

New York State

**FFY 2021 HIGHWAY SAFETY
ANNUAL REPORT**

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

Kathy Hochul, Governor

**Charles R. DeWeese, Assistant Commissioner
NYS Department of Motor Vehicles
Governor's Traffic Safety Committee**

December 2021

**NEW YORK STATE
FFY 2021
HIGHWAY SAFETY ANNUAL REPORT**

TABLE OF CONTENTS

	<u>Page</u>
FFY 2021 NYS Highway Safety Program	1
Key Accomplishments	1
Evidence-Based Traffic Safety Enforcement Program (TSEP).....	7
High Visibility Enforcement & Participation in National Mobilizations	12
FFY 2021 Performance Report.....	15
Statewide Performance Measures	17
Assessment of Progress	27
Grant-Funded Enforcement Activity Measures.....	28
Impaired Driving.....	29
Police Traffic Services	47
Motorcycle Safety	63
Non-motorized (Pedestrians and Bicyclists)	71
Occupant Protection.....	85
Community Traffic Safety Programs.....	103
Traffic Records	111
Program Management.....	121
Appendix A: FFY 2021 Approved Projects Implemented with Expenditures by Program Area	
Appendix B: FFY 2021 Approved Projects Not Implemented with Explanation	
Appendix C: FFY 2021 Projects Not Approved with Explanation	

FFY 2021 NEW YORK STATE HIGHWAY SAFETY PROGRAM

This Annual Report describes the accomplishments of New York State’s highway safety program in FFY 2021 (October 1, 2020-September 30, 2021) and the progress made toward the performance targets established in the FFY 2021 Highway Safety Strategic Plan (HSSP). The preparation of the FFY 2021 HSSP was guided by the federal uniform procedures. The Governor’s Traffic Safety Committee (GTSC) provides support for the attainment of the state’s highway safety targets through its administration of the federal Section 402 program and the coordination of state and local initiatives directed toward the state’s highway safety priorities. In FFY 2021, New York qualified for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Nonmotorized Safety (405h). GTSC also administers these grant funds.

Key Accomplishments in FFY 2021

Younger Drivers

- ❖ GTSC partnered with the New York State Public High School Athletic Association (NYSPHAA) to conduct occupant protection education and outreach to underserved urban areas of the state. Information was shared about the new backseat seat belt law and the importance of seat belt use. Students engaged in Battle of the Belts competitions to reinforce the importance of buckling up every trip, every time.
- ❖ In May 2021 GTSC hosted a live Facebook chat in conjunction with Students Against Destructive Decisions (SADD) and NYSPHAA on the dangers of distracted driving for young drivers. The live chat included Buffalo Bills defensive lineman Harrison Phillips. During each live session, Mr. Phillips showed how cognitive distraction can affect a person’s ability to complete a task. This was done by asking him to solve a Rubik’s Cube, a task he is capable of doing very quickly, while being asked a variety of questions. The cognitive distraction prevented him from being able to complete the task correctly and showed how even slight distractions can be a risk behind the wheel. The session may be viewed at <https://www.youtube.com/watch?v=LIX6lqvjB7k&t=9s>.

Older Drivers

- ❖ Despite the ongoing effects of the COVID-19 pandemic, GTSC participated in a CarFit session in collaboration with volunteers from AAA and other county agencies. Additionally, continued participation in the multi-state Aging Road User Collaborative provided an opportunity to review and assess Older Driver traffic safety education outreach and education resources developed by the states of Florida, Georgia, and Minnesota for use in New York. GTSC also finalized a “Medically At-Risk Drivers” resource to assist law enforcement officers in assessing the cognitive ability of at-risk drivers during routine traffic stops.

Speed

- ❖ GTSC partnered with the New York State Police (NYSP) and local law enforcement agencies statewide to conduct the fifth annual “Speed Awareness Week Mobilization”. The high-visibility enforcement and engagement campaigns occurred June 7-13 and July 31 – August 8. These enforcement periods coincided with the Montreal Grand Prix and NASCAR racing event at Watkins Glen International Raceway. The Montreal race was canceled in 2021, but enforcement still occurred. Targeted details were deployed in designated high-crash areas. Law enforcement

was also provided with tools to help promote the campaign in their community and with the media. New York, like much of the nation, has experienced a significant increase in speed-related fatal crashes during the pandemic. GTSC plans to address this issue in FFY 2022 through 1) the creation of a new public service announcement (PSA) and associated digital messaging, 2) “hot spot” data analysis and potential enforcement/saturation campaigns in high-crash locations, and 3) formation of a state-level workgroup to guide short and long-term collaborative efforts geared toward reducing speeds, engaging the public and mitigating crashes.

Diversity

- ❖ GTSC continued to conduct outreach to the eight federally recognized Indian tribes in New York State to discuss ways to develop and strengthen sustainable relationships to reduce traffic-related injuries and deaths. In FFY 2021, GTSC provided training and awarded a Child Passenger Safety grant to the Saint Regis Mohawk Tribe and had planned to conduct traffic safety education and outreach to the Shinnecock Indian Nation through existing traffic safety partners in Suffolk County, but the pandemic cancelled many outreach opportunities. GTSC was asked to participate in developing the Saint Regis Mohawk Tribe Local Road Safety Plan along with the Federal Highway Administration, NYS Department of Transportation and other partners. GTSC will continue to engage with vulnerable road users such as tribal nations who are interested in undertaking traffic safety initiatives for their communities.
- ❖ To ensure that engagement and educational programs extend throughout all areas of the state and include all segments of the population, GTSC has created several new initiatives that focus on minority communities, rural roadway users and other underserved populations. In FFY 2021, GTSC provided opportunities for grantees and partners to participate in virtual town hall meetings to provide input on reestablishing or making new connections with those community-based organizations in underserved communities. FFY 2021 brought the creation of the GTSC Equity, Diversity and Inclusion Committee. The goal is to create opportunities to engage with the groups most impacted in serious injury and fatal crashes. GTSC wants to engage New York’s diverse communities and develop a more inclusive strategic highway safety plan.

Impaired Driving

- ❖ At the annual Drug Recognition Expert (DRE) National Conference in Orlando, Florida, in August 2021, New York was recognized for its notable number of DRE evaluations, especially during a pandemic. New York ranked second in the nation with 2,852 completed evaluations in 2020.
- ❖ Two DRE Schools were held in FFY 2021, adding nineteen new DREs and fourteen more who are in the process of being certified. This increases the total number of DREs in New York State to 345. In addition, 920 police officers completed the Advanced Roadside Impaired Driving Enforcement (ARIDE) training program.
- ❖ With funding from GTSC, the Institute for Traffic Safety Management and Research (ITSMR) continued to expand and enhance the state’s DRE Data Entry and Management System in FFY 2021. All the state’s 345 DREs have been assigned a tablet and have received training to record and submit their evaluations and toxicology results through the tablet application. The tablet eliminates the need for DREs to write the information on paper and then enter it online at the website. The system also provides real-time information regarding the DRE and impaired programs for the state of New York. In addition, this information reveals what areas of the state have the greatest need for more DREs.

- ❖ As of FFY 2021, GTSC has conducted audit reviews of 29 of 58 County STOP-DWI programs in New York State. 22 of these reviews audited the County STOP-DWI program years of 2014 to 2016 and seven covered 2014 to 2019. It is GTSC's goal to conduct audit reviews of all 58 County STOP-DWI programs for the years 2014-2019 by the end of FFY 2022.
- ❖ GTSC and other state agencies and partners (NYSP, Division of Criminal Justice Services, Law Enforcement and Prosecutors) have created an oral fluid workgroup. This group will work on creating statewide standards to have a successful oral fluid program in New York. One example is the subgroup that is working on guidelines to provide to police agencies regarding when they should take an oral fluid sample at roadside.

Seat Belts

- ❖ Information regarding the new universal seat belt law, effective November 1, 2020, was disseminated to the public through several different avenues. The new requirement was added to the occupant restraint page on the GTSC website, promoted at public outreach events by the Survivor Advocate Speaker's Bureau, during public announcements at sporting events hosted by NYSPHAA, as a component of the Protect Your Melon occupant restraint campaign, and through GTSC social media efforts.
- ❖ GTSC partnered with NASCAR/ Xfinity driver Ross Chastain to continue the "Protect Your Melon" occupant protection awareness campaign. During spring and summer 2021, 1,500,000 watermelons with the "Protect Your Melon" seat belt message were distributed to retail outlets across New York State. A new element in the program was a contest to promote seat belt use through consumer participation. A QR Code was included on 100 Ross Chastain lookalike standees distributed to TOPS markets in low seat belt compliance areas. Participants were given the opportunity to win a private virtual session with Chastain by providing a reason why seat belt use was important to them. This new feature and promotion of seat belt use was promoted on three different social media platforms during the campaign. In-person events with Chastain reached nearly 200 teens with Battle of the Belts activities and at Lake George and Fort Edward High Schools. Both schools are located in counties with elevated unrestrained crash data among the teen demographic. B-Roll video of Chastain encouraging seat belt use was created and subsequently embedded in the annual statewide Buckle Up New York press release. Community outreach was also conducted at two locations in the Village of Watkins Glen prior to the NASCAR event at Watkins Glen International racetrack. These events allowed Chastain and law enforcement partners to engage the public and media outlets about the importance of seat belt use. In-person appearances at the race track drew over 500 fans. Hero cards highlighting the new universal belt law and other restraint bullet points were distributed at all in-person events.

Child Passenger Safety

- ❖ GTSC approved funding for 105 fitting stations and 94 agencies to conduct car seat check events. These programs resulted in inspections of 10,301 car seats; 87% of these seats were found to be installed incorrectly. GTSC also approved funding for 58 Low-Income Car Seat Education & Distribution programs to help families with economic hardships obtain a free car seat.
- ❖ As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 19-25, 2021. The Albany County Traffic Safety Board continued their annual check event on Seat Check Saturday, which is one of the most heavily attended events in the state. Although attendance was impacted by COVID-19, technicians at this event were still able to inspect a total of 66 car seats, of which only eight were found to be installed properly. GTSC

also distributed a statewide press release to encourage caregivers to get their car seats checked at a local fitting station or check event. Additionally, new Child Passenger Safety materials were developed and distributed throughout the state in support of CPS week.

- ❖ GTSC hosted the 2021 Child Passenger Safety Technical Conference in Saratoga Springs, NY, on September 8-10, 2021. The conference attracted 383 technicians, which allowed them to earn all six of their Continuing Education Units (CEUs) required for recertification.
- ❖ Seventeen Standardized Child Passenger Safety Technician Training classes, 22 CEU update classes, three renewal courses and one Safe Travel for All Children classes were conducted, resulting in the training of over 500 technicians (an 82% increase from the previous fiscal year). Technicians come from a variety of backgrounds including County Sheriff Offices, health departments, non-profits, pupil transportation companies, insurance agencies, Fire/Emergency Medical Services (EMS), local police departments and NYSP. New York State now has 1,676 technicians, including 85 instructors and eight instructor candidates.

Motorcycles

- ❖ From May through August 2021, GTSC promoted motorcycle awareness by geotargeting high-risk motorcycle crash locations throughout the state. Individuals who lived in Queens, Broome, Oneida, Monroe and Erie Counties were strategically exposed to interactive motorcycle awareness banners while browsing the internet; this resulted in a total of 16,968,461 impressions and 50,887 clicks, which led the individuals back to the GTSC Motorcycle Safety & Awareness webpage.
- ❖ From April through November 2021, GTSC promoted motorcycle awareness at 150 fuel filling stations located exclusively in New York City and Long Island—the areas in New York State that have the highest number of crashes involving a motorcycle and another motor vehicle. Motorcycle awareness messages were affixed to fuel pump toppers and nozzle handles throughout the riding season and represented a unique opportunity to reach the general motoring public.

Commercial Motor Vehicles

- ❖ For FFY 2021, GTSC initiated a collaborative effort with the New York State Association of Chiefs of Police (NYSACOP) to update the Commercial Motor Vehicle (CMV) Law Enforcement Awareness Training that has been provided since 2014. The initial draft of the updated training has been developed by a retired NYSP Commercial Vehicle Enforcement Unit (CVEU) trainer and is being reviewed by GTSC and NYSACOP staff. It will be ready for rollout in the first quarter of FFY 2022.
- ❖ GTSC participated in the Federal Motor Carrier Safety Administration (FMCSA) sponsored “100 days of summer I-81 CMV safety initiative” by providing outreach and education resources to drivers of CMVs on topics such as watching for low bridges, the Move Over Law, and avoiding the four D’s of driving drunk, drugged, distracted, or drowsy. This was done in concert with NYSP and NYS Department of Transportation (DOT) heavy vehicle inspection details on June 8, July 13, and August 3.
- ❖ The Trucking Association of NY (TANY) Truck Education & Safety Symposium was hosted virtually on April 13, 15, and 20, 2021. The symposium provides the trucking industry with a myriad of information on regulatory updates by FMCSA, NYSDOT and NYSP, as well as presentations by

speakers involved in the trucking industry. As has been the case in previous years, GTSC set up a booth, virtual this year, with safety education and outreach materials specifically geared towards the CMV driver such as avoiding drunk, drugged, distracted, and drowsy driving, low bridge strike mitigation, the Move Over law and load securement.

Pedestrians

- ❖ The fifth and sixth annual *Operation See! Be Seen!* pedestrian safety enforcement/ education/ engagement mobilizations were held in FFY 2021. Originally scheduled for June 2020 and postponed due to the pandemic, FFY 2021 began with a rescheduled campaign October 16-30 in conjunction with National Pedestrian Safety Month. A second statewide mobilization was held during the normal June timeframe, June 11-24. Law enforcement and pedestrian safety education partners statewide, especially those in designated Pedestrian Safety Action Plan (PSAP) “focus communities”, and those agencies funded to conduct dedicated pedestrian safety projects, were invited to participate. Law enforcement agencies were provided with online tools to assist with officer education. A NYS-produced eight-minute educational video module that focuses on specific Vehicle and Traffic Law sections pertaining to pedestrians and drivers was among the materials provided. Participating law enforcement officers reported issuing 893 tickets and 683 pedestrian safety infraction warning citations during the June campaign. Law enforcement details also resulted in nearly 2,000 educational engagements and interactions with the public. The state’s “Visibility” and “Obstructions” PSAs aired during these periods.
- ❖ New York continued implementing its \$110 million PSAP, which addresses pedestrian safety in 20 focus communities in the upstate region and Long Island that have the highest incidences of pedestrian fatalities. Using a “3E approach,” comprehensive strategies that include education, enforcement and engineering are being applied to improve pedestrian safety in each of the designated communities. The current PSAP is due to expire at the end of 2021. A multi-agency workgroup has been established to guide the development of a successor plan which is expected to be completed in FFY 2022. This second iteration of New York’s PSAP will seek to expand partnerships to include EMS and will identify equity as a core principle and common thread throughout the plan.

Drowsy Driving

- ❖ The multi-agency NYS Partnership Against Drowsy Driving (NYSPADD) continued its public awareness efforts to promote the message that drowsy driving is as dangerous as other types of impaired driving. Through a partnership with SADD and NYSPADD, GTSC conducted the third Stay Awake! Stay Alive! PSA challenge to coincide with Sleep Awareness Week in March. Targeting high-risk younger drivers at nine State University of New York campuses, challenge participants created 25-second videos that featured peer-to-peer engagement on the dangers of drowsy/fatigued driving. The three winning PSAs and New York’s younger driver outreach program were highlighted on the national SADD website as well as other partner social media outlets including NYS Department of Motor Vehicle issuing offices and NYS Thruway Stops across the state.

Media and Outreach

- ❖ GTSC continued to air PSAs throughout 2021 via cable and network television as well as radio. Traffic safety messaging covered several topics including impaired driving, distracted driving, speeding, motorcycle safety and pedestrian safety. For FFY 2021 GTSC had an estimated

225,000 PSAs run on cable channels, and 102,498 on broadcast television and radio. This resulted in a combined number of 327,498 television or radio PSAs running across the state.

- ❖ GTSC put two new television commercials into service in FFY 2021. The first spot named “What’s Your Excuse” (<https://vimeo.com/582125379>) talks about the dangers of not buckling up in the back seat. The second, titled “Go it Alone” (<https://vimeo.com/582140156>) highlights the distraction danger of added passengers in the car of a young driver. Both commercials have been sent to the NYS Broadcasters and the CTANY for distribution across the state.
- ❖ With COVID-19 severely limiting the ability of GTSC to provide in person trainings and conferences, during FFY 2021 GTSC successfully pivoted to hosting virtual training sessions. Several virtual webinars were held along with other organizations. The topics include grant application trainings, diversity and equity discussions, and enforcement trainings. Each training and event is posted on the GTSC Vimeo page at <https://vimeo.com/showcase/8895942>.
- ❖ Through a partnership with the NYS Department of Motor Vehicles Communications Office, GTSC’s social media content and post quality improved dramatically in FFY 2021. During the year, GTSC messaging reached 700,000 New Yorkers and created 58,000 engagements. An engagement refers to each time a person engaged with a post through reactions, comments, shares or clicks.
- ❖ ITSMR maintained and enhanced the online Traffic Safety Statistical Repository (TSSR), a data repository that provides access to New York’s motor vehicle crash data, traffic ticket data and related demographic data to the public via the internet (www.itsmr.org/TSSR). SAS and SAS Visual Analytics software was upgraded in FFY 2021 for faster performance, and licenses were renewed. The TSSR was expanded to include new report sections, or tabs, on passengers 16-20 killed or injured, driver contributing factors, fatalities/persons injured by month, and bar charts comparing licensed drivers, drivers in F&PI crashes, and drivers arrested/ticketed by age and by gender. The repository now includes final crash and ticket data for 2011-2020 and preliminary crash and ticket data for 2021.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

Approach

A significant portion of New York's highway safety grant funding is awarded to law enforcement agencies each year to support sustained enforcement of traffic safety laws in the state. To ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program, New York has designed an enforcement plan for the state that incorporates data-driven problem identification, deployment of resources based on these analyses and continuous monitoring and adjustment of the plan as warranted.

New York's evidence-based TSEP includes the enforcement efforts that are planned in all program areas in the state's Highway Safety Strategic Plan (HSSP), especially Police Traffic Services (PTS).

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

Data-Driven Problem Identification

The statewide data-driven problem identification process focuses on the analysis of crashes, fatalities and injuries to determine **what** is occurring, **where**, **when**, **why** and **how** it is occurring and **who** is involved. Problem identification is conducted on a statewide basis and for each program area and is used to determine which traffic safety issues are to be addressed by GTSC's grant programs in the upcoming fiscal year. The analysis 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 New York's enforcement plan. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSSP.

All local enforcement agencies applying for grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. The Traffic Safety Statistical Repository (TSSR) developed by the Institute for Traffic Safety Management and Research (ITSMR) is available to assist agencies in conducting problem identification at the local level. The TSSR can be accessed through ITSMR's website 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 2011-2020, as well as preliminary data for 2021. 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 2011-2020 are also available through the TSSR to further 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 Liaisons (LELs), conducts outreach to encourage agencies to apply for grant funds. Using the state's priority areas as the framework, GTSC's PTS grant program is the primary funding effort to direct traffic enforcement grant funds to New York's local police agencies. Highway Safety (HS-1) grants are awarded to larger police agencies such as the New York State Police (NYSP), the New York City Police Department (NYPD) and major county police agencies. All enforcement efforts receiving grant funding

under the PTS or any other program areas are planned, implemented and monitored in accordance with the state's TSEP.

Local police agencies seeking grant funding for an amount less than \$50,000 are eligible to apply for a PTS grant. 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. To support local agencies applying for grant funding, 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. Based on these analyses, PTS grant applicants complete a data-driven Work Plan, which presents their proposed countermeasures and enforcement strategies.

Implementation of Evidence-Based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies through their Highway Safety grant application or the more focused 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. High-visibility enforcement and engagement is a primary example of a proven strategy, and broad participation in national seat belt and impaired driving mobilizations is required. Other examples of proven strategies include those that use data to identify high crash locations and targeted enforcement focusing on specific violations, such as texting, aggressive driving and speeding, or at specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. 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 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.

Monitoring and Adjusting 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 routinely 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 grant is awarded, GTSC Program Representatives, accompanied by LELs 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.

Grantees are required to submit semi-annual and final progress reports that include narratives 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 and engagement activities and to determine the agency's eligibility for future awards.

FFY 2021 TSEP Projects and Activities

Evidence-based enforcement and engagement activities are included under several of the program areas in the state's HSSP. Descriptions of these activities are provided below. Selected projects conducted in FFY 2021 are highlighted under the appropriate program areas in this Annual Report.

Police Traffic Services

GTSC provides resources for law enforcement agencies to address traffic safety issues in their respective jurisdictions. The agencies conduct analyses of crash data to identify where and when crashes are occurring and the contributing factors to those crashes. The results of the analyses are used to design and implement enforcement and engagement programs that will be effective in reducing the frequency and severity of crashes in the targeted areas. A variety of enforcement strategies are used including stationary checkpoints, dedicated patrols, multi-agency saturation patrols, low-visibility (low profile) patrol cars for better detection and apprehension, police spotters in conjunction with dedicated patrol units at identified problem locations, and high-visibility patrol cars for prevention and deterrence.

PTS grants are used to fund projects under \$50,000; projects over that threshold are funded with HS-1 grants.

Police Traffic Services (PTS) Grants

Every police agency receiving a PTS grant is required to participate in the national Seat Belt Enforcement and Engagement Mobilization conducted in May each year. In addition, agencies are required to report on the numbers of tickets written for Speeding, Aggressive Driving, and Cell Phone Use/Texting violations. (See the PTS Program Area for additional information and examples of the projects conducted by local agencies receiving PTS grants.)

Highway Safety (HS-1) Grants for Large Police Agencies

The police agencies applying for HS-1 grants must also meet the requirements of the state's evidence-based TSEP. These agencies are also required to participate in the national seat belt mobilization and to report on the numbers of tickets issued for Speeding, Aggressive Driving and Cell Phone Use/Texting violations. In FFY 2021, HS-1 grants were awarded to the NYSP, the NYPD, the Nassau County Police Department and the Suffolk County Police Department.

Statewide and New York City High-Visibility Focused Enforcement and Engagement Campaigns

Statewide and New York City high-visibility enforcement and engagement campaigns that focus on a single traffic safety issue or unsafe driving behavior are supported under this project. These include enforcement and engagement campaigns undertaken by the NYSP that focus on dangerous behaviors that are prevalent statewide, such as speeding or distracted driving, as well as enforcement and engagement campaigns implemented by the NYPD to address specific high-priority issues that affect the five boroughs of New York City, such as pedestrian and bicyclist safety enforcement. To ensure that resources are used efficiently, these campaigns also incorporate evidence-based strategies that are deployed based on a data-driven problem identification process.

New York State Police Speed Enforcement and Engagement Programs

The NYSP receives grant funding to conduct data-driven targeted speed enforcement and engagement details throughout the state; 3,040 details were conducted in FFY 2021, up from 2,590 in FFY 2020. High-Visibility Enforcement (HVE) speed enforcement and engagement details continued to be conducted on a routine basis, but fewer patrol officers were available to participate due to COVID-19. The special targeted speed high-visibility enforcement and engagement campaigns conducted by the NYSP in FFY 2021 included the “No Empty Chair” campaign, Speed Awareness weeks in June and August and Operation Work Brake, which is conducted on the New York State Thruway to increase work zone safety. Local agencies were encouraged to participate in these HVE campaigns.

New York State Police Distracted Driving Program

The NYSP also receives grant funding to conduct targeted enforcement and engagement details focusing on distracted driving, in particular cell phone use and texting. The grant funds to support overtime are distributed evenly among the Troops. Each Troop participates in special HVE and engagement campaigns, such as the Operation Hang Up details. In FFY 2021, Operation Hang Up was conducted in October and April to coincide with the National U Drive, U Text, U Pay campaign.

Tickets Issued by Agencies Receiving Grant Funding in FFY 2021

The table below presents the ticket data reported by the police agencies that received PTS or HS-1 grants from GTSC in FFY 2021 to conduct enforcement activities. Collectively, these enforcement agencies reported issuing 121,033 tickets during grant-funded activities. The local enforcement agencies receiving PTS grants issued 38,610 of these tickets.

Of the selected traffic violations that agencies receiving grants were encouraged to emphasize, 51,038 (42%) of the tickets issued during grant-funded activities were written for speeding violations; 54% of the tickets written during these activities were issued by the NYSP. Grantees also reported that 6,539 tickets were issued for aggressive driving and 10,724 for cell phone/texting violations during grant-funded activities in FFY 2021. A total of 15,035 tickets were issued for seat belt and child restraint violations.

TICKETS ISSUED DURING GRANT FUNDED ACTIVITIES

	Speeding	Aggressive Driving	Cell Phone/ Texting	Seat Belt/Child Restraint	Other Tickets	TOTAL TICKETS
PTS Local Agency Grantees	11,696	4,969	3,767	4,151	14,027	38,610
NYS Parks & Recreation				380	153	533
Nassau Co. PD	652	694	27	508	3,357	5,238
Suffolk Co. PD	275	709	281		2,197	3,462
NYPD	4,490	167	56	2,231	356	7,300
NYSP	33,925		6,593	7,765	17,607	65,890
TOTAL TICKETS	51,038	6,539	10,724	15,035	37,697	121,033

Source: Grantee FFY 2021 Final Reports submitted to GTSC

Impaired Driving

Impaired Driving Enforcement Grants for Local Police Agencies

To supplement the funding available to police agencies from county STOP-DWI programs, GTSC provides grant funding to support the development and implementation of innovative impaired driving enforcement strategies by local agencies including publicized enforcement programs such as regional saturation patrols, sobriety checkpoints, roving patrols and sting operations. GTSC also provides support and coordination for local agency participation in the national impaired driving enforcement and engagement mobilizations and holiday high-visibility enforcement and engagement campaigns. In FFY 2021, local police agencies participated in eight holiday campaigns, including the national DWI mobilizations conducted during the holiday season (12/17/20-1/1/21) and Labor Day (8/20/21-9/6/21). A total of 369 arrests for DWI/DWAI and 39 arrests for DWAI-Drugs were made.

Statewide High-Visibility Focused Enforcement and Engagement Campaigns

Statewide high-visibility impaired driving enforcement and engagement campaigns, such as those undertaken by the NYSP, are supported under this strategy. Each State Police Troop is required to develop a data-driven action plan focusing on the impaired driving issues, high-risk drivers and locations identified in their Troop areas. In addition to participation in the national mobilizations and other holiday impaired driving campaigns throughout the year, the NYSP use dedicated DWI patrols, sobriety checkpoints and other evidence-based enforcement strategies to implement their action plans. During FFY 2021, the NYSP made a total of 1,032 DWI/DWAI-Drugs arrests.

(See the Impaired Driving program area for more information on the impaired driving enforcement strategies and activities conducted by the NYSP.)

Media Support for National Impaired Driving Enforcement and Engagement Mobilizations

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

Occupant Protection

Participation in the National Click It or Ticket Mobilization

The national seat belt enforcement mobilization planned for May 2020 was cancelled due to the COVID-19 pandemic. Police agencies in New York participated in a voluntary mobilization conducted in November 2020. In the future, GTSC will continue to promote participation in the national seat belt enforcement mobilization conducted in May each year by requiring the participation of all police agencies that receive GTSC funding. All other law enforcement agencies in the state will also be encouraged to participate in the national mobilization.

State Police Buckle Up New York (BUNY) Program

The NYSP implemented a number of BUNY initiatives throughout the year using both fixed and roving occupant protection enforcement details. These included the NYSP monthly enforcement details, the BUNY Summer Initiative and the BUNY in the Parks initiative.

Combined Enforcement

Another enforcement countermeasure that has been shown to be effective is combining seat belt enforcement with enforcement of other traffic violations. As indicated by the data, occupants are less likely to be restrained in crashes that involve high-risk behaviors such as speeding and impaired driving. These combined efforts provide more opportunities to increase the perception of the risk of receiving a seat belt ticket and can increase the overall productivity of enforcement efforts.

