insurance requirements. Servicing more than 11 million customers yearly, the DMV houses all the client data captured while providing these services. The data include demographic statistics, law violating and crash-related convictions, ticketing statistics, insurance, and compliance information. These data reside in antiquated file formats located in siloed systems whose connectivity and reliability are consistently failing, requiring extensive repairs to outdated technology and coding languages established over 50 years ago. Because of the importance of the data elements that reside in these systems, the instability of these systems is detrimental to the traffic safety efforts of all NYS traffic safety partners. The DMV is partnering with the New York State Office of Information Technology Services (ITS) in soliciting a vendor to provide a Commercial-Off-the-Shelf (COTS) product to replace the legacy systems. DMV is also working with ITS to identify a Data Quality and System Integration Vendor to ingest DMV's current data, remedy the irregularities and degradation of data quality and provide compatible and functionally accurate data elements that will become the core of the new modernized system. This will enable the DMV to provide a singular modernized system including a centralized singular repository of driver, vehicle, insurance and ticket data that will be accessible to its traffic safety partners.

This project will support the DMV modernization team's efforts to conduct analyses of the existing systems, identify requirements and deliverables, and begin planning the "To-Be" design for the new singular system. The modernization of DMV's systems will improve the timeliness, accuracy and accessibility of these various data and enable traffic safety partners to contribute to and access key traffic safety-related data from a

centralized system.

Intended Subrecipients

State agency

Countermeasure strategies

Countermeasure Strategy
TR-1: Implementation of Improvements to TSIS Systems

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program (FAST)	405c Data Program (FAST)	$750,000.00	$608,000.00	$683,000.00
2020	NHTSA 402	Traffic Records	$500,000.00	$0.00	$448,000.00

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

Program Area: Traffic Records

Project Safety Impacts

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

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

Hence, this countermeasure strategy is designed to improve the availability and accessibility to data though the linkage of multiple systems. The planned activities being funded under this strategy include 1) linking data from the Department of Health's CODES (Crash Outcome Data Evaluation System) database and its PCR (Pre-Hospital Care Report) system, 2) linking data from the Office of Court Administration UCMS (Universal Case Management System) to data captured in the Office of Alcoholism and Substance Abuse Services (OASAS) Impaired Driving System (IDS) and 3) linking data from the UCMS to the DMV driver license file. Five planned activities will enhance the ability of the traffic safety research community to examine complicated traffic safety issues and design and assess the effectiveness of new traffic safety initiatives.

Linkage Between Program Area

The problem identification task undertaken by the TRCC and its member agencies with regard to the state's injury surveillance data systems found issues related to the timeliness, accuracy, completeness, accessibility and integration of the data that offer opportunities for improvement. One of the planned activities being funded under this countermeasure, linking CODES and the PCR, is designed specifically to address some of these issues. Its successful completion will enable researchers to access data needed to obtain a more complete picture of a crash event and its associated medical and financial outcomes. This planned linkage activity is a three-year project, with FFY 2020 being year 3 of the project. As such, performance targets have not yet been set.

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

The problem identification task also uncovered an issue related to the fact that many traffic ticket dispositions are delayed in posting to the driver records, or even rejected from passing the electronic interface edits due to overly restrictive processing rules. This planned activity will allow for expansion of the UCMS system to electronically transmit traffic tickets to DMV in real-time using the new web service interfaces which DMV has developed. This will result in more timely, accurate and complete representation of traffic ticket disposition data and driver record information statewide.

Rationale

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

Acknowledging the need for integrated data, the TRCC and its member agencies agreed that it would be beneficial to the state's traffic safety research community if initiatives could be conducted to allow for the

linkage of data from different systems. As a result, the TRCC has allocated FFY 2020 funding to this countermeasure to support the planned activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-2020-008	Incorporating EMS Data into CODES
TR-2020-009	UCMS Automated Drug Conviction Reporting to DMV
TR-2020-010	UCMS Real-time Disposition Reporting to DMV
TR-2020-011	IDS Integration of the UCMS IID and Treatment
TR-2020-012	Data Analysis & Integration of UCMS Ignition Interlock (IID) & Treatment Sentence Data

Planned Activity: Incorporating EMS Data into CODES

Planned activity number: TR-2020-008

Primary Countermeasure Strategy ID:

Planned Activity Description

The CODES database is created by matching individual records from the NYS DMV AIS to the Department of Health (DOH) Statewide Planning and Research Cooperative System (SPARCS) database of inpatient hospitalizations and emergency department (ED) visits and the NYS Trauma Registry (TR). From 1995 to 2008, Pre-hospital Care Reports (PCR) submitted by NYS certified Emergency Medical Service (EMS) agencies, were included in the linkage. Complete PCR data had not been available from 2008 through 2014 due to contract issues for data entry and moving to a statewide electronic PCR system. The linked database creates a more complete picture that describes what occurs before, during and after a crash; the linkage is critical to accurately evaluating the effectiveness of highway safety initiatives.

Administered by the NYS Department of Health's Bureau of Occupational Health and Injury Prevention since 1998, the CODES database is used to conduct research that examines the contributing factors to motor vehicle injuries, their associated outcomes and medical costs in selected types of crashes, and demographics of those involved. The CODES contains race and ethnicity identifiers, health outcome and health cost data, allowing staff to examine health disparities, types of injuries, and cost of injuries in crashes that could not otherwise be done with police crash records alone. In addition to the ongoing epidemiological research in the DOH, the CODES is used to respond to data requests from other governmental agencies at the federal, state, and local levels, and from the traffic safety and research communities. Police crash reports, ED discharge data, hospitalization discharge data, and TR data are brought together in the CODES linkage.

The PCR is a legal medical record used to document patient care provided by an Emergency Medical Technician (EMT). The new PCR system is designed to capture data that are completed by certified PCR providers and submitted through one of 18 regional contractors to the state. Variables of interest to motor vehicle crash data collected in the new PCR data include: seat belt use, extrication required, work-related, patient occupation, patient industry, patient employer, injury severity at scene, place of incident, scene GPS

location, cause of injury, intent, mechanism, vehicular injury indicators (risk factor predictors associated with the vehicle involved in the incident), seating position, use of occupant safety equipment, alcohol/drug use indicators, narrative, and National Highway Transportation Safety Administration (NHTSA) Injury Matrix across body regions. The new PCR system is built to meet the National Emergency Medical Services Information System (NEMSIS) standard. As the new NYS PCR system is built upon the NEMSIS standard, it meets or exceeds all recommended data elements to be collected, as well as HIPAA confidentially rules.
This project will link PCR data with AIS, ED discharge data, hospitalization discharge data, and TR data, providing more information on the true impact of motor vehicle related injuries in NYS, and will allow EMS data to continue to be part of the larger NYS traffic data systems. EMS being NEMSIS compliant allows NYS PCR data to be directly comparable to data from other states that are also NEMSIS compliant. This project will continue to improve data integration in crash and injury data surveillance systems, as well as completeness, accuracy, and accessibility.

Intended Subrecipients

State Agency and statewide not-for-profit

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$200,000.00	$162,000.00	$182,000.00
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$200,000.00	$0.00	$179,000.00

Planned Activity: UCMS Automated Drug Conviction Reporting to DMV

Planned activity number: TR-2020-009

Primary Countermeasure Strategy ID: TR-2: Development and Use of Data Linkages

Planned Activity Description

The Unified Court System's Universal Case Management System (UCMS) is the criminal case management system in use in all of the City/District-level courts statewide; implementation in the Supreme/County-level courts began in October 2018. The system has a secure data interface with the Department of Motor Vehicles (DMV) to report traffic-related dispositions, including license suspensions, scofflaws and all other traffic ticket-related outcomes. Thousands of these transmissions are sent daily and this automated interface has improved data accuracy and timeliness in the DMV TSLED program related to driver records.

This project was originally designed to expand the UCMS system to electronically transmit drug conviction cases that have a companion license suspension to the DMV, eliminating the need for the court to manually

produce and submit MV-510D forms to the DMV. A legislative change passed in April 2019 that will reduce the volume of this specific type of drug conviction reporting has resulted in some modifications to the project. The modifications will now enable the Unified Court System (UCS) to pull traffic ticket data directly from DMV systems, providing UCS with the up-to-date status of the tickets, enabling court staff to review this data and correct transmission errors in a more timely manner. This will result in both a) improved decision-making by the judiciary due to easier access to the motorist record, and b) a greater number of traffic tickets being accurately represented on the DMV motorist systems due to more timely and complete information being provided to the courts.

Intended Subrecipients

State Agency

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$450,000.00	$365,000.00	$410,000.00
2020	NHTSA 402	Traffic Records	$300,000.00	$0.00	$407,000.00

Planned Activity: UCMS Real-time Disposition Reporting to DMV

Planned activity number: TR-2020-010

Primary Countermeasure Strategy ID: TR-2: Development and Use of Data Linkages

Planned Activity Description

The Unified Court System's Universal Case Management System (UCMS) is the criminal case management system in use in all of the City/District-level courts statewide; implementation in the Supreme/County-level courts began in October 2018. The system has a secure data interface with the Department of Motor Vehicles (DMV) to report traffic-related dispositions including license suspensions, scofflaws, and all other traffic ticket-related outcomes. While the current automated interface has improved data accuracy and timeliness over manual reporting, it has several limitations which cause many of the traffic ticket dispositions to be delayed in posting to the driver records or rejected from passing the electronic interface edits due to overly restrictive processing rules. Disposition scenarios such as vacating a disposition/bail forfeiture/pre-trial suspension, terminating a scofflaw suspension with fines due, and many error correction transactions are not supported through the current automated interface, requiring both court staff and DMV to process these transactions manually.

The existing interface does not provide the courts with the most current status of a traffic ticket, or of the motorist record, requiring court staff to research this information and present it to the judge prior to each court

appearance. Additionally, due to the highly restrictive processing rules, an unnecessarily high percentage of automated transactions are rejected by DMV, requiring research by the court staff to determine the cause of the error and time to reprocess the ticket to potentially clear the error. These manual processes result in delays in updating the DMV records.

This project will allow for expansion of the UCMS system to electronically transmit traffic tickets to DMV in real-time using the new web service interfaces which DMV has developed, and inquire on the current status of tickets and the motorist record without leaving the UCMS system, eliminating the need for the court staff to manually log into DMV systems and search for relevant information. By using these new interfaces, UCMS dispositions will be immediately transmitted to DMV and the courts will receive immediate feedback as to whether a transaction was successfully received, allowing the courts to make any necessary corrections to the UCMS at the time the court case is being processed by the staff. Successful completion of the project will result in more timely, accurate and complete representation of traffic ticket disposition data and driver record information statewide.

Intended Subrecipients

State Agency

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$350,000.00	$284,000.00	$319,000.00
2020	NHTSA 402	Traffic Records	$200,000.00	$0.00	$179,000.00

Planned Activity: IDS Integration of the UCMS IID and Treatment

Planned activity number: TR-2020-011

Primary Countermeasure Strategy ID: TR-2: Development and Use of Data Linkages

Planned Activity Description

The Office of Alcoholism and Substance Abuse Services (OASAS) Impaired Driver System (IDS) automates impaired driver reporting to relicense motorists and monitor compliance with treatment recommendations. OASAS Approved Substance Use Disorder (SUD) screening, assessment, and treatment providers and the DMV's Impaired Driving Program providers electronically report information about the services that impaired drivers complete as part of their sentence. IDS allows OASAS, DMV and Probation to monitor provider and motorist progress through the system to ensure compliance, as applicable. The system does not currently receive information from the courts related to what sentence(s) judges impose on impaired drivers. This project will allow OASAS to retrieve information about the IID and treatment sentences for impaired drivers by

accessing data generated by the Unified Court System's Universal Case Management System (UCMS). Further, this project will electronically integrate the UCMS data into the IDS system so that there is a full reporting of the events that occur in an impaired driving event from conviction to adjudication. Impaired drivers, with or without a license, who do not complete the sentence(s) imposed by a Judge in a timely manner, pose a serious public safety threat. Electronically integrating the judge's sentence(s) into the IDS system would minimize these risks.

Intended Subrecipients

State Agency

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$300,000.00	$243,000.00	$273,000.00
2020	NHTSA 402	Traffic Records	$200,000.00	$0.00	$179,000.00

Planned Activity: Data Analysis & Integration of UCMS Ignition Interlock (IID) & Treatment Sentence Data

Planned activity number: TR-2020-012

Primary Countermeasure Strategy ID: TR-2: Development and Use of Data Linkages

Planned Activity Description

The OASAS Impaired Driver System (IDS) automates impaired driver reporting to relicense motorists and monitor compliance with treatment recommendations(s). OASAS Approved Substance Use Disorder (SUD) screening, assessment, and treatment providers and DMV's Impaired Driving Program providers electronically report information about the services that impaired drivers complete as part of their sentence or requirements to maintain a conditional license or obtain a license after it has been suspended or revoked. The IDS allows OASAS, DMV, and Probation to monitor provider and motorist progress through the system to ensure compliance, as applicable. The IDS data is also accessible in the OASAS' Data Warehouse application which is programmed with standardized reports that OASAS staff use to monitor the data and track impaired driving trends, patterns and outcomes.

Impaired drivers' ticketing information and related sentences are available in the Unified Court System's Universal Case Management System (UCMS). These data are not electronically integrated into the Impaired Driver System and its associated Data Warehouse application. This project will allow the OASAS business analyst (BA) to continue to work with an OASAS application architect and the Office of Court Administration

(OCA) IT staff on integrating the OCA data into the IDS database and plan for the electronic submission of data between OASAS and OCA. They will also develop a plan for the feedback loop from OASAS to UCMS to update the treatment status of impaired drivers in UCMS. The successful completion of this project will result in an integrated database that includes data from both the courts and the impaired driver systems.

Intended Subrecipients

State Agency

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$300,000.00	$243,000.00	$273,000.00
2020	NHTSA 402	Traffic Records	$220,000.00	$0.00	$197,000.00

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

Program Area: Traffic Records

Project Safety Impacts

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

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

Hence, this countermeasure strategy is designed to improve accessibility to traffic safety data as well as information on new developments in traffic safety and other topics through the GTSC's website and the Institute for Traffic Safety Management and Research (ITSMR)'s Traffic Safety Statistical Repository (TSSR).