Public Information and Education (PI&E) Support for Enforcement Efforts

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

Motorcycle Safety

Enforcement Efforts to Improve Motorcycle Safety

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

Pedestrian Safety

Enforcement Efforts to Improve Pedestrian Safety

Jurisdictions identified as having high numbers of pedestrian crashes, injuries and fatalities are eligible for funding to conduct high-visibility pedestrian safety enforcement, engagement and education campaigns. Using a data-driven approach, awareness and enforcement efforts that focus on traffic violations by both pedestrians and motorists are conducted at locations identified by the jurisdiction as having high volumes of pedestrian traffic and a high risk for pedestrian and motor vehicle crashes.

High-Visibility Enforcement

National Impaired Driving Mobilizations

In FFY 2021, the New York State Police and local police agencies across the state participated in the national impaired driving enforcement and engagement mobilizations during the Holiday Season (December 16, 2020-January 1, 2021) and Labor Day period (August 18-September 6, 2021). In addition to the national mobilizations, statewide impaired driving campaigns were conducted to coincide with other holidays and events throughout the year: Halloween, Thanksgiving, Super Bowl, St. Patrick's Day, Memorial Day, and Fourth of July.

New York's high-visibility enforcement and engagement campaigns are cooperative efforts involving the State Police, County Sheriffs and local police agencies. The NYS STOP-DWI Foundation encourages county STOP-DWI programs across the state to develop and conduct coordinated county-based high-



visibility enforcement and engagement efforts during the campaigns. In FFY 2021, the enforcement and engagement activities conducted during the national mobilizations and other campaigns consisted primarily of multi-agency saturation patrols and sobriety checkpoints. On the county level, each grant-funded enforcement detail was required to include a certified Drug Recognition Expert (DRE). The State Police also incorporated DREs into the details conducted by their troops.

In FFY 2021, New York's "Drive Sober or Get Pulled Over" initiative incorporated the slogan "Have a Plan" into the publicity campaign. Publicity was generated through press releases and other earned media, as well as through the airing of TV and radio spots promoting the national message. In addition, New York's STOP-DWI continued to raise public awareness through publicizing its "Have a Plan" mobile app and social media campaigns. (See the Impaired Driving Program Area for additional information.) County STOP-DWI programs also generated publicity for the high-visibility enforcement and engagement campaigns at the local level.

National Holiday Season Impaired Driving Mobilization (12/17/2020 - 1/1/2021)

Results from grant-funded activities:

A total of 98 local police agencies from 32 counties participated in the National Holiday Season Mobilization resulting in 27 DWI/DWAI arrests, 42 other arrests and 719 VTL tickets.

During the National Holiday Season Mobilization, the NYSP conducted 26 sobriety checkpoints and 110 dedicated DWI patrols resulting in 59 DWI/DWAI-Drugs arrests. Also during this period, fourteen Underage Drinking Identification (UDI) details were conducted. Of the 198 bars and retail establishments that were checked, 24 were found to be out of compliance.

In total, 86 DWI and DWAI-Drugs arrests were made during the National Holiday Season Campaign.

National Labor Day Impaired Driving Mobilization (8/18/2021-9/6/2021)

Results from grant-funded activities:

A total of 167 local police agencies from 48 counties participated in the Labor Day Campaign resulting in 107 DWI/DWAI arrests, nine DWAI-Drug only arrests, 164 other arrests and 2,568 VTL summonses.

The State Police conducted 37 sobriety checkpoints and 172 dedicated patrols resulting in 98 DWI/DWAI-Drugs arrests. Nineteen UDI details were conducted on 270 bars and retail locations; 22 were found to be out of compliance.

In total, 214 DWI and DWAI-Drugs arrests were made during the National Labor Day Campaign.

National and State Seat Belt Campaigns

New York participated in the National Click It or Ticket high-visibility seat belt enforcement and engagement campaign held November 16-29, 2020. Between July 10 and August 8, 2021, the NYSP partnered with the New York State Park Police for a statewide "BUNY in the Parks" occupant restraint initiative.



Other High-Visibility Enforcement and Engagement Campaigns

In addition to the national mobilizations, New York conducts several other special high-visibility enforcement and engagement campaigns to address various traffic safety issues. In FFY 2021, “Operation Hang Up” was implemented in October and April to coincide with the National U Drive, U Text, U Pay campaign. Law enforcement agencies in the 20 jurisdictions identified as focus communities in New York’s Pedestrian Safety Action Plan (PSAP) who receive PTS grants were encouraged to participate in the state’s “Operation See! Be Seen!” high-visibility pedestrian enforcement and engagement campaign, conducted in October 2020 and again in June 2021. More information on these campaigns is included under the specific program areas.

FFY 2021 PERFORMANCE REPORT

Description of State Assessment Process

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of injuries suffered in crashes occurring on the state's roadways. The 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 performance measures and performance targets established in New York's FFY 2021 Highway Safety Strategic Plan (HSSP) and used to track the state's progress are described below.

Core Performance Measures

New York's FFY 2021 HSSP incorporated the eleven core outcome measures and the one core behavioral measure, observed seat belt use, recommended by NHTSA to assess performance and measure the progress of the highway safety program. Ten of the eleven recommended outcome measures relate to fatalities; the source for these measures is the Fatality Analysis Reporting System (FARS). The remaining outcome measure is serious injuries; the source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV).

The source for the one behavioral measure, observed seat belt use, is the state's annual seat belt observation survey. The survey is conducted using a research design developed in accordance with uniform criteria established by NHTSA. The statewide seat belt use rate derived from the 2021 seat belt observation survey is included in this report.

Other Performance Measures

In addition to the core measures NHTSA identified, New York uses other performance measures to track progress in specific program areas. One of these performance measures, fatal and personal injury crashes involving cell phone use or texting, is included under the Police Traffic Services program area to track distracted driving. Another performance measure, fatalities in drug-related crashes, is used to track the involvement of drugged driving in crashes. Injury performance measures are also tracked, including injuries in alcohol-related crashes and injured motorcyclists, bicyclists and pedestrians. The source for all of these additional measures is New York's AIS crash file.

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 that were included in the FFY 2021 HSSP. New York's methodology for setting its FFY 2021 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the Federal Highway Administration (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 five-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 target for the 2017-2021 average 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.

Method for Assessing Progress

For the majority of the performance measures set in the FFY 2021 HSSP, 2020 FARS data and 2020 state data from New York's AIS database were the most recent crash data available to assess progress toward the targets. One exception was the fatalities per 100 million Vehicle Miles of Travel (VMT) measure for which 2019 FARS data were the most recent available to assess progress. The most recent data for assessing progress toward New York's seat belt use rate target is the survey conducted in 2021.

For those measures for which 2020 FARS or AIS data were available, the method for assessing progress was as follows. Based on the actual five-year average for 2016-2020, a determination was made as to whether the average forecasted for the 2017-2021 target for each measure was **met**, **in progress** or **not met**. If the 2016-2020 average met or exceeded the target forecasted for the 2017-2021 average, then the target was considered likely to be "**met**". If the 2016-2020 average showed improvement or progress toward the target forecasted for the 2017-2021 average, the target was considered to be "**in progress**". If the 2016-2020 average was part of a fluctuating pattern or a continuation of a negative trend away from the target set for 2017-2021 AND the gap appeared to be too large to be bridged by the target date, the determination was made that the target was likely to be "**not met**".

For any targets that are "**not met**", adjustments will be made in the next HSSP to address the traffic safety issues requiring more attention. The expanded efforts that will be undertaken are described in the Assessment of Progress section under the appropriate program areas.

The results from the assessment of progress for each of these measures are presented in the table below. In addition to assessing progress toward the 2021 targets, the availability of 2020 crash data also makes it possible to determine the final results for the targets set in the FFY 2020 HSSP, also included in the table below.

Assessment of Results in Achieving Performance Targets for FY21 and FY20									
Performance Measure	FY 2021					FY 2020			
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	On Track to Meet FY21 Target Y/N ** (in-progress)	Target Year(s)	Target Value FY20 HSP	Data Source/ FY20 Final Result	Met FY20 Target Y/N
C-1) Total Traffic Fatalities	5 year	2017-2021	1,012.7	2016 – 2020 FARS / 998.2	Y	2016-2020	1,040.4	2016 – 2020 FARS / 998.2	Y
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	10,896.8	2016 – 2020 STATE / 11,198.2	N	2016-2020	11,017.0	2016 – 2020 STATE / 11,198.2	N
C-3) Fatalities/VMT	5 year	2017-2021	0.824	2015 – 2019 FARS / 0.816	Y	2016-2020	0.826	2015 – 2019 FARS / 0.816	Y
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017-2021	157.6	2016 – 2020 FARS / 160.6	N	2016-2020	160.5	2016 – 2020 FARS / 160.6	N
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	297.5	2016 – 2020 FARS / 290.4	Y	2016-2020	304.5	2016 – 2020 FARS / 290.4	Y
C-6) Speeding-Related Fatalities	5 year	2017-2021	307.1	2016 – 2020 FARS / 309.8	N	2016-2020	319.4	2016 – 2020 FARS / 309.8	Y
C-7) Motorcyclist Fatalities	5 year	2017-2021	145.2	2016 – 2020 FARS / 153.8	N	2016-2020	149.4	2016 – 2020 FARS / 153.8	N
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017-2021	11.6	2016 – 2020 FARS / 12.6	N	2016-2020	13.2	2016 – 2020 FARS / 12.6	Y
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	95.6	2016 – 2020 FARS / 95.6	Y	2016-2020	102.1	2016 – 2020 FARS / 95.6	Y
C-10) Pedestrian Fatalities	5 year	2017-2021	272.4	2016 – 2020 FARS / 265.2	Y	2016-2020	286.2	2016 – 2020 FARS / 265.2	Y
C-11) Bicyclist Fatalities	5 year	2017-2021	38.4	2016 – 2020 FARS / 42.0	N	2016-2020	39.7	2016 – 2020 FARS / 42.0	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	94.95%	2021 State survey / 93.24%	N	2016-2020	94.0%	2016 – 2020 State survey / 93.10%	N
Persons Injured in Alcohol-Related Crashes	5 year	2017-2021	5,456.8	2016 – 2020 STATE / 5,243.8	Y	2016-2020	5,589.9	2016 – 2020 STATE / 5,243.8	Y
Fatalities in Drug-Related Crashes	5 year	2017-2021	248.5	2016 – 2020 STATE / 296.6	N	2016-2020	227.8	2016 – 2020 STATE / 296.6	N
Fatal & PI Crashes Involving Cell Phone Use or Texting	5 year	2017-2021	469.4	2016 – 2020 STATE / 491.4	N	2016-2020	459.2	2016 – 2020 STATE / 491.4	N

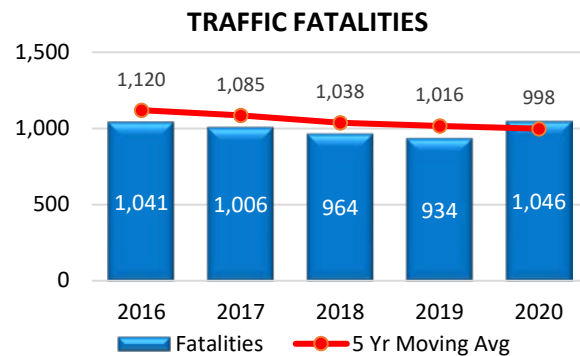
Motorcyclists Injured in Crashes	5 year	2017-2021	4,059.7	2016-2020 STATE / 3,939.2	Y	2016-2020	4,116.3	2016-2020 STATE / 3,939.2	Y
# of Fatal & PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties	5 year	2017-2021	1,234.1	2016-2020 STATE / 1,289.0	N	2016-2020	None set		
Pedestrians Injured in Crashes	5 year	2017-2021	14,702.5	2016 – 2020 STATE / 14,592.2	Y	2016-2020	14,802.7	2016 – 2020 STATE / 14,592.2	Y
Bicyclists Injured in Crashes	5 year	2017-2021	5,642.3	2016 – 2020 STATE / 5,944.6	N	2016-2020	5,627.1	2016 – 2020 STATE / 5,944.6	N
Mean # of days from crash date to date crash report is entered into AIS	Annual	2021	9.40	2021 STATE / 17.12	N	2020	8.77	2020 STATE / 9.69	N
Percentage of crash records in AIS with no errors in the data element of Lat/Long Coordinates	Annual	2021	78.08%	2021 STATE / 91.08%	Y	2020	None set		
Percentage of crash records in AIS with no missing data in the data element of Roadway Type	Annual	2021	97.80%	2021 STATE / 96.74%	N	2020	96.42	2020 STATE / 96.83	Y
Mean # of days from citation date to date citation is entered into TSLED database	Annual	2021	7.22	2021 STATE / 8.29	N	2020	10.19	2020 STATE / 7.44	Y
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	Annual	2021	21.42	2021 STATE / 40.03	N	2020	21.69	2020 STATE / 22.08	N
Mean # of days from citation date to date citation is entered into AA database	Annual	2021	8.57	2021 STATE / 14.08	N	2020	5.81	2020 STATE / 8.84	N

Performance Measure: C-1 Number of Traffic Fatalities (FARS)

Progress: Met

Performance Report

The FARS data indicate that traffic fatalities in New York declined from a five-year moving average of 1,016.2 in 2019 to 998.2 in 2020, despite a sharp annual increase to 1,046 in 2020. The 2020 average number represents an improvement greater than the targets of 1,040.4 set for 2020 and 1,012.7 set for 2021.



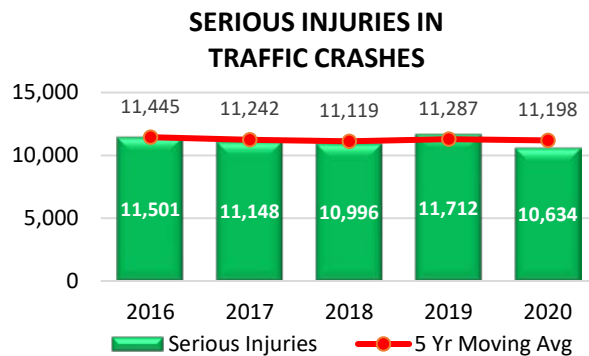
Source: FARS

Performance Measure: C-2 Number of Serious Injuries in Traffic Crashes (State Data)

Progress: Not Met

Performance Report

Based on data from New York's AIS, the five-year average numbers of serious injuries in crashes fluctuated between 2016 and 2020, declining overall to 11,198.2 in 2020 but failing to meet the target of 11,017.0 set for 2020. Because of this small decrease, the target of 10,896.8 set for 2021 is also not likely to be met.



Source: NYS AIS / TSSR

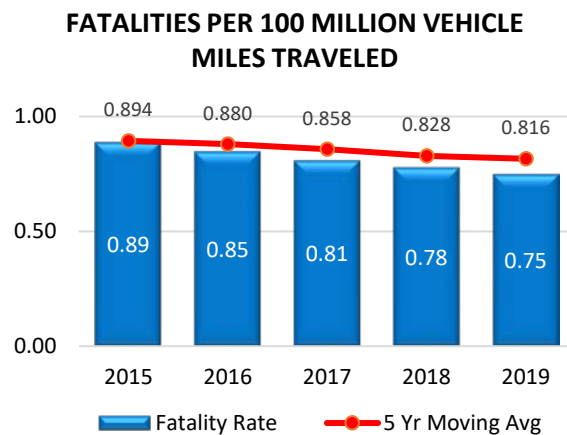
Descriptions of how New York will adjust its upcoming HSSP to better meet the performance targets set for persons injured in various types of traffic crashes are included in the Performance Assessment sections under the appropriate program areas.

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

Progress: Met

Performance Report

The 2020 FARS data for the fatality rate is not yet available. Based on the 2019 FARS data that recently became available, the statewide fatality rate decreased from a five-year rolling average of 0.828 to 0.816 per 100 million VMT between 2018 and 2019, indicating that the targets of 0.826 set for 2020 and 0.824 set for 2021 are likely to be met.



Source: FARS

Performance Measure: C-4 Number of Unrestrained Passenger Vehicle Occupant Traffic Fatalities (FARS)

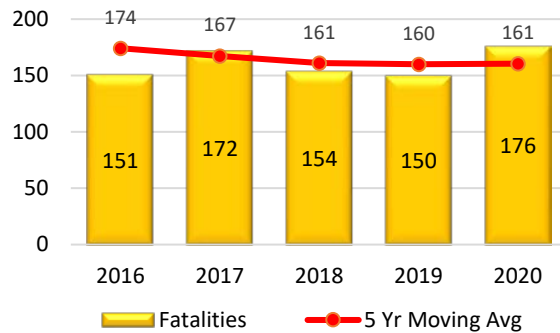
Progress: Not Met

Performance Report

The five-year average number of unrestrained passenger vehicle occupants killed in crashes rose from 160.0 in 2019 to 160.6 in 2020, just missing the target of 160.5 set for 2020 and failing to reach the target of 157.6 set for 2021.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Occupant Protection program area.

UNRESTRAINED PASSENGER VEHICLE OCCUPANT TRAFFIC FATALITIES

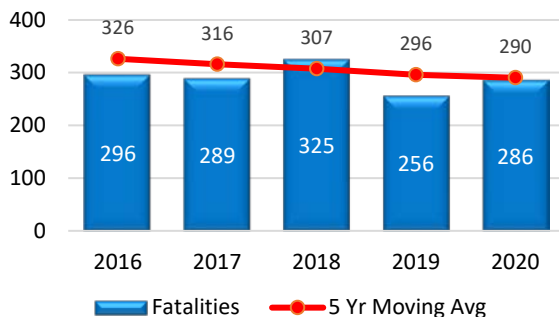


Source: FARS

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

Progress: Met

ALCOHOL-IMPAIRED DRIVING FATALITIES*



*Based on BAC (.08+) of all involved drivers and motorcycle operators

Source: FARS

Performance Report

Based on the most recent FARS data, alcohol-impaired driving fatalities decreased from a five-year moving average of 296.2 in 2019 to an average of 290.4 in 2020. This reduction surpassed the target of 304.5 set for 2016-2020 as well as the target of 297.5 set for 2017-2021.

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

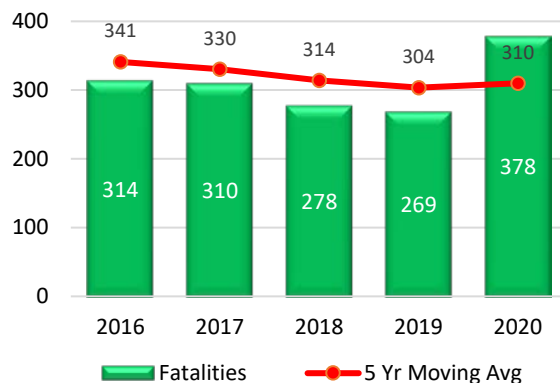
Progress: Not Met

Performance Report

The five-year average for speeding-related fatalities declined from 2016 to 2019, but increased to 309.8 in 2020. This average met the target of 319.4 set for 2020 but is not likely to meet the target of 307.1 set for 2021.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Police Traffic Services program area.

SPEEDING-RELATED FATALITIES



Source: FARS

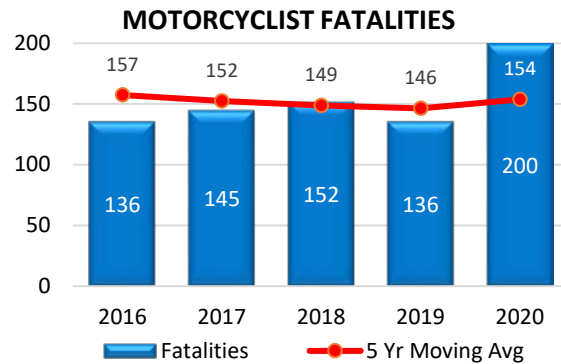
Performance Measure: C-7 Number of Motorcyclist Fatalities (FARS)

Progress: Not Met

Performance Report

After declining for several years, the five-year moving average for motorcyclist fatalities increased to 153.8 in 2016-2020, after a sharp annual increase to 200 in 2020. Based on the 2020 FARS data, the five-year targets set for 2020 (149.4) and 2021 (145.2) were both unmet.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Motorcycle Safety program area.



Source: FARS

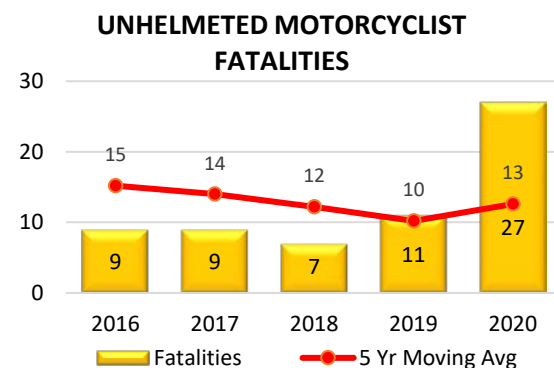
Performance Measure: C-8 Number of Unhelmeted Motorcyclist Fatalities (FARS)

Progress: Not Met

Performance Report

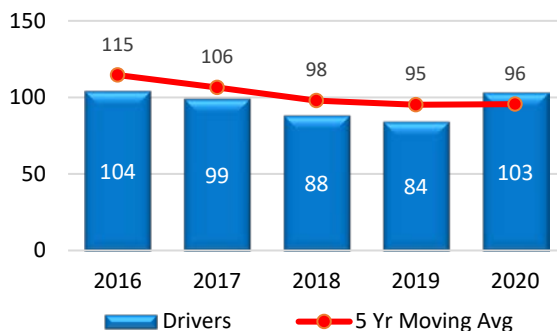
The five-year average number of unhelmeted motorcyclist fatalities rose to 12.6 in 2020 yet was lower than the target of 13.2 set for 2020. This increase indicates that the target of 11.6 set for 2021 is unlikely to be met.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Motorcycle Safety program area.



Source: FARS

DRIVERS UNDER AGE 21 INVOLVED IN FATAL CRASHES



Source: FARS

Performance Measure: C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Progress: Met

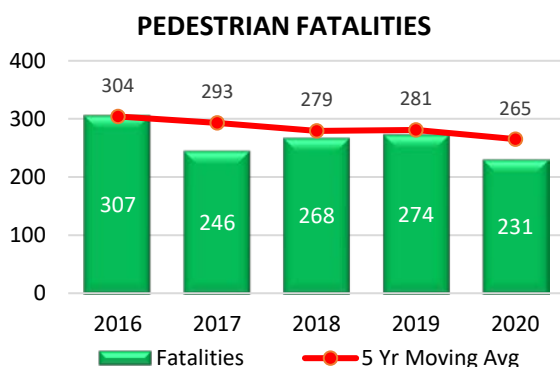
Performance Report

Since 2016, the five-year moving average number of drivers under age 21 involved in fatal crashes has been on a general downward trend, reaching 95.6 in 2020. This average exceeds the target of 102.1 set for 2020 and matches the target of 95.6 set for 2021.

Performance Measure: C-10 Pedestrian Fatalities (FARS)

Progress: Met

Performance Report



Source: FARS

Based on FARS data, the five-year average for pedestrian fatalities in New York State fluctuated between 2016 and 2020 but declined overall. The 2016-2020 five-year average of 265.2 met and exceeded the targets of 286.2 set for 2020 and 272.4 set for 2021.

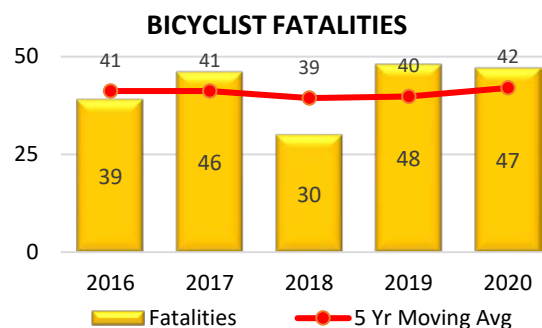
Performance Measure: C-11 Bicyclist Fatalities (FARS)

Progress: Not Met

Performance Report

The five-year average number of bicyclist fatalities increased from 39.8 in 2019 to 42.0 in 2020, missing the targets set for 2020 (39.7) and 2021 (38.4).

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Non-Motorized (Pedestrians and Bicyclists) program area.



Source: FARS

Performance Measure: B-1 Observed Seat Belt Use by Front Seat Occupants in Passenger Vehicles (State Survey)

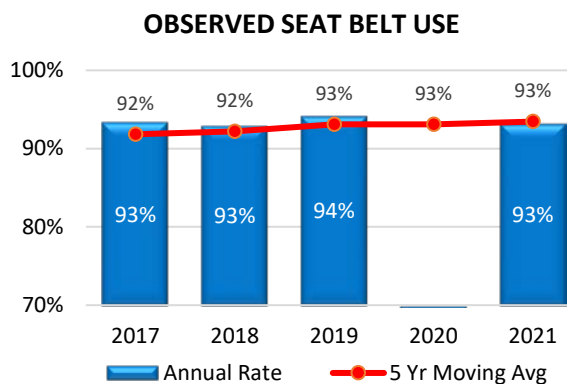
Progress: Not Met

Performance Report

New York's front-seat seat belt use rate has been at 90% or above since 2010. Because NHTSA waived the annual survey requirement due to the COVID-19 pandemic, no seat belt observation survey was conducted in New York in 2020.

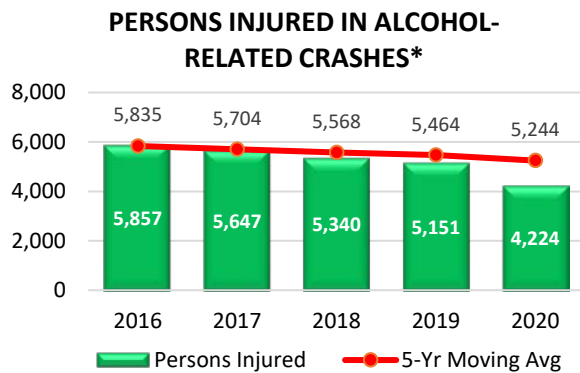
In 2021, the annual seat belt use rate fell slightly to 93.24%, with an average of 93.45% for 2017-2021 and an average of 93.10% for 2016-2020.

These rates failed to reach the target of 94.0% set for 2016-2020 and also failed to reach the annual target of 94.95% set for 2021.



Source: NYS Seat Belt Observation Surveys

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Occupant Protection program area.



*Police-reported Crashes
Source: NYS AIS / TSSR

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

Progress: Met

Performance Report

The five-year moving average number of persons injured in alcohol-related crashes declined between 2016 and 2020, from 5,835.2 to 5,243.8. Based on New York’s 2020 AIS data, the reduction targets of 5,589.9 set for 2020 and 5,456.8 set for 2021 were both met and exceeded.

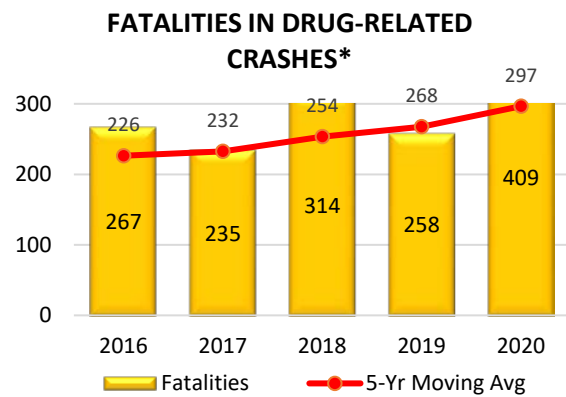
Performance Measure: Fatalities in Drug-Related Crashes (State Data)

Progress: Not Met

Performance Report

Based on data from New York’s AIS, the five-year moving average for fatalities in drug-related crashes has been on a consistent upward trend, reaching 296.6 in 2020, well above the targets of 227.8 and 248.5 projected for 2020 and 2021, respectively.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Impaired Driving program area.



*Police-reported Crashes
Source: NYS AIS / TSSR

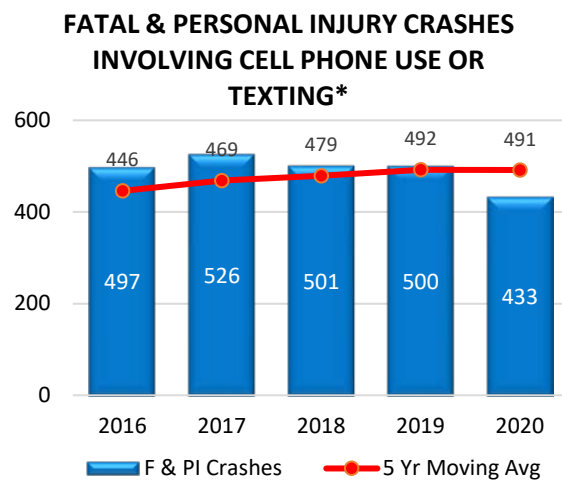
Performance Measure: Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting (State Data)

Progress: Not Met

Performance Report

A cell phone crash is defined as one in which 1) cell phone use or texting was cited as a contributing factor on the police accident report form, or 2) a ticket was issued for talking on a hand-held cell phone or texting while driving.

Although the annual totals have been declining since 2017, over the five-year period 2016-2020, the five-year average number of fatal and



*Police-reported crashes
Source: NYS AIS

personal injury cell phone crashes was on a general upward trend, reaching 491.4 in 2020. Neither the target set for 2020 (459.2) nor the target set for 2021 (469.4) was met.

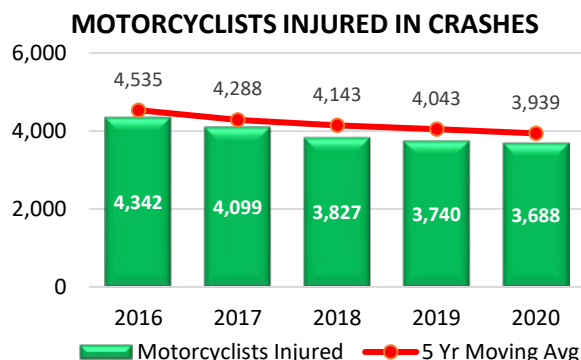
A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Police Traffic Services program area.

Performance Measure: Motorcyclists Injured in Crashes (State Data)

Progress: Met

Performance Report

Data from New York's AIS / TSSR show that the downward trend in the five-year average for motorcyclists injured in crashes continued in 2020, reaching 3,939.2. Based on this final result for 2020, the targets set for 2016-2020 (4,116.3) and 2017-2021 (4,059.7) were both met and exceeded.



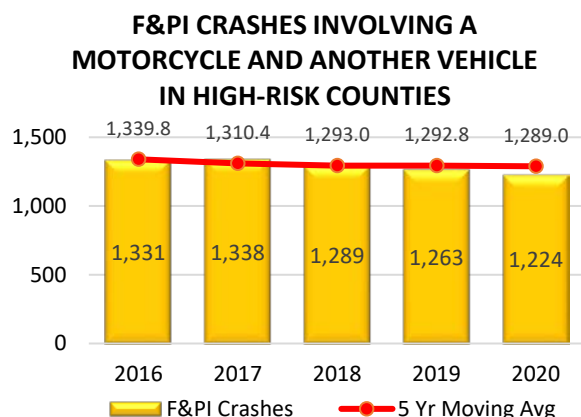
Source: NYS AIS / TSSR

Performance Measure: Number of Fatal and Personal Injury Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (State Data)

Progress: Not Met

Performance Report

New York tracks the number of F&PI crashes involving a motorcycle and another motor vehicle in the following high-risk counties: Kings, Queens, Bronx, Suffolk, New York and Nassau. Although the five-year moving average number of these crashes has declined to 1,289.0 in 2020, New York is not likely to meet its target of 1,234.1 set for 2017-2021.



Source: NYS AIS / TSSR

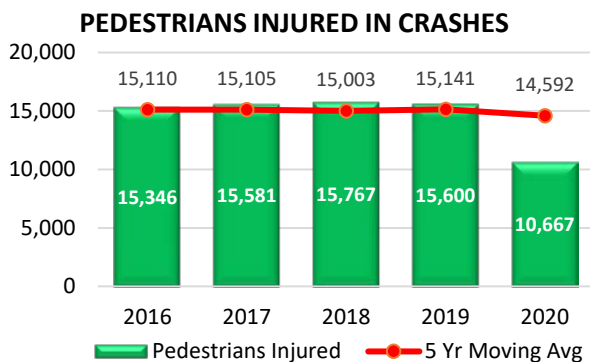
A description of how New York will adjust its upcoming HSSP to better meet this performance target is included in the Performance Assessment section under the Motorcycle Safety program area.

Performance Measure: Pedestrians Injured in Crashes (State Data)

Progress: Met

Performance Report

Based on the state's AIS crash data, the five-year average number of pedestrians injured declined sharply to 14,592.2 in 2016-2020. As a result of this decrease, the target of 14,802.7 set for 2020 and the target of 14,702.5 set for 2021 were both met and exceeded.



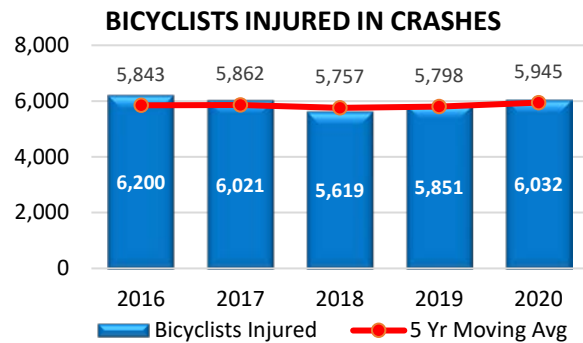
Source: NYS AIS / TSSR

Performance Measure: Bicyclists Injured in Crashes (State Data)

Progress: Not Met

Performance Report

The number of bicyclists injured in crashes has not followed a consistent pattern over the five years, 2016-2020. The five-year average for 2016-2020 was 5,944.6, up from the 2015-2019 average of 5,798.2. Because of this increase, the targets set for 2020 (5,627.1) and 2021 (5,642.3) were not met.



Source: NYS AIS / TSSR

A description of how New York will adjust its upcoming HSSP to better meet the performance

target set for this measure is included in the Performance Assessment section under the Non-Motorized (Pedestrians and Bicyclists) program area.

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 9.40 days set for this timeliness 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 9.69 days in the baseline period to 17.12 days in the performance period. During the performance period within the COVID-19 pandemic (April 1, 2020-March 31, 2021), state and local NYS Office of Information Technology Services (ITS) resources had to be diverted to address the immediate health and safety needs of the public, to develop and implement alternate methods for the public to conduct critical state business and to provide system access, connections and equipment for thousands of state and local employees. These ITS responsibilities took precedence over any system glitches, changes or updates that were needed to assist with meeting the goals set for the crash and ticket systems.

Description of How Unmet Target Will Be Addressed

Timeliness should be improved in FFY 2022 as both the state ITS resources and state and local enforcement activities go back to their pre-COVID levels. In addition, although more than 90% of the reportable crashes submitted by the police are being sent electronically, timeliness could 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 it could be improved dramatically by eliminating the motorist reports and having police agencies report Property Damage Only crashes (PDO).

Performance Measure: Percentage of crash records in AIS with no errors in the critical data element of Lat/Long Coordinates

Progress: Met

Program-Area-Level Report

The goal of 78.08% established with regard to this accuracy measure was met. The percentage of crash records with no errors in the critical data element of *Lat/Long Coordinated* increased from 74.36% in the baseline period to 91.08% in the performance period (April 1, 2020-March 31, 2021) due to

improvements in the automated location coding process. The implementation of NYSDOT's new Crash Location Engineering and Analysis Repository (CLEAR) system will continue to provide better crash location data in FFY 2022. Accuracy could be further improved if all of the Traffic and Criminal Software (TraCS) police agencies used the locator tool within TraCS.

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 97.80% established with regard to this completeness measure was not met. The percentage of crash records with no missing data in the Roadway Type field decreased from 96.83% in the baseline period (April 1, 1919-March 31, 2020) to 96.74% in the performance period (April 1, 2020-March 31, 2021).

Description of How Unmet Target Will Be Addressed

Completeness will be improved as NYSDOT's new CLEAR system, replacing several outdated systems, utilizes the latest software, querying and GIS tools to improve the completeness of this and many other data elements.

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

Progress: Not Met

Program-Area-Level Report

Regarding the timeliness of the TSLED citation data, the mean number of days from the citation date to the date the citation is entered into the TSLED database rose from 7.44 days in the baseline period (April 1, 2019-March 31, 2020) to 8.29 days in the performance period (April 1, 2020-March 31, 2021), missing the goal of 7.22 days set in the FFY 2021 strategic plan. This increase can be attributed to the effect of COVID-19, as described above.

Description of How Unmet Target Will Be Addressed

Timeliness should be improved in FFY 2022 as ITS resources, staffing, and enforcement and court activities begin returning to their pre-COVID levels.

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

Progress: Not Met

Program-Area-Level Report

With regard to the TSLED disposition timeliness measure, the mean number of days between when the citation is adjudicated until it is entered into TSLED also rose, from 22.08 days to 40.03 days, falling far short of the goal of 21.42 days set in the FFY 2021 strategic plan. This increase can be attributed to the effect of COVID-19, as described above.

Description of How Unmet Target Will Be Addressed

Again, timeliness should be improved in FFY 2022 as ITS resources, staffing, and enforcement and court activities begin returning to their pre-COVID levels.

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

Progress: Not Met

Program-Area-Level Report

With respect to the timeliness of the AA citation data, the goal of 8.57 days was not met. The increase from 8.84 days in the baseline period to 14.08 days in the performance period, similar to the timeliness of the AIS crash data and TSLED citation/adjudication data, can be attributed to the COVID-19 pandemic.

Description of How Unmet Target Will Be Addressed

Again, timeliness should be improved in FFY 2022 as ITS resources and staffing begin returning to their pre-COVID-19 levels.

Assessment of Progress Summary

The top priorities for New York's FFY 2021 highway safety program were to address trends of increasing numbers of crashes involving specific highway users while maintaining and expanding the success in areas where reductions have been achieved. Except where noted, all the targets in the FFY 2021 HSSP for the core performance measures, as well as the additional measures, were set for the five-year moving averages forecasted for 2017-2021. Based on the status of 2016-2020 results, New York's achievements have been identified, as well as emphasis areas for improvement in the coming year.

Targets Met

New York met and exceeded five of the twelve core performance targets set in the FFY 2021 HSSP. Based on the five-year moving averages for 2016-2020, the core measures that are likely to meet or surpass the 2021 targets are the following:

- C-1) Total Traffic Fatalities
- C-3) Fatalities/VMT (2015-2019 data)
- C-5) Alcohol-Impaired Driving Fatalities
- C-9) Drivers Age 20 or Younger Involved in Fatal Crashes
- C-10) Pedestrian Fatalities

Targets for 2021 are also likely to be exceeded in three of New York's non-core performance measures:

- Persons Injured in Alcohol-Related Crashes
- Motorcyclists Injured in Crashes
- Pedestrians Injured in Crashes

Comprehensive efforts in each of these program areas will continue to ensure that the current level of success is maintained and further improvements are achieved.

Targets In Progress

As described earlier, measures that showed improvement or progress toward the target forecasted for the 2017-2021 average were considered to be "in progress". For the targets set in the FFY 2021 HSSP, no performance measures were determined to be in this category.

Areas for Improvement

While progress has been made in reducing fatalities and injuries in several program areas, the performance targets set for some measures were not likely to be met. Adjustments will be made in the next HSSP to better meet these performance targets:

- C-2) Serious Injuries

- C-4) Unrestrained Passenger Vehicle Occupant Fatalities
- C-6) Speeding-Related Fatalities
- C-7) Motorcyclist Fatalities
- C-8) Unhelmeted Motorcyclist Fatalities
- C-11) Bicyclist Fatalities
- B-1) Observed Seat Belt Use for Passenger Vehicles (2021 data)
- Fatalities in Drug-Related Crashes
- Fatal & PI Crashes Involving Cell Phone Use or Texting
- Number of Fatal & PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties
- Bicyclists Injured in Crashes

The expanded efforts that will be undertaken to address the traffic safety issues requiring more attention are described in the Assessment of Progress section under the appropriate program areas.

Grant-Funded Enforcement Activity Measures for FFY 2021

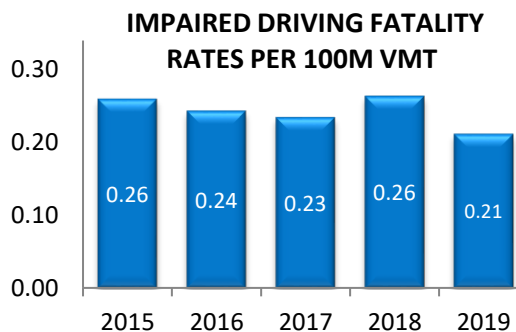
A-1 Number of seat belt citations issued during grant-funded enforcement activities: 15,035

A-2 Number of impaired driving arrests made during grant-funded enforcement activities: 1,440

A-3 Number of speeding citations issued during grant-funded enforcement activities: 51,038

IMPAIRED DRIVING

New York’s impaired driving fatality rate is defined as the number of fatalities in motor vehicle crashes involving a driver with a blood alcohol concentration of at least 0.08 percent per one hundred million vehicle miles traveled. Based on Fatality Analysis Reporting System (FARS) and Federal Highway Administration (FHWA) data, the impaired driving fatality rate was 0.26 in 2018 and 0.21 in 2019. Since New York’s rate is below 0.30, the state qualifies for federal Section 405d impaired driving grant funds as a low-range state.



Source: FARS, FHWA

While New York has one of the lowest alcohol-impaired fatality rates, it is important to maintain an aggressive approach to combating impaired driving. At the core of the state’s impaired driving program is the Special Traffic Options Program for Driving While Intoxicated (STOP-DWI). Through this program, fines collected from impaired driving offenders are returned to the counties where the violations occurred to support enforcement and other impaired driving programs at the local level.



Are You Ready?
FFY 2021 STOP-DWI High-Visibility Enforcement & Engagement Campaigns

Halloween: October 30-November 1, 2020
Thanksgiving: November 25-29, 2020
Holiday Season (National): December 17, 2020 - January 1, 2021
Super Bowl: February 5-8, 2021
St. Patrick’s Day: March 16-21, 2021
Memorial Day: May 28-June 1, 2021
Fourth of July: July 2-5, 2021
Labor Day (National): August 20-September 6, 2021

As the organization responsible for overseeing the STOP-DWI program, the Governor’s Traffic Safety Committee (GTSC) is in a position to maximize the opportunities for cooperative efforts, such as statewide enforcement mobilizations in conjunction with national high-visibility enforcement and engagement campaigns during holiday periods throughout the year.

Since STOP-DWI is self-sustaining, GTSC is able to use the Section 405d funds received by New York to support a number of other types of impaired driving projects, in addition to supplementing the resources available for statewide enforcement efforts. These include statewide public information campaigns, training programs, multi-agency advisory groups, research studies and projects to enhance state agency programs.

In FFY 2021, the STOP-DWI Foundation continued to maintain its “Have a Plan” mobile app, which is an important resource for the public and for potential impaired drivers. During the year, the STOP-DWI Foundation also provided a number of training programs including training sessions on “Street Drugs and Driving—What You Need to Know”, “Winning Interdiction—Conducting the Complete Traffic Stop”, “Recognizing Impaired Persons”, and “High in Plain Sight”. The attendees at these training sessions included STOP-DWI Coordinators, educators, police officers, probation officers, District Attorneys, Public Defenders, emergency service personnel and treatment professionals.



Every year, there are thousands of impaired driving crashes in New York.

The Have A Plan app provides resources to help you plan your night, find a safe ride, and more, so you never have to risk getting behind the wheel while impaired. Don't drive. Get a ride.

- Find a Safe Ride Home
- Plan Your Night
- Report a DWI
- Know the Facts
- Test Yourself
- Get Connected

Law enforcement training programs to address drug-impaired driving also continued to be a priority. In FFY 2021, 92 sixteen-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) programs were conducted around the state; a total of 2,946 police officers completed the training.

The much more intensive three-week Drug Recognition Expert (DRE) Certification Program was conducted in April and September. A total of 33 new DREs were certified during 2021, bringing the total number of DREs deployed across the state to 345.

With funding from GTSC, the Institute for Traffic Safety Management and Research (ITSMR) continued to expand and enhance the DRE Data Entry & Management System during FFY 2021. The system has a web-based application and a mobile application that DREs use to submit their evaluations, narratives, and toxicology results into ITSMR's DRE database. These tools also assist the DRE state coordinator in managing the program.

ASSESSMENT OF PROGRESS

The three performance measures used to track progress in impaired driving are Alcohol-Impaired Driving Fatalities, Persons Injured in Alcohol-Related Crashes and Fatalities in Drug-Related Crashes.

As discussed in the Performance Report presented earlier in this document, the targets set for the measures related to alcohol-related fatalities and injuries were met. The target set for improvement in the number of fatalities in drug-related crashes was not met.

Status of Impaired Driving Targets for FFY 2021

- ❖ **Alcohol-Impaired Driving Fatalities: Decrease the 5-year moving average for 2017-2021 to 297.5.**
This target was met. The five-year moving average for impaired driving fatalities decreased to 290.4 in 2020 surpassing the target of 304.5 set for 2020 and the target of 297.5 set for 2021.
- ❖ **Persons Injured in Alcohol-Related Crashes: Decrease the 5-year moving average for 2017-2021 to 5,456.8.**
This target was met. The five-year moving average number of persons injured in alcohol-related crashes declined to 5,243.8 in 2020, exceeding the reduction target of 5,589.9 set for 2020 and the target of 5,456.8 set for 2021.
- ❖ **Fatalities in Drug-Related Crashes: Decrease the 5-year moving average for 2017-2021 to 248.5.**
This target was not met. The five-year moving average for these fatalities increased to 296.6 in 2020, well above the targets of 227.8 set for 2020 and 248.5 set for 2021.

Adjustments Planned for Upcoming HSSP to Reduce Fatalities in Drug-Related Crashes

The five-year average number of drugged driving fatalities increased steadily over the five-year period 2016-2020. In addition, there is growing concern over the increasing proportion of the state's yearly fatalities that are drug-related (34%, 28% and 40% in 2018, 2019, and 2020, respectively, compared to 26% in 2016).

Several factors may be related to the increasing incidence of drugged driving. Some drivers may assume that because a drug is not illegal, or because a medication is prescribed, it is ok to drive after using it. Drivers are taking prescription medication more now than in the past and may not realize that mixing them with other prescriptions and/or alcohol has a negative effect. The legalization of recreational cannabis in neighboring states, before legalization in New York in 2021, may also be contributing to

increases in drugged driving fatalities in New York. Enforcing drugged driving violations can be more challenging than alcohol-related violations due to the limitations of drug impairment detecting technology and the lack of an established limit to determine drug impairment. Until such science-based technology is developed, the best tool traffic safety professionals have is the DRE.

The following initiatives will be undertaken or expanded to reduce the number of fatalities in drugged driving crashes:

- GTSC is planning to increase training as much as possible for law enforcement officers to recognize impaired drivers.
- To increase awareness, educational materials regarding impaired driving will be included with DMV registration documents mailed out across the state.
- GTSC is working with the Division of Criminal Justice Services (DCJS) to train law enforcement officers to better recognize individuals impaired by cannabis.
- GTSC will encourage and support law enforcement agencies to conduct more checkpoints and high-visibility details.

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

Impaired driving is one of the traffic safety issues included in the survey of New York State licensed drivers’ attitudes and behaviors conducted annually since 2010 at five Department of Motor Vehicles (DMV) offices. At the request of GTSC, ITSMR used Survey Monkey to develop an online survey to replace the in-person survey used in past years. The survey was posted on the DMV website in September-October 2020 and again in September-November 2021.

The first section below provides the results of the questions related to drinking and driving. The second section presents the results of questions about using drugs and driving.

Drinking and Driving

In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

	<u>2020</u>	<u>2021</u>
0 times or NA	89.3%	88.8%
1 time	6.2%	5.3%
2 times	2.4%	2.0%
3 times	0.3%	1.5%
4 times	0.4%	0.7%
5 or more times	1.4%	1.8%

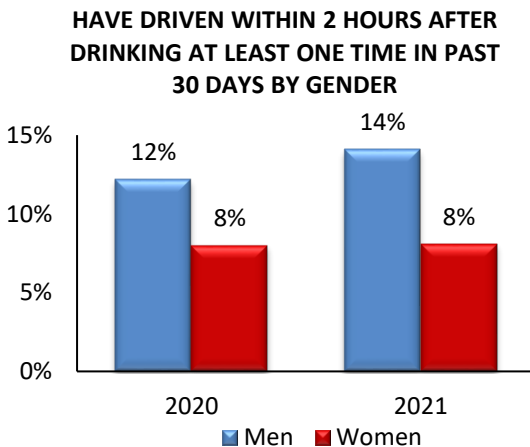
What do you think the chances are of someone getting arrested if they drive after drinking?

	<u>2020</u>	<u>2021</u>
Very likely	44.5%	42.9%
Somewhat likely	21.7%	23.3%
Likely	17%	17.8%
Unlikely	12.9%	13.5%
Very unlikely	3.9%	2.5%

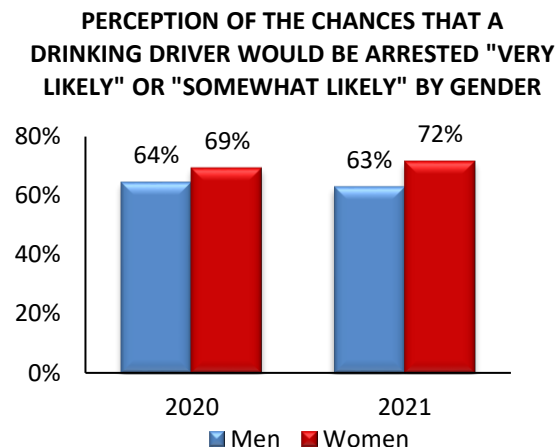
Source: Driver Behavior Surveys

- 89% of the survey respondents in 2020 and in 2021 said they had not driven within 2 hours after consuming alcohol in the past 30 days.
- Two thirds of the respondents in 2020 and in 2021 thought a driver was “very likely” or “somewhat likely” to be arrested for drinking and driving.

Differences by Gender



Source: Driver Behavior Surveys

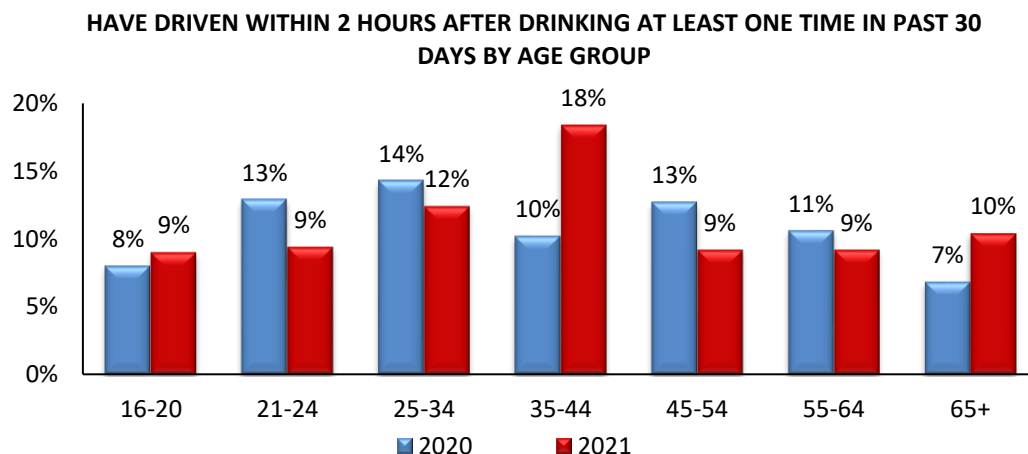


Source: Driver Behavior Surveys

- Men are more likely than women to drink and drive.
- 12% of men in 2020 and 14% in 2021 reported that they had driven after drinking at least once in the past 30 days, while 8% of women in both years reported this.
- Women are more likely than men to perceive a risk of arrest for drinking and driving.
- In 2021, 63% of men and 72% of women surveyed thought that it was “very likely” or “somewhat likely” that someone would get arrested if they drive after drinking.

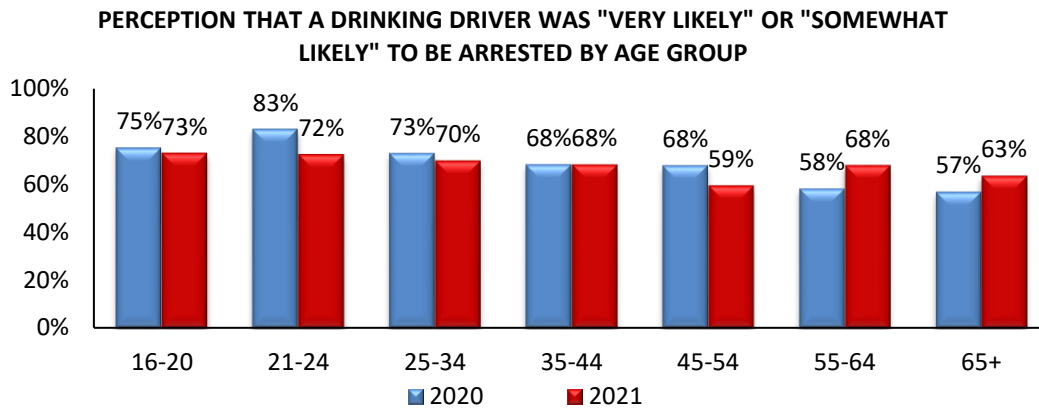
Differences by Age

Analyses by age group were also conducted for the survey respondents who said they had driven within 2 hours after drinking at least once in the past 30 days.



Source: Driver Behavior Surveys

- The drivers who reported driving within 2 hours after drinking at least once in the last 30 days included drivers under the legal drinking age. In 2021, 9% of the drivers under 21 years of age reported driving after drinking, a slight increase from 8% in 2020.
- The largest proportions of drivers who said they had driven after drinking in 2021 occurred in the 35-44 age group (18%), followed by the 25-34 and 65 and older groups (12% and 10%, respectively).



- In general, respondents under 35 thought it more likely that someone would get arrested if they drive after drinking; in 2021, 70-73% of those under 35 thought the chances were “very likely” or “somewhat likely”, compared to 59-68% of those 35 and older. Responses in 2020 were similar.

Drugs and Driving

In the past 30 days, how many times have you driven a motor vehicle within 2 hours after using cannabis/marijuana?

	<u>2020</u>	<u>2021</u>
0 times or NA	94.8%	93.5%
1 time	1.5%	2.1%
2 times	0.4%	0.8%
3 times	0.6%	0.8%
4 times	0.7%	0.2%
5 or more times	2.0%	2.6%

In the past 30 days, how many times have you driven a motor vehicle within 2 hours after using drugs other than cannabis/marijuana?

	<u>2020</u>	<u>2021</u>
0 times or NA	97.2%	96.4%
1 time	1.1%	0.9%
2 times	0.2%	0.1%
3 times	0.1%	0.4%
4 times	0.2%	0.2%
5 or more times	1.3%	2.0%

Source: Driver Behavior Surveys

- 6% of survey respondents in 2021 (5% in 2020) reported that in the past 30 days they had driven within 2 hours after using cannabis/marijuana, and 4% reported that they had driven within 2 hours after using drugs other than cannabis/marijuana (3% in 2020).