A planned activity funded under this strategy is the maintenance of the TSSR which provides direct on-line access to the state's crash and ticket data. This planned activity provides access to very current data on crashes (2009-prelim 2018) and tickets (2009 to preliminary 2017).

Linkage Between Program Area

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

Rationale

Because the state's traffic safety community needs access to traffic safety data in its efforts to develop and assess traffic safety initiatives, the TRCC and its member agencies agreed that continuing to fund the expansion and use of the TSSR is a critical component of the state's overall traffic safety program. As a result, the TRCC has allocated FFY 2020 funding to this countermeasure to support this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-2020-013	Maintenance of the Traffic Safety Statistical Repository

Planned Activity: Maintenance of the Traffic Safety Statistical Repository

Planned activity number: TR-2020-013

Primary Countermeasure Strategy ID:

Planned Activity Description

The Traffic Safety Statistical Repository (TSSR) gives the public and the research community direct on-line access to New York State's crash and ticket data. Crash information is extracted from the NYS DMV Accident Information System (AIS) on a monthly basis. Currently, the TSSR provides access to the finalized crash data for the years 2009-2017 and the preliminary crash data for 2018 and the 2019-to-date crash data. Continuing to be updated on a monthly basis, the 2018 crash data are expected to be finalized in July 2019. The data are presented in both tabular and graphical formats. Ticket data are extracted from the NYS DMV Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) ticket systems, and the NYPD ticket system. Currently, the TSSR provides access to the finalized ticket data for the years 2009-2017 and preliminary data for 2018. The ticket data are updated twice a year.

The project will continue to provide to New York's highway safety community several important improvements regarding access to accurate and timely traffic records data. These include maintenance of the current system, updates of preliminary crash data and ticket data, software upgrades, enhancements and training. This project will enable ITSMR to maintain, update and enhance the TSSR system as follows:

Develop, maintain amp refresh SAS File Storage (AIS, TSLED, AA, NYPD ticket data and demographic data)

Maintain TSSR system at the UAlbany Data Center; apply SAS software patches and upgrades including security updates as needed
Develop and maintain SAS Data Analytics – new and enhanced reports; tables and charts
Provide TSSR user training
Provide TSSR staff training
In response to ad hoc requests, implement enhancements to the TSSR
Track user activity on the TSSR web page and related web pages

Intended Subrecipients

Statewide not-for-profit organization

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$500,000.00	$405,000.00	$455,000.00
2020	NHTSA 402	Traffic Records	$400,000.00	$0.00	$358,000.00

Countermeasure Strategy: TR-4: Statewide Coordination of Traffic Records System Improvements

Program Area: Traffic Records

Project Safety Impacts

Based on a comprehensive review of the state's six core data systems by the Traffic Records Coordinating Council (TRCC) and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems. This is one of those strategies, the Statewide Coordination of Traffic Records System Improvements.

An effective and efficient traffic records program requires the coordination and administration of all traffic records-related activities in New York State. In recognition of the importance of these coordination and administration tasks, the Governor's Traffic Safety Committee (GTSC) has appointed a staff member of the Institute for Traffic Safety Management and Research to serve as the state's Traffic Safety Information Systems (TSIS) Coordinator. The responsibilities of the TSIS Coordinator include 1) scheduling, setting the agenda and facilitating meetings of the TRCC, 2) preparing the annual Traffic Safety Information Systems Strategic Plan, 3) assessing progress in meeting the state's performance measures, 4) serving as the liaison with NHTSA for the Traffic Records Assessments required every five years and annual follow-up on recommendations from the assessment and 5) assisting GTSC in meeting any other requirements for the receipt of Section 405c funding.

As such, this countermeasure strategy is designed to ensure that New York's traffic records-related activities are carried out in a smooth and coordinated manner.

Linkage Between Program Area

One of the key outcomes from the program identification task was the awareness that in order to maximize the benefits that could be attained from the synergy generated by the various traffic records-related activities, the activities had to be coordinated and managed by a single entity. As a result, a planned activity specifically designed to provide the statewide coordination and administration of all traffic records-related activities is being conducted under this countermeasure. The GTSC considers this activity to be essential to a successful traffic records improvement program.

Rationale

Recognizing the importance of coordinating the state's myriad of traffic records-related activities, the GTSC will continue to fund the coordination and administration of these activities. Funding such a coordination effort will support the state's efforts to further improve its traffic records systems by providing a systematic method to identify duplicative efforts and gaps in the collection of data; reduce data collection costs; improve data accuracy, completeness and uniformity; and provide better access and linkages to facilitate decision-making for highway safety managers in New York State.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-2020-014	Traffic Records Program Coordination

Planned Activity: Traffic Records Program Coordination

Planned activity number: TR-2020-014

Primary Countermeasure Strategy ID:

Planned Activity Description

Under this project, funding will be provided for the coordination and administration of traffic records-related activities in New York State. At GTSC's request, a member of the Institute for Traffic Safety Management and Research staff serves as the Traffic Safety Information Systems (TSIS) Coordinator. Her responsibilities include scheduling, setting the agenda and facilitating meetings of the Traffic Records Coordinating Council (TRCC); preparing the annual Traffic Safety Information Systems Strategic Plan; identifying and assessing progress in meeting the state's performance measures; serving as the liaison with NHTSA for the Traffic Records Assessments required every five years and annual follow-up on recommendations from the assessment, as well as assisting GTSC in meeting any other requirements for the receipt of Section 405C funding.

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
TR-4: Statewide Coordination of Traffic Records System Improvements

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$500,000.00	$405,000.00	$455,000.00
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$300,000.00	$0.00	$269,000.00

Countermeasure Strategy: TR-5: Research and Evaluation

Program Area: Traffic Records

Project Safety Impacts

Based on a comprehensive review of the state's six core data systems by the Traffic Records Coordinating Council (TRCC) and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems and meet the performance targets it has set for 2020. This is one of those strategies, 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. Conducting research requires access to timely, accurate and complete data and oftentimes requires data from different sources to be integrated for analysis purposes. To obtain such data, it is imperative that New York's traffic records systems undertake initiatives that continually seek to provide the most up-to-date, accurate and complete data possible and that it be readily accessible to researchers, as well as the general traffic safety community.

Under this countermeasure strategy, planned activities will support the collection and analyses of data related to various areas of traffic safety. Such projects would involve extracting, compiling and analyzing data from the state's large database systems, including the DMV's crash, citation/adjudication and driver license databases and the NYSDOT's SIMS and SAFETYNET databases. In addition, projects that provide data analytic services needed by the DMV and GTSC and their highway safety partners will be supported. Projects that provide analytical support to traffic safety agencies and organizations at all jurisdictional levels, including support for the collection, analysis and reporting of data, will be eligible for funding.

Linkage Between Program Area

A finding from the problem identification task undertaken by the TRCC with regard to New York's traffic records program was the effect that the six core systems have on the ability to conduct research and evaluation initiatives on traffic safety issues. It was found that research efforts aided in the identification of system limitations and opportunities for system improvements. Since the GTSC considers the benefit from this outcome of research and evaluations activities to be essential to a successful traffic records improvement program, selected research and evaluation activities will be supported under this countermeasure strategy.

Rationale

In acknowledging the importance of research and evaluation activities not only to the state's overall traffic safety program but also in its efforts to improve the state's traffic records systems, the GTSC will continue to fund research and evaluation activities under this countermeasure strategy. It is expected that the funding of such activities will contribute to the overall improvement of the state's traffic records systems and aid in the state attaining the traffic records performance targets set for 2020.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-2020-015	Research, Evaluation and Analytical Support for Traffic Safety in NYS

Planned Activity: Research, Evaluation and Analytical Support for Traffic Safety in NYS

Planned activity number: TR-2020-015

Primary Countermeasure Strategy ID:

Planned Activity Description

Research and evaluation are essential components of the highway safety planning process, and a variety of research and evaluation initiatives will be supported at both the state and local levels. Competing interests and finite resources make it imperative that there be a consistent, systematic process of problem identification and prioritization. Research will support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program.

Projects that support the collection and analyses of data related to various areas of traffic safety will also be supported. Such projects would involve extracting, compiling and analyzing data from the state's large database systems, including the DMV's crash, citation/adjudication and driver license databases and the NYSDOT's SIMS and SAFETYNET databases. In addition, projects that provide data analytic services needed by the DMV and GTSC and their highway safety partners will be supported. Projects that provide analytical support to traffic safety agencies and organizations at all jurisdictional levels, including support for the collection, analysis and reporting of data, will be eligible for funding.

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
TR-5: Research and Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program (FAST)	405c Data Program	$1,000,000.00	$810,000.00	$910,000.00

2020	FAST Act NHTSA 402	Traffic Records (FAST)	$900,000.00	$0.00	$805,000.00

Program Area: Community Traffic Safety Program

Description of Highway Safety Problems

The core performance measure tracked for the Community Traffic Safety Program is Drivers Under Age 21 Involved in Fatal Crashes. FARS data show that the five year average for this measure decreased 26%, from 144 in 2009-2013 to 106 in 2013-2017.

The Community Traffic Safety Program funds activities in a number of traffic safety areas implemented by communities at the local level. Analyses were conducted to support problem identification and the determination of traffic safety priorities at the county level.

ANALYSES BY COUNTY

Traffic safety priorities can differ among individual counties. Local communities applying for grant funding in this program area must provide data documenting the traffic safety issues they plan to address. A number of sources, including county crash summary reports that can be accessed through the Traffic Safety Statistical Repository (TSSR) developed by the Institute for Traffic Safety Management and Research, are available to assist local communities in identifying and documenting their traffic safety problems.

The table below provides 2017 population and licensed driver data for New York State and each county within the state, as well as 2017 data on fatal and personal injury crashes and the total number of pedestrian, bicycle and motorcycle crashes that occurred statewide and in each county. The data in this table can be used to identify counties that are overrepresented in specific types of crashes by comparing the proportion of the state's population and licensed drivers that reside in the county with the proportions of the different types of crashes that occur in the county. For example, Albany County is overrepresented in motorcycle crashes with respect to licensed drivers; this county accounts for 2.4% of the state's motorcycle crashes but has 1.8% of the state's licensed drivers.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2017		Population	Licensed Drivers	Fatal/PI Crashes	Pedestrian Crashes*	Bicycle Crashes*	Motorcycle Crashes*	NEW YORK STATE	19,849,399	12,200,145	123,484	15,239
6,142	4,673	County	#	%	#	%	#	%	#	%	#	%

#	%	Albany	309,612	1.6	215,844	1.8	2,393	1.9	178	1.2	78	1.3
112	2.4	Allegany	46,894	0.2	32,721	0.3	214	0.2	10	0.1	3	lt0.1
21	0.4	Broome	193,639	1.0	139,926	1.1	983	0.8	66	0.4	48	0.8
53	1.1	Cattaraugus	77,348	0.4	56,112	0.5	367	0.3	21	0.1	10	0.2
18	0.4	Cayuga	77,603	0.4	54,274	0.4	405	0.3	27	0.2	5	0.1
25	0.5	Chautauqua	129,046	0.7	93,077	0.8	695	0.6	34	0.2	22	0.4
36	0.8	Chemung	85,557	0.4	61,771	0.5	376	0.3	29	0.2	19	0.3
29	0.6	Chenango	47,863	0.2	37,730	0.3	219	0.2	3	lt0.1	4	0.1
21	0.4	Clinton	80,980	0.4	58,551	0.5	337	0.3	13	0.1	10	0.2
16	0.3	Columbia	60,604	0.3	48,686	0.4	383	0.3	8	0.1	7	0.1
26	0.6	Cortland	47,786	0.2	32,281	0.3	257	0.2	14	0.1	11	0.2
17	0.4	Delaware	45,001	0.2	34,769	0.3	241	0.2	3	lt0.1	2	lt0.1
19	0.4	Dutchess	295,568	1.5	222,474	1.8	1,832	1.5	75	0.5	37	0.6
90	1.9	Erie	925,528	4.7	673,546	5.5	6,634	5.4	474	3.1	249	4.1
214	4.6	Essex	37,956	0.2	27,925	0.2	184	0.1	9	0.1	5	0.1
35	0.7	Franklin	51,116	0.3	34,630	0.3	212	0.2	8	0.1	1	lt0.1
13	0.3	Fulton	53,877	0.3	39,918	0.3	258	0.2	12	0.1	5	0.1
16	0.3	Genesee	57,956	0.3	44,476	0.4	392	0.3	19	0.1	11	0.2
27	0.6	Greene	47,470	0.2	38,048	0.3	218	0.2	6	lt0.1	1	lt0.1
24	0.5	Hamilton	4,485	lt0.1	4,582	lt0.1	21	lt0.1	2	lt0.1	0	0.0
4	0.1	Herkimer	62,240	0.3	45,300	0.4	259	0.2	13	0.1	2	lt0.1
25	0.5	Jefferson	114,187	0.6	74,835	0.6	473	0.4	34	0.2	15	0.2
34	0.7	Lewis	26,551	0.1	19,281	0.2	110	0.1	3	lt0.1	3	lt0.1
9	0.2	Livingston	63,799	0.3	45,650	0.4	293	0.2	10	0.1	6	0.1
20	0.4	Madison	70,965	0.4	50,607	0.4	346	0.3	14	0.1	10	0.2