What do you think the chances are of someone getting arrested if they drive after using cannabis/marijuana?

	<u>2020</u>	<u>2021</u>
Very likely	26.2%	22.9%
Somewhat likely	20.2%	21.0%
Likely	13.7%	15.6%
Unlikely	29.2%	29.0%
Very unlikely	10.7%	11.5%

Source: Driver Behavior Surveys

- In 2021, 44% of the survey respondents reported that they think it “very likely” or “somewhat likely” that someone would get arrested for driving after using cannabis/marijuana, down slightly from 46% in 2020.

Do you think using cannabis/marijuana negatively affects a driver’s ability to drive safely...

	<u>2020</u>	<u>2021</u>
A great deal	63.3%	60.8%
A moderate amount	25.3%	29.5%
Not at all	11.3%	9.8%

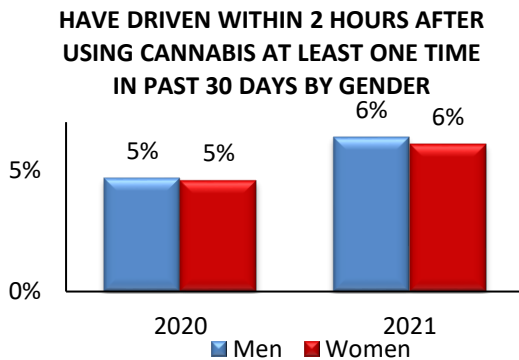
Do you know that someone can be arrested for driving under the influence of cannabis/marijuana?

	<u>2020</u>	<u>2021</u>
Yes	84.3%	83.8%
No	15.7%	16.2%

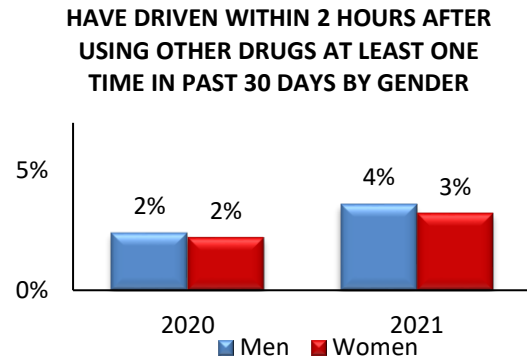
Source: Driver Behavior Surveys

- 90% of the drivers surveyed in 2021 (89% in 2020) reported thinking that using cannabis/marijuana negatively affects a driver’s ability to drive safely “a great deal” or “a moderate amount”.
- In both 2020 and 2021, 84% of the drivers surveyed reported knowing that someone can be arrested for driving under the influence of cannabis/marijuana.

Differences by Gender



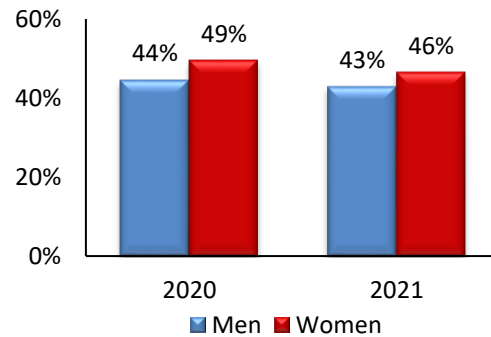
Source: Driver Behavior Surveys



Source: Driver Behavior Surveys

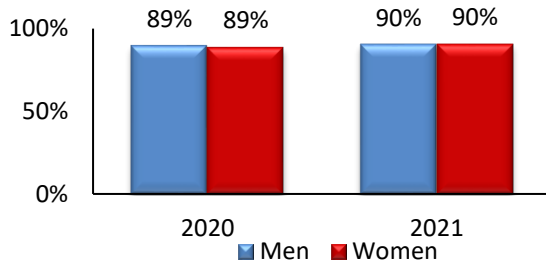
- In 2021, 6% of the men and 6% of the women surveyed said they had driven after using cannabis/marijuana at least once in the past 30 days, up slightly from 5% for each in 2020.
- 4% of the men and 3% of the women surveyed in 2021 responded that they had driven after using drugs other than cannabis/marijuana at least once in the past 30 days, also up slightly from 2% for each in 2020.
- In 2021, 46% of the female drivers surveyed thought it “very likely” or “somewhat likely” that someone would get arrested for driving after using cannabis/marijuana, compared to 43% of the male drivers. These proportions were down slightly from 2020 (49% of females and 44% of males).

PERCEPTION THAT SOMEONE IS "VERY LIKELY" OR "SOMEWHAT LIKELY" TO GET ARRESTED FOR DRIVING AFTER USING CANNABIS, BY GENDER



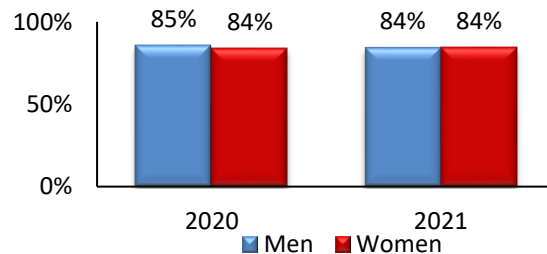
Source: Driver Behavior Surveys

PERCEPTION THAT USING CANNABIS NEGATIVELY AFFECTS A DRIVER'S ABILITY TO DRIVE SAFELY, BY GENDER



Source: Driver Behavior Surveys

KNOWLEDGE THAT SOMEONE CAN BE ARRESTED FOR DRIVING UNDER THE INFLUENCE OF CANNABIS, BY GENDER

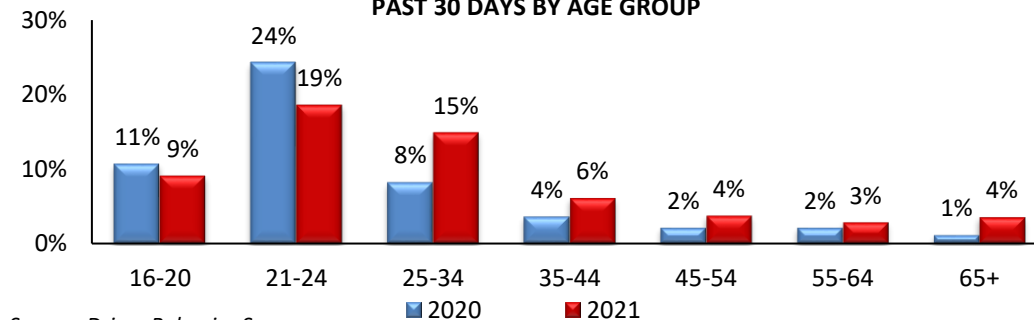


Source: Driver Behavior Surveys

- In 2021, 90% of the female drivers and 90% of the male drivers reported thinking that using cannabis/marijuana negatively affects a driver’s ability to drive safely “a great deal” or “a moderate amount”. These proportions are similar to the responses in 2020.
- 84% of the female drivers and 84% of the male drivers surveyed in 2021, similar to 2020, reported knowing that someone can be arrested for driving under the influence of cannabis/marijuana.

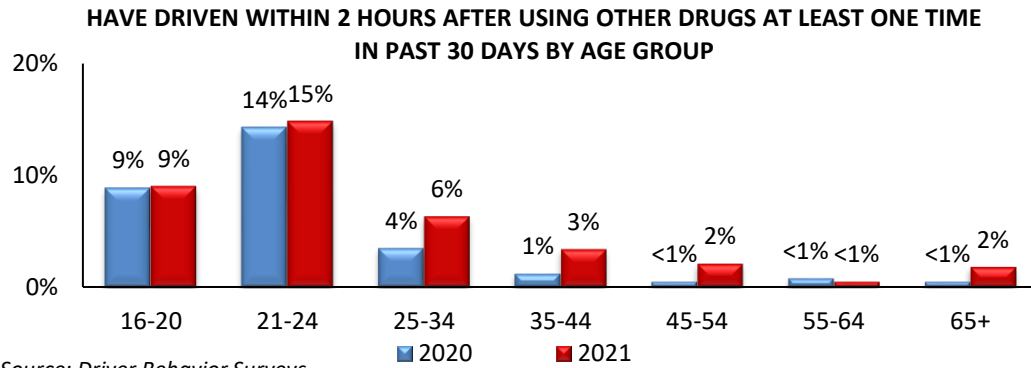
Differences by Age

HAVE DRIVEN WITHIN 2 HOURS AFTER USING CANNABIS AT LEAST ONE TIME IN PAST 30 DAYS BY AGE GROUP

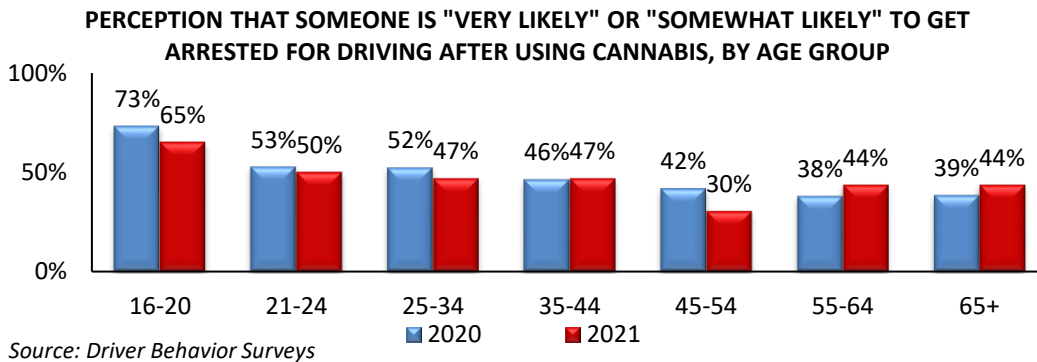


Source: Driver Behavior Surveys

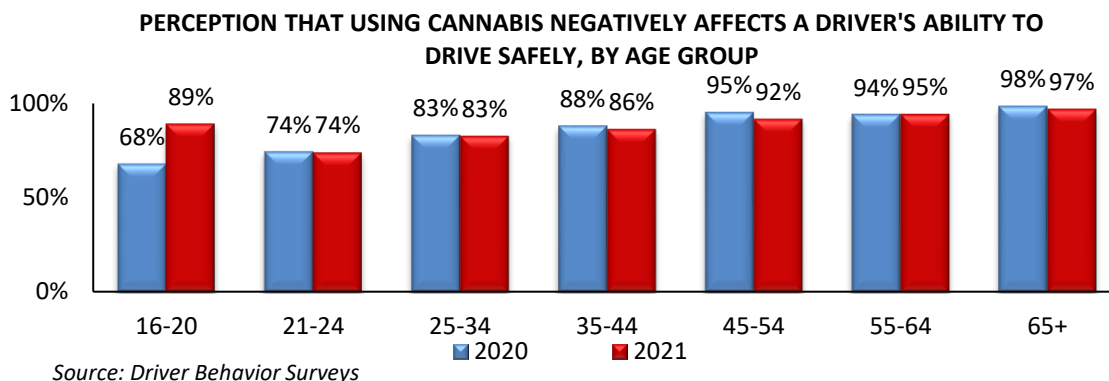
- In both 2020 and 2021, larger proportions of drivers in the younger age groups reported driving within 2 hours after using cannabis/marijuana at least once in the last 30 days. In 2021, 9% of drivers ages 16-20, 19% of drivers ages 21-24 and 15% of drivers ages 25-34 reported this behavior.



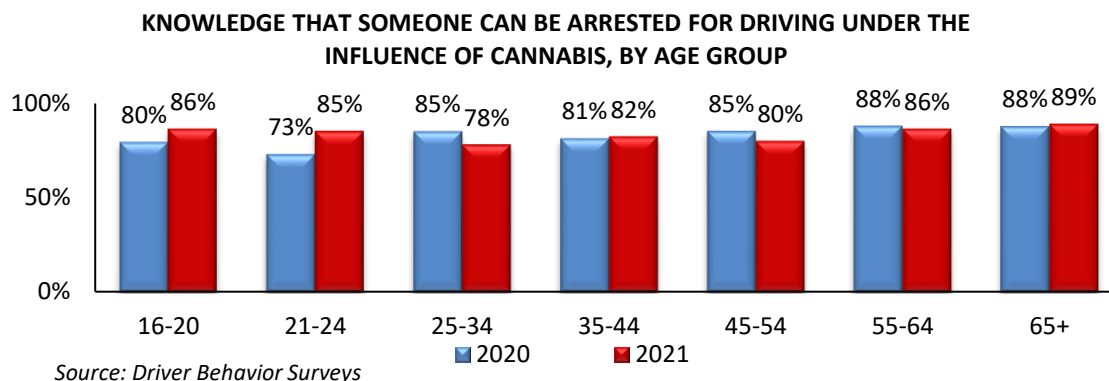
- Drivers in the younger age groups surveyed in 2020 and 2021 were also more likely to report driving within 2 hours after using drugs other than cannabis/marijuana. In 2021, 9% of drivers ages 16-20, 15% of drivers ages 21-24 and 6% of drivers ages 25-34 reported this behavior, compared to 1%-3% of respondents over the age of 34.



- Among the age groups surveyed, more drivers ages 16-20 thought that someone was "very likely" or "somewhat likely" to get arrested for driving after using cannabis/marijuana (73% in 2020 and 65% in 2021). Fewer drivers in the older age groups had this perception (30% for ages 45-54 and 44% for ages 55 and older, in 2021).



- 89% of the 16-20-year-old drivers surveyed in 2021 responded that they thought using cannabis/marijuana negatively affects a driver’s ability to drive safely “a great deal” or “a moderate amount.” Drivers ages 65 and older were most likely to respond this way (97% in 2021 and 98% in 2020).



- In 2021, drivers ages 65 and older were most likely to know that someone can be arrested for driving under the influence of cannabis/marijuana (89%), followed by those ages 55-64 and the youngest drivers, those ages 16-20 (86% each). Drivers ages 25-54 were least likely to know (78%-82%).

IMPAIRED DRIVING PROJECTS AND ACTIVITIES FUNDED IN FFY 2021

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s impaired driving program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2021 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2021 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Impaired Driving Laws

“Drive Sober or Get Pulled Over”

In FFY 2021, New York’s “Drive Sober or Get Pulled Over” enforcement and education initiative incorporated the slogan, “Have a Plan.” The campaign is a cooperative effort involving the New York State Police (NYSP), County Sheriffs and local police agencies. The NYS STOP-DWI Foundation also encourages county STOP-DWI Programs across the state to develop and conduct coordinated county-based enforcement efforts.

The national high-visibility enforcement and engagement campaign periods coincide with the times when large numbers of impaired drivers are likely to be on the roadways—Halloween, Thanksgiving, December Holiday Season, Super Bowl, St. Patrick’s Day, Memorial Day, the 4th of July, and late summer into Labor Day. In FFY 2021, the counties were asked to develop multi-agency efforts utilizing saturation patrols and checkpoints involving their local DREs. In addition, counties were reimbursed for expenses for DRE call-outs throughout the grant period.

Due to the cooperation and support of all county STOP-DWI program coordinators statewide, there was widespread participation by the police agencies across New York State during the campaigns. In addition to specific target saturation patrols and checkpoints, each enforcement detail required the onsite availability of a certified DRE.

Each county tailored its efforts during the high-visibility enforcement and engagement campaigns to the available enforcement personnel and activities significant to their community.



The results reported for the local police agency grant-funded high-visibility enforcement and engagement campaign initiatives in FFY 2021 are as follows:

High-Visibility Enforcement & Engagement Campaigns	Counties	Agencies	DWI/DWAI Arrests	DWAI Drug-only Arrests	Other Arrests	V&T Summonses
Halloween: 10/30/20-11/1/20	28	67	19	0	312	312
Thanksgiving: 11/25-29, 2020	37	117	22	5	667	667
Holiday Season National Mobilization: 12/17/20-1/1/21	32	98	27	0	42	719
Super Bowl: 2/5-8, 2021	33	101	12	2	56	507
St. Patrick's Day: 3/16-21, 2021	43	138	54	10	107	1,786
Memorial Day: 5/28/21-6/1/21	45	138	65	9	83	1,140
July 4 th : 7/2/21-7/5/21	41	133	63	4	64	1,121
Labor Day National Mobilization: 8/20/21-9/6/21	48	167	107	9	164	2,568

In addition, 30 counties received a total of 379 requests for a DRE call-out during the grant cycle.

Last Drink Location

DCJS and the NYSP are making information available on the last location where an arrested impaired driver drank, as well as the location of the arrest, to all STOP-DWI programs throughout the state. The data are collected through the breath test instruments used at the time of the arrest. The location data are being used by STOP-DWI and law enforcement agencies to develop programs in various counties to work with local establishments with liquor licenses to assist in preventing overserving patrons and then driving from the establishment in an impaired condition. This information also provides an invaluable tool to law enforcement in their targeted impaired driving enforcement efforts.

DCJS Impaired Driver Training and Technology Program

With funding provided by a GTSC grant, DCJS distributed 200 Alco-Sensor FST alcohol screening devices to New York State law enforcement, probation and parole agencies in FFY 2021. This equipment provides these agencies with state-of-the-art tools to aid in their impaired driving programs.



A total of 654 evidential breath test devices were repaired and/or certified on site (and an additional 432 remote certifications were performed) for use by local law enforcement.

All quarterly Last Drink and Arrest Location Reports, including Leandra's Law data, were disseminated via the NYS Integrated Justice Portal, eJusticeNY. In addition, with the completion of the Ethernet software/hardware upgrade project for all evidential New York State DataMaster Transportables (DMTs), The Division of Criminal Justice Services Office of Public Safety (DCJS-OPS) technical staff successfully continued to connect additional agencies to the DCJS server, facilitating real-time, accurate and secure transmission of evidential impaired driver data to aid in enforcement, adjudication, education, and the prevention of impaired driving offenses. The Alcohol Reference Standard was delivered to approximately 400 police agencies statewide on a bi-monthly basis for use in their evidential breath test programs. The evidential simulator replacement program has been completed as well, providing new, modern simulators ensuring less instrument downtime.

In FFY 2021, OPS staff administered, facilitated, documented and/or oversaw the training of 2,211 municipal law enforcement officers on the use of the DataMaster DMT. This total includes officers who attended the Breath Analysis Operator Course, Breath Analysis Operator Instructor Course, Breath Analysis Recertification Courses, Recognizing the Cannabis Impaired Motorist, RADAR/LIDAR Instructor Courses, and/or online Ignition Interlock Device Training.

In addition, 899 police officers attended the Standardized Field Sobriety Testing (SFST) courses, including the SFST Instructor course and SFST student course.

In total, the OPS provided quality training to 3,110 municipal law enforcement officers across the state during FFY 2021.

Prosecution and Adjudication of DWI Offenders

Prosecutor Training

During FFY 2021, the New York Prosecutors Training Institute (NYPTI) provided training to prosecutors and law enforcement officers on a variety of topics to improve the investigation and prosecution of impaired driving cases throughout New York State. Specific topics included SFST; drugged driving; distracted driving; changes to NYS law to legalize cannabis; ethical issues in vehicular crimes prosecutions; and trial advocacy training for new prosecutors. Most of the live training sessions were recorded to make them available for Continuing Legal Education credit for those unable to attend the live course. Due to the COVID-19 pandemic, training was done virtually, with live courses and workshops being held through an online platform. Under this project, GTSC also continued to fund two Traffic Safety Resource Prosecutors (TSRPs) to assist New York State prosecutors with impaired driving prosecutions. Hundreds of prosecutors are trained by the TSRPs annually and have access to information from NYPTI and the TSRPs via a statewide listserv, NYPTI's Prosecutors' Encyclopedia and NYPTI's public website www.nypti.org.

Judicial Training

The Office of Court Administration received funding for a Judicial Outreach Liaison (JOL) and a Court Analyst to educate and train judges and court personnel on traffic matters, legislation and trends; enhance communication between the courts and the highway safety community; raise awareness of the dangers posed by impaired and distracted drivers; increase the collection of fines and surcharges; and increase the number of courts submitting traffic ticket disposition data electronically to DMV. During FFY 2021, the JOL provided legal guidance and research to judges and court clerks seeking assistance. The JOL also participated in presenting training for newly elected/appointed town and village judges in

December 2020, April 2021 and June 2021. In addition, the JOL and Court Analyst presented six Judicial Seminars for judges and court attorneys on Screenings and Assessments in a DWI/DWAI matter, the “Right to Drive” Law (two sessions), DWAI Update and Traffic Ticket Procedure, Commercial Driver’s License and Masking, and DWI Treatment Court from a Participant’s Perspective. These seminars were conducted virtually and were attended by a total of 1,009 attendees. The JOL and Court Analyst also collaborate with other agencies and entities to identify training needs and assist with specific projects. Further, the JOL is active in the Federal Region 2 working groups with other JOLs, Law Enforcement Liaisons (LELs) and TSRPs.

Toxicologist Training

The NYSP Forensic Laboratory System provides alcohol and drug testing for state and local agencies throughout New York. Continuing education is critical to the toxicologists’ role in highway safety; these professionals must be kept up to date on the latest technology enhancements for testing, as well as the current state of research on the effects of alcohol and drugs on driving performance. With funding from GTSC, toxicologists from the NYSP Forensic Investigation Center were able to receive scientific training from both national and international experts over the past year. The training venues included the Annual Meetings of the Society of Forensic Toxicologists (SOFT), the American Academy of Forensic Sciences (AAFS), the International Association of Chemical Testing (IACT), and the International Association of Chiefs of Police (IACP) Drugs, Alcohol, and Impaired Driving (DAID). Staff also attended specific training on alcohol impaired driving at the Alcohol & Highway Safety: Testing, Research, and Litigation course, and drug-impaired driving at the Borkenstein Course on the Effects of Drugs on Human Performance. Several online training courses on measurement traceability, expert witness testimony, and oral fluid applications to Driving Under the Influence of Drugs (DUID) were also taken. These activities are essential to maintaining expert witness qualifications.

These expert toxicologists share their expertise with other toxicologists and impaired driving stakeholders throughout New York State. In support of the NYPTI, a six-part webinar series was conducted on forensic toxicology and drug impairment, as well as a presentation at their Summer College on the toxicology expert witness and discovery. A training on measurement uncertainty was conducted for NYS toxicologists.

Improvement of Toxicology Services for Impaired Driving Enforcement

Forensic toxicology services are essential to the effective enforcement of New York’s impaired driving laws. The volume and complexity of the testing needed to support the state’s impaired driving investigations has far exceeded the resources available within the laboratories. GTSC is supporting the toxicology labs throughout New York by updating aging laboratory equipment and investing in toxicologist training. GTSC has partnered with the NYSP Crime Laboratory, the largest provider of impaired driving toxicology services in the state, to develop a sustainable staffing model that will provide the necessary toxicology services throughout the state. During FFY 2021, the median turn-around time for toxicology cases at the NYSP laboratory remained stable and well within speedy trial deadlines. In addition, the laboratory validated new quantitative drug methods for cannabinoids and benzodiazepines.

GTSC’s information technology (IT) investments for the NYSP Toxicology laboratory have also had significant positive impacts. The section was able to transition smoothly to a new laboratory information management system (LIMS) platform and implement electronic report distribution. All completed toxicology cases also have a comprehensive discovery package delivered electronically within demanding time frames. Testing improvements require corresponding LIMS changes that are readily implemented due to the IT capabilities. Custom data queries are also accessible.

Oral Fluid Workgroup

New York has established an Oral Fluid working group. This group consists of the NYSP Toxicology Lab, DCJS, NYPD, ITSMR, NYPTI, Albany County District Attorney's Office, Nassau County District Attorney's Office, NYSP and GTSC.

This working group has been broken down into smaller groups to focus on each important section. The goal of this group is to establish recommended guidelines for oral fluid throughout New York State.

DWI Offender Treatment, Monitoring, Control

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

The Child Passenger Protection Act or "Leandra's Law" became effective in New York State on November 18, 2009. Effective December 18, 2009, the designation of DWI with a child under 16 years of age in a motor vehicle became classified as a Class E felony crime. A second provision of the law, effective August 15, 2010, required that individuals convicted of DWI crimes must install an ignition interlock device (IID) in any motor vehicle they own or operate and be sentenced to Conditional Discharge or Probation Supervision, in addition to any fine, fee, penalty or incarceration. Since program inception, NYS has seen 169,275 individuals ordered to install an IID as a mandatory part of their sentence, with approximately 26.2%, or 44,365, of those installing a device during the same quarter as reported by the monitors. Ignition interlock manufacturers report that more than 60,000 individuals have installed IIDs in their motor vehicles, many times months and years following sentence once operators reclaim their licenses to drive.

The NYS DCJS/OPCA is responsible for developing and updating DCJS Regulation Title 9 NYCRR Part 358 - *Handling of Ignition Interlock Cases Involving Certain Criminal Offenders*, which codifies practice in New York. Additionally, DCJS/OPCA provides monitoring and technical assistance for the program.

Leandra's Law was updated in 2013 with several changes, including the following: the minimum IID installation period of twelve months; allowing IIDs installed prior to sentencing to be applied to the required installation period; confirming that the law applies to youthful offenders in full; and requiring operators who do not install an IID to assert under oath that they do not own and will not operate a vehicle. Activities completed and associated with this program are described below. Notably, certain activities conducted in FFY 2021 were significantly affected by the COVID-19 pandemic.

- Prior to the pandemic, OPCA staff conducted on-site visits to probation departments and conditional discharge monitors, where they held discussions with each team, reviewed DWI case files and provided feedback to help guide best practices. Due to pandemic restrictions, OPCA staff continue to explore methods to perform such quality assurance efforts remotely.
- OPCA worked with the Office of Information Technology Services (ITS) to create a list serve which will be launched in the near future, that will allow probation officers and conditional discharge monitors to communicate in order to address ignition interlock-related issues.
- OPCA collaborated with DMV to continue the A4 Restriction Removal Pilot Project with several probation departments and conditional discharge IID monitors. This project improves the accuracy of DMV data by allowing monitors to email DMV the IID Certificate of Completion providing authorization to remove the A4 restriction from the operator's license and driving record.
- OPCA conducted conference calls/ongoing communication, at least quarterly, with manufacturers in order to address issues.
- OPCA staff continued to work collaboratively with other agencies to advance the state's Ignition Interlock Program.

- The annual audit of IID Manufacturers, wherein each company is required to audit every one of their Installation/Service Providers was initiated during this grant period. The responses to the survey, and reporting audit, are due during the next grant cycle.
- During this period, the assigned Community Correction Representative (CCR 2) served as OPCA’s lead in collaborating with DCJS Finance and Office of Legal Services in preparing the contracts for the Provision of Ignition Interlock Services in New York State. Through a Request for Proposals, NYS identified four IID Manufacturers and contracts were executed on time and commenced on August 15, 2021. With the execution of these new contracts, NYS now has four Qualified Manufacturers:
 - CST/ Intoxalock
 - Draeger
 - LifeSafer
 - Smart Start
- Additionally, and perhaps most importantly, DCJS/OPCA has continued to use the grant money to offset the costs to localities of monitoring Leandra’s Law cases. This funding is invaluable in assuring that the program continues and that the counties can continue to provide the kind of monitoring that separates New York State’s IID Programs from those of other states.

Prevention, Communications, Public Information and Educational Outreach

STOP-DWI Foundation Training and Public Information and Education (PI&E) Outreach

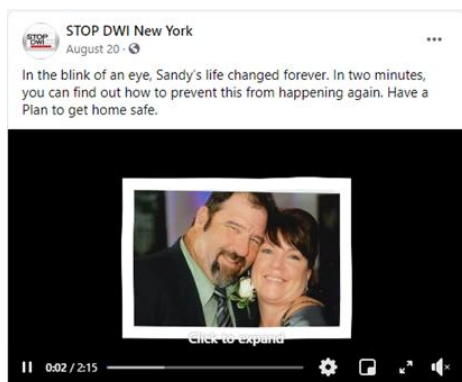
The Foundation continued to maintain and implement updates to its “Have a Plan” mobile app. The app runs on the iOS, Android and Windows platforms. The monitoring system provides regular reports on the total number of app downloads, the total number currently installed and the most popular installed version. There have been 17,793 mobile app downloads since its inception in August 2014.



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

The Foundation contracted with Column Five Media to increase awareness through social media. In the beginning stages of the contract, social media graphics were developed using statistics from ITSMR’s TSSR

application. These pieces were posted on social media sites during the high-visibility enforcement and engagement campaign periods and as weekly posts.



In addition to these activities, the STOP-DWI Foundation rolled out the first victim story video in August of 2020 (<https://stopdwi.org/videos>).

Underage Drinking and Alcohol-Impaired Driving

NYSP Impaired Driver Identification and Underage Drinking Enforcement Program

In FFY 2021, the NYSP continued to conduct a comprehensive multifaceted strategy that included the following components: deterrence, detection, officer training, public education, and underage enforcement. Each Troop developed specific action plans for targeting impaired driving issues within the Troop. The following is a list of activities that were conducted during the grant period:

- **Underage Drinking Identification Details:** The NYSP conducted 182 Underage Drinking Identification (UDI) enforcement details during which 2,690 retail stores and 73 bars and taverns were checked. Of these, 72 bars (99%) and 2,386 retail stores (89%) were in compliance. The details resulted in 306 arrests for violations of the Alcoholic Beverage Control (ABC) Law and 134 arrests for violations of the Penal Law.
- **Sobriety Checkpoints:** Each Troop conducted, at a minimum, one checkpoint each month; multi-agency checkpoints were also conducted. In total, 232 fixed sobriety checkpoints were conducted, resulting in 277 DWI, 29 DWAI-Drugs, and 217 criminal arrests.
- **Dedicated DWI Patrols:** Each Troop conducted, at a minimum, two dedicated DWI details per month per zone and two additional details at other locations identified by the Troop. Overall, 1,642 dedicated DWI patrols were conducted resulting in 319 DWI, 52 DWAI-Drugs, and 287 criminal arrests.
- **Training:** NYSP DRE instructors assisted with DRE schools conducted in Erie County and Onondaga County. Additionally, instructors assisted with the field certification training associated with those schools and with re-certification training conducted in Philadelphia, PA. Members also assisted with instruction at numerous ARIDEs throughout the state at the request of the GTSC, and approximately 50 additional ARIDE trainings in an effort to ARIDE train all road patrols within the NYSP.
- **National Holiday Campaigns:** During the National Holiday Campaign and New Year's period (December 16, 2020-January 1, 2021), the NYSP conducted 26 sobriety checkpoints resulting in 30 DWI/DWAI-Drugs arrests. The NYSP conducted 110 dedicated DWI patrols resulting in 29 DWI/DWAI-Drugs arrests. Three DRE evaluations were performed. Also during this period, fourteen UDI details were conducted; 24 of the 198 retail establishments were found to be out of compliance. These details resulted in 21 ABC Law charges and fourteen Penal Law charges.

During the National Labor Day Campaign (August 18-September 6, 2021), the NYSP conducted 37 sobriety checkpoints resulting in 60 DWI/DWAI-Drugs arrests. In addition, 172 dedicated patrols were conducted resulting in 38 DWI/DWAI-Drugs arrests. Ten DRE evaluations were performed. Also during this period, nineteen UDI details were conducted. Of the seven bars and 263 retail locations that were checked, zero bars and 22 retail locations were out of compliance. This resulted in 25 ABC Law and fifteen Penal Law charges.

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

Operation Prevent – Stop Bad ID

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

In addition to preventing underage drinkers from obtaining alcohol, a goal of the program is to identify the source(s) of the counterfeit or altered identification documents. Investigations into this aspect of the program seek to shut down the counterfeiting operation or to identify purveyors of fraudulent documents available through the Internet. The DFI has identified numerous websites selling counterfeit driver licenses from all over the world. In FFY 2021, DFI investigators visited 37 establishments/venues that serve alcohol, seized 261 illegal identity documents from patrons who were under the age of 21, and made 252 arrests. There were also 48 ABC violations charged as the result of the two large-scale operations at bar establishments. The numbers are down due to New York State being put on lockdown and establishments closed during the pandemic.

Drugged Driving

Drug Recognition Expert Statewide Coordinator

A member of the GTSC staff continues to coordinate the DRE program in New York. The State Coordinator is responsible for coordinating and scheduling training programs that provide existing DREs the opportunity to maintain certifications that adhere to the national and New York State standards. In a continuing effort to provide the most efficient and relevant training, the State Coordinator, in conjunction with the Technical Advisory Panel (TAP), is tasked with the oversight, review and implementation of the training curriculum and sets the standards for instructor qualifications and certifications. The State Coordinator has also created a DRE Callout Application to assist with the DRE program and to allow police officers to reach DREs in a timely manner.



DRE Training Programs

GTSC staff have been working with the state's enforcement agencies to ensure that as many officers as possible maintain certification in the SFST and DRE programs. Due to the legalization of cannabis, the need for ARIDE and DRE trained officers has increased. The DRE course was offered in April and September 2021; 33 new DREs were trained and certified. A total of 345 DREs are now deployed across the state. The DRE school that was scheduled for January was canceled due to the pandemic, reducing the number of DREs to be trained by 20.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

The ARIDE training program has been implemented in New York since FFY 2008. The two-day ARIDE course is intended to bridge the gap between the SFST training all police officers in New York receive in the Basic Course for Police Officers and the DRE training courses completed by a relatively select group

of officers. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol or a combination of both, in order to reduce the number of impaired driving incidents and crashes which result in serious injuries and fatalities. In FFY 2021, 92 training programs were conducted in various parts of the state; 2,946 police officers completed the ARIDE training.

Cooperative Approaches to Reducing Impaired Driving

In its position as the focal point for impaired driving programs in New York State, GTSC is responsible for the oversight and coordination of activities that address the problem of impaired driving at the state level; oversees the state's most comprehensive impaired driving program, STOP-DWI; and administers the state's 402 highway safety program. GTSC also leads the Advisory Council on Impaired Driving, a group that recognizes the multi-disciplinary nature of the impaired driving issue and looks for more effective approaches to reducing crashes, fatalities and injuries resulting from impaired driving. The Advisory Council is comprised of eight teams: General Deterrence/Research, Enforcement, Prosecution, Courts, Assessment and Treatment, Probation, Licensing, and Toxicology.

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

Institute for Traffic Safety Management and Research (ITSMR) Impaired Driving Research Projects

Fact Sheets and Research Notes

In FFY 2021, ITSMR compiled the following Fact Sheets:

- Alcohol and Drugged Driving Arrests (TSLED only): 2015-2019
- Alcohol-Related Crashes: 2015-2019
- Drug-Related Fatal and Personal Injury Crashes: 2015-2019
- Survey of Driving Behaviors, Opinions & Perceptions: Impaired Driving: 2020

ITSMR project staff also completed the following Research Notes:

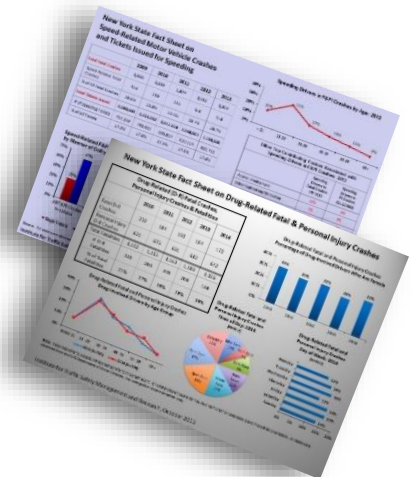
- Drug Involvement in Fatal & Personal Injury Crashes on New York Roadways: 2015-2019
- Impaired Crashes on New York Roadways: 2015-2019
- Drivers Ticketed for Drug-Impaired Driving on New York Roadways: 2019 Status Report
- Cannabis and Driving on New York Roadways: What Do We Know? 2018-2020

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

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

During FFY 2021 ITSMR continued to expand and enhance the DRE Data Entry & Management System, which has both a web-based and a mobile application. The mobile application is used by DREs in the field to submit their evaluations, narratives, and corresponding toxicology results into ITSMR's DRE database. Version 5.3 was released in February 2021, with the following highlights:

- The DRE and Reviewer can add a physical handwritten signature on the evaluation.



- The State Coordinator can set the percentage of evaluations to be reviewed by an instructor.
- The automatic sequential rolling log number and a look-up function were added to the evaluation, eliminating mistakes made by DREs when adding the log number manually.
- DREs who opt to upload their Narrative report rather than use the ITSMR software can view the uploaded PDF on their tablet as well as through the web application.
- The Document Manager, containing DREs' evaluations and Narrative reports, was enhanced.
- The Toxicology drug list was updated and the data entry component was refined, providing greater accuracy at data entry and during analysis.
- A new Help function allows a DRE to submit a request for technical support.

ITSMR staff, with the assistance of GTSC staff, ensured that the tablets being used by each of New York's DREs were up to date with the current software and operating systems. ITSMR staff assisted with the procurement, setup and delivery of about 50 new Samsung tables to DREs. The staff continued to issue replacement tablets for older tablets that were deemed defective or had exceeded their shelf life.

Documentation including data dictionaries, user guides, training slides and tutorials were prepared or updated for the DRE Data Entry and Management System during FFY 2021.

Transfer of DRE Data to the National Highway Traffic Safety Administration (NHTSA)

During FFY 2020 NHTSA selected a new vendor to manage the DRE National Database. ITSMR staff worked closely with the vendor to establish file transfer protocols and data integrity when transferring data to the new NHTSA system. In FFY 2021 the NHTSA vendor made changes to their database and to the method used to receive data from third party sites. ITSMR will continue to work with NHTSA to ensure that the Federal database accurately reflects New York's data.

Technical Support

ITSMR staff continued to provide technical support to all DREs using the mobile and web applications during FFY 2021. ITSMR staff assign DREs their tablets and configure new user accounts.

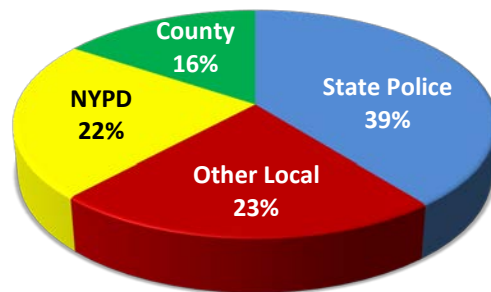
ITSMR staff continued to troubleshoot technical issues and respond to questions from DREs using the mobile and web applications during FFY 2021. They also continued to maintain/upgrade hardware, software and the applications involved.

POLICE TRAFFIC SERVICES

The Police Traffic Services (PTS) program consists of the cooperative efforts of police agencies across New York State to reduce crashes, personal injuries and fatalities through enforcement of the state’s Vehicle and Traffic Law (VTL). In 2020, police agencies in New York issued approximately 2,275,000 tickets, a 35% decrease from the approximately 3,503,000 tickets issued in 2019.

The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right. In 2020, the New York State Police (NYSP) issued 39% of the tickets, other local police departments issued 23%, the New York City Police Department (NYPD) issued 22%, and county law enforcement agencies issued 16%. In 2019, the distribution of tickets by enforcement agency type was different: NYSP 28%, Other Local 26%, NYPD 28%, and County 18%.

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2020



Sources: NYS TSLED and AA systems / TSSR

Each year, a significant portion of available grant funds from the Governor’s Traffic Safety Committee (GTSC) is awarded to law enforcement agencies at the state, county and local levels. To ensure the effectiveness of New York’s traffic enforcement efforts, all applications for funding must meet the requirements of the state’s Traffic Safety Enforcement Program (TSEP); the issue to be addressed must be documented by data and the strategies proposed to address the issue must be evidence-based. In FFY 2021, GTSC staff conducted regional training sessions to assist police agencies in developing data-driven PTS grant applications consistent with the state’s evidence-based TSEP.

To ensure that New York’s traffic safety enforcement grant funds are deployed based on data-driven problem identification, GTSC identifies the statewide geographic and demographic areas of concern through analyses of crash data. GTSC then identifies police agencies with traffic enforcement jurisdiction in the most problematic areas, and through its Highway Safety Program Representatives and Law Enforcement Liaison (LEL) networks, conducts outreach to encourage agencies to apply for grant funding. Using the state’s priority areas as the framework, GTSC’s PTS grant program is the primary funding effort to direct traffic enforcement grant funds to New York’s police agencies. Enforcement efforts described under other program areas are planned, implemented and monitored in accordance with the state’s TSEP.

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



The NYSP ran two week-long high-visibility traffic enforcement and engagement campaigns targeting speeders. The first “Speed Awareness Week” was conducted June 7-13 and the second was conducted July 31-August 8. Historically, these speed enforcement campaigns have been scheduled to coincide with the Montreal Grand Prix and the Annual Watkins Glen International Raceway NASCAR event. The NYSP and local enforcement agencies collectively issued a total of 25,491 speed-related tickets statewide during the two campaigns.

The NYSP also conducted successful initiatives during FFY 2021 related to distracted driving, in particular, enforcement of cell phone and texting violations. During the year, two “Operation Hang Up” details were conducted that ran concurrently with the National Highway Traffic Safety Administration (NHTSA) U Drive U Text U Pay campaigns. Each campaign focused on motorists who use their cell phone and other electronic devices while driving. Troopers issued nearly 6,500 tickets for illicit cell phone use during these campaigns. During the grant year, the NYSP issued 31,427 distracted driving tickets.

Law enforcement training programs are another important component of New York’s PTS program. One example is the commercial motor vehicle training provided by GTSC and its federal and state partners to police officers from local agencies. The intent of the training is to provide local law enforcement with the information and tools to be better equipped and prepared to contend with crashes and traffic violations involving commercial motor vehicles. Locations for the training are determined through a data-driven approach to identify counties and areas of the state that are overrepresented in commercial vehicle crashes.

ASSESSMENT OF PROGRESS

The two performance measures used to track progress in the PTS program area are Speeding-Related Fatalities and Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting.

As discussed in the Performance Report presented earlier in this document, the target set for Speeding-Related Fatalities was not met. The target set for the measure related to distracted driving, the number of fatal and personal injury crashes involving cell phone use or texting, was also not met.

Status of Police Traffic Services Targets for FFY 2021

❖ **Speeding-Related Fatalities: Decrease the 5-year rolling average for 2017-2021 to 307.1**

This target was not met. The five-year moving average number of speeding-related fatalities for 2020 was 309.8, lower than the target of 319.4 set for 2020 but higher than the target of 307.1 set for 2021.

❖ **Fatal and Personal Injury Crashes Involving Cell Phone Use and Texting: Decrease the 5-year rolling average for 2017-2021 to 469.4**

This target was not met. The five-year moving average number of Fatal and PI crashes involving cell phone use or texting for 2020 was 491.4, well above the targets of 459.2 set for 2020 and 469.4 set for 2021.

Adjustments Planned for Upcoming HSSP to Reduce Speeding-Related Fatalities

The increase in speeding-related fatalities is of great concern to GTSC. Although the five-year moving average for these fatalities had declined steadily from 2015 to 2019 (from 344.6 to 303.6), a sharp increase in speeding-related fatalities in 2020 caused the average to rise to 309.8. This increase is

consistent with national trends seen during the COVID-19 pandemic, where a surge in risky driving behaviors including speeding was associated with an increase in fatalities, even as vehicle miles traveled decreased.

GTSC plans to continue its data-driven approach to target crashes involving speeding through the following:

- Create a new public service announcement and associated digital messaging.
- Conduct data analysis to determine “hot spot” speed-related crash locations. Focus communities will be identified and encouraged to conduct sustained speed enforcement activities.
- Add a second statewide “Speed Awareness Week” enforcement and engagement mobilization.
- Form a state-level workgroup to guide short- and long-term collaborative efforts geared toward reducing speeds, engaging the public and mitigating crashes caused by unsafe speed.

Adjustments Planned for Upcoming HSSP to Reduce Fatal & PI Crashes Involving Cell Phone Use or Texting

The increase in distracted driving crashes is another serious concern for GTSC. Drivers who are distracted are not only a danger to themselves and their passengers but also to other roadway users who share the road with them. With the increased availability and use of technology within vehicles there are multiple ways for a driver to become distracted while behind the wheel. Mobile phones and other electronic devices and their expanding use not only to make phone calls and text but also to navigate, check social media and engage in other activities that take attention away from driving are playing an increasing role in fatal and personal injury crashes.

New York defines a cell phone crash as one in which 1) cell phone use or texting was cited as a contributing factor on the police crash report form, or 2) a ticket was issued for talking on a hand-held cell phone or texting while driving.

Based on crash data from New York’s Accident Information System (AIS), the five-year moving average for fatal and personal injury crashes involving cell phone use and texting and the annual number of these crashes have been on an upward trend. Because fatal and personal injury crashes involving cell phone or texting made up less than 0.5% of all fatal and personal injury crashes that occurred in the state, underreporting appears to be an issue and one that will continue to make it difficult to determine the scope of the problem.

Analyses of the crash and ticket data for 2020 show the following:

- 60% of these crashes occurred in the Upstate area, 23% in New York City and 17% on Long Island.
- 46% of the drivers ticketed for cell phone/texting violations were driving in New York City, compared to 42% Upstate and 12% on Long Island.
- 74% of the drivers involved in these crashes were under age 40; 31% were 21-29 years of age, 24% were ages 30-39, and 19% were ages 16-20.
- 31% of the drivers ticketed for using a cell phone were women.

The results from the recent driver behavior surveys show that younger drivers who are generally more likely to text while driving are less likely than older drivers to see this behavior as dangerous.

GTSC will continue to use a data-driven approach to target distracted driving through the following:

- Partner with state, county, and municipal agencies and nonprofit agencies to investigate ways to change the behavior of drivers through enforcement, public awareness, and education.
- Encourage more local police agencies to use PTS grant funds to participate in the national U Drive U Text U Pay mobilization during April, which is designated “Distracted Driving Awareness Month”.
- Expand the use of strategies that have been effective in the enforcement of cell phone and texting violations, such as the use of unmarked vehicles.
- Use crash data and the results from the Driver Behavior Survey to develop distracted driving messaging targeting high-risk groups and disseminate through local events, schools and social media.

Annual Survey of New York State Drivers: Results Related to Speeding

Unsafe speed is one of the major traffic safety topics included in the survey of New York State licensed drivers’ attitudes and behaviors conducted annually since 2010 at five Department of Motor Vehicles offices. At the request of GTSC, ITSMR used Survey Monkey to develop an online survey to replace the in-person survey used in past years. The survey was posted on the DMV website in September-October 2020 and again in September-November 2021.

The table below shows the results of the questions related to the frequency of speeding behavior and the perceptions of the risk of being ticketed for speeding compiled from the online survey.

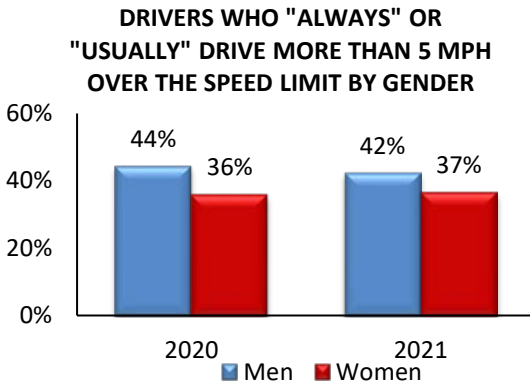
<i>How often do you drive more than 5 mph over the speed limit?</i>		
	<u>2020</u>	<u>2021</u>
Always	13.1%	13.1%
Usually	27.0%	26.9%
Sometimes	35.8%	37.9%
Rarely	15.7%	14.5%
Never	8.4%	7.6%
<i>What do you think the chances are of getting a ticket if you drive more than 5 mph over the speed limit?</i>		
	<u>2020</u>	<u>2021</u>
Very likely	15.9%	14.2%
Somewhat likely	23.2%	21.3%
Likely	17.3%	18.2%
Unlikely	33.4%	34.9%
Very unlikely	10.2%	11.3%

Source: Driver Behavior Surveys

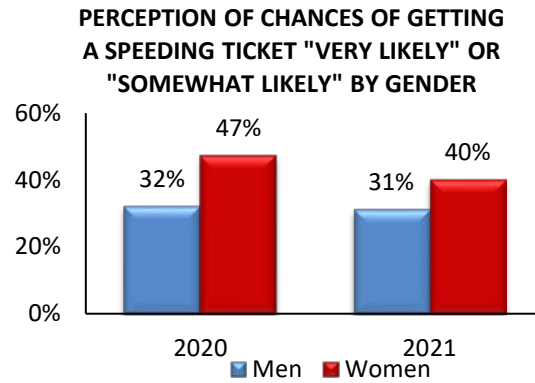
- 40% of the drivers surveyed in both 2020 and 2021 reported that they “always” or “usually” drive more than 5 mph over the speed limit.
- In 2021, 35% of the drivers thought the chances of getting a ticket for driving more than 5 mph over the speed limit were “very likely” or “somewhat likely”, down from 39% in 2020.
- 46% of the drivers surveyed in 2021 thought it “unlikely” or “very unlikely” that they would be ticketed for driving more than 5 mph over the speed limit, up from 44% in 2020.

Differences by Gender

Reported behaviors and perceptions related to speeding differed between men and women and among drivers in different age groups.



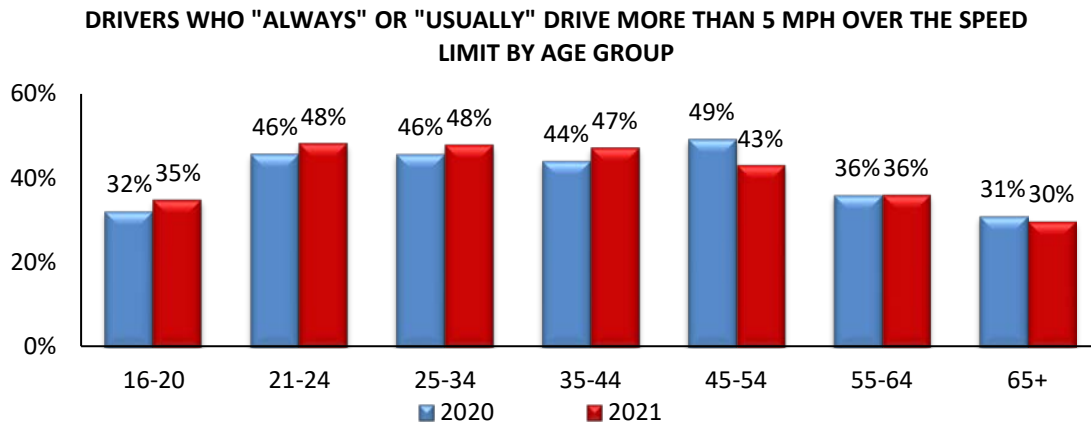
Source: Driver Behavior Surveys



Source: Driver Behavior Surveys

- Men are more likely than women to speed. In the online survey conducted in 2021, 37% of the female drivers said they drive more than 5 mph over the speed limit “always” or “usually” compared to 42% of the male drivers. Results were similar in 2020.
- Women perceived a greater risk of getting a ticket for speeding than men; in 2021, 31% of the men and 40% of the women, down from 32% and 47% in 2020, thought the chances of getting a ticket “very likely” or “somewhat likely” if they drive more than 5 mph over the speed limit.

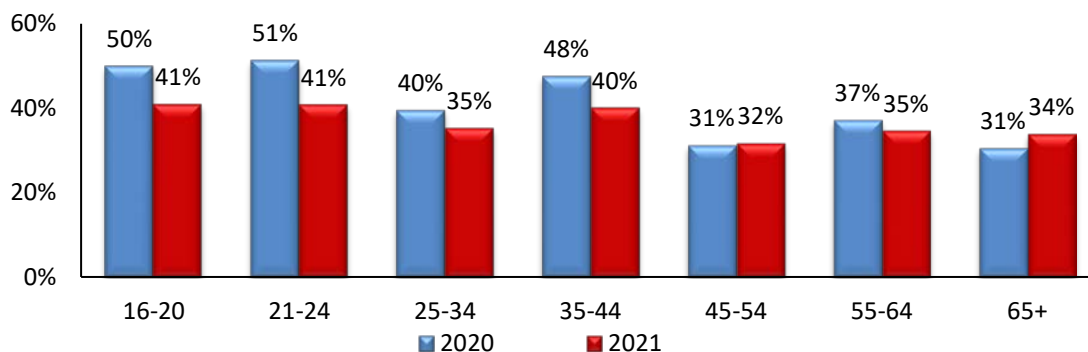
Differences by Age



Source: Driver Behavior Surveys

- In 2021, drivers ages 21-44 were the most likely to report that they “always” or “usually” drive more than 5 mph over the speed limit (48% for 21-34 and 47% for 35-44).
- Drivers ages 16-20 and those 65 and older surveyed in 2021 were least likely to report that they exceed the speed limit “always” or “usually” (35% and 30%, respectively). These results are similar to those observed in 2020.

PERCEPTION OF CHANCES OF GETTING A SPEEDING TICKET "VERY LIKELY" OR "SOMEWHAT LIKELY" BY AGE GROUP



Source: Driver Behavior Surveys

- In 2021, the perception that the chances of getting a speeding ticket were “very likely” or “somewhat likely” for driving more than 5 mph over the speed limit was highest among drivers ages 16-20 and 21-24 (each 41%) and lowest among drivers ages 45-54 and 65 and older (32% and 34%, respectively). A similar distribution was observed in 2020.

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

Distracted driving is another key issue that is addressed in the state’s PTS program. The survey questions in this area focused on behaviors related to using hand-held cell phones to text and talk while driving and perceptions of the risk of being ticketed for this behavior. Respondents were also asked their opinion about the effect of texting on a driver’s ability to drive safely.

<i>How often do you send or receive text messages using a hand-held cell phone while driving?</i>		
	<u>2020</u>	<u>2021</u>
Always	2.7%	2.0%
Usually	2.2%	2.8%
Sometimes	10.7%	12.0%
Rarely	21.3%	21.4%
Never	63.2%	61.8%
<i>How often do you talk on a cell phone while driving, whether hand-held or hands-free?</i>		
	<u>2020</u>	<u>2021</u>
Always	4.2%	2.8%
Usually	5.2%	8.2%
Sometimes	24.9%	25.3%
Rarely	27.8%	28.7%
Never	38.0%	34.9%

Source: Driver Behavior Surveys

- In 2021, 38% of the drivers reported that they send or receive text messages using a hand-held phone at least “rarely” while driving, up slightly from 37% in 2020.
- Compared to drivers who text, a larger proportion of respondents said that they talk on a cell phone while driving whether hand-held or hands-free. In 2021, 65% reported that they talk on a cell phone while driving; 11% said they “always” or “usually” engage in this behavior; over half said

“sometimes” or “rarely” (54%). Similarly, in 2020 62% of respondents reported that they talk on a cell phone while driving.

- 35% of the respondents in 2021 and 38% in 2020 said they never talk on a cell phone while driving.

Because New York’s law only allows the use of hands-free cell phones, the respondents who said that they talk on a cell phone at least “rarely” (65% in 2021 and 62% in 2020) were asked how often they use a hand-held phone in violation of the law.

<i>When you talk on a cell phone while driving, how often do you use a hand-held phone?</i>		
	<u>2020</u>	<u>2021</u>
Always	13.6%	15.2%
Usually	4.8%	6.2%
Sometimes	4.8%	7.0%
Rarely	22.5%	18.7%
Never	54.3%	53.0%

Source: Driver Behavior Surveys

- 47% of the respondents in 2021 (46% in 2020) who said they talk on a cell phone while driving reported that they use a hand-held device at least “rarely”.