19	0.4	Monroe	747,642	3.8	533,171	4.4	4,464	3.6	282	1.9	176	2.9
190	4.1	Montgomery	49,258	0.2	36,326	0.3	263	0.2	14	0.1	6	0.1
12	0.3	Nassau	1,369,514	6.9	1,058,272	8.7	11,704	9.5	855	5.6	325	5.3
Niagara	211,328	1.1	161,474	1.3	1,160	0.9	71	0.5	48	0.8	63	1.3
Oneida	231,332	1.2	162,410	1.3	1,191	1.0	73	0.5	40	0.7	69	1.5
Onondaga	465,398	2.3	333,563	2.7	3,034	2.5	213	1.4	108	1.8	135	2.9
Ontario	109,899	0.6	85,364	0.7	556	0.5	16	0.1	13	0.2	36	0.8
Orange	382,226	1.9	268,816	2.2	2,634	2.1	106	0.7	41	0.7	156	3.3
Orleans	40,983	0.2	29,394	0.2	149	0.1	2	lt0.1	2	lt0.1	12	0.3
Oswego	118,478	0.6	86,090	0.7	532	0.4	36	0.2	11	0.2	43	0.9
Otsego	60,094	0.3	43,560	0.4	244	0.2	8	0.1	4	0.1	18	0.4
Putnam	99,323	0.5	81,669	0.7	624	0.5	21	0.1	4	0.1	30	0.6
Rensselaer	159,722	0.8	117,285	1.0	815	0.7	70	0.5	13	0.2	50	1.1
Rockland	328,868	1.7	221,569	1.8	2,251	1.8	144	0.9	47	0.8	75	1.6
St. Lawrence	109,623	0.6	73,985	0.6	445	0.4	37	0.2	8	0.1	45	1.0
Saratoga	229,869	1.2	185,771	1.5	1,153	0.9	43	0.3	24	0.4	85	1.8
Schenectady	155,565	0.8	116,168	1.0	869	0.7	72	0.5	38	0.6	49	1.0
Schoharie	31,420	0.2	22,801	0.2	144	0.1	2	lt0.1	0	lt0.1	9	0.2
Schuyler	18,000	0.1	14,598	0.1	116	0.1	1	lt0.1	2	lt0.1	13	0.3
Seneca	34,498	0.2	24,174	0.2	192	0.2	1	lt0.1	4	0.1	16	0.3
Steuben	96,281	0.5	72,890	0.6	455	0.4	16	0.1	8	0.1	39	0.8
Suffolk	1,492,953	7.5	1,159,405	9.5	11,922	9.7	556	3.6	332	5.4	355	7.6
Sullivan	75,485	0.4	55,802	0.5	457	0.4	12	0.1	5	0.1	34	0.7

Tioga	48,578	0.2	39,060	0.3	191	0.2	3	lt0.1	1	lt0.1	13	0.3
Tompkins	104,802	0.5	64,949	0.5	425	0.3	17	0.1	18	0.3	29	0.6
Ulster	179,417	0.9	139,075	1.1	1,182	1.0	61	0.4	34	0.6	83	1.8
Warren	64,532	0.3	53,986	0.4	397	0.3	16	0.1	10	0.2	49	1.0
Washington	61,620	0.3	45,440	0.4	279	0.2	8	0.1	1	lt0.1	24	0.5
Wayne	90,670	0.5	70,808	0.6	389	0.3	13	0.1	10	0.2	24	0.5
Westchester	980,244	4.9	693,723	5.7	5,775	4.7	537	3.5	105	1.7	202	4.3
Wyoming	40,493	0.2	29,849	0.2	193	0.2	4	lt0.1	1	lt0.1	14	0.3
Yates	24,955	0.1	16,715	0.1	91	0.1	4	lt0.1	4	0.1	11	0.2
N Y C												
Bronx	1,471,160	7.4	494,782	4.1	9,204	7.5	1,893	12.4	440	7.2	226	4.8
Kings	2,648,771	13.3	1,060,686	8.7	15,593	12.6	3,554	23.3	1,551	25.3	488	10.4
New York	1,664,727	8.4	796,738	6.5	8,314	6.7	2,389	15.7	1,230	20.0	289	6.2
Queens	2,358,582	11.9	1,198,118	9.8	15,342	12.4	2,604	17.1	831	13.5	421	9.0
Richmond	479,458	2.4	319,363	2.6	2,604	2.1	400	2.6	83	1.4	68	1.5

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

*Includes Fatal, Personal Injury and Property Damage crashes

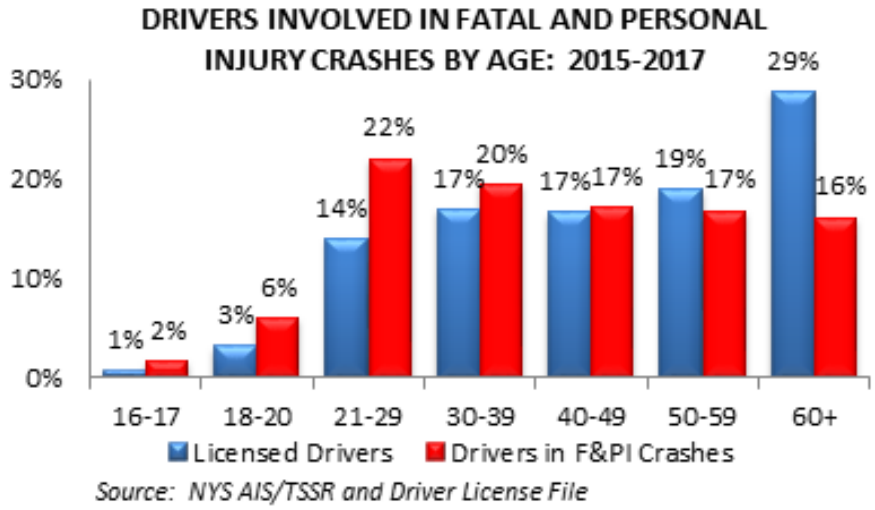
HIGH-RISK DRIVERS: AGE GROUPS

Young drivers, in particular, are at risk of being involved in a crash. Over the three-year period 2015-2017, drivers under 21 years of age were involved in 8% of the fatal and personal injury crashes but accounted for 4% of the licensed drivers. In addition, drivers ages 21-29 were involved in 22% of the F&PI crashes but accounted for only 14% of the licensed drivers.

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

Drivers age 60 and over are the most underrepresented group of drivers in fatal and personal injury crashes; older drivers account for 29% of the licensed drivers but are involved in only 16% of the F&PI crashes. However, analyses show that older drivers who are involved in crashes are more likely to be killed or to suffer more severe injuries than younger drivers.

MINORITY AND OTHER UNDERSERVED POPULATIONS



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

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

Since information on race and ethnicity is not captured on New York's police crash reports, analyses cannot be conducted on the crash involvement of different racial and ethnic groups. At GTSC's request, the New York State Department of Health Bureau of Occupational Health and Injury Prevention analyzed race and ethnicity information for persons injured or killed in traffic crashes by examining data sources including vital statistics and multiple causes of death files; hospitalization, outpatient and emergency department discharge records; and the Crash Outcome Data Evaluation System (CODES) which includes crash, hospitalization and emergency department data. GTSC will continue to work with local traffic safety boards to identify concerns and working together, will continue outreach and education efforts with the underserved populations in the different areas of

the state in FFY 2020.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	102.1

Countermeasure Strategies in Program Area

Countermeasure Strategy
CP-1: Community-Based Highway Safety Programs
CP-2: Statewide Implementation of Traffic Safety Initiatives
CP-3: Statewide Communications and Outreach
CP-4: Younger Driver Outreach and Education
CP-5: Older Driver Outreach and Education
CP-6: Outreach to Minority and Other Underserved Populations

Countermeasure Strategy: CP-1: Community-Based Highway Safety Programs

Program Area: Community Traffic Safety Program

Project Safety Impacts

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for New York's highway safety program. Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Projects proposed by local agencies and organizations to address traffic safety problems identified in their jurisdictions will be considered for funding under this strategy. The grant proposal must include a description of the problem with supporting data, details of the proposed activities with milestones and an evaluation plan for assessing the success of the project. All applications must address one or more of the program areas included in New York's Highway Safety Strategic Plan.

Linkage Between Program Area

The planned activities under the Community-Based Highway Safety Programs countermeasure strategy require that local agencies conduct a problem identification process to document the traffic safety issues in their local area. Various data sources are available for use by local agencies in conducting their problem identification. The problem identification section for the Community Traffic Safety Program includes a table that provides key county data for analysis in assessing traffic safety priorities, including the number of fatal and personal injury crashes and the numbers of pedestrian, bicycle and motorcycle crashes. In addition to the number of crashes, the proportion of the total number of crashes that occurs in each county is also provided as well as the number of licensed drivers and population data for each county. By requiring that local agency funding applications must be supported by data, New York has developed a cohesive set of strategies and planned activities at both the state and local level that collectively will result in progress toward the performance target that has been set. Sufficient funds have been allocated to effectively implement the planned activities under the Community-

Based Highway Safety Program countermeasure strategy.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-001	Community-Based Programs to Improve Traffic Safety
CP-2020-002	Roadway Safety Improvements

Planned Activity: Community-Based Programs to Improve Traffic Safety

Planned activity number: CP-2020-001

Primary Countermeasure Strategy ID:

Planned Activity Description

Local agencies including police, transportation and health departments and non-profit organizations, such as county traffic safety boards and other community-based organizations that develop traffic safety programs at the local level, will be considered for funding under this planned activity. For example, county traffic safety boards that have developed programs tailored to the traffic safety needs of their counties will be supported. Driving in the Safe Lane, a program developed by the Community Parent Center in Nassau County, is also an example of a successful community-based program. The workshop educates teens and parents about driving risks such as inexperience, distractions, seat belt use and impairment, as well as the state's Graduated Driver Licensing Laws.

Intended Subrecipients

Local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
CP-1: Community-Based Highway Safety Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	$38,000.00	$1,600,000.00	$30,000.00

2020	FAST Act 405h Nonmotorized Safety	405h Training	$1,380,000.00	$890,000.00	$1,380,000.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$4,000,000.00	$0.00	$3,975,000.00

Planned Activity: Roadway Safety Improvements

Planned activity number: CP-2020-002

Primary Countermeasure Strategy ID: CP-1: Community-Based Highway Safety Programs

Planned Activity Description

Based on the analysis of identified high-crash locations and roadway-related crash information, GTSC will support efforts that contribute to improving the roadway environment. Roadway improvements implemented on a statewide basis will be given priority. Efforts to raise awareness, provide education or conduct training on topics such as work zone safety, traffic incident management (TIM), emergency traffic control and scene management will be supported. GTSC will also provide support for the presentation of a TIMposium involving the appropriate partners and stakeholders. Funding for crash reconstruction training to identify potential factors involved in crashes, including roadway factors, will also be considered for funding, as well as material and equipment to support roadway safety.

Intended Subrecipients

State, local and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
CP-1: Community-Based Highway Safety Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Roadway Safety (FAST)	$200,000.00	$0.00	$200,000.00

Countermeasure Strategy: CP-2: Statewide Implementation of Traffic Safety Initiatives

Program Area: Community Traffic Safety Program

Project Safety Impacts

Community Traffic Safety Programs are an important conduit for the statewide implementation of traffic safety initiatives. This countermeasure strategy focuses on providing support for the development of traffic safety initiatives by state agencies and not-for-profit organizations that can then be implemented by local organizations or used to enhance ongoing local program efforts. The types of support provided by GTSC include public

information and education materials for use by agencies and organizations in delivering programs at the local level and training and other educational programs for local project personnel to increase their knowledge of traffic safety issues and help them become more effective program managers. By providing coordination and various types of support at the state level, GTSC is able to ensure the implementation of consistent messages and programs statewide. Strategies that promote cooperative efforts are also important and can lead to the more effective and efficient use of resources, the development of comprehensive, multi-faceted programs, and opportunities to exchange ideas and best practices, all of which play an important role in the implementation of successful projects and programs. Sufficient funds are allocated for the effective implementation of this countermeasure strategy and the associated activities that are planned.

Linkage Between Program Area

A data-driven approach is used in identifying the traffic safety initiatives that are supported for implementation at the local level or to enhance local programs that already exist. The topics that are the focus of these programs may not have been identified as a particular issue at the local level but would be important to cover in any comprehensive traffic safety program, for example, the topic of drowsy driving. Another example is the creation and coordination of a speaker's bureau that local traffic safety programs can use to identify speakers on a number of different topics for use in their own programs. These programs serve to enhance the quality and comprehensiveness of local traffic safety programs as well as introduce important new information on traffic safety topics that they might not otherwise be exposed to. Sufficient funds are available for the effective implementation of this countermeasure strategy and the accompanying planned activities.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-003	State Level Initiatives to Support Local Traffic Safety Programs

Planned Activity: State Level Initiatives to Support Local Traffic Safety Programs

Planned activity number: CP-2020-003

Primary Countermeasure Strategy ID:

Planned Activity Description

Programs undertaken by state agencies and not-for-profits to support and enhance the implementation of community-based traffic safety programs will be eligible for funding. One example is the National Safety Council’s Survivor Advocate Speaker Network whose speakers, at the request of local traffic safety programs,

are available to provide education and outreach to traffic safety stakeholders and high-risk populations, at traffic safety conferences, schools and victim impact panels. Another example of educational programs that can support local traffic safety efforts is the Operation Lifesaver Program that educates the public on rail grade crossing safety.

New York State agencies that provide public information materials, coordination and other support for local programs include GTSC, the NYS Department of Health and the NYS Department of Motor Vehicles. For example, GTSC is working with local wine trail associations and other non-traditional partners to develop and deliver traffic safety messaging in New York's Finger Lakes Region. One initiative is to provide traffic safety tip cards for distribution through local businesses along and around the region's three major wine trails (Cayuga, Seneca and Keuka). The primary purpose of these tip cards is to remind visitors to the area of the importance of safe, responsible consumption of beverages and to raise awareness of the dangers of impaired driving, distracted driving, failure to use a seat belt and other unsafe behaviors.

Another example of a state level initiative focuses on Drowsy Driving. In 2020, efforts to address Drowsy Driving will continue to target younger drivers on college campuses across New York State. Subject matter experts from SUNY Stony Brook Center for Community Engagement & Leadership Development will work with the NYS Department of Health and the National Road Safety Foundation to engage and educate younger drivers. Targeting the high-risk younger driver population, they will help raise awareness of the dangers of drowsy driving as well as offer an opportunity for those younger drivers to develop public service announcements about drowsy driving.

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
CP-2: Statewide Implementation of Traffic Safety Initiatives

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	$70,000.00	$3,000,000.00	$60,000.00
2020	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	$700,000.00	$0.00	$0.00
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$890,000.00	$570,000.00	$890,000.00

2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$1,200,000.00	$0.00	$1,130,000.00

Countermeasure Strategy: CP-3: Statewide Communications and Outreach

Program Area: Community Traffic Safety Program

Project Safety Impacts

Effective, high-visibility public information and education outreach efforts are an essential component of all successful highway safety programs. The primary purpose of the Statewide Communications and Outreach countermeasure strategy is to raise public awareness and educate the public about the importance of traffic safety in their lives and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer highways for everyone. The development and delivery of traffic safety messages through social media networks and more traditional outlets including radio, television and print media will be supported. The coordination and delivery of a comprehensive PI&E program for New York that addresses current traffic safety issues and supports traffic safety programs at the state and local levels will have a major positive impact on highway safety in the state.