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

<i>What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?</i>		
	<u>2020</u>	<u>2021</u>
Very likely	39.7%	36.0%
Somewhat likely	19.2%	19.9%
Likely	18.7%	19.1%
Unlikely	15.0%	18.4%
Very unlikely	7.3%	6.6%

<i>What do you think the chances are of getting a ticket if you text using a hand-held cell phone while driving?</i>		
	<u>2020</u>	<u>2021</u>
Very likely	37.8%	34.1%
Somewhat likely	17.9%	16.6%
Likely	15.9%	17.6%
Unlikely	18.8%	21.5%
Very unlikely	9.5%	10.2%

Source: Driver Behavior Surveys

- 56% of the respondents in 2021, down from 59% in 2020, thought that they were “very likely” or “somewhat likely” to get a ticket for talking on a hand-held a cell phone.
- Similarly, 51% of the drivers in 2021, down from 56% in 2020, thought the chances of getting ticketed for a texting violation were “very likely” or “somewhat likely”.

The final question on this topic assessed perceptions of the dangers of texting while driving.

Do you think texting using a hand-held cell phone affects a driver's ability to drive safely...

	<u>2020</u>	<u>2021</u>
A great deal	80.1%	84.6%
A moderate amount	13.2%	11.1%
Not at all	6.7%	4.3%

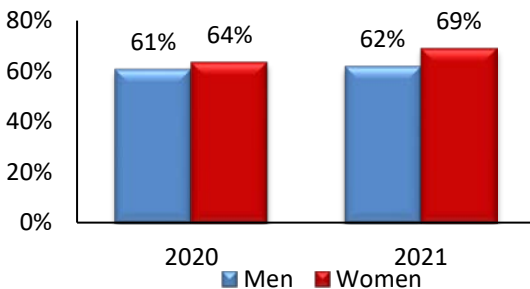
Source: Driver Behavior Surveys

- In 2021, 85% of the respondents thought that texting affects a driver's ability to drive safely "a great deal" and another 11% said a driver's ability to drive safely is affected "a moderate amount".
- Only 4% thought that texting has no effect on driving ability, down from 7% in 2020.

Differences by Gender

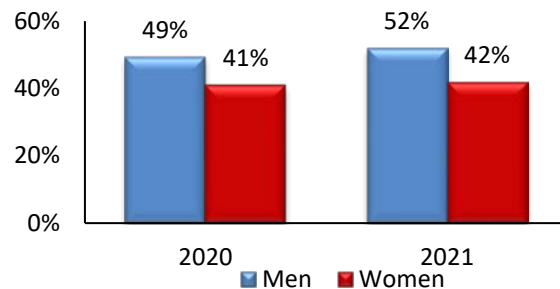
Further analyses by driver characteristics showed differences in behaviors and perceptions related to distracted driving by gender and age.

DRIVERS WHO TALK ON A CELL PHONE WHILE DRIVING BY GENDER



Source: Driver Behavior Surveys

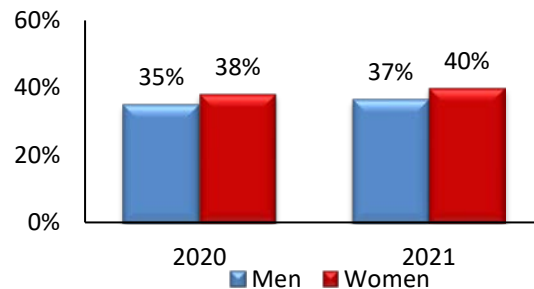
WHEN TALKING ON A CELL PHONE, DRIVERS WHO USE A HAND-HELD PHONE BY GENDER



Source: Driver Behavior Surveys

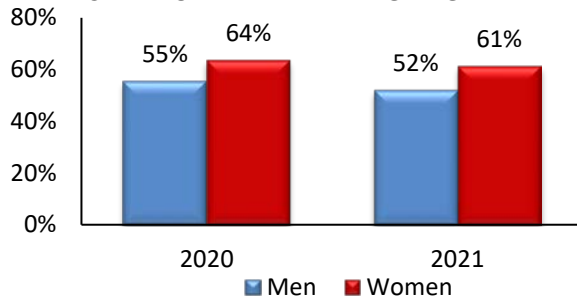
- Women were more likely than men to talk on a cell phone while driving (69% vs. 62% in 2021).
- Of those who said they talk on a cell phone while driving in 2021, 52% of men and 42% of women said they use a hand-held device at least "rarely".
- Women were also somewhat more likely than men to say that they text while driving (40% vs. 37% in 2021).
- Compared to cell phone use, smaller proportions of both men and women reported that they text while driving (37% and 40%, respectively, compared to 62% and 69% who use a cell phone while driving). Proportions for these behaviors by gender were similar in 2020.

DRIVERS WHO SEND OR RECEIVE TEXT MESSAGES WHILE DRIVING BY GENDER



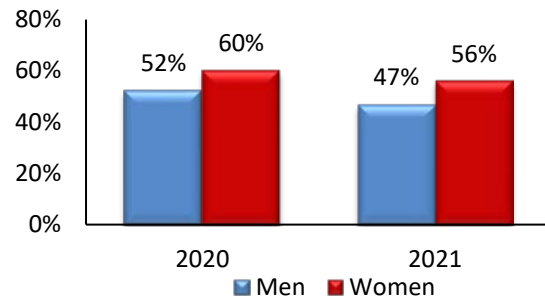
Source: Driver Behavior Surveys

PERCEPTION OF THE CHANCES OF GETTING A TICKET "VERY LIKELY" OR "SOMEWHAT LIKELY" FOR TALKING ON A HAND-HELD CELL PHONE WHILE DRIVING BY GENDER



Source: Driver Behavior Surveys

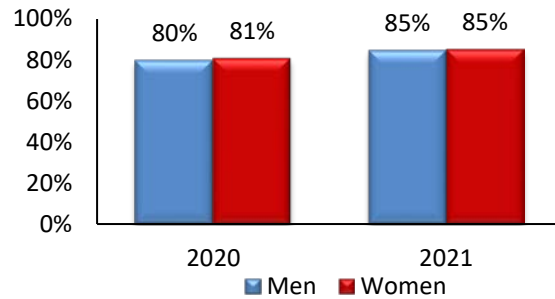
PERCEPTION OF CHANCES OF GETTING A TICKET "VERY LIKELY" OR "SOMEWHAT LIKELY" FOR TEXTING WHILE DRIVING BY GENDER



Source: Driver Behavior Surveys

- The perception of risk of getting a ticket for either talking on a hand-held cell phone or texting while driving was higher among female drivers in both 2020 and 2021. These perceptions were down somewhat in 2021 compared to 2020.
- In 2021, 61% of women thought they were “very likely” or “somewhat likely” to get a ticket for talking on a hand-held cell phone while driving compared to 52% of men.
- Similarly, 56% of women in 2021 thought they were “very likely” or “somewhat likely” to get a ticket for texting while driving compared to 47% of men.
- The large majority of both men and women thought texting affects a driver’s ability to drive safely “a great deal” (85% in 2021, up from 80%-81% in 2020).

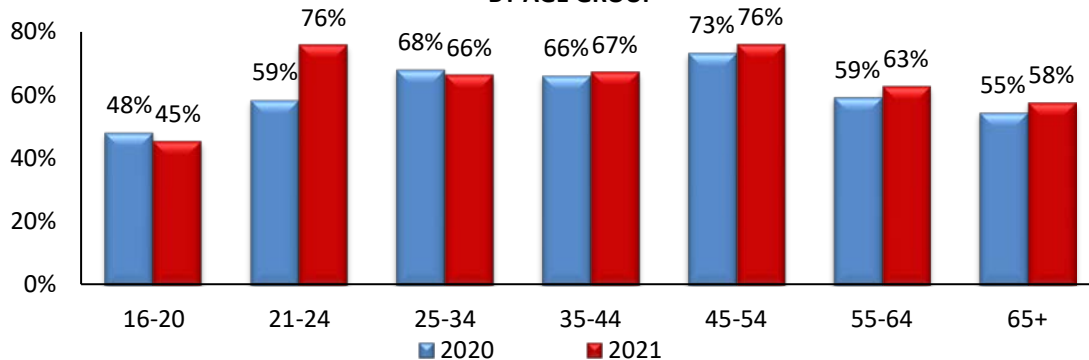
PERCEPTION THAT TEXTING AFFECTS ABILITY TO DRIVE SAFELY "A GREAT DEAL" BY GENDER



Source: Driver Behavior Surveys

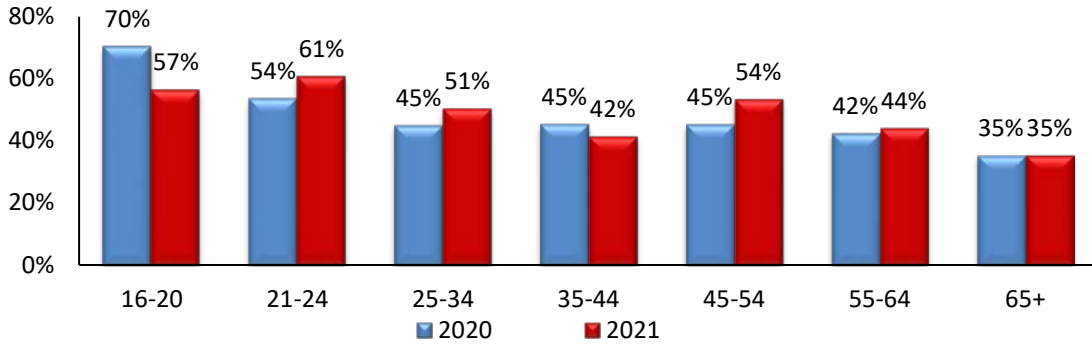
Differences by Age

DRIVERS WHO TALK ON A HAND-HELD OR HANDS-FREE CELL PHONE WHILE DRIVING BY AGE GROUP



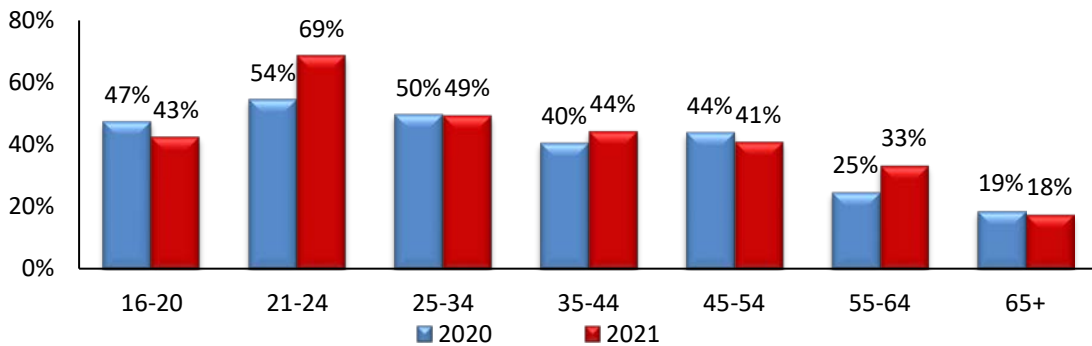
Source: Driver Behavior Surveys

**WHEN TALKING ON A CELL PHONE, DRIVERS WHO USE A HAND-HELD PHONE
BY AGE GROUP**



Source: Driver Behavior Surveys

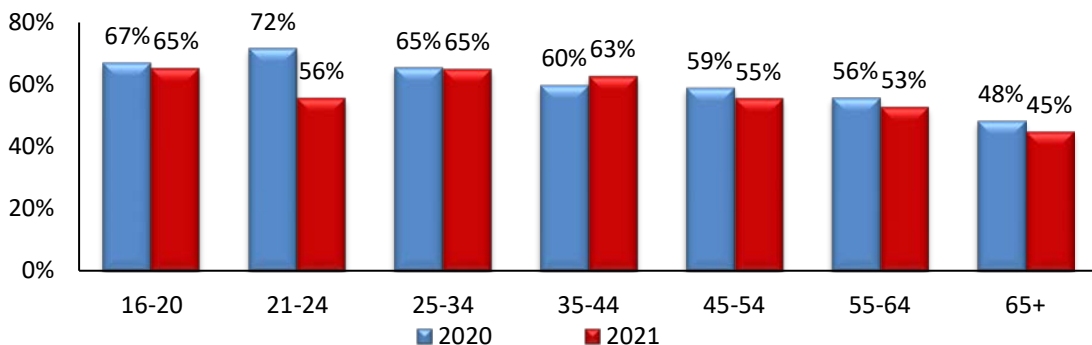
DRIVERS WHO SEND OR RECEIVE TEXT MESSAGES WHILE DRIVING BY AGE GROUP



Source: Driver Behavior Surveys

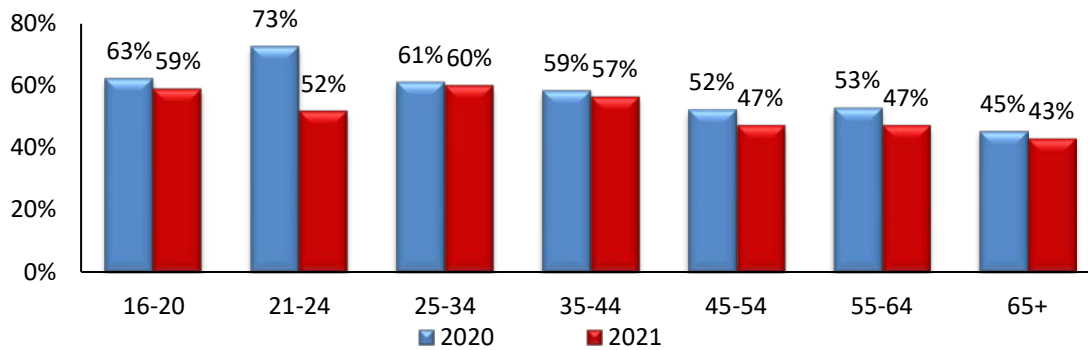
- In 2020 and 2021, drivers in all age groups said they were more likely to talk on a hand-held or hands-free cell phone while driving than to send or receive text messages. In 2021, drivers ages 21-24 and 45-54 were the most likely to talk on a cell phone while driving (each 76%).
- Of those who said they talk on a cell phone while driving in 2021, 61% of drivers ages 21-24 and 57% of those ages 16-20 said they use a hand-held device.
- Drivers ages 21-24 were much more likely than those in other age groups to text while driving (69% in 2021 and 54% in 2020), followed by drivers ages 25-34 (49% in 2021 and 50% in 2020).

PERCEPTION OF THE CHANCES OF GETTING A TICKET "VERY LIKELY" OR "SOMEWHAT LIKELY" FOR TALKING ON A HAND-HELD CELL PHONE WHILE DRIVING BY AGE GROUP



Source: Driver Behavior Surveys

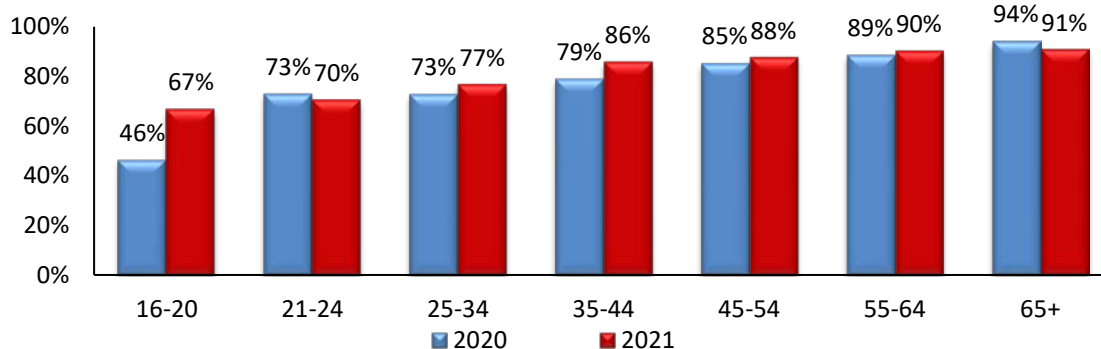
PERCEPTION OF THE CHANCES OF GETTING A TICKET "VERY LIKELY" OR "SOMEWHAT LIKELY" FOR TEXTING WHILE DRIVING BY AGE GROUP



Source: Driver Behavior Surveys

- For most of the age groups, the perception of risk of being ticketed for talking on a hand-held phone was somewhat higher than the perception of risk of being ticketed for texting while driving. In general, the perception of these risks declined between 2020 and 2021.
- For the most part, the perception of the risk of getting a ticket for talking on a hand-held cell phone or for texting while driving decreased with age. In 2021, fewer than half of the drivers 65 years of age and older thought they were “very likely” or “somewhat likely” to receive a ticket for talking on a cell phone (45%) or texting (43%).

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



Source: Driver Behavior Surveys

- In both 2020 and 2021, the proportion of drivers who thought texting affects the ability to drive safely “a great deal” generally increased with age, ranging from a low of 67% among drivers ages 16-20 in 2021 to a high of 91% among drivers 65 and older.

POLICE TRAFFIC SERVICES PROJECTS AND ACTIVITIES FUNDED IN FFY 2021

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s PTS program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2021 HSSP. The PTS grant program provided funding to law enforcement agencies to conduct enforcement of the Vehicle and Traffic Law. This objective is consistent with New York State’s ongoing commitment to reduce motor vehicle crashes and their resulting injuries and fatalities. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2021 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Traffic Violations

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



Police Traffic Services Grants

Through its PTS grant program, GTSC awarded 243 grants to municipal and county police agencies in FFY 2021. The award amounts for PTS grants must be less than \$50,000; in FFY 2021, PTS awards ranged from approximately \$1,500 to \$40,000.

PTS grant funds are intended to support enforcement efforts directed toward local traffic safety problems including but not limited to speeding, aggressive driving, distracted driving, motorcycle safety, pedestrian safety and occupant restraint use. All agencies receiving a PTS grant are required to participate in the fourteen-day national Click It or Ticket seat belt enforcement mobilization conducted in May of each year. *(See the Occupant Protection program area for more details on New York’s participation in the annual seat belt enforcement mobilization).*

Of note for FFY 2021 was the GTSC PTS Grant Application Training provided on March 24, 2021, in collaboration with the New York State Association of Chiefs of Police (NYSACOP). The training provided valuable information and best practices for current and future grantees on how to submit the most effective data-rich applications possible. The training was very well received by all who participated.

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

The table below provides the number of tickets PTS grantees reported were issued during grant-funded enforcement activities. In FFY 2021, the 243 local agencies receiving PTS grants issued over 38,000 tickets for traffic violations. The largest number were issued for speeding violations, followed by violations related to aggressive driving.

**TICKETS ISSUED BY PTS GRANTEES DURING
GRANT-FUNDED ACTIVITIES IN FFY 2021**

Speeding	11,696
Aggressive Driving	4,969
Distracted Driving (Cell Phone/Texting)	3,767
Seat Belt/Child Restraint	4,151
Other Tickets	14,027
TOTAL TICKETS	38,610

Examples of the projects funded under the PTS grant program in FFY 2021 are provided below.

Oneida County Sheriff's Office

Oneida County is in central New York and occupies 1,258 square miles. The Oneida County Sheriff's Office (OCSO) provides police services to the county's 230,000 residents and is actively involved in all aspects of highway safety. A data-driven approach to traffic enforcement guides their daily patrol efforts and grant-funded activities. In 2020 they responded to 851 crashes, which is a considerable drop from 2019 (1,148) and 2018 (1,001) and is also below the five-year average (916). Perhaps more impressive is the number of personal injury crashes they handled in 2020 (125), a significant decline when compared to 2019 (150), 2018 (143), and the five-year average (163). With the assistance of PTS grant funding the Sheriff's Office helped reduce crashes by focusing on speeding and occupant protection during the pandemic. Even though overall tickets were down in 2020 due to the pandemic, the OCSO issued 782 speeding tickets, a major increase over 2019 (561); and they issued 25 occupant protection tickets—also a significant increase over 2019 (15).

Rensselaer County Sheriff's Office

Rensselaer County is home to 160,000 residents in New York State's Capital Region. The Rensselaer County Sheriff's Office (RCSO) patrols these 665 square miles that border the Hudson River, Vermont, and Massachusetts. The RCSO has concentrated their enforcement efforts on crash-causing violations which led to a reduction in crashes in 2020. The agency handled 409 crashes in 2020, which represents a remarkable drop from 2019 (510) and sits slightly below the five-year average (415). More important is the significant reduction in personal injury crashes. The RCSO handled 52 personal injury crashes in 2020, an extraordinary reduction from 2019 (81) and the five-year average (84). In 2020 practically every law enforcement agency saw a reduction in tickets due to the pandemic, and although RCSO was no different they were able to write 1,281 tickets and stay near the five-year average of 1,375. During the year the Sheriff's Office focused on dangerous drivers, writing 196 aggressive driving tickets which represents an impressive increase over the five-year average of 165. The RCSO also sought to slow drivers down by writing 426 speeding tickets, only slightly below the five-year average.

Garden City Police Department

Garden City is an incorporated village of approximately 23,000 residents in the Town of Hempstead in Nassau County. The Garden City Police Department's approach to traffic safety is threefold—strict enforcement, education, and prevention. Since 2001, the Department has annually received AAA's Platinum Traffic Safety Award, its highest honor. Police Commissioner Kenneth Jackson is personally committed to a comprehensive traffic safety program and consistently delivers internal and external messages that traffic enforcement on the village's 96 miles of roads is always a top priority for the department. To further demonstrate their commitment, during the first nine months of 2021, Garden City Officers issued 8,359 traffic tickets. Between April 1 and October 11, Officers issued a total of 5,959 tickets, 1,227 of which were for excessive speed violations. Further, traffic enforcement efforts have had a significant impact on the reduction of auto crashes in the village in 2021 compared to 2020.

Saugerties Police Department

The Saugerties Police Department (SPD) is responsible for providing primary law enforcement services to the Town and Village of Saugerties in Ulster County. Saugerties is located off Exit 20 of the New York State Thruway, two hours north of NYC and 45 minutes south of Albany, occupying sixty square miles of northern Ulster County. The combined village and town population is approximately 23,200 residents. SPD has been submitting data-driven grant proposals to GTSC, putting funding to good use through

pedestrian safety programs, speed and seatbelt enforcement, equipment violation enforcement and distracted driving. In 2019, the agency wrote 2,677 tickets. In 2020 during the pandemic, a time when traffic enforcement seemed to come to a standstill throughout the nation, SPD offices still issued 1,915 tickets. In June 2020, when it launched the Lights On Program, SPD was the first agency in NYS to take this aggressive initiative toward mending police / community relationships, while also enforcing NYS VTL. Equipment violations such as inadequate headlights, taillights and license plate lights pose a danger on the roadways. Through this initiative SPD officers can now issue a \$250 voucher to the motorist to cover the cost of the repair.

Suffolk County Police Department

Suffolk County has a population of 1.5 million people and covers an area of 912 square miles. The county has used GTSC grant funds as part of an ongoing campaign to address areas of concern using data-driven proactive enforcement targeting moving violations that contribute to motor vehicle crashes. During 2020 30,531 tickets, or 60% of the total summonses issued by the Suffolk County Highway Patrol, were written for moving violations. These efforts helped contribute to 731 fewer motor vehicle crashes reported in 2020 compared to 2019. Some of the moving violations targeted during 2020 were speeding, 16,069 tickets; cell phone violations, 3,381 tickets; failure to obey a traffic control device, 4,081 tickets; and failure to signal lane change, 3,620 tickets. Additionally, this enforcement effort helped bring about a 40% reduction of motor vehicle crashes involving injuries throughout the county (394 in 2020 vs. 666 in 2019). The Suffolk County Police Department also participates in several high-visibility enforcement and engagement campaigns such as Operation Safe Stop, No Empty Chair, Click it or Ticket, and PSAP.

North Tonawanda City Police Department

The City of North Tonawanda in Niagara County sits near Buffalo and Niagara Falls. The 30,000 residents are served by the North Tonawanda Police Department (NTPD). The NTPD has been awarded PTS grants for many years and continues to use these additional funds to support their crash reduction efforts. By focusing on aggressive driving and distracted driving violations the NTPD was able to significantly reduce personal injury/fatal crashes in the city from 110 in FFY 2020 to 95 in FFY 2021. The NTPD issues almost all the tickets written in the city. Their efforts in 2021 showed an admirable rebound from 2020. In 2019 1,185 aggressive driving tickets were written in the city. During the pandemic year of 2020 the number of tickets dropped to 821, but in just the first nine months of 2021 1,945 aggressive driving tickets were issued, a remarkable increase. In 2019 192 cell phone/texting tickets were written in the city. During 2020 the total dropped to 127 tickets, but in the first nine months of 2021 197 cell phone/texting tickets were issued, matching the 2019 total with 3 months left. The NTPD indicated in their FFY 2021 final report that they issued 2.4 tickets per grant funded hour.

New York State Police Speed Enforcement Program

In FFY 2021, 18,081 hours of NYSP overtime were allotted for targeted speed enforcement in conjunction with a number of initiatives including No Empty Chair and Operation Work Brake, which is conducted on the New York State Thruway. During the year, 3,040 speed enforcement details were conducted and 32,138 speeding tickets and 10,728 tickets for other violations were written. In addition, 25 impaired driving arrests and 131 criminal arrests were made.



The Operation Work Brake speed enforcement detail was conducted as part of National Work Zone Awareness Week from April 26-30, 2021. Thirty-nine details were conducted resulting in 1,089 speeding tickets and 2,119 total vehicle and traffic tickets issued.

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

The NYSP ran two successful week-long “Speed Awareness Week” campaigns. Both were conducted in the summer months and were intended to coincide with the Montreal Grand Prix race and the annual NASCAR racing event held at Watkins Glen International Raceway. Targeted speed high-visibility enforcement and engagement campaigns were conducted June 7-13 and July 31-August 8, 2021. Collectively, the NYSP and the local agencies participating in the campaigns issued a total of 25,491 speed-related tickets during the two Speed Awareness Weeks.

New York State Police Distracted Driving Program

During FFY 2021, the NYSP conducted several successful initiatives related to distracted driving focusing on enforcement of cell phone and texting violations. Over 6,500 hours of overtime were used to conduct 1,166 distracted driving details around the state, resulting in more than 31,400 tickets issued for distracted driving and other Vehicle and Traffic Law violations.

The NYSP also conducted an additional distracted driving traffic enforcement program called “Operation Hang Up.” Motorists who use their cell phones and other electronic devices while driving are the focus of the program. In FFY 2021, “Operation Hang Up” was implemented in October and April to coincide with the National U Drive, U Text, U Pay campaign. The FFY 2021 details yielded a total of 6,593 tickets for talking and texting while driving.

TICKETS ISSUED BY STATE POLICE DURING DISTRACTED DRIVING DETAILS IN FFY 2021

VTL Violation	Tickets Issued
1225C (Cell Phone)	2,661
1225D (Texting)	3,932
Total 1225 C&D	6,593
Other VTL	6,879
Total 1225 & Other VTL	13,472

Law Enforcement Training Programs

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

Commercial Motor Vehicle Awareness Training for Law Enforcement

The Commercial Motor Vehicle Awareness Training is a one-day, data-driven enforcement program designed specifically for police officers assigned to patrol duties and other traffic-related enforcement assignments. The training course was developed to address the issue of large truck and bus crashes and fatalities resulting from unsafe driving behaviors. For FFY 2021, a curriculum content update and re-development was begun. This is a collaborative endeavor by GTSC in partnership with NYSACOP and New York State Department of Transportation’s Motor Carrier Compliance Bureau, in concert with a retired New York State Police Commercial Vehicle Enforcement Unit certified master instructor serving as both subject matter expert and trainer.



The fundamental goal of the training remains the same: to provide law enforcement officers with the safety and enforcement information needed to handle crashes and common traffic violations involving commercial motor vehicles. Locations for the regional training programs continue to be established through data analysis that identifies counties overrepresented in commercial motor vehicle crashes. Training instructors will continue to update the course curriculum to address emerging traffic safety issues involving large trucks and buses. Examples include a more focused attention on drowsy driving awareness, load securement issues and violations, training on completing the DMV Truck and Bus Supplemental Police Accident Report (Form MV-104S), and incorporating a component on building partnerships to support the Federal Motor Carrier Safety Administration “Our Roads, Our Safety – Partnership for Responsible Driving” campaign to help raise awareness among the general driving public about operating safely around and sharing the road with large trucks and buses.

Empire State Law Enforcement Traffic Safety Conference (ESLETS)

Each year, the ESLETS conference provides training to approximately 300 law enforcement and traffic safety professionals across New York State. With support from GTSC, this forum was developed with a “by law enforcement for law enforcement” focus. Attendees receive instruction on contemporary traffic safety issues and trends in enforcement and technology; ESLETS also provides the opportunity to network with representatives from other police agencies. The planning committee for the annual conference includes representatives from the NYSP, GTSC, NYS Sheriffs’ Association (NYSSA) and NYSACOP.



The 2021 ESLETS conference was canceled due to the COVID-19 pandemic.

Communications and Outreach

Statewide Law Enforcement Liaison Program

GTSC provides funding to support law enforcement outreach and education. The NYSP and NYSSA each have LELs embedded at GTSC. The NYSACOP model includes a Traffic Safety Services Coordinator and Traffic Safety Outreach Liaisons that interact with municipal agencies. Regardless of the model or location, the three organizations work collaboratively to promote cooperation and communication related to current traffic safety issues. The LELs work in concert with GTSC program representatives and with the state’s law enforcement agencies in the research, development, implementation and evaluation of various traffic safety projects and initiatives. They offer information and expertise to law enforcement concerning traffic safety issues while representing and promoting the concerns of their specific constituents. They also work in close cooperation with the NHTSA Region 2 Law Enforcement Liaison, especially regarding training issues and national high-visibility enforcement and engagement campaigns promoted by NHTSA.

MOTORCYCLE SAFETY

While the number of motorcycle registrations declined 5% between 2016 and 2020, the number of motorcycle licenses issued declined slightly, by less than 1%. The sustained popularity of motorcycles for both transportation and recreation and the vulnerability of motorcyclists underscore the need for an effective Motorcycle Safety Program to address safety issues on NYS highways.

NEW YORK STATE REGISTERED MOTORCYCLES AND MOTORCYCLE LICENSES

	2016	2017	2018	2019	2020	2016-2020 % Change
Registered Motorcycles	350,420	347,536	344,688	342,811	333,641	-4.8%
Motorcycle Licenses	750,461	754,601	751,837	744,344	746,173	-0.6%

Source: NYS DMV Driver License and Registration files / TSSR

For more than a decade, the Department of Motor Vehicles (DMV) has been responsible for promoting and administering a program of motorcycle rider training courses, motorcycle course instructor training and public awareness. The New York State Motorcycle Safety Program (NYSMSP), a legislatively mandated motorcycle rider education program, is supported through user fees and surcharges on motorcycle registrations and licenses. The motorcycle road test is waived for drivers who successfully complete a training course. The Motorcycle Safety Foundation (MSF) is under contract with DMV to deliver the state’s motorcycle rider education program through September 2024.

As part of a comprehensive approach to improving motorcycle safety, GTSC has provided support for police officer training, statewide awareness campaigns and numerous educational activities for both motorcyclists and other motorists. One of the most successful programs continues to be a specialized training program for law enforcement officers developed through the collaboration of GTSC, the New York State Police (NYSP), the NYS Association of Chiefs of Police (NYSACOP) and the DMV Motorcycle Safety Program Office (MSO). In FFY 2021, the Practical Guidelines for Motorcycle Enforcement Training was provided to 343 enforcement officers representing 53 different police agencies.



In FFY 2021, the Motorcycle Safety Workgroup, which includes representatives from GTSC, DMV, NYS Department of Health (DOH), NYSACOP, MSF, ITSMR, the NYSP and local law enforcement, continued to explore the development of new countermeasures and campaign messaging to reach the state’s diverse riding population.

ASSESSMENT OF PROGRESS

There are four performance measures used to track progress in the Motorcycle Safety Program Area: Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities, Motorcyclists Injured in Crashes, and Number of Fatal & Personal Injury (PI) Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties. As discussed in the Performance Report presented earlier in this document, the target set for one of these measures was met.

Status of Motorcycle Safety Performance Targets for FFY 2021

- ❖ **Motorcyclist Fatalities (FARS):** Decrease the 5-year rolling average for 2017-2021 to 145.2
This target was not met. The 2020 five-year average of 153.8 was higher than the targets set for both 2020 (149.4) and 2021 (145.2).
- ❖ **Unhelmeted Motorcyclist Fatalities (FARS):** Decrease the 5-year rolling average for 2017-2021 to 11.6
This target was not met. The 2020 five-year average of 12.6 was lower than the target set for 2020 (13.2) but higher than the target set for 2021 (11.6).
- ❖ **Motorcyclists Injured in Crashes (NYS AIS):** Decrease the 5-year rolling average for 2017-2021 to 4,059.7
This target was met: The 2020 five-year average of 3,939.2 was lower than the target set for both 2020 (4,116.3) and 2021 (4,059.7).
- ❖ **Number of Fatal & PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (NYS AIS):** Decrease the 5-year rolling average for 2017-2021 to 1,234.1
This target was not met: The 2020 five-year average of 1,289.0 was higher than the target set for 2021 (1,234.1).

Adjustments Planned for Upcoming HSSP to Reduce Motorcyclist Fatalities and Unhelmeted Motorcyclist Fatalities

The increase in motorcyclist fatalities is of great concern to GTSC. Although the five-year moving average for these fatalities had declined steadily from 2015 to 2019 (from 164 to 146), a sharp increase in motorcyclist fatalities in 2020 caused the average to rise to 154. This increase is consistent with national trends seen during the COVID-19 pandemic, where overall traffic fatalities rose 7% from 2019 to 2020, and fatalities among motorcyclists increased by 9%, even as vehicle miles traveled decreased 13% (NHTSA Report No. DOT HS 813 115 & DOT HS 813 118).

Along with the increase in motorcyclist fatalities, the sharp rise in unhelmeted motorcyclist fatalities is of great concern to GTSC. The five-year average for these fatalities had declined from 15 in 2016 to 10 in 2019, but increased to 13 in 2020, after that year's high annual fatality total of 27.

GTSC plans to continue its data-driven approach to target motorcyclist fatalities and unhelmeted motorcyclist fatalities through the following:

- Expand motorcycle enforcement education and improve the curriculum.
- Work with the Department of Health on new updated public service announcements.
- Move messaging across the state to follow the most up-to-date crash data.

Adjustments Planned for Upcoming HSSP to Reduce the Number of Fatal & PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties

The increase in the number of fatal and PI crashes involving a motorcycle and another vehicle in the high-risk counties of Kings, Queens, Bronx, Suffolk, New York and Nassau is also of great concern to GTSC. Although the five-year moving average for these fatalities declined from 2016 to 2020 (from 1,340 to 1,289), the decline was very gradual; therefore, the target for 2017-2021 is not likely to be met.

GTSC has already begun to implement initiatives to increase motorists' awareness of motorcycles and thereby reduce these crashes. GTSC plans to continue its data-driven approach to target F & PI crashes involving a motorcycle and another vehicle in high-risk counties through the following:

- Replace gas station marketing with a new marketing campaign to expand the reach to the motoring public.

MOTORCYCLE SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2021

New York used a data-driven approach to identify comprehensive strategies for the state's Motorcycle Safety Program that collectively will contribute to progress in meeting the highway safety targets set in the FFY 2021 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2021 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Motorcycle Rider Training and Education

The NYSMSP has provided motorcycle rider education in New York since 1998. The MSF is currently under contract with the NYS DMV to deliver the training program through September 2024. All MSF-sponsored training sites participating in the NYSMSP offer the 18-hour Basic Rider Course® (BRC) and most offer the 8-hour Basic Rider Course 2 License/Waiver Course (BRC2-LW). The DMV MSO continues to be responsible for oversight measures that ensure the NYSMSP's objectives are maintained.



The BRC is geared toward beginning riders and covers the basics of operating a motorcycle and mental strategies for safe operation.

Each rider is provided with a training motorcycle and helmet during the course. In FFY 2021, the loaner helmet program was temporarily suspended due to the pandemic. Students were instructed to bring their own DOT-approved helmet. MSF-certified instructors teach participants about different types of motorcycles, layout, and operation of the basic controls, and how to become a safer, more responsible rider. On the rider training range, instructors guide participants through the basic skills of straight-line riding, stopping, shifting, turning, and progressing to swerving and emergency braking. The BRC2-LW is a condensed version of the BRC and is geared toward riders who have a motorcycle permit and at least 30 hours of riding experience, including 10 hours in medium to heavy traffic. Successful completion of either the BRC or the BRC2-LW enables graduates to waive the DMV road test when applying for a motorcycle license.

The MSF offers a number of other rider education courses in New York through the NYSMSP. Although not funded under the Motorcycle Safety Program, these courses serve the varying needs of motorcyclists over their riding lifetime. These courses include the 3WBRC for riders of 3-wheel motorcycles. Riders may bring their own 3-wheel motorcycle, or one may be provided. The 3WBRC also provides a New York DMV road test waiver upon completion of the course. Other courses that are offered by the MSF include the BRC2-Skills Practice, Introductory Motorcycle Experience, Basic Bike-Bonding Rider Course, Ultimate Bike-Bonding Rider Course, and Advanced Rider Course.

Motorcycle rider training is provided throughout the year, weather and range conditions permitting. The number of active training ranges and class offerings can be expanded and contracted throughout the year based on public demand and weather conditions. The year-round training capacity and the number of training sites that are able to expand and contract with demand has led to a decrease in the wait time for available courses and more convenient training options for students. More than 217,904 motorcyclists have participated in the NYSMSP and have been trained in MSF courses since the program began in 1998.

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

Communications and Outreach

Public Information and Education

For the 2021 observation of National Motorcycle Safety Awareness Month, GTSC used social media to promote motorcycle safety. They also held a press event at the Alfred E. Smith State Office Building in Albany on May 5th, 2021. Victim impact speaker Karen Hill, who lost her son in a motorcycle crash, and Ben Zadrozny from the MSF discussed the importance of safe riding.

Motorist awareness of motorcycles continues to be the primary focus of GTSC's public information campaign, as well as the focus of DMV's grant-funded motorcycle safety awareness efforts. GTSC has responded to many requests for motorcycle awareness traffic safety materials from family and friends of victims of motorcycle crashes and others who want to disseminate the motorcycle awareness message.



The New York State Association of Traffic Safety Boards also continues to be a strong proponent of raising motorist awareness of motorcycles. With funding received from GTSC, support was provided for a teacher in Oswego to convey this message through motorcycle safety presentations delivered in driver education classes, as well as through the dissemination of safety materials.

In FFY 2021, preliminary data indicated that motorcycle crashes were continuing to spike. GTSC sent a press release to local media outlets urging motorists and motorcyclists to use caution. Drivers were also encouraged to make sure their vehicles are in good working condition and inspections are up to date before they travel. NYS Inspection stations remain open and must follow health and safety guidelines. Motorists should also check the fluids, tire pressure, battery life, and windshield wipers of their vehicles.

In FFY 2021, presentations were made at 84 different high schools, primarily to driver education classes. 1,595 students were reached during the grant year. In total, 79 educational classes were offered in 33 counties. Additionally, 7,591 lawn signs and 20 banners with the message "Look Twice Save a Life" were distributed. The lawn signs that were colored pink, representing the increase in female riders, continued to be well received. Outreach for the signs included motorcycle dealerships, swap meets,

educational facilities and other community events. The NYS Association of Traffic Safety Boards Regional Vice Presidents also received banners and signs for use at their regional events and programs.

Several public information and education projects and activities promoting motorcycle safety were conducted. Some of these programs are highlighted below.

- Through a collaborative effort involving DMV, GTSC and the New York State Broadcasters Association, 30-second TV non-commercial sustaining announcements (NCSAs) were aired promoting the message “Share the Road With Motorcycles.”
- The DMV MSO distributed materials produced to raise awareness of motorcycle safety including “Watch for Motorcycles!”, “Look Twice Save a Life” and “Don’t Drink and Ride” lawn signs and information cards.
- The NYSMSP planned to staff a display booth at the International Motorcycle Show in New York City to promote motorcycle safety, rider training and motorist awareness. This event was again cancelled for FFY 2021.

- During the year, the NYSP conducted educational details. They also conducted courtesy motorcycle inspections where they pointed out violations without issuing tickets.

- From May 26th through September 12th, 2021, GTSC promoted motorcycle awareness by geotargeting high-risk motorcycle crash locations throughout the state. Individuals who live in Broome, Oneida, Queens, Monroe, and Erie Counties were strategically exposed to interactive motorcycle awareness banner advertisements on the internet; this resulted in a total of 16,968,661 ad impressions and 50,887 clicks, which redirected the individuals back to the GTSC Motorcycle Safety & Awareness webpage.



- From April 15 through November 14, 2021, GTSC promoted motorcycle awareness at 150 fuel filling stations located exclusively in New York City and Long Island. These locations were selected due to having the highest number of motorcycle crashes involving motorcycles and another motor vehicle. The motorcycle awareness messages were affixed to fuel pump toppers and nozzle handles throughout the riding season and represented a unique opportunity to reach the targeted audience, the general motoring public.



- GTSC worked with the NYS Sheriff’s Association to distribute Quick Series motorcycle safety guidebooks. The pocket-sized, laminated guide covers a comprehensive list of safety items that pertain to motorcyclists, such as licensing, proper rider training and education, personal protective equipment, crash statistics, defensive riding skills, group riding, carrying passengers, alcohol use, fatigue, and environmental conditions that can affect safe riding. Guidebooks were sent to various motorcycle riding groups, victim advocates, defensive driving educators and individual riders. They were also distributed at motorcycle training events across New York State.

- The New York Highway Safety Symposium scheduled for September 2021 was cancelled. GTSC conducted a virtual conference during September and October. The session entitled Combating the Rise in Motorcycle Fatalities took place on September 28th, 2021. In this webinar, GTSC presented updated motorcycle crash data in New York as well as highlighted three agencies that are working to promote safety and awareness within their communities.

Personal Protective Equipment

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

The MSF attended local events to educate on best practices for personal protective equipment at events such as Americade and the GTSC Press Event in May 2021.

Enforcement

New York State Police Motorcycle Program

Due to changes in funding rules, the NYSP stopped conducting grant-funded motorcycle enforcement details and conducted motorcycle safety education details in their place. In FFY 2021, the NYSP coordinated 89 education details. These details are typically held at high profile events such as the Americade Motorcycle Rally in Lake George, county fairs, motorcycle dealerships, and similar venues. The International Motorcycle and Auto Shows in New York City were cancelled due to COVID-19. Over 161,591 individuals attended these motorcycle safety and awareness events, which resulted in the distribution of 6,535 safety publications and 644 courtesy safety inspections.

Local Motorcycle Enforcement Programs

The Suffolk County Police Department Highway Patrol Bureau’s Motorcycle Section conducted a number of activities to improve motorcycle safety in the county, including non-grant-funded checkpoints and other enforcement efforts. During FFY 2021, three educational presentations were made targeting motorcycle safety. The presentations were conducted at Sachem High School’s driver education class. At each presentation, the Suffolk County Police Department motorcycle section interacted with the motorcycle riding community and disseminated information regarding safety, statistics and enforcement.

Fourteen enforcement sessions were also conducted during FFY 2021. Patrols were assigned to high-crash locations. A total of 490 tickets were issued, including eight helmet violations, 63 license or registration violations, four inspection violations, six equipment violations, 380 moving violations, and 20 other motorcycle safety-related violations. A large number of pamphlets were printed and distributed. The pamphlets contained important information and tips



for the public, especially those utilizing motorcycles, on safe motorcycle operation. These pamphlets were distributed at traffic stops, to police precincts, and at the Suffolk City Police Department headquarters.

The Broome County Sheriff's Department continued their motorcycle safety & awareness grant program in FFY 2021. While the Department was unable to conduct all the activities they wanted to conduct, the agency utilized the NYS Gateway Welcome Center and the Whitney Port rest stop. At these locations officers handed out hundreds of motorcycle safety flyers and spoke with over 250 motorists about motorcycle safety. The Sheriff's Office attended local and community events to discuss motorcycle safety with the public to distribute educational materials as well as the GTSC safe rider booklets. The Sheriff's Office continues to visit the NYS Gateway welcome center and the Whitney Point rest stop to meet and greet motorists and provide education. Hundreds of motorcycle safety flyers were distributed and approximately 500 motorists engaged in educational conversations with the officers.

Practical Guidelines for Motorcycle Enforcement Training

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



In FFY 2021, Motorcycle Enforcement trainings were planned in the following high-risk Counties: Suffolk, Westchester, Erie, and Monroe. The response to the training announcements was minimal and the classes were cancelled due to low enrollment. NYSP, GTSC, and the Colonie Police Department worked to update and enhance the current curriculum.



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

Motorcycle Safety Workgroup

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

To support the efforts of the Motorcycle Safety Workgroup, in FFY 2021 ITSMR prepared a one-page fact sheet on 2015-2019 Motorcycle Crashes in New York State. This and other fact sheets are currently available on ITSMR’s website, www.itsmr.org.

NON-MOTORIZED (PEDESTRIANS AND BICYCLISTS)

Each year from 2016 to 2020, pedestrians accounted for 22% to 29% of the total number of persons killed in motor vehicle crashes in New York State. In 2020, 22% of all fatalities were pedestrians.

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

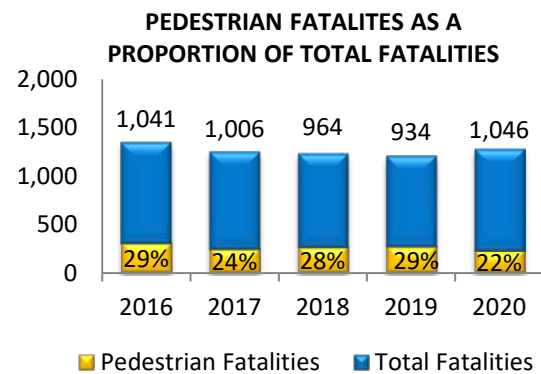
Actions by pedestrians and bicyclists can also contribute to their risk of crash involvement.

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

In FFY 2021, New York continued to implement the state’s \$110 million Pedestrian Safety Action Plan (PSAP) to confront pedestrian safety challenges across upstate New York and on Long Island. The PSAP incorporates a “3Es approach” to pedestrian safety by applying comprehensive strategies that include education, enforcement and engineering to 20 designated “focus communities” where pedestrian fatalities are the highest. GTSC conducted the state’s high-visibility pedestrian safety enforcement mobilization *Operation See! Be Seen!* during National Pedestrian Safety Month in October 2020 and again in June 2021 – the first year in which two statewide campaigns were organized. For the first week of the mobilization, police agencies in the focus communities were encouraged to issue warnings and distribute educational materials; in week two, tickets for infractions were issued to both pedestrians and motorists who were violating the law. During this period, the state aired visibility and enforcement-themed public service announcements on TV and radio and posted awareness messages on social media channels. The development of age-appropriate and multi-language pedestrian safety materials continued in FFY 2021. All materials are available on the PSAP website at ny.gov/pedsafety.

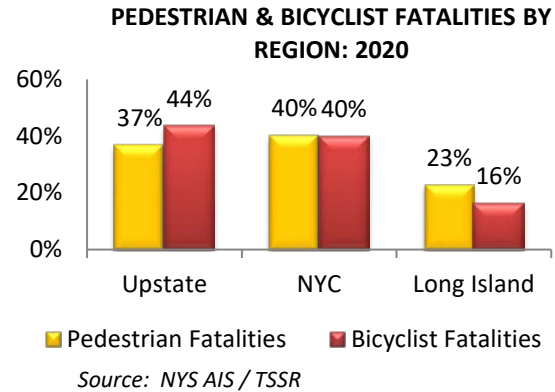
2021 marks the fifth and final year for the state’s PSAP. A workgroup has been established to guide development of a successor plan, “PSAP 2”. In addition to engineering, education, and enforcement activities, it is expected that PSAP 2 will have a greater focus on diversity/equity and call for a partnership with emergency medical services (EMS) providers. PSAP 2 is expected to be drafted and implemented in FFY 2022.

In FFY 2021, GTSC also continued to promote the availability of grant funding for law-based pedestrian and bicycle safety programs. Funded projects employed education and/or enforcement countermeasures aimed at engaging the public about applicable state laws. Organizations and agencies operating in PSAP focus communities – where pedestrian-involved crashes are most prevalent – were encouraged to apply. Several of these projects are outlined in this section.



Source: FARS

New York City continues to be the most dangerous region in the state for pedestrians. In 2020, 40% of the state’s pedestrian fatalities occurred within the five boroughs of New York City. The largest proportion of bicyclist fatalities in 2020 occurred in the Upstate Region (44%).



In FFY 2021, the New York City Department of Transportation (NYCDOT) continued to address pedestrian and bicycle safety issues through several activities associated with the City’s Vision Zero initiative. Educational outreach programs were conducted remotely due to the COVID-19 pandemic at 565 schools and senior centers in designated priority areas in all five boroughs. NYCDOT’s in-school pedestrian and bicycle safety programs were digitized and made available to classroom teachers for virtual yet interactive learning.

“Street Team” and other outdoor interactive events that engage the general public in pedestrian and bicycle safety did resume in FFY 2021. Programming included contactless distribution of bicycle helmets, bike commuter-focused safety education, along with programs that address pedestrian and bicycle safety around large trucks, visibility and micromobility (e-bike and e-scooter).

Know the difference	E-Bike Class 1	E-Bike Class 2	E-Bike Class 3	Moped Class C	Moped Class B	Moped Class A	E-Scooters	Not Legal E-mobility Devices
	Electric Bike with Pedal Assist	Electric Bike, Throttle up to 20 MPH, Operable Pedals	Electric Bike, Throttle up to 25 MPH, Operable Pedals	Limited Use Motorcycle, Low-speed, 2-3 Wheels	Limited Use Motorcycle, Low-speed, 2-3 Wheels	Limited Use Motorcycle, Low-speed, 2-3 Wheels	Device with handlebars, a floorboard or seat, weighing less than 100 lbs. Can be powered by electric and/or human power	The following are examples of illegal e-mobility devices
How fast can I go?	20 MPH	20 MPH	25 MPH	20 MPH	30 MPH	40 MPH	15 MPH	Moped (without license plate or VIN)
Do I need a license?	No	No	No	Yes, Driver's License	Yes, Driver's License	Yes, Driver's License Endorsement	No	Electric Skateboard
Do I need to register my bike?	No	No	No	Yes, Must be registered with NYS DMV, must have license plates & VINs	Yes, Must be registered with NYS DMV, must have license plates & VINs	Yes, Must be registered with NYS DMV, must have license plates & VINs	No	Segway
Where can I ride?	Bike Lanes* and streets with speed limits no greater than 30 MPH	Bike Lanes* and streets with speed limits no greater than 30 MPH	Bike Lanes* and streets with speed limits no greater than 30 MPH	Right lane and/or shoulder** (except when making a left turn)	Right lane and/or shoulder** (except when making a left turn)	Vehicular Lanes**	Bike Lanes* and streets with speed limits no greater than 30 MPH	Hoverboards

NYCDOT also worked with the NYC Department for the Aging to coordinate virtual pedestrian and driver safety presentations for older adults at locations that are providing remote programming to seniors.

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

ASSESSMENT OF PROGRESS

The four performance measures used to track progress in the Non-motorized (Pedestrians and Bicyclists) Program Area are Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities and Bicyclists Injured in Crashes.

As discussed in the Performance Report presented earlier in this document, the targets set for Pedestrian Fatalities and Pedestrians Injured in Crashes were met. Meanwhile, the targets set for improvement in the numbers of Bicyclist Fatalities and Bicyclists Injured in Crashes were not met.

Status of Pedestrian Safety Performance Targets for FFY 2021

❖ **Pedestrian Fatalities: Decrease the 5-year rolling average for 2017-2021 to 272.4**

This target was met. The 2020 five-year average of 265.2 was lower than the target of 286.2 set for 2020 and the target of 272.4 set for 2021.

❖ **Pedestrians Injured in Crashes: Decrease the 5-year rolling average for 2017-2021 to 14,702.5**

This target was met. The 2020 five-year average of 14,592.2 was lower than the target of 14,802.7 set for 2020 and the target of 14,702.5 set for 2021.

Status of Bicycle Safety Performance Targets for FFY 2021

❖ **Bicyclist Fatalities: Decrease the 5-year rolling average for 2017-2021 to 38.4**

This target was not met. The 2020 five-year average of 42.0 was higher than the target of 39.7 set for 2020 and the target of 38.4 set for 2021.

❖ **Bicyclists Injured in Crashes: Decrease the 5-year rolling average for 2017-2021 to 5,642.3**

This target was not met. The 2020 five-year average of 5,944.6 was higher than the target of 5,627.1 set for 2020 and the target of 5,642.3 set for 2021.

New York's assessment of the issues affecting Bicyclist Fatalities and Injuries and the adjustments that the state proposes to make in its upcoming HSSP to achieve better outcomes are discussed below.

Adjustments Planned for Upcoming HSSP to Reduce Bicyclist Fatalities and Injuries in Crashes

According to NHTSA's early estimates of traffic fatalities, projected fatalities among pedalcyclists nationwide increased 5% from 2019 to 2020 (Report No. DOT HS 813 118). NYS Accident Information System (AIS) data show that the top contributing factors to bicycle crashes continue to be Driver Inattention/Distracted and Failure to Yield Right of Way. The third most frequently cited factor in crashes involving bicycles is Bicyclist Error/Confusion. New York's laws related to sharing the road with bicyclists may not be well understood, indicating that there is an ongoing need for public education and outreach in this area. In addition, the incidence of driver distraction may be worsening due to the increased use of and reliance on smart phones and other electronics resulting in more bicyclists being struck. There is also a greater use of e-bicycles and e-scooters, especially in New York City. Outside of New York City, bicycle safety enforcement is not routinely conducted.

The following adjustments will be made to the state's highway safety program to reduce the number of bicyclists killed and injured in crashes:

- GTSC has partnered with the New York Bicycling Coalition to craft and deliver a training course for law enforcement which will be implemented in FFY 2022. Officers will be educated on the applicable vehicle and traffic laws and given information about conducting enforcement operations, if warranted.

- GTSC has partnered with NYCDOT to conduct awareness training related to the use of e-bicycles and e-scooters. This will continue in FFY 2022.
- GTSC will continue to emphasize law-based programming (in-person and/or virtual) to educate bicyclists and drivers on New York’s conditional yielding law and other rules of the road which may not be understood by casual cyclists.
- GTSC will emphasize school-based programming delivered through Physical Education and/or Health classes to educate children about bicycling laws and how to navigate traffic as a bicyclist.
- GTSC will use the state’s federal 405h funds to recruit new partners/projects to focus on these bicycle safety efforts. Many new projects came online in FFY 2021.
- GTSC will craft social media messages to educate drivers and bicyclists about applicable laws and best practices to coexist safely on the road.
- GTSC and its traffic safety partners will hold the “Walk-Bike NY” symposium in FFY 2022 to provide additional educational and engagement opportunities.

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2021

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s Pedestrian, Bicycle and Wheel-Sport Safety program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2021 HSSP. Included within the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2021 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Education, Communication and Outreach

GoBike Buffalo Bike Safety Awareness Program

GoBike Buffalo’s (GoBB) FFY 2021 GTSC project was focused on providing law-based bicycle safety education in Western New York. Bike safety ambassadors conducted youth-oriented and event-based programming in the cities of Buffalo and Niagara Falls and developed online resources, including a video series aimed at dissecting bike safety laws and factors that can cause bike crashes. Videos covered the dangers presented by speeding, the importance of proper helmet use, yielding and passing scenarios, traffic signals and more. Students participated in creating these videos via interactive bike safety lectures and designed some of the artwork depicted in the videos.