Linkage Between Program Area

The planned activities conducted under the data-driven Statewide Communications and Outreach countermeasure strategy will focus on raising public awareness of the state's traffic safety priorities. These priorities are determined through the problem identification process conducted under each of the program areas. Statewide media efforts are a key component of a comprehensive approach to improving traffic safety. Publicizing enforcement and other countermeasure strategies implemented to address traffic safety problems greatly expands the coverage and potential impact of these programs and supports progress toward the achievement of the performance targets that have been set. Sufficient funds are allocated for the effective implementation of this countermeasure strategy and the associated activities that are planned.

Rationale

Communications and outreach is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving safety on New York's roadways. Publicity and media support are essential components and key to the success of high-visibility enforcement.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-004	Media Support for Traffic Safety Awareness Campaigns

Planned Activity: Media Support for Traffic Safety Awareness Campaigns

Planned activity number: CP-2020-004

Primary Countermeasure Strategy ID:

Planned Activity Description

Support will be provided for the development and delivery of traffic safety messaging through a wide variety of channels including radio, television, billboards, print media and social media networking services such as

Facebook, Twitter, LinkedIn and Instagram. Examples of the organizations eligible for funding include the NYS Broadcasters Association, the Cable Telecommunications Association of NY, Inc., and outdoor media vendors.The data-driven approach that New York uses to identify the priority issues to be addressed in the state's highway safety program also guides the decisions on the selection of topics that will receive media support, the identification of target groups, the messages to be delivered and the type of media most appropriate for the delivery of those messages.In FFY 2020, New York will provide media support at the statewide level to increase public awareness and enhance the effectiveness of enforcement and other strategies undertaken to address the various high-risk groups and unsafe driving priorities that have been identified. These include non-motorized highway users (pedestrians and bicyclists), young drivers, motorcyclists, distracted driving (cell phone use and texting) and impaired driving (drug-impaired and alcohol-impaired).The target audience will be a major factor in determining the message and how it is delivered. For example, television and radio would typically be used to reach a statewide audience with more general messages, while social media may be used for messaging targeting teens and young drivers. The placement of spots during programming on cable television will be considered to increase the likelihood of reaching different segments of the population with targeted messaging. Billboards may also be an appropriate delivery system for relaying messages to passing motorists.Various forms of media will also be used to promote traffic safety messages in conjunction with special events. For example, a media campaign is used to publicize the national seat belt enforcement mobilization in May each year and remind motorists to buckle up. Messaging on the dangers of impaired driving also accompanies the enforcement crackdowns during holiday periods throughout the year. Media will also be used during specific time periods such as messaging on the importance of child restraint use during child passenger safety week in September or drowsy driving messages coinciding with changing the clocks in the spring and the fall.It is also recognized the new issues may emerge during the year as the result of an unforeseen event or changes in policy or legislation. When appropriate, media support will be provided to disseminate messaging to raise public awareness of these traffic safety issues.

Intended Subrecipients

State and statewide not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
CP-3: Statewide Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	$186,000.00	$8,000,000.00	$170,000.00

2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$1,280,000.00	$810,000.00	$1,280,000.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$1,600,000.00	$0.00	$1,500,000.00

Countermeasure Strategy: CP-4: Younger Driver Outreach and Education

Program Area: Community Traffic Safety Program

Project Safety Impacts

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Projects that focus on raising awareness among teens of the dangers of engaging in unsafe driving behaviors will be funded under the Younger Driver Outreach and Education countermeasure strategy. Public awareness and educational activities that focus on educating parents about New York's graduated license laws and providing them with the tools to encourage safe driving by their teens will also be supported. This countermeasure strategy and its associated planned activities, collectively with countermeasure strategies proposed in other program areas to address this high-risk group, will have an important impact on improving the safety of teen drivers on the state's roadways.

Linkage Between Program Area

Analyses of the data conducted in conjunction with several of the program areas in the HSSP show that young drivers are consistently overrepresented in crashes involving unsafe driving behaviors. These behaviors include, but are not limited to, speeding, distracted driving, alcohol-impaired driving and drugged driving. In the Driver Behavior surveys conducted at DMV offices, young drivers also reported the lowest compliance with the seat belt law and the highest frequency of texting and driving. Over the three-year period, 2015-2017, 8% of the drivers involved in fatal and personal crashes were under age 21 but only 4% of the licensed drivers are in this age group.

This countermeasure strategy, together with the strategies and planned activities under other program areas in this HSSP that focus on young drivers, will contribute to positive changes in the performance measure, Number of Drivers Age 20 or Younger Involved in Fatal Crashes, and progress toward the performance target that has been set. Sufficient funds have been allocated to effectively implement the planned activities under the Younger Driver Outreach and Education countermeasure strategy.

Rationale

Outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving the safety of young drivers on New York's roadways.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-005	Outreach & Education to Improve Teen Driver Safety

Planned Activity: Outreach & Education to Improve Teen Driver Safety

Planned activity number: CP-2020-005

Primary Countermeasure Strategy ID:

Planned Activity Description

Local outreach and education programs that focus on young drivers will be considered for funding under this project. Examples include the Town of Brookhaven's teen driver education presentations and the Town of Orchard Park's safety program for young and inexperienced drivers. Outreach efforts that focus on educating parents on ways to keep teen drivers safe are also eligible for funding.

Coalitions and other groups that engage in teen driving safety outreach and promote the implementation of proven and promising strategies to improve the safety of this high-risk driving population are also eligible for funding.

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
CP-4: Younger Driver Outreach and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Teen Safety Program (FAST)	$42,000.00	$1,800,000.00	$30,000.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$600,000.00	$0.00	$570,000.00

Countermeasure Strategy: CP-5: Older Driver Outreach and Education

Program Area: Community Traffic Safety Program

Project Safety Impacts

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Activities that focus on educating and raising awareness among older drivers on traffic safety and the resources available to assist them to continue to operate their vehicles safely will be funded under the Older Driver Outreach and Education countermeasure strategy. Partnerships, coalitions and other groups that focus on issues related to older drivers and promote the implementation of proven and promising strategies to improve the safety of this high-risk driving population will also be supported. GTSC will collaborate with partner organizations to continue to promote the website www.ny.gov/olderdriversafety which provides safety and informational resources for older drivers. This countermeasure strategy and its associated planned activities will have an important impact on improving the safety of older drivers on the state's roadways.

Linkage Between Program Area

While the data indicate that older drivers are not overrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers who are in this age group, drivers over 60 who are involved in crashes are more likely to sustain serious injuries or be killed than younger drivers. Furthermore, U.S. Census data indicates that New York's population is getting older and this high-risk group is expanding.
Sufficient funds have been allocated to effectively implement the planned activities under the Older Driver Outreach and Education countermeasure strategy.

Rationale

Outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving the safety of older drivers on New York's roadways.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-006	Improving Traffic Safety for Older Drivers

Planned Activity: Improving Traffic Safety for Older Drivers

Planned activity number: CP-2020-006

Primary Countermeasure Strategy ID: CP-5: Older Driver Outreach and Education

Planned Activity Description

Under this activity, partner organizations will continue to work with GTSC to raise awareness about programs and services that are available to assist and support older drivers. Funding to support the training of technicians and the delivery of programs for older motorists will also be considered. To complement and reinforce these efforts, several GTSC staff members are trained as Car Fit technicians and event organizers. The GTSC Older Driver Safety Plan, drafted in FFY 2018, continues to evolve as additional strategies and resources to reach this growing age group are discovered and developed.

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

Countermeasure Strategy
CP-5: Older Driver Outreach and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	$14,000.00	$600,000.00	$10,000.00

2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$400,000.00	$0.00	$380,000.00

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

Program Area: Community Traffic Safety Program

Project Safety Impacts

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Projects that focus on special outreach efforts to raise awareness and provide traffic safety education to high-risk populations will be funded under the Outreach to Minority and Other Underserved Populations strategy. Examples of the diverse populations within the state that have been identified for special outreach efforts include refugee groups, Native Americans, the Amish and Mennonite communities, military veterans and migrant workers. This countermeasure strategy and its associated planned activities, collectively with countermeasure strategies proposed in other program areas to address the needs of these underserved populations, will have an important impact on improving their safety on New York's roadways.

Linkage Between Program Area

New York State's crash reports do not capture information on race or ethnicity. However, based on U.S. Census data, it is clear that New York, as well as most of the nation, is becoming more diverse. Local agencies and community organizations are in the best position to be aware of the underserved populations within their communities and assess the services that are needed. This countermeasure strategy, together with the strategies and planned activities under other program areas in this HSSP that focus on these high-risk populations, will contribute to positive changes in the performance measures and progress toward the performance targets in the HSSP.

Rationale

Outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving traffic safety on New York's roadways. Ensuring that traffic safety messages and programs not only extend throughout all areas of the state but also reach all segments of the population requires special initiatives that focus on minority communities and other underserved populations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-007	Minority and Multicultural Traffic Safety Programs

Planned Activity: Minority and Multicultural Traffic Safety Programs

Planned activity number: CP-2020-007

Primary Countermeasure Strategy ID:

Planned Activity Description

In FFY 2020, GTSC will continue outreach to the state’s Amish population, resettlement areas for refugees and

the eight federally-recognized Indian Nation tribes that are eligible for funding and services from the Bureau of Indian Affairs within New York State. GTSC will meet with representatives involved in traffic safety initiatives to discuss ways to develop and strengthen sustainable relationships with the state's diverse populations. In addition, GTSC will continue to support its partners at the local level who have identified specific traffic safety challenges facing minority and other underserved populations, such as seasonal migrant workers, within their counties. GTSC will continue traffic safety efforts for rural road safety in the Southern Tier to include the Slow Moving Vehicle Advisory Board as they identify the key safety issues and provide education and outreach to the Amish and agricultural local road users. In addition, programs such as the Mohawk Valley Resource Center for Refugees' Multi-Cultural Traffic Safety Program and the Erie County Catholic Health Systems, Inc., which provides child passenger safety outreach to refugee populations, will be eligible for funding under this planned activity.

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$180,000.00	$0.00	$170,000.00

Program Area: Planning & Administration

Description of Highway Safety Problems

The Governor's Traffic Safety Committee (GTSC) is responsible for administering and managing New York State's comprehensive highway safety program. GTSC takes a leadership role in identifying the state's overall traffic safety priorities through a data-driven process and provides assistance to its partners in problem identification at the local level.

Under the Planning and Administration program area, GTSC provides support and coordinates efforts to address the highway safety problems that have been identified through the data-driven analyses implemented for each of the other program areas in the HSSP. In addition to awarding grant funding, GTSC supports its partners by developing and implementing statewide public awareness campaigns, as well as a number of training and educational programs to benefit the state's traffic safety community and enhance the impact of efforts to reduce motor vehicle crashes, injuries and fatalities.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PM-2020-002	Highway Safety Training and Educational Opportunities	
PM-2020-001	Planning and Administration for New York's Highway Safety Program	

Planned Activity: Highway Safety Training and Educational Opportunities

Planned activity number: PM-2020-002

Primary Countermeasure Strategy ID:

Planned Activity Description

Recognizing the value of professional development, GTSC will continue to support participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or improved skills. Training will be delivered in a variety of formats as appropriate, including conferences, workshops, seminars, classroom settings, podcasts and webinars.

Coordinated public education programs for New York State will also continue to address current traffic safety issues and support traffic safety programs at the state and local levels.

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

Intended Subrecipients

State, local and not-for-profit agencies

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$200,000.00	$200,000.00	$0.00

Planned Activity: Planning and Administration for New York's Highway Safety Program

Planned activity number: PM-2020-001

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Major activities under the Planning and Administration project are listed below:

Evaluating funding proposals; administering the federal letter of credit; reviewing, monitoring, auditing, accounting and vouchering project components

Analyzing and disseminating new information and technology to the traffic safety community in New York State

Participating in subcommittees and advisory groups, including, for example, the Impaired Driving Advisory Council; NYS Child Passenger Safety Advisory Board; Motorcycle Safety Workgroup; DRE amp SFST Steering Committee; Highway Safety Conference Planning Committee; NYS Partnership Against Drowsy Driving; Traffic Records Coordinating Council; Metropolitan Planning Organization (MPOs); Capital District Safe Kids Coalition; and Pedestrian Safety Action Plan (PSAP) Committee

Participating in preparing New York's Traffic Safety Strategic Plans, including the Highway Safety Strategic Plan (HSSP), which is the principal document, the NYS Strategic Highway Safety Plan (SHSP), the Commercial Vehicle Safety Plan (CVSP), and the Traffic Records Strategic Plan

Conducting an annual driver behavior and attitudinal survey as called for by NHTSA

Conducting a biannual Automated Traffic Enforcement Survey, as required under the FAST Act

Developing a comprehensive and coordinated PIampE program for New York State, which will continue to address current traffic safety issues and support traffic safety programs at the state and local levels. Market research may be incorporated into the development of PIampE 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.

Intended Subrecipients

State agency

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$1,000,000.00	$1,000,000.00	$0.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
OP-2020-002	Combined Enforcement
CP-2020-001	Community-Based Programs to Improve Traffic Safety
PTS-2020-004	Evidence-Based Traffic Safety Enforcement Training for Law Enforcement
AL-2020-003	Media Support for National Impaired Driving Enforcement Mobilizations
CP-2020-004	Media Support for Traffic Safety Awareness Campaigns
OP-2020-001	Participation in National Click It or Ticket Mobilization
OP-2020-003	PI&E Support for Enforcement Efforts
PTS-2020-001	Police Traffic Services (PTS)
PTS-2020-002	Statewide and New York City High Visibility Focused Enforcement Campaigns
AL-2020-002	Statewide High Visibility Focused Enforcement Campaigns
AL-2020-012	Statewide Public Awareness Campaigns

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Data-Driven Problem Identification

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

All local enforcement agencies applying for grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. An online tool called the Traffic Safety Statistical Repository (TSSR) is available to assist agencies in conducting problem identification at the local level. Developed by the Institute for Traffic Safety Management and Research (ITSMR), the system can be accessed through ITSMR's website and at https://www.itsmr.org/tssr. Users of the TSSR have direct online access to New York's motor vehicle crash data from the state's Accident Information System (AIS) for 2009-2017, as well as preliminary data for 2018 and 2019. The site includes reports on motor vehicle crashes statewide and by individual counties; some data by municipalities within counties are also available. Statewide and county reports with ticket data for 2009-2017 and preliminary data for 2018 are also available through the TSSR to support data-driven programs at the local and state levels. Data documenting the local highway safety issues identified must be included in the funding application submitted to GTSC along with the strategies that will be implemented to address the

problems.

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

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

Deployment of Resources

Implementation of Evidence-Based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies through GTSC's Highway Safety grant application or the more focused Police Traffic Services (PTS) grant application. The PTS application narrative outlines New York's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their own problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as texting, aggressive driving and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. High visibility enforcement, including broad participation in national seat belt and impaired driving mobilizations, is required. The Data Driven Approaches to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

During the PTS grant review process, GTSC scores applications based on the data and problem identification process, the strength of the work plan, the past performance of the agency, and crash and ticket trends in the jurisdiction.

Effectiveness Monitoring

Monitoring and Adjustment of the TSEP

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

adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by GTSC: (1) progress report and activity level review, (2) onsite project monitoring and (3) law enforcement subgrantee formal training programs and direct technical assistance.
Once a Police Traffic Services (PTS) grant is awarded, Program Representatives, accompanied by Law Enforcement Liaisons, if requested, conduct on-site monitoring visits to review the grant activities and discuss with grantees the impact the enforcement activities may be having in their jurisdictions. During monitoring contacts, Program Representatives also reinforce the message that enforcement resources should be deployed to areas at times when problems are known to occur.
During the grant period, grantees are required to submit two progress reports which include a narrative describing grant activities and data on crashes and tickets issued during the reporting period. GTSC reviews these reports to assess the progress resulting from the agency's data-driven enforcement activities. This information is used to adjust the agency's operational plans for subsequent mobilizations and other high visibility enforcement activities and to determine the agency's eligibility for future awards.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

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

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
AL-2020-002	Statewide High Visibility Focused Enforcement Campaigns
AL-2020-003	Media Support for National Impaired Driving Enforcement Mobilizations
AL-2020-012	Statewide Public Awareness Campaigns
OP-2020-001	Participation in National Click It or Ticket Mobilization
OP-2020-003	PI&E Support for Enforcement Efforts
PTS-2020-001	Police Traffic Services (PTS)
PTS-2020-002	Statewide and New York City High Visibility Focused Enforcement Campaigns

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance

measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Binghamton City Police Department
Cairo Town Police Department
Cambridge Village Police Department
Cayuga Heights Village Police Department
Chautauqua County Sheriff's Office
Coeymans Town Police Department
Dryden Village Police Department
Ellicottville Town Police Department
Great Neck Estates Village Police Department
Greene Village Police Department
Haverstraw Town Police Department
Irvington Village Police Department
Kenmore Village Police Department
Le Roy Village Police Department
Malverne Village Police Department
Montgomery County Sheriff's Office
Mount Vernon City Police Department
Newark Village Police Department
Nunda Town and Village Police Department
Perry Village Police Department
Rhinebeck Village Police Department
South Nyack-Grand View Village Police Department
Ticonderoga Town Police Department
Trumansburg Village Police Department
Batavia City Police Department
Bath Village Police Department
Beacon City Police Department
Bedford Town Police Department
Bethlehem Town Police Department
Blasdell Village Police Department
Blooming Grove Town Police Department
Boonville Village Police Department
Brant Town Police Department
Brewster Village Police Department
Briarcliff Manor Village Police Department

Brighton Town Police Department
Brockport Village Police Department
Bronxville Village Police Department
Broome County Sheriff's Office
Caledonia Village Police Department
Camden Village Police Department
Camillus Town & Village Police Department
Canandaigua City Police Department
Canisteo Village Police Department
Catskill Village Police Department
Cattaraugus County Sheriff's Office
Cayuga County Sheriff's Office
Cheektowaga Town Police Department
Chemung County Sheriff's Office
Chenango County Sheriff's Office
Chester Town Police Department
Chittenango Village Police Department
Cicero Town Police Department
Clarkstown Town Police Department
Clinton County Sheriff's Office
Cohoes City Police Department
Colonie Town Police Department
Columbia County Sheriff's Office
Cornell University - Police
Corning City Police Department
Cornwall on Hudson Village Police Department
Cornwall Town Police Department
Cortland City Police Department
Cortland County Sheriff's Office
Crawford Town Police Department
Croton on Hudson Village of
Deerpark Town Police Department
Delaware County Sheriff's Office
Depew Village Police Department
DeWitt Town Police Department
Dutchess County Sheriff's Office
East Aurora/Aurora Town Police Department
East Fishkill Town Police Department
East Hampton Town Police Department
Eastchester Town Police Department
Eden Town Police Department
Elmira City Police Department
Elmira Heights Village Police Department
Elmsford Village Police Department
Erie County Sheriff's Office

Essex County Traffic Safety
Evans Town Police Department
Fallsburg Town Police Department
Freeport Village Police Department
Fulton City Police Department
Fulton County Sheriff's Office
Garden City Village Police Department
Gates Town Police Department
Geddes Town Police Department
Genesee County Sheriff's Office
Geneseo Village Police Department
Geneva City Police Department
Glen Cove City Police Department
Glens Falls City Police Department
Glenville Town Police Department
Goshen Village Police Department
Granville Village Police Department
Greece Town Police Department
Green Island Village Police Department
Greenburgh Town Police Department
Greenwood Lake Village Police Department
Guilderland Town Police Department
Hamburg Town Police Department
Hamburg Village Police Department
Harrison Town Police Department
Hastings-on-Hudson Village Police Department
Hempstead Village Police Department
Highland Falls Village Police Department
Highlands Town Police Department
Homer Village Police Department
Hornell City Police Department
Hudson City Police Department
Hyde Park Town Police Department
Ilion Village Police Department
Irondequoit Town Police Department
Ithaca City Police Department
Jamestown City Police Department
Jefferson County Sheriff's Office
Johnson City Village Police Department
Kensington Village Police Department
Kingston City Police Department
Lake Success Village Police Department
Lakewood Busti Police Department
Lancaster Town Police Department
Lewiston Town Police Department

Liverpool Village Police Department
Livingston County Sheriff's Office
Long Beach City Police Department
Lynbrook Village Police Department
Madison County Sheriff's Office
Mamaroneck Village Police Department
Manlius Town Police Department
Marlborough Town Police Department
Mechanicville City Police Department
Medina Village Police Department
Menands Village Police Department
Metro.Trans. Authority Police Dept.
Middletown City Police Department
Monroe County Sheriff's Office
Monroe Village Police Department
Montgomery Town Police Department
Montgomery Village Police Department
Mt. Morris Village Police Department
Mt. Pleasant Town Police Department
Muttontown Village Police Department
Nassau County PD
New Castle Town Police Department
New Hartford Town Police Department
New Paltz Town & Village Police Department
New Rochelle City Police Department
New Windsor Town Police Department
New York City Police Department
New York Mills Village Police Department
New York State Police
Newburgh City Police Department
Newburgh Town Police Department
Niagara County Sheriff's Office
Niagara Falls City Police Department
Niskayuna Town Police Department
North Castle Town Police Department
North Greenbush Town Police Department
North Syracuse Village Police Department
North Tonawanda City Police Department
Ogden Town Police Department
Old Brookville Village Police Department
Old Westbury Village Police Department
Oneida City Police Department
Oneida County Sheriff's Office
Oneonta City Police Department
Onondaga County Sheriff's Office

Ontario County Sheriff's Office
Orange County Sheriff's Office
Orangetown Town Police Department
Orchard Park Town Police Department
Orleans County Sheriff's Office
Ossining Village Police Department
Oswego City Police Department
Oswego County Sheriff's Office
Oyster Bay Cove Village Police Department
Peekskill City Police Department
Penn Yan Village Police Department
Piermont Village Police Department
Plattsburgh City Police Department
Pleasantville Village Police Department
Port Chester Village Police Department
Port Dickinson Village Police Department
Port Jervis City Police Department
Port Washington Police District
Potsdam Village Police Department
Poughkeepsie City Police Department
Poughkeepsie Town Police Department
Putnam County Sheriff's Office
Quogue Village Police Department
Ramapo Town Police Department
Rensselaer City Police Department
Rensselaer County Sheriff's Office
Riverhead Town Police Department
Rockland County Sheriff's Office
Rockville Centre Police Department
Rome City Police Department
Rosendale Town Police Department
Rotterdam Town Police Department
Rye Brook Village Police Department
Rye City Police Department
Sands Point Village Police Department
Saratoga County Sheriff's Office
Saratoga Springs City Police Department
Saugerties Town Police Department
Scarsdale Village Police Department
Schenectady City Police Department
Schenectady County Sheriff's Office
Schodack Town Police Department
Seneca Falls Town Police Department
Solvay Village Police Department
Southampton Town Police Department

Southold Town Police Department
Spring Valley Village Police Department
Springville Village Police Department
St. Lawrence County Sheriff's Office
Steuben County Sheriff's Office
Stony Point Town Police Department
Suffern Village Police Department
Suffolk County Police Department
Suffolk County Sheriff's Office
Sullivan County Sheriff's Office
SUNY Albany University Police
SUNY Police Oswego State University
Syracuse City Police Department
Tioga County Sheriff's Office
Tompkins County Sheriff's Office
Tonawanda City Police Department
Tonawanda Town Police Department
Troy City Police Department
Tuckahoe Village Police Department
Tuxedo Town Police Department
Ulster County Sheriff's Office
Utica City Police Department
Vestal Town Police Department
Walden Village Police Department
Wallkill Town Police Department
Warren County Sheriff's Office
Warsaw Village Police Department
Warwick Town Police Department
Washington County Sheriff's Office
Waterford Town & Village Police Department
Waterloo Village Police Department
Watertown City Police Department
Watervliet City Police Department
Watkins Glen Village Police Department
Wayne County Sheriff's Office
Webster Town Police Department
West Seneca Town Police Department
Westchester County Department of Public Safety
White Plains Department Public Safety
Whitehall Village Police Department
Whitesboro Village Police Department
Whitestown Town Police Department
Woodbury Town Police Department
Wyoming County Sheriff's Office
Yonkers City Police Department

Albany City Police Department
Albion Village Police Department
Altamont Village Police Department
Amityville Village Police Department
Amsterdam City Police Department
Arcade Village Police Department
Ardsley Village Police Department
Auburn City Police Department
Avon Village Police Department
Baldwinsville Village Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

New York State participates in the national Click It or Ticket Mobilization each year. During the two-week mobilization conducted May 21 - June 3, 2018, 26,575 tickets were issued for violations of the seat belt and child restraint laws; 25,255 of these tickets were issued by police agencies receiving grant funding from GTSC. In addition to the local agencies that receive funding, the New York State Police plays a major role in the annual campaign; in 2018, State Police Troopers were responsible for nearly 10,000 of the total tickets issued. The New York City Police Department (NYPD) is also a major participant; 7,484 seat belt and child restraint tickets were issued by the NYPD in the 2018 mobilization. Police officers from approximately 83 police agencies that did not receive grant funding also issued seat belt tickets during the 2018 mobilization.

In FFY 2020, New York's Buckle Up New York/Click It or Ticket program will continue to be the state's primary enforcement strategy for occupant protection and will promote the participation of police agencies across the state in the national Click It or Ticket mobilization scheduled for May 18-23, 2020. A total of 266 police agencies submitted applications for Police Traffic Services grants for FFY 2020; those who receive funding awards will once again be required to participate in the 2020 national mobilization. As has been the case in other years, additional police agencies are also expected to join the 2020 Click It or Ticket mobilization.

In addition to participating in the national mobilization, agencies receiving grant funding from GTSC are also required to:

Have a mandatory seat belt use policy and perform roll call video training on seat belt enforcement

Conduct high-visibility, zero-tolerance enforcement using checkpoints, saturation patrols, and when possible include nighttime enforcement and collaborative interagency efforts

Focus on low-use, high-risk groups based on geography, demographics and other factors

Another important component of New York's participation in the annual high visibility seat belt enforcement campaign is the state's highly publicized Border-to-Border initiative with the surrounding states of Connecticut, Massachusetts, New Jersey, Pennsylvania and Vermont. Each year, representatives from GTSC and Vermont's Highway Safety Office, along with several law enforcement agencies from each of the states, participate in a joint press conference at the state border to publicize the kick-off of the annual Click It or Ticket campaign. In addition to the press event, New York and the above mentioned surrounding states participate in a coordinated, special Border-to-Border seat belt enforcement campaign that uses checkpoints and roving patrols on both sides of the border to aggressively enforce seat belt violations The Border-to-Border initiative has received broad

media coverage and will be held again during the 2020 national mobilization.

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
OP-4: Child Safety Seat Inspection Stations
OP-5: Car Seat Check Events
OP-7: Child Safety Seat Distribution and Education Programs

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
OP-2020-009	Car Seat Check Events
OP-2020-008	Child Safety Seat Inspection Stations
OP-2020-012	Low-Income Child Safety Seat Distribution Program

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 333

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 245

Populations served - rural: 88

Populations served - at risk: 187

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

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

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
OP-2020-010	CPS Certified Technician Training Classes
OP-2020-011	Retention of CPS Technicians

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by

nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 28

Estimated total number of technicians: 421

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
1/25/2019
3/22/2019
4/26/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: Anne M. Dowling

Title of State's Traffic Records Coordinator: Deputy Director, Institute for Traffic Safety Management and Research

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

NYS Traffic Records Coordinating Council (TRCC)Membership List 2019				
	Name	Title	Organization	Core System
	Allen, Jim	Director	DMV Governoraposs Traffic Safety Committee (GTSC)	Crash
	Arsenault, Michelle	Manager	DMV Data Services	Crash amp Cit/Adjud
	Bauer, Michael*	Section Chief	DOH Bureau of Occupational Health amp Injury Prevention	injury Surveillance
	Beas, Allison	Highway Safety Specialist	NHTSA Region 2	NA

	Boehme, Kevin*	Sr Training Technician (Police)	Division of Criminal Justice Services (DCJS)	NA
	Bopp, Tammy	Supervisor	DMV GTSC Grants Accounting	NA
	Catalfamo, Jasen	Director	Driver Safety	Driver License
	Chevalier, Mark	Associate Computer Systems Analyst	OCA Unified Court System Division of Technology	Citation/Adjudication
	Cirino, Rich	Manager	DMV Data Services	Crash
	Clark, Jerry	Director	DMV Driver Safety Programs	Driver License
	Crotty, Mary	Manager	DMV IRP, Title and ISB	Vehicle
	DaposAgostino, Tony	Liaison to GTSC	NYS Sheriffs Association	NA
	Daily, Jim*	TraCS Program Manager	NY State Police Field Command	Crash amp Citation
	DeWeese, Chuck**	Assistant Commissioner	DMV Governoraposs Traffic Safety Committee	Crash
	Dowling, Anne***	Deputy Director	Institute for Traffic Safety Management amp Research	Crash amp Cit/Adjud
	Doyle, Regina	Senior Transportation Analyst	NYS DOT Safety amp Security Planning amp Development Bureau	Crash amp Roadway
	Fesko, Julia	Impaired Driving Services	Office of Alcoholism amp Substance Abuse Services	NA
	Fischer, Benjamin	Transportation Specialist	FHWA - NY Division Office of Program Management	NA
	Garnett, Matthew	Research Scientist	DOH Bureau of Occupational Health amp Injury Prevention	injury Surveillance
	Giroux, Vicky*	Program Manager	DMV Ticketing Systems	Citation/Adjudication

	Godek, Michael	Deputy Inspector, Commanding Officer, Strategic Technology Bureau	NYPD IT	Citation/Adjudication
	Hardy, Hilda	Senior Programmer Analyst	Institute for Traffic Safety Management amp Research	Crash amp Cit/Adjud
	Hines, Leah	Research Scientist	DOH Bureau of Occupational Health amp Injury Prevention	injury Surveillance
	Johnson, Bill	STOP Coordinator amp TSB Representative	Dutchess County	NA
	Kemble, Patrick	Supervisor, Highway Data Section	NYS DOT Highway Data Services Bureau	Roadway
	Long, Robin	Project Staff Assistant	Institute for Traffic Safety Management amp Research	Crash
	Macherone, Nick	Liaison to GTSC	NYS Association of Chiefs of Police	NA
	McDevitt, Emmett	Safety Program Engineer	FHWA - NY Division Office of Program Management	NA
	Minchin, Stacy	Police Officer, Experience Assurance Lead, Strategic Technology Division	NYPD	Crash amp Cit/Adjud
	Misiewicz, Sandy	Senior Transportation Planner	Capital District Transportation Council (MPO)	NA
	Montimurro, Mary	Program manager	DMV Governoraposs Traffic Safety Committee	Crash
	Mulcahy, Michael	Director of Compliance	DMV Office of Risk Management	Vehicle
	Murphy, Erin	Manager	DMV Office of Driver Training amp Motor Carrier	Driver amp Vehicle

	Narog, Richard	Sergeant, Experience Assurance Manager, Strategic Technology Division	NYPD	Crash amp Cit/Adjud
	Pawlowski, Emilia	Research Scientist	DOH Bureau of Occupational Health amp Injury Prevention	Injury Surveillance
	Poore, Glenn*	Senior Management Analyst	OCA Unified Court System	Citation/Adjudication
	Sattinger, Andrew	Transportation Analyst	NYS DOT Safety amp Security Planning amp Development Bureau	Crash amp Roadway
	Schanz, Joe	Manager	NY State Police Information Technology Services	Crash amp Citation
	Slater, Matt*	Manager	Division of Criminal Justice Services	NA
	Swierzowski, Christina	CRC, Impaired Driving Services	Office of Alcoholism amp Substance Abuse Services	NA
	Tasso, Anthony	Inspector, Commanding Officer, Information Technology Bureau	NYPD	Crash amp Cit/Adjud
	Temperine, Brian	Administrator	FMCSA - NY Division of USDOT	NA
	Trice, Shannon	Regional Program Manager	NHTSA Region 2	NA
	Varone, Renee	Senior Research Associate	Institute for Traffic Safety Management amp Research	Crash amp Cit/Adjud
	Wood, Geoff	Director	NYS DOT Office of Traffic Safety and Mobility	Roadway
	Zwicklbauer, Franz	Office Manager	DMV Crash Records Center	Crash

	* TRCC Executive Agency Representative			
	** Chair of the TRCC			NA = Not applicable
	*** TSIS Coordinator			
	Key to Organization Listing			
	DMV - Department of Motor Vehicles (Data Repository Systems: Crashes/Enf amp Adjud/Drivers/Pass vehicles)	DOH - Department of Health (Data Repository Systems: EMS/Injury Surveillance)	DOT - Department of Transportation (Data Repository Systems: Commercial Vehicles/Roadways)	FHWA - Federal Highway Administration
FMCSA - Federal Motor Carrier Safety Administration	GTSC - Governoraposs Traffic Safety Committee (Data user)	ITSMR - Institute for Traffic Safety Management and Research	MPO - Metropolitan Planning Organization (Data user)	NHTSA - National Highway Traffic Safety Administration
NYPD – New York City Police Department	OASAS – Office of Alcoholism amp Substance Abuse Services	OCA - Office of Court Administration	STOP - NYS STOP-DWI Coordinators Association	TSB - Traffic Safety Boards
As of May 1, 2019				

Traffic Records System Assessment

Assessment Recommendations

Conducted between May and August 2016, the NHTSA Traffic Records Assessment resulted in 15 recommendations that span the six core data systems. The 15 recommendations are summarized below in Table 3.2.

TABLE 3.2Assessment Recommendations		Data System	Recommendations	Crash	Vehicle	Driver

Roadway	Citation/ Adjudication	Injury Surveillance	Improve the applicable guidelines for the system to reflect best practices identified in the Traffic Records Program Assessment Advisory.			
X	X					
			Improve the interfaces with the system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	X		
	X	X				
			Improve the data quality control program for the system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	X	X	X
X	X	X				

			Improve the procedures/ process flows for the system to reflect best practices identified in the Traffic Records Program Assessment Advisory.			X
X						

			The TRCC should seek to engage key stakeholders in the assessment module. The assessment team determined that many of the answers in this module were not adequate for the assessors to determine a State's capabilities. The State can address this recommendation by documenting the TRCC's efforts to engage the germane stakeholders as evidenced by correspondence, invitations to TRCC sessions, meeting agendas and/or other methods to increase member participation and effectiveness.			X

Traffic Records for Measurable Progress

2019 Update on Assessment Recommendations

The 15 recommendations were initially discussed by the TRCC after the NHTSA Assessment Team's report-

out meeting in September 2016. The recommendations were subsequently discussed at TRCC meetings in 2017, 2018 and again at the TRCC meetings in January and March 2019. The recent TRCC discussions, as well as the information gathered through telephone calls and email exchanges with the appropriate system managers, centered on what action, if any, had occurred over the past several months and what action was likely to occur over the coming year. Based on the information gathered, a status report on each of the 15 recommendations is provided below. The status reports are divided into two sections: recommendations being implemented and recommendations not being implemented.

Recommendations Being Implemented

Citation/Adjudication Data Systems

The NYS DMV maintains two citation/adjudication systems: Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA). TSLED covers all areas of the state, with the exception of New York City which is covered under the AA system. Approximately 2.4 million tickets are issued annually by the police agencies under the TSLED system and 1.1 million tickets are issued under the AA system.

Recommendation

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

New York's Response: Interface with Driver System – One of the Section 405c projects for FFY 2020 addresses this recommendation:

UCMS Real-time Disposition Reporting to DMV: The Universal Case Management System (UCMS) is the new criminal case management system currently in use in all of the City/District-level courts statewide, and began implementation in the Supreme/County-level courts in October 2018. The system has a secure data interface with the Department of Motor Vehicles (DMV) to report traffic-related dispositions. This project will allow for expansion of the UCMS system to electronically 1) transmit traffic-related suspensions and dispositions to DMV in real-time using the new web service interfaces which DMV has developed and 2) query the current status of tickets and the motorist record without leaving the UCMS system, eliminating the need for the court staff to manually log into the DMV systems and search for relevant information. This project is designed as a two-year effort and will be completed by September 2021. More information about this project can be found below on pp. 36-37.

Citation/Adjudication, Driver and Vehicle Data Systems

The NYS DMV maintains two citation/adjudication systems (Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA), the state's driver license file and the state's vehicle registration file. The following recommendation pertaining to these data systems will be addressed by a new project being funded under Section 405c funds in FFY 2020:

Recommendation: Citation/Adjudications, Driver and Vehicle

Improve the data quality control program for the system to reflect best practices identified in the Traffic Records Program Assessment Advisory

New York's Response: The following Section 405c project for FFY 2020 addresses this recommendation:

DMV Data and Record System Modernization: The NYS DMV issues driver licenses and non-driver IDs; vehicle registration and ownership documents; conducts road tests; monitors driver training; and promotes enforcement activities, including ticket and crash reporting. The DMV houses all the client data captured while

providing these services, including demographic statistics, law violating and crash-related convictions, ticketing statistics, insurance, and compliance information. These data reside in silo systems whose connectivity and reliability are consistently failing, requiring extensive repairs to outdated technology and coding languages established over 50 years ago. The DMV is partnering with the New York State Office of Information Technology Services (ITS) in soliciting a vendor to provide a Commercial-Off-the-Shelf (COTS) product to replace the legacy systems. DMV is also working with ITS to identify a Data Quality and System Integration Vendor to ingest DMV's current data, remedy the irregularities and degradation of data quality and provide compatible and functionally accurate data elements that will become the core of the new modernized system. This will enable the DMV to provide a singular modernized system including a centralized singular repository of driver, vehicle, insurance and ticket data that will be accessible to its traffic safety partners. More information about this project can be found below on pp. 32-34.

Driver Data System

Recommendation:

Improve the procedures/process flows for the system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

New York's Response: The DMV Data and Record System Modernization project described immediately above also addresses this recommendation. More information about this project can be found below on pp. 32-34.

EMS/Injury Surveillance Data Systems

The NYS Department of Health (DOH) maintains the state's key injury surveillance data systems: Crash Outcome Data Evaluation System (CODES), Emergency Medical Services (EMS), Emergency Department (ED), Hospital Discharge, Trauma Registry and Vital Records.

Recommendation

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

New York's Response: The Section 405c project funded in FFY 2019 and continuing in FFY 2020 addresses this recommendation:

Incorporating EMS Data into CODES: Designed to improve the completeness, integration and accessibility of the state's injury surveillance data, this project being conducted by the NYS DOH is linking new PCR data with AIS, ED discharge data, hospitalization discharge data, and trauma registry data. By allowing EMS data, which is NEMSIS compliant, to be part of the larger NYS traffic data system, the NYS PCR data will be directly comparable to data from other states that are also NEMSIS compliant. Designed as a three-year effort, this project will be completed by September 2020. More information about this project can be found below on pp. 34-35.

Traffic Records Supporting Non-Implemented Recommendations

Recommendations Not Being Implemented

Crash Data System

New York's primary crash data system is the Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV). Consisting of both electronic and paper-based reports, the system

captured information on approximately 400,000 police-reported crashes in 2018.

Recommendations

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Response to Recommendation: The assessment team found that New York's crash system meets best practices with regard to interfaces with its driver and vehicle systems, partially meets best practices with its roadway system and does not meet best practices with its citation/adjudication and injury surveillance systems.

Roadway System - Although efforts are continuing to improve the location of crashes, New York does not have the resources to improve the interface between its crash and roadway systems to meet best practices as described in the Advisory.

Citation/Adjudication System - New York does not see a need for an interface, as described in the Advisory, between its crash and citation/adjudication systems.

Injury Surveillance System - Due to confidentiality issues and the fact that New York provides a crash data set to the DOH annually to create its CODES data file, New York is not in a position to create an interface, as described in the Advisory, between the crash and injury surveillance systems.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: The assessment team indicated that although New York has established performance measures for the attributes of accuracy, uniformity and integration, it has no baselines or goals and does not track or report on these measures. The team also noted no performance measure was established for the attribute of accessibility, and that data quality management reports are not provided to the TRCC for regular review.

Baselines & Goals - Since the DMV has its own methods for measuring performance, baselines and goals for the attributes/measures related to accuracy, uniformity, integration and accessibility that conform to NHTSA's definitions will not be established.

Performance Reporting - Resources are not available to compile and provide a regular report to each individual law enforcement agency as to how well they are performing with regard to timeliness, accuracy and completeness. As has been done for the years, DMV will provide feedback to individual law enforcement agencies on needed.

Data Quality Management Reports - Reports on the status of each of the six key data systems are presented annually to the TRCC at its January meeting. In addition, written status reports are provided to the TRCC in April for inclusion in its strategic plan and inventory reports. The TRCC feels these reports are sufficient for keeping its membership up-to-date and assisting them in identifying areas for improvement.

Using Section 405c funding, a number of projects to be conducted in FFY 2020 will address some of the specific deficiencies noted by the NHTSA Assessment Team with regard to the crash data system. They include:

ALIS Upgrade and Integration: Conducted by NYSDOT, this project is upgrading the current version of ArcGIS server software. Custom components of the software are being rewritten to use new features in the software that will speed up the process of location coding and querying crash data. The upgrade will also address the issue of missing data for the data element "Roadway Type."

Additional functionality will be built into the application to better use the new Milepoint Linear Referencing data that will be captured for each crash. This project will allow users to access the ALIS application with modern web browsers while improving the data and workflows within the system. Using new technologies, this project will provide more safety-related data, such as average accident rates, directly to users. A more detailed description of this project can be found below on pp. 27-28.
NYPD Electronic Accident Report Submission: Conducted by the NYS Department of Motor Vehicles (DMV), this project will be used to procure consultants to assist in the development of the electronic submission process with the NYPD. The consultants will assist in developing the protocols to make the necessary changes to the AIS that enable it to accept and auto process the data submitted by the NYPD. The electronic transmission of crash data from the NYPD will improve the timeliness, accuracy, completeness and uniformity of the state's crash data. A more detailed description of this project can be found below on p. 30.
Maintenance of the TSSR: Conducted by the Institute for Traffic Safety Management and Research, this project will continue to provide to New York's highway safety community several important improvements regarding access to accurate and timely traffic records data. These include maintenance of the current TSSR system, updates of preliminary crash data and ticket data, software upgrades, enhancements, and training. A more detailed description of this project can be found below on p. 41.

Vehicle Data System

The NYS DMV is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The DMV vehicle registration file contains a record of every registered vehicle in New York and a history of that registration. The registration file contains approximately 30 million records, of which approximately 12 million are active.

Recommendations

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: The NHTSA assessment team indicated that, with the exception of accessibility, performance measures have been set for the vehicle data system with regard to the six attributes. However, the team also reported that baselines and goals were not established for any of the attributes, and that the DMV does not track or report on these measures. The team further indicated that data quality management reports are not provided to the TRCC for regular review.

Performance Measures, Baselines & Goals - The DMV will not establish performance measures, determine baselines and set goals for the vehicle data system with regard to the six attributes. Although they don't conform to NHTSA's standards, the DMV uses its own methods to measure performance.

Data Quality Management Reports - Similar to the other data systems, reports on the status of the vehicle registration file are presented annually to the TRCC at its January meeting. In addition, a written status report is provided to the TRCC in April for inclusion in its strategic plan and inventory reports. The TRCC feels these reports are sufficient for keeping its membership up-to-date and assisting them in identifying areas for improvement.

Driver Data System

The NYS DMV Driver License 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 have been involved in a motor vehicle crash in the state. As of December 2018, there are approximately 14.5 million active records on the license file.

Recommendations

Improve the procedures/process flows for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: The DMV disagrees with this recommendation because it is confident that its driver license file has the appropriate procedures and process flows to ensure that the data are collected, stored and accessed in a manner that effectively addresses quality assurance and security concerns. The assessment team's recommendation is very likely based on the fact that the DMV would not release the required evidence documentation to the team because of security concerns.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: The assessment team indicated that performance measures, baselines and goals have not been established for all six attributes. Since the DMV has its own methods for measuring performance, baselines and goals for the attributes/measures related to accuracy, uniformity, integration and accessibility that conform to NHTSA's definitions will not be established.

The TRCC should seek to engage key stakeholders in the Driver assessment module. The assessment team determined that many of the answers in this module were not adequate for the assessors to determine a State's capabilities. The State can address this recommendation by documenting the TRCC's efforts to engage the germane stakeholders as evidenced by correspondence, invitations to TRCC sessions, meeting agendas and/or other methods to increase member participation and effectiveness.

Response to Recommendation: The TRCC disagrees with this recommendation. The assessment team's recommendation appears to be based on the fact that the DMV would not release the required evidence documentation to the team. The TRCC believes that it does an excellent job in engaging the appropriate stakeholders through its meetings, conference calls, emails and various other methods of communication.

One of the FFY 2019 Section 405c-funded projects continuing in FFY 2020 is addressing some of the specific deficiencies noted by the NHTSA Assessment Team with regard to the driver data system:

UCMS Automated Drug Conviction Reporting to DMV: The Universal Case Management System (UCMS) is the new criminal case management system currently in use in all of the City and District-level courts statewide and is implemented in the Supreme/County-level courts, specifically in support of Raise-the-Age legislation. The system has a secure data interface with the Department of Motor Vehicles (DMV) to report traffic-related dispositions, including license suspensions, scofflaws and all other traffic ticket-related outcomes. Thousands of these transmissions are sent daily and this automated interface has improved data accuracy and timeliness in the DMV TSLED program related to driver records. Originally designed to expand the UCMS system to electronically transmit drug conviction cases that have a companion license suspension to the DMV, a legislative change passed in April 2019 resulted in some modifications to the project. The modifications will now enable the Unified Court System (UCS) to pull traffic ticket data directly from DMV systems, providing

UCS with the up-to-date status of the tickets, enabling court staff to review this data and correct transmission errors in a more timely manner. This will result in both a) improved decision-making by the judiciary due to easier access to the motorist record, and, b) a greater number of traffic tickets being accurately represented on the DMV motorist systems due to more timely and complete information being provided to the courts. A more detailed description of this project can be found below on p. 36.

Roadway Data System

The NYSDOT is the repository agency for the Roadway Inventory System (RIS), the state's core roadway data system. RIS tracks every roadway in the state for a total of approximately 114,000 miles, of which about 16,000 are state miles.

Recommendations

Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.Response to Recommendation: A list of the MIRE FDEs that NYSDOT currently collects is summarized in the table below. The TRCC is continuing to work with NYSDOT to establish appropriate performance measures to ensure that New York continues to make improvements in its collection of the MIRE data elements.

Improve the procedures/process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: Of the six questions in the Advisory regarding procedures/process flows for the roadway data system, New York met the standards of the Advisory for one of them, partially met the standards for two and did not meet the standards for three. The two partially met standards relate to 1) having local agency procedures for collecting and managing data that's compatible with the state's roadway inventory and 2) having guidelines for the collection of data as described in the state's data dictionary. NYSDOT does have a set of instructions and guidelines for local agencies to use in submitting their data, with the instructions being available through an internet link. The assessment team's partially met rating is likely based on the fact that NYSDOT chose not to release the required evidence to the team nor provide a link to its online site.

The link to the "Local Highway Inventory Instructions" is https://www.dot.ny.gov/highway-data-services.

With regard to the unmet standard related to having documented steps for incorporating new MIRE elements into the roadway system, NYSDOT will have such documentation available when its new roadway system is fully developed and implemented, which will likely be in 2021. The remaining two unmet standards are 1) documentation related to the steps for updating the roadway information and 2) documentation related to archiving and accessing the historical roadway inventory. NYSDOT does provide information online that describes the steps for maintaining its inventory system and it does capture annual snapshots, with historical data being saved on the state's servers and being accessible to all NYSDOT staff and provided to others upon request. Similar to the partially met standards noted above, the assessment team's unmet rating of these two standards is likely based on the fact that NYSDOT chose not to release the required evidence to the team.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: The NHTSA assessment team indicated that performance measures, baselines and goals have not been established for all attributes of the roadway data system and for those that have been established, they are not tracked or reported on. At this time, NYSDOT does not have the resources to

establish performance measures, determine baselines and set goals for the six attributes related to the roadway data system with regard to the six attributes. Similar to the other state traffic-safety related data systems, although they do not conform to NHTSA's definitions, NYSDOT does have its own methods for measuring performance.

New York State MIRE FDEs

Citation/Adjudication Data Systems

The NYS DMV maintains two citation/adjudication systems: Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA). TSLED covers all areas of the state, with the exception of New York City which is covered under the AA system. Approximately 2.4 million tickets are issued annually by the police agencies under TSLED system and 1.1 million tickets are issued under AA.

Recommendations

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: Since TSLED was established in the 1980s and AA was established in 1970, documentation that identifies the standards/guidelines used are not available. Since the resources required are prohibitive, there is no plan to conduct any study or review of the systems to determine the extent to which they meet such standards today.

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: The primary issue identified by the assessment was the linkage capabilities between the citation/adjudication and crash, driver and vehicle systems.

Crash System - Citation/adjudication are not linked to the crash system. If a driver is issued a citation as the result of a crash, it is noted on the crash report but no follow-up information on the adjudication of that citation is entered into the crash report. This established protocol will not be changed.

Driver System - Adjudication data related to convictions are captured on the driver system, but the citation data are not because of the DMV policy that only upon conviction can the data be entered on a driver license record. There is no plan to change this policy.

Vehicle System - Although the AA file is linked with the vehicle registration and insurance files to verify data, TSLED is not linked. TraCS uses bar code scanner technology to capture data from the 2-D vehicle registration bar code; the reg data captured is then immediately searched for matches against files of suspended and revoked registrations and for stolen vehicle records. Because of this process and the fact that TSLED receives more than 90% of its citation data electronically through TraCS, the agency will not link TSLED directly to the vehicle data system.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: Although the NHTSA assessment team indicated that performance measures have been established for all attributes with the exception of accessibility, baselines and goals have not been set for all of them. Similar to the crash data system, although they do not conform to NHTSA's definitions, DMV has its own methods for measuring performance.

During FFY 2020, a number of activities will be continued that address some of the specific deficiencies noted

Non-Local Paved Roads

Roadway Segment	Collected?
Segment Identifier	✓
Route Number	✓
Route/Street Name	✓
Federal Aid/Route Type	✓
Rural/Urban Designation	✓
Surface Type	✓
Begin Point Segment Descriptor	✓
End Point Segment Descriptor	✓
Segment Length	✓
Direction of Inventory	✓
Functional Class	✓
Median Type	✓
Access Control	✓
One/Two Way Operations	✓
Number of Through Lanes	✓
Average Annual Daily Traffic	✓
AADY Year	✓
Type of Governmental Ownership	✓
Intersection	
Unique Junction Identifier	✓
Location Identifier for Road 1 Crossing Point	Soon
Location Identifier for Road 2 Crossing Point	Soon
Intersection/Junction Geometry	✓
Intersection/Junction Traffic Control	✓
AADT for Each Intersecting Road	✓
AADT Year for Each Intersecting Road	✓
Unique Approach Identifier	Soon
Interchange/Ramp	
Unique Interchange Identifier	✓
Location Identifier for Roadway at Beginning Ramp Terminal	✓
Location Identifier for Roadway at Ending Ramp Terminal	✓
Ramp Length	✓
Roadway Type at Beginning Ramp Terminal	✓
Roadway Type at Ending Ramp Terminal	✓
Interchange Type	✓
Ramp AADT	Soon
Year of Ramp	Soon
Functional Class	✓
Type of Government Ownership	✓

Local Paved Roads

Roadway Segment	Collected?
Segment Identifier	✓
Functional Class	✓
Surface Type	✓
Type of Governmental Ownership	✓
Number of Through Lanes	✓
Average Annual Daily Traffic	✓
Begin Point Segment Descriptor	✓
End Point Segment Descriptor	✓
Rural/Urban Designation	✓

Unpaved Roads

Segment Identifier	No
Functional Class	No
Type of Governmental Ownership	No
Begin Point Segment Descriptor	No
End Point Segment Descriptor	No

by the NHTSA Assessment Team related to the citation/adjudication data systems; for example, the implementation of the NYC eTicketing initiative. Other activities being continued include:

Web Services for TSLED Courts: In mid-2018, the DMV implemented a Web Service that can be used by courtroom software vendors to perform a variety of transactions. The use of such services could abolish the need for the courts to transmit transactions from their court room software to the Office of Court Administration (OCA) and then from OCA to DMV, eliminating the potential breakdown points and providing a smoother and timelier transaction. The Web Service allows courts to post tickets, dispositions, scofflaws, pending prosecution orders, notice of appearance updates, fine collection updates, court transfer transactions and provide the ability to notify TSLED of amendment requests. The Web Service also provides access to the license file to verify motorist information and to provide real time group abstract processing. Reports can be created to monitor the new transactions and to track the compliance of the requirements set forth in FMCSA 49 CFR §384.225. Despite having access to these web services, the courtroom software vendors are not using them. They are continuing to use the daily upload process to OCA which in turn uploads the information to the DMV. In FFY 2020, the challenge continues to be transitioning the vendors over to the Web Service.

TraCS Electronic Crash and Ticketing System: This Section 405c funded project being conducted by the New York State Police (NYSP) will continue to provide local TraCS agencies with the services needed to use TraCS to submit crash reports and tickets electronically in an efficient manner. Under this project, the specific needs of local agencies for technical support are identified and services are provided to meet those needs. As a result, the collection, transmittal and access to both crash and ticket data are accomplished in a timely, accurate and complete manner. A more detailed description of this project can be found below on p. 32.

EMS/Injury Surveillance Data Systems

The NYS Department of Health (DOH) maintains the state's key injury surveillance data systems: Crash Outcome Data Evaluation System (CODES), Emergency Medical Services (EMS), Emergency Department (ED), Hospital Discharge, Trauma Registry and Vital Records. With the exception of CODES, the largest volume of information in each of these systems stems from events other than involvement in motor vehicle crashes. This fact, coupled with limited resources, has resulted in the DOH participating in the TRCC with a focus on the CODES, Trauma Registry and EMS data systems. Currently, 2014 is the most recent year of trauma data and 2015 is the most recent year of AIS data linked to CODES.

Recommendations

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: The NHTSA assessment team indicated that performance measures, baselines and goals have not been established for all attributes of the various injury surveillance data systems and for those that have been established, they do not track or report on them. The team further indicated that data quality control reviews and data quality management reports on the various systems are not provided to the TRCC for regular review.

Performance Measures, Baselines & Goals - DOH does not have the resources to establish performance measures, determine baselines and set goals for these systems with regard to the six attributes. The DOH uses its own methods for measuring performance.

Data Quality Control Reviews - Although the DOH did not provide the required documentation to the assessment team, it does routinely conduct data quality reviews on most of its data systems.

Data Quality Management Reports - Reports on the status of the CODES, EMS and Trauma Registry data

systems, the systems with the most relevance to the TRCC, are presented annually to the TRCC at its January meeting. In addition, written status reports are provided to the TRCC in April for inclusion in its strategic plan and inventory reports. The TRCC feels these reports are sufficient for keeping its membership up-to-date and assisting them in identifying areas for improvement.

The TRCC should seek to engage key stakeholders in the Injury Surveillance assessment module. The assessment team determined that many of the answers in this module were not adequate for the assessors to determine a State's capabilities. The State can address this recommendation by documenting the TRCC's efforts to engage the germane stakeholders as evidenced by correspondence, invitations to TRCC sessions, meeting agendas and/or other methods to increase member participation and effectiveness.

Response to Recommendation: The TRCC disagrees with this recommendation. The assessment team's recommendation appears to be based on the fact that the DOH would not release the required evidence documentation to the team, again for security reasons. The TRCC believes that it does an excellent job in engaging the appropriate stakeholders through its meetings, conference calls, emails and various other methods of communication.

Traffic Records for Model Performance Measures

Goals for FFY 2020

All six core data systems (crash, citation/ adjudication, driver, injury surveillance, vehicle, and roadway) continue to need improvement with respect to at least one of the performance attributes of timeliness, accuracy, completeness, uniformity, integration and accessibility. Based on the information discussed at the January and March 2019 TRCC meetings and in subsequent conference calls and email exchanges, the goals established for FFY 2020 are summarized below.

Crash Data System

Table 4.1 summarizes the performance measures and goals established for FFY 2020. The FFY 2020 goals reflect a three percent decrease from the baseline period for timeliness and a three percent increase over the baseline for completeness. With regard to the performance measure and goal related to the attribute of timeliness, the method for computing the mean number of days between the date a crash occurs and the date the crash report is entered into the AIS database involves determining the difference between those two dates for each crash and then calculating the mean of those differences. The processing times noted in the table below are based on crash reports entered into the database between April 1 and March 31 of the respective years, counting backward from the entry date to the date of the crash.

The performance measure of completeness is the percentage of crash records in AIS with no missing data in the critical data element of Roadway Type. Based on police-reported crashes, this measure involves calculating the percentage of AIS crash records with no missing data in the critical data field of Roadway Type. The calculation divides the number of police-reported crash records with missing Roadway Type data element by the total number of police-reported crash records. The percentages noted in the table below are based on crash reports entered into the database between April 1 and March 31 of the respective years.

Table 4.1Goals and Performance MeasuresCrash Data System (AIS)	Performance Attributes amp Measures	BaselineApril 1, 2018-March 31, 2019
GoalApril 1, 2019-March 31, 2020GoalApril 1, 2019-March 31, 2020GoalApril 1, 2019-March 31, 2020	Timeliness	
	Mean # of days from crash date to date crash report is entered into AIS	9.04 days
8.77 days	Completeness	
	Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type (based on final data file)	86.96%

A number of projects funded under this FFY 2020 strategic plan are expected to improve various performance attributes associated with the crash data system:

The TraCS Electronic Crash and Ticketing System project will continue to improve the timeliness and accuracy of the AIS crash data through the electronic capture and transmission of data.

The Fatality Analysis Reporting System (FARS) Supplemental Funding project will also have a positive impact on the crash data by enabling fatal crash reports to be entered into the AIS in a timely manner, making the data more accessible through the TSSR.

The ALIS Upgrade and Integration project will upgrade NYSDOT's ArcGIS server, speeding up the process of location coding of crashes. This upgrade will also address the issue of missing data for the important data element of "Roadway Type."

The Incorporating EMS Data into CODES project will continue to improve data integration in the crash and injury data surveillance systems, as well as completeness, accuracy and accessibility.

The AIS System Changes for Revised 104S Form project is designed to improve both the accuracy and the completeness of the AIS crash data since it will enable the AIS to electronically capture data from the new data fields added to the Truck amp Bus Supplemental Police Accident Report form (MV104S) in 2014.

The NYPD Electronic Accident Report Submission project is designed to improve the timeliness and accuracy of the crash data in the AIS through the electronic capture and transmission of crash data from the NYPD.

The Explore Options for E-Transmittal of Crash Data from NYPD to AIS project will explore options for supporting the NYPD's electronic transmission of crash data into the AIS database before the new AIS is implemented.

The Maintenance of Traffic Safety Statistical Repository project will continue to provide accessibility to the crash data and the ability to integrate data from other key systems, improving the accuracy of the data, as well as the timeliness in which crash data are available to the public.

The expansion of the electronic capture and transmission of crash data has continued to improve the uniformity of the crash data; as of December 31, 2018, 496 police agencies are collecting and/or transmitting data electronically through TraCS. Uniformity is also addressed through adherence to MMUCC data elements.

Based on the MMUCC Guideline, 5th Edition (2016), as of April 2019, New York fully adheres to 76 of 121 (63%) of the MMUCC data elements. As practical, in the coming year, efforts will be undertaken to increase the rate of adherence by initially addressing the data fields that require only minor modification, such as adding or modifying attribute values. Data elements not currently collected will be incorporated whenever the data collection forms and/or AIS database are revised.

Citation/Adjudication Data Systems

The performance goals and measures for the TSLED and AA citation and adjudication data systems for FFY 2020 are outlined in Table 4.2. The goals established for FFY 2020 reflect a three percent decrease from the baseline period. The method for computing the three timeliness performance measures noted in the table involves computing the mean number of days between the citation date or disposition date and the date the citation or disposition is entered into the TSLED or AA database, determining the difference between those two dates for each citation or disposition and calculating the mean of those differences. The processing times are based on data entered into the TSLED and AA databases between April 1 and March 31 of the respective years, counting backward from entry date to the citation date or adjudication date.

Table 4.2Goals and Performance MeasuresCitation/Adjudication Data Systems (TSLED amp AA)	Performance Attributes amp Measures	BaselineApril 1, 2018-March 31, 2019
GoalApril 1, 2019-March 31, 2020GoalApril 1, 2019-March 31, 2020GoalApril 1, 2019-March 31, 2020	TSLED	
	Timeliness – Citations	
	Mean # of days from citation date to date citation is entered into TSLED database	10.50 days
10.19 days	Timeliness – Adjudication	
	Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	22.36 days
21.69 days	AA	
	Timeliness – Citations	
	Mean # of days from citation date to date citation is entered into AA database	5.99 days

Two ongoing projects being conducted under this plan in FFY 2020 are designed to improve various performance attributes associated with the citation/adjudication information systems: the TraCS Electronic Crash and Ticketing System project and the NYPD Electronic Accident Report Submission project. These projects will improve the timeliness and accuracy of the citation and adjudication data in the TSLED and AA systems through the electronic capture and transmission of data. One of the new projects for FFY 2020, DMV Data and Record System Modernization, will also result in many improvements to the citation/adjudications systems, since one of its objectives is to integrate the TSLED and AA data into the DMV's new singular data

system.

Conducted by the state's Office of Alcoholism and Substance Abuse Services (OASAS), the IDS Integration of UCMS IID and Treatment Data project will provide information to treatment providers and probation departments that will enable them to better monitor compliance with IID and treatment sanctions. With the goal of building on this project, OASAS will conduct another project, Data Analysis and Integration of UCMS Ignition Interlock and Treatment Sentence Data, in FFY 2020. This second project is designed to provide additional, more detailed information to treatment providers and probation departments with regard to drivers being sentenced to an ignition interlock and/or specific treatment protocols. The project will also automatically provide feedback to the courts on the status of the sanctions that had been imposed on impaired drivers.

Driver Data System

Important improvements in the state's driver information system were realized through projects conducted with Section 408 funding provided under previous Traffic Safety Information Systems Strategic Plans. For example, the Article 19A Re-Write project gave DMV the ability to electronically notify carriers and schools when drivers are qualified or disqualified to drive a bus and when drivers receive traffic convictions or are involved in crashes. Another project, the License System Relational Data Expansion greatly improved driver client and address information, significantly reducing the number of duplicate records on the driver license file. The project also provided real-time access to the client information through enhanced search and reporting capabilities. Approved by the TRCC for Section 405 funding in FFY 2019, the UCMS Automated Drug Conviction Reporting to DMV project being conducted by the Office of Court Administration (OCA) will improve the timeliness, accuracy and completion of the data being sent by the OCA to the DMV driver license file.

One of the new projects being conducted in FFY 2020, UCMS Real-time Disposition Reporting to DMV, will also improve the driver information system. Conducted by the NYS Unified Court System, this project will expand the UCMS to electronically transmit traffic ticket data to DMV in real-time using the web service interfaces developed by the DMV. Completion of this project will result in more timely, accurate and complete representation of traffic ticket disposition data and driver record information statewide. Another new project for FFY 2020, DMV Data and Record System Modernization, is also expected to result in improvements to the driver license data system, since one of its objectives is to integrate the driver license file into the DMV's new singular data system.

Injury Surveillance Data Systems

Improvements in the state's injury surveillance systems have occurred in recent years as a result of projects conducted with Section 408 and 405c funding under previous strategic plans. A recent project conducted by the NYS Department of Health (DOH) incorporated trauma registry data into CODES. Completed in FFY 2017, this project has enabled multiple years of trauma registry data (2010-2015) to be available through CODES. Previous projects that have improved the injury surveillance data systems include the multi-year Section 408 project conducted by the DOH to develop and implement an electronic system for capturing and reporting information from pre-hospital patient care reports (PCRs). During FFY 2019, the DOH continued its efforts to capture and report information from pre-hospital patient care reports (PCRs) electronically. The DOH continues to receive approximately three million electronic submissions per year. In addition, the DOH is still receiving several thousand records annually mostly from small rural services who are still using paper PCRs.

The implementation of the NY State Bridge has enabled New York to capture all 82 required NEMSIS compliant data elements and transmit those data to the national data set. In addition to the required elements, the new database captures 126 other data elements

Begun in FFY 2018, DOH is conducting a project that addresses some of the specific deficiencies noted by the NHTSA Assessment Team with regard to the state's injury surveillance systems: Incorporating EMS Data into CODES. Linking new PCR data with AIS, emergency department (ED) discharge data, hospitalization discharge data and trauma registry data, this project will provide more information on the true impact of motor vehicle-related injuries in NYS and provide EMS NEMSIS-compliant data that is directly comparable to data from other states that are also NEMSIS compliant. This project will improve the completeness, integration and accessibility of the state's injury surveillance data.

Vehicle Data System

With Section 408 funding, the NYS Department of Transportation will complete its Carrier Certification Project in fall 2019. This project addresses issues related to the accuracy of the data on intrastate carriers for hire that transport property, household goods and passengers on New York's roadways. It improves the processing of data and the management of the CarCert information system.

One of the new projects for FFY 2020, DMV Data and Record System Modernization, will also result in improvements to state's vehicle data systems, since one of its objectives is to integrate the DMV registration, inspection and insurances files into DMV's new singular data system.

Roadway Data System

The Roadway Inventory System (RIS) is an Oracle database system that stores a variety of information on all public roads in New York State. It also contains inventory and traffic data on selected private roads (such as those containing bridges) and ramps on grade-separated interchanges. The breadth of data elements collected and stored varies by the type of roadway (state highway vs. local road vs. ramp) but generally includes ownership, physical characteristics, access control, functional class, pavement condition, and traffic volumes. Some of the data captured by RIS, such as pavement condition on the state system, is required by state law or Federal regulation. State law also authorizes the NYSDOT Commissioner to collect a variety of highway-related data on all public roadways and to report annually to the Legislature on the condition of the state's roadway system. The NYS DOT project ALIS Upgrade and Integration being conducted under this plan will address a number of roadway-related data issues, especially regarding the location of crashes.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
TRCC FFY 2020 Strategic Plan FINAL.docx

TRCC Interim Progress Report AA April 2019.docx

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
TR-2020-008	Incorporating EMS Data into CODES

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
TRCC FFY 2020 Strategic Plan FINAL.docx
TRCC Interim Progress Report AA April 2019.docx

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 8/15/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes

Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: NY VAT 1198 Installation and operation of ignition interlock devices

Amended Date: 11/1/2013

Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: NY VAT 1198 Installation and operation of ignition interlock devices

Amended Date: 11/1/2013

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No

Sobriety program information

Legal citations: No

State program information: No

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	No

State law authorizes a Statewide 24-7 sobriety program.	No

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(e) Distracted driving grant

Sample Questions

Click or tap here to enter text.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No

Legal citations for exemptions to the State's texting ban:

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No

Minimum fine of at least $25 for an offense.	No

Legal citations for exemptions to the State's youth cell phone use ban.

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: No

Reduction of fatalities and crashes: Yes

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: No

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: New York State Department of Motor Vehicles

State authority name/title: Mark J.F. Schroeder, Commissioner

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Allegany	1,907
Bronx	4,820
Broome	5,815
Chautauqua	5,157
Clinton	3,466
Columbia	2,606
Dutchess	8,427
Erie	21,300
Jefferson	4,156
Kings	11,801
Monroe	16,269
Nassau	18,455

Niagara	7,707
Oneida	7,551
Onondaga	11,562
Orange	10,392
Queens	14,245
Rensselaer	5,671
Richmond	6,106
Rockland	4,839
Schenectady	5,007
St Lawrence	4,348
Suffolk	32,288
Tompkins	2,870
Ulster	7,183
Warren	3,090

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 347,536

Reduction of fatalities and crashes involving motorcycles

State data showing the total number of motor vehicle crashes involving motorcycles in the State:

Year Reported: 2017

Total # of motorcycle crashes: 4,673

Total number of motorcycle registrations per Federal Highway Administration (FHWA) in the State for the year reported:

Number of motorcycle registrations per FHWA: 392,178

State data showing the total number of motor vehicle crashes involving motorcycles in the State for the calendar year immediately prior to that calendar year of the most recent data submitted:

Total number of motorcycle crashes previous year: 4,905

Year Reported Previous Year:

Total number of motorcycle registrations per FHWA in the State for the year reported above:

Number of motorcycle registrations per FHWA previous year: 392,763

Crash rate change: 5.73

Motorcyclist fatalities:

FARS Year Reported: 2016

Total number of motorcycle fatalities: 136

Motorcyclist fatalities for the calendar year immediately prior to that calendar year of the most recent data submitted:

Total number of motorcycle fatalities previous year: 163

FARS Year Reported Previous Year (Old):

Fatality change: 27

Description of the State's methods for collecting and analyzing data:

Method for Collecting and Analyzing Data

Data for the analyses presented in the table above were obtained from two different sources. The number of

Motorcycle Crashes was obtained from the Traffic Safety Statistical Repository (TSSR) which provides online access to data from New York State's Accident Information System (AIS). The TSSR can be accessed at . Data on New York State Motorcycle Registrations was obtained from the FHWA website . Microsoft Excel was used to calculate the crash rate per 10,000 registrations for each year and the reduction in the rate of crashes involving motorcycles.

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No

Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No

No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: Official documents

Official documents

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law: No

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	No
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	No

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Document
Certifications and Assurances 2020.pdf