During the grant year, GoBB hosted three virtual bike safety webinars, sixteen bike safety presentations and ten bike safety workshops. In-person and interactive workshops engaged roughly 1,450 people including kids, adults, bicyclists, and motorists. GoBB staff also trained new bus drivers for the local transit authority on issues pertaining to bicyclist safety. 2,850 bike safety newspapers developed by GoBB, in English, Spanish and Arabic, were distributed during events.

Community-Based Programs in Pedestrian and Bicycle Safety

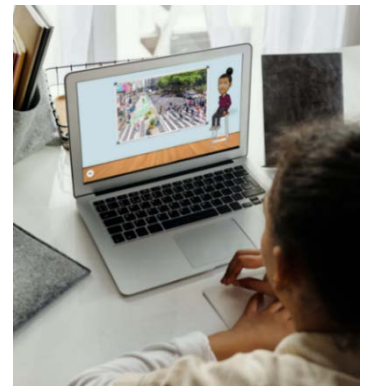
New York City Department of Transportation – Vision Zero Education Initiatives

Multi-Session Programs

In FFY 2021, Vision Zero age-appropriate educational and outreach programs were provided to 492 schools and 73 senior centers via remote learning tools due to the COVID-19 pandemic. Online versions of grade-appropriate pedestrian and bicycle safety educational materials were developed and provided to schools and teachers for use in conducting virtual traffic safety programs. Presentations were also provided to 43 parent groups at health centers, head starts, schools, and public assistance centers in English, Spanish and Chinese. All programs were offered in areas across the five boroughs that were identified as having high crash, two-way arterials and were therefore designated as priorities in the City’s PSAP. Social distancing was practiced during outdoor Vision Zero presentations, which occurred during summer school and camp programs.



In FFY 2021, NYCDOT developed and provided remote “click and go” versions of its school programs, including new versions of *My Safety Toolbox*, *Cross This Way*, *Word on the Street*, *Stop Think Act*, *Take Action Against Distraction*, and *Behind the Wheel* using an audience response system that works with students' home computers and cell phones so they



can actively participate in the lessons in a socially distanced yet interactive way. A new module in the *My Safety Toolbox* entitled *I See You* encourages young pedestrians to exercise caution and practice good crossing behaviors when walking near large trucks. This mini-lesson is offered in schools located near truck routes and includes hands-on demonstrations of the driver’s eye view and blind spots.

NYCDOT also provides its *Vision Hero* program that encourages students to do a variety of follow-up traffic safety activities at home with their families. More information about *Vision Hero* is available at <http://nyc.visionhero.org/>. *My Safety Toolbox* and *Cross This Way* can be accessed at <https://www.youtube.com/watch?v=Hnw23z536GY> and <https://www.youtube.com/watch?v=1ewS1LEvhzY>.

Outreach to schools has also included meetings with principals and school staff and walking tours to identify issues specific to the locations. Vision Zero reports from these meetings were provided to School Safety Engineering or Borough Commissioners to help address issues school officials raised, such as broken signs and signals.

During the grant year, NYCDOT estimates that more than 442,000 pieces of Vision Zero educational material were distributed or accessed online.

More than 80,000 grade K-12 students participated in a variety of multi-session, interactive pedestrian and bicycle safety educational programming. The following programs were presented in FFY 2021:

- Parent workshops (Grades Pre-K-5)
- Let's Take a Walk (Grades K-2)
- Safety Smarts (Grades K-2)
- My Safety Toolbox (Grades 1-3)
- Safety City (Grade 3)
- Safer Streets (Grades 4-5)
- Cross This Way with NYPD (Grades 4-6)
- Stop Think Act (Grades 6-8, afterschool)
- Word on the Street (Grades 6-8, afterschool)
- Vision Hero (Grades 6-8, afterschool)
- Safety by Design (Grades 6-10)
- Take Action Against Distraction (Grade 8)
- Behind the Wheel (Grades 11-12)
- Senior Vision Zero Workshops
- I See You

Street Team, Driver and Trucker Outreach

NYCDOT Street Teams engaged with community residents and business owners in 29 precincts located in high-risk corridors in all five boroughs of the City. Street Teams members distributed flyers to people using all modes of transportation, talked to members of the public about the effort and gathered information about their traffic safety concerns. NYPD precincts and borough officers provided on-foot patrol during the week of education. This was followed by a period of intensified NYPD enforcement of the most common driving violations.



Additional outreach was conducted at 27 community health fairs. Events were held at locations including the Block Institute, BedStuy BID, Care One Health Center, Catholic Charities of Brooklyn and Queens, NYPD 113th Precinct, and Queens Community Justice Center. Teams staffing these events distributed tens of thousands of multi-modal Vision Zero printed educational materials to pedestrians, drivers and bicyclists.

Finally, NYCDOT set up information tables and conducted 25 Vision Zero driver outreach events for the public and deployed its new truck driver outreach training. The *I See You* training module was deployed to ten trucking companies and included construction, general contracting, and delivery drivers. The “train the trainer” course enables NYCDOT to reach this audience with pedestrian and bicycle safety information while accommodating drivers’ schedules. A training video may be viewed at <https://youtu.be/ZbdcCZrHNjk>.



Family Life Theater

In partnership with the Education Department, interactive online traffic safety skits and discussion workshops were provided for teenagers at 73 schools. English and Spanish versions of the program were also delivered remotely to older adults due to the COVID-19 pandemic. In coordination with the NYC Department for the Aging, online presentations were provided to older adults at 25 locations that are providing services to seniors. The programs for seniors continue to generate valuable discussions of pedestrian safety issues facing older adults.



Grandparents Safety Week

Grandparents Safety Week events resumed in FFY 2021 via a series of online events conducted April 1-4, 2021. These events were provided in partnership with the New York City Traffic Safety Board, AAA, and local hospitals. Approximately 1,300 older adults participated and viewed a variety of short webinars covering pedestrian and driver safety topics. NYCDOT's *Streetwise* newsletter was shared with 5,000 older adults via online distribution.

Broome County Bicycle and Pedestrian Safety Outreach

During FFY 2021, Broome County Traffic Safety conducted seventeen bicycle and pedestrian safety outreach programs reaching 1,472 students. Programs were offered in-person and virtually due to the COVID-19 pandemic. Online program delivery proved to be beneficial because it allowed traffic safety education to reach hundreds more students than would have otherwise occurred. These programs targeted young children and adolescents at elementary schools, recreation centers and head start facilities. Many programs were conducted in areas with diverse and economically disadvantaged populations. Participants learned basic bike safety tips, rules of the road and the proper fitting of a helmet through visuals of crashed helmets. All participants also received educational materials.



Broome County Traffic Safety also partnered with the Johnson City Police Department and the Binghamton Bridge Pedal event to distribute bike helmets and safety materials. The Johnson City Police Department bike patrol officers and Community Action Team members were given 40 bicycle helmets to distribute to riders without helmets in the Village of Johnson City. These members properly fitted the helmets and provided the necessary education about bike laws and helmet use. Volunteers for the Binghamton Bridge Pedal were also trained in how to properly fit bike helmets and these helmets were distributed to any participant of the event in need of a helmet. In FFY 2021, Broome County Traffic Safety distributed 313 bicycle helmets during its educational and outreach events.

Be A Safe Walker
Look Left, Right & Left Again, Before Crossing



Brought to you by the Broome County Traffic Safety Program. Funded by the National Highway Traffic Safety Administration with a grant from the New York State Governor's Traffic Safety Committee.

Be A Safe Walker
Cross at Crosswalks



Brought to you by the Broome County Traffic Safety Program. Funded by the National Highway Traffic Safety Administration with a grant from the New York State Governor's Traffic Safety Committee.

Lastly, in May 2021, in celebration of Bike Month, Broome County Traffic Safety distributed bicycle and pedestrian safety posters with six different messages to all 37 elementary schools in the county. Messages such as the importance of wearing a helmet, following all traffic signs, riding on the right, how to walk safely at night, crossing at crosswalks and using the pedestrian safety signals were displayed on these posters. Although many students were learning

remotely, the posters gave teachers an opportunity to discuss bicycle and pedestrian safety before the end of the school year. Additionally, a flyer was sent to the schools encouraging them to schedule an educational presentation with the Program Coordinator and to request helmets for students in need.



Brought to you by the Broome County Traffic Safety Program. Funded by the National Highway Traffic Safety Administration with a grant from the New York State Governor's Traffic Safety Committee.

Brought to you by the Broome County Traffic Safety Program. Funded by the National Highway Traffic Safety Administration with a grant from the New York State Governor's Traffic Safety Committee.

Monroe County Pedestrian and Bicycle Safety Program



The Monroe County Office of Traffic Safety offers bicycle and pedestrian safety programs for children and adults. In FFY 2021, the program provided eleven school-based, in-person and online pedestrian and bicycle safety presentations that reached 829 young students. The safety presentations consist of a PowerPoint or short video display followed by open discussion about traffic safety laws and best practices for staying safe while on foot or two wheels. Students are also provided with educational materials.

The Office of Traffic Safety also conducted six bicycle skills clinics reaching 391 young riders. 279 bicycle helmets were distributed and fitted during these events. Due to the COVID-19 pandemic, appointments were scheduled in order to safely accommodate as many participants as possible. The training at each rodeo focused on six bicycle-handling skills: brake check, tight cornering, slow race, figure eight, slalom/rock dodge and hand signals.



Rockland County Department of Health Pedestrian and Bicycle Safety Program



The Rockland County Department of Health (RCDOH) project focused on providing school and community-based education and public messaging on the NYS Vehicle and Traffic Laws pertaining to pedestrian and bicycle safety.

During FFY 2021, the RCDOH created road safety signs for schools with messages to educate drivers, pedestrians and cyclists on applicable vehicle and traffic laws. Safety messages encouraged pedestrians to use crosswalks and be visible and drivers to slow down and yield to pedestrians in crosswalks. The signs were placed outside all schools in the East Ramapo school district, outside an elementary school in the North Rockland school district and outside an elementary school in the Village of Suffern in time for school opening in September. The town of Ramapo is identified as a “focus community” in the NYS PSAP.

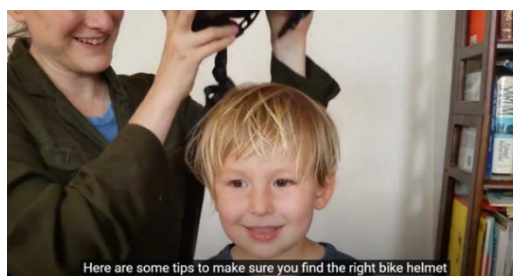
To raise awareness and engage community members of all ages, the RCDOH partnered with the Nyack River Villages (Nyack, South Nyack, Upper Nyack, Valley Cottage, and Upper Grandview) to create an educational safety brochure on sharing the road. The RCDOH worked with the villages to develop the content and the brochure was designed by a volunteer. This brochure was printed and distributed to police departments, bike shops, the Thruway Authority, and village governments. An estimated 700 copies were distributed in FFY 2021.



The final component of the RCDOH’s outreach plan consisted of billboard messaging. *See! Be Seen!* banners with safety tips for pedestrians and bicyclists were created and hung at all 131 county-owned bus shelters to reach riders of public transportation.

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

In FFY 2021, NYCDOT provided socially distanced bicycle safety education and helmet fittings for 20,783 bicyclists at dozens of safety events across five boroughs. Emphasis was placed on contactless distribution of materials such as bike lights, bells and helmets. Participants were given disposable tape measures to measure their head’s circumference to aid in selecting the proper helmet, and they were asked to review a training video on proper helmet fit. The video can be viewed at <https://youtu.be/WNWyGYB4owg>.



Bike safety materials and e-bike safety information were also distributed to approximately 5,000 bicyclists via 100 bike stores and bicycle repair shops across the City and at ten bike commuter outreach events organized by NYCDOT. Social media messaging was used to promote Bike Safety Month in May as well as the “Get There” bike awareness campaign which encourages safe and predictable riding practices among the growing number of City bike commuters.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

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

In FFY 2021, GTSC, NYSDOH and NYSDOT continued to play key roles in pedestrian safety guided by the New York State PSAP. The \$110 million initiative details the state’s “3E” (Engineering, Enforcement and Education) approach to addressing pedestrian safety challenges across upstate New York and on Long Island.

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

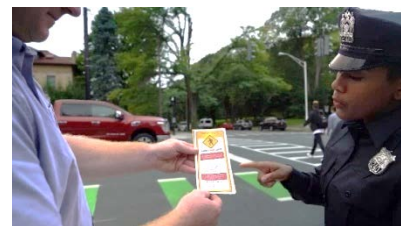
Engineering

As of the fall of 2021, NYSDOT has completed pedestrian safety site evaluations at 1,853 unsignalized midblock crosswalks and 3,940 signalized intersections on State-maintained routes in urban areas statewide. The construction of crosswalk safety improvements based on those studies, consisting of such proven countermeasures as high-visibility crosswalk markings and related signage, countdown timers, and upgraded push buttons are now almost complete, though some construction contracts will be extended into 2022 due to COVID-19 related delays. So far, improvements have been completed at 1,754 uncontrolled crosswalks (98% of goal) and at 2,067 signalized locations (87% of goal) on the State system. In addition, approximately \$40 million in funding was distributed in 2018 to local municipalities for similar work on locally maintained crosswalks in urban areas. Design and construction of those improvements is ongoing by those municipalities. A total of \$54 million has been spent to date on State system construction projects and \$11.4 million was spent on consultant design assistance.



Enforcement

GTSC continues to take the lead in funding and coordinating enforcement efforts to support the goals of the PSAP. In FFY 2021, GTSC conducted two statewide *Operation See! Be Seen!* pedestrian safety mobilizations. Originally scheduled for June 2020 and postponed due to the COVID-19 pandemic, FFY 2021 began with a rescheduled campaign held on October 16-30, 2020 in conjunction with National Pedestrian Safety Month. A second statewide mobilization was held during the normal June timeframe, June 11-24, 2021. Law enforcement and pedestrian safety education partners statewide, especially those in designated PSAP “focus communities”, and those agencies funded to conduct dedicated pedestrian safety projects, were invited to participate. Law enforcement agencies were provided with online tools to assist with officer education. A NYS-produced, eight-minute educational video module that focuses on specific Vehicle and Traffic Law (V&T) sections pertaining to pedestrians and drivers was among the materials provided. Grantees were encouraged to issue warning cards and educational materials prepared by NYSDOH to pedestrians and drivers found to be violating the law during the first week of the campaign, and citations during the second week. Police agencies were also encouraged to build a pedestrian safety enforcement component into future grant applications in order to support the five-year plan.

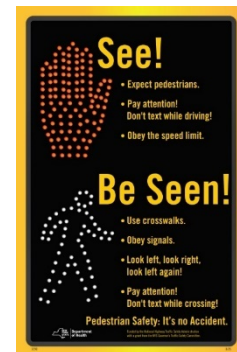


Participating law enforcement reported issuing 893 tickets and 683 pedestrian safety infraction warning citations during the June campaign. Law enforcement details also resulted in nearly 2,000 educational engagements and interactions with the public. The state’s “Visibility” and “Obstructions” public service announcements aired during these periods. GTSC continues to work with police agencies covering the 20 designated PSAP “focus communities” to allocate a portion of their PTS grant to fund additional patrols during the high-visibility enforcement and engagement blitz.

Education

NYSDOH continues to serve on the PSAP team carrying out Public Information and Education strategies including developing and maintaining outreach materials, statewide and targeted awareness activities, and providing technical support to communities to develop local educational initiatives. In FFY 2021,

NYSDOH continued to promote the use and distribution of *See! Be Seen!* educational materials developed to support pedestrian safety education and enforcement efforts. Over 53,000 *See! Be Seen!* materials were shared. Various educational tools have also been developed and made available on the Governor’s Pedestrian Safety Website, <http://ny.gov/pedsafety>, including a pedestrian safety tool kit designed to assist communities in the implementation of PSAP educational strategies. The PSAP’s pedestrian safety toolkit includes the following resources:

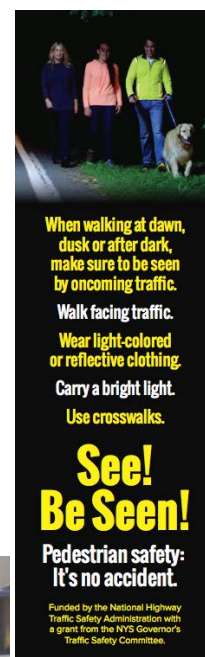
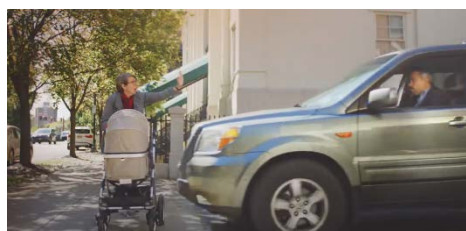


- *See! Be Seen!* campaign materials translated into fifteen languages: Arabic, English, Spanish, Burmese, Haitian Creole, Hindu, Karen, Kinyarwanda, Nepali, Russian, Simplified Chinese, Somali, Swahili, Vietnamese and Yiddish. Over 36,780 materials were distributed to pedestrian safety partners.
- Pedestrian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

In FFY 2021, the PSA entitled “Visibility” aired during a targeted media buy in October 2020. The “Visibility” media campaign encourages pedestrians to be safe and visible, particularly while walking at dusk, dawn or after dark. Aside from TV, messaging was also delivered via social media and streaming audio to provide additional outreach in and around the PSAP focus communities and resulted in nearly fourteen million impressions.

The fifth and final PSA developed as part of the state’s PSAP campaign aired in FFY 2021. Entitled “Obstructions”, it focuses on common scenarios where pedestrians and motorists may not anticipate each other due to obstructions in or near the roadway. The PSA aired on TV and via out-of-home and online platforms, June 7-July 2, 2021, coinciding with the June 2021 *See! Be Seen!* pedestrian safety campaign. More than 76 million total impressions were recorded.

The full PSAP, public service announcements, and associated *See! Be Seen!* materials can be viewed at <http://ny.gov/pedsafety>.



PSAP 2

2021 marks the fifth and final year for the state's PSAP. A workgroup has been established to guide development of a successor plan, "PSAP 2". In addition to engineering, education, and enforcement activities, it is expected that PSAP 2 will have a greater focus on diversity/equity and call for a partnership with emergency medical services (EMS) providers. PSAP 2 is expected to be drafted and implemented in FFY 2022.

Walk-Bike New York Symposium



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

Due to the COVID-19 pandemic, the 2020 symposium was postponed until FFY 2022. Staff members from the Institute for Traffic Safety Management and Research (ITSMR) are coordinating the event to be held in Rochester, May 2-4, 2022. The symposium will focus on various disciplines involved in pedestrian and bicycle safety and micromobility, and will provide participants with the necessary tools to work together to create walkable and bikeable communities. Presentations are expected to cover topics such as bicycle and pedestrian education, enforcement and engineering initiatives, local project highlights, safe bike routes for youth, and bike tourism programs in New York State.

Enforcement of Traffic Violations

Pedestrians consistently account for one-quarter of the traffic fatalities in New York State each year. Unsafe actions on the part of both motorists and pedestrians often contribute to these crashes. As with other traffic safety issues, high-visibility enforcement is a proven strategy for raising awareness as well as reinforcing the need for behavioral changes among both motorists and pedestrians. Police agencies in jurisdictions identified as focus communities in the PSAP as having high incidences of pedestrian crashes are encouraged to participate in the annual *Operation See! Be Seen!* enforcement mobilization and to conduct other enforcement efforts within their communities.

Town of Ramapo Police Department



In FFY 2021, the Ramapo Police Department (RPD) continued its pedestrian safety education and enforcement program. The program was created in response to numerous motor vehicle crashes involving pedestrians, many of which resulted in serious injuries. During the year, special details were conducted where a police officer in plain clothes attempted to safely cross a roadway using a designated crosswalk. Motorists who did not yield to the pedestrian as required by law were stopped by a marked police vehicle. During the *Operation See! Be Seen!* mobilization period, the RPD issued 262 warning cards to drivers and pedestrians who failed to comply with New York's pedestrian safety laws, and 33 summonses to drivers who failed to yield to pedestrians in the crosswalk. The campaign was promoted on the department's social media pages and via variable message boards in

targeted zones around town. The RPD also used its school resource officers to distribute pedestrian safety materials to students.

The RPD conducted a similar operation in September around the time of the Jewish high holidays when a heavy concentration of the town's Orthodox population is on foot, to further emphasize compliance with pedestrian safety laws. During these details, officers engaged pedestrians about proper crossing behaviors and crosswalk use and advised motorists of their responsibility to yield to pedestrians and follow traffic signs and signals.

Finally, the RPD continued its reward program for youth who exhibited safe pedestrian and bicycling behaviors and its efforts to increase awareness and enforcement of the state's current pedestrian and bicycle safety laws.

Nassau County Police Department

In FFY 2021, Nassau County Police Department (NCPD) was awarded a standalone highway safety grant project to address pedestrian safety. Nassau County suffers from more pedestrian fatalities than anywhere else in the state except New York City. Specifically, the project targeted enforcement and engagement efforts on Hempstead Turnpike. The town of Hempstead is ranked #1 in the NYS PSAP for incidence of pedestrian-involved crashes.

NCPD conducted operations in two two-week blocks – in October 2020 and again in September 2021. A total of 600 tickets were issued during nearly 400 hours of dedicated pedestrian safety enforcement. Most citations were issued for motorist violations such as failing to yield to a pedestrian in a crosswalk. 548 warning cards were also issued – most to pedestrian violators during targeted interactions in which officers educated them on applicable laws and responsibilities when walking in traffic.

White Plains Department of Public Safety

The goal of the White Plains Department of Public Safety project was to reduce crashes involving pedestrians that are largely attributed to driver inattention or other traffic violations such as unsafe speed and failure to yield the right-of-way. The department identified areas that have the highest rates of pedestrian crashes and targeted those for high-visibility enforcement and community outreach. In addition to enforcing motorist violations, officers engaged with pedestrians who failed to use crosswalks or comply with pedestrian crossing signals. During the FFY 2021 project period, the White Plains PD conducted pedestrian safety enforcement operations on six different dates, issuing 54 summonses and fifteen warning notices – many to drivers who did not yield to pedestrians in a crosswalk. Other summonses were issued for traffic violations including unlicensed operation of a motor vehicle and speeding.

New York City Pedestrian and Bicyclist Safety Enforcement

With the assistance of GTSC, NYPD used FFY 2021 funding from the NYC Pedestrian and Bicyclist Safety Enforcement grant to increase awareness of and compliance with traffic laws. NYPD conducted saturation enforcement on arterial roadways within the five boroughs with high volumes of bicycle traffic. The enforcement focused on speed, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. NYPD also conducted targeted enforcement in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs (VMS) were used in conjunction with the



enforcement efforts. In addition, multi-lingual educational materials were distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks and crossing with the light, and to discourage the use of cell phones while crossing.

The goal of this program is to reduce the number of traffic fatalities that occur annually in New York City by increasing police visibility and communication within high-risk neighborhoods in the City's five boroughs. The following results were reported for the three enforcement programs conducted during 2021.

Failure to Yield Enforcement

During the spring and summer of 2021, 50 operations were conducted at five locations in Manhattan; 771 summonses were written. The summonses were for 350 vehicles failing to yield to pedestrians, 44 bicycles failing to yield to pedestrians, and 377 various other hazardous violations.

Speed Enforcement

From January to September of 2021, speed enforcement was conducted at 26 selected off-highway locations throughout the City. Focusing on these targeted locations allows for the protection of pedestrians by enforcing traffic laws and educating pedestrians on safety. During this period, there were a total of 2,400 summonses issued, including 1,768 for speeding and 255 for other hazardous traffic law violations.

Bicycle Enforcement

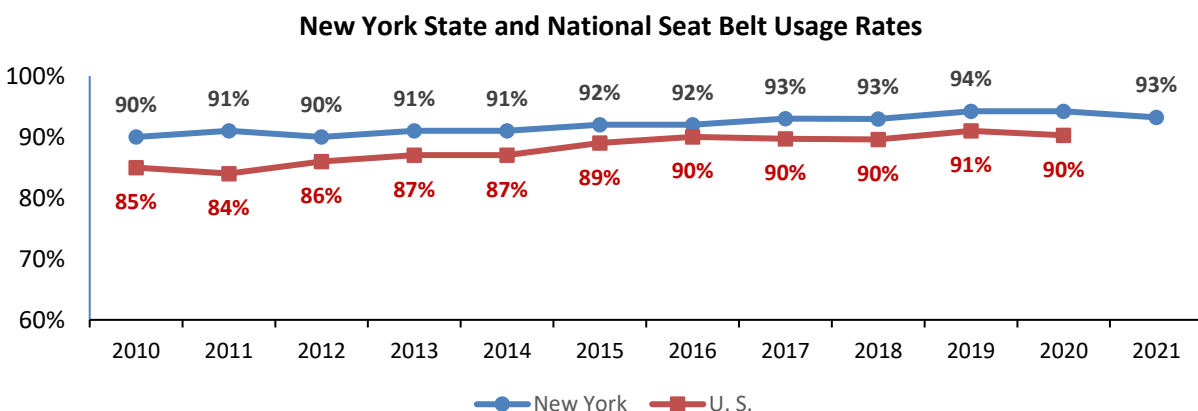
Throughout the spring and summer of 2021, the Patrol Services Bureau conducted bicycle enforcement at top crash locations that have been determined through data research to involve a high number of bicycles. During this period, 337 summonses were issued for various hazardous moving violations committed by bicycle operators.

Research, Evaluation & Analytical Support for New York's Performance-Based Non-motorized (Pedestrians and Bicyclists) Program

In FFY 2021, ITSMR completed a one-page fact sheet on Pedestrians in Motor Vehicle Crashes: 2015-2019. The fact sheet is posted on the ITSMR website (www.itsmr.org).

OCCUPANT PROTECTION

New York’s seat belt use rate has been 90% or higher each year since 2010 and has been consistently above the national average since passage of the nation’s first seat belt law in 1984. No seat belt observation survey was conducted in New York in 2020, in accordance with the National Highway Traffic Safety Administration’s (NHTSA’s) waiver due to the COVID-19 pandemic. In 2021, the annual seat belt use rate fell slightly to 93.24%. To strengthen New York’s law, beginning November 1, 2017, seat belt use was made mandatory for taxi and livery drivers and any passengers age 16 and older riding in the front seat of these vehicles. New legislation requiring seat belt use for motor vehicle passengers age 16 and older riding in the back seat was signed into law in August 2020 and became effective November 1, 2020.



Much of New York’s success in maintaining a high rate of compliance can be attributed to the continued implementation of high-visibility enforcement and engagement efforts through the state’s Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The highlight of the BUNY/CIOT program each year is the strong participation of the state’s law enforcement agencies in the national seat belt high-visibility enforcement and engagement mobilization.



This year, the Governor’s Traffic Safety Committee (GTSC) continued the “Protect Your Melon” occupant protection educational campaign featuring NASCAR driver Ross Chastain. Approximately 1,500,000 watermelons with the campaign slogan were distributed to retail outlet stores throughout the state. Special displays were set up in 100 grocery stores to increase awareness. This year consumers had an opportunity to meet Chastain virtually through a contest that



asked participants to share why wearing a seat belt was important to them. The contest was promoted on social media and two winners were selected shortly after the Watkins Glen Race was held. Outreach events were conducted with teens at schools in Warren and Washington Counties. Prior to the NASCAR CUP Series race at Watkins Glen International (WGI), residents and

NASCAR fans were afforded the opportunity to meet Chastain at events in the Village of Watkins Glen and at the WGI DMV booth. New this year was the Protect Your Melon Show Truck. Seat belt use among pick-up truck drivers is lower than passenger car drivers. The truck was chosen as another manner to reach the targeted audience. Each participant was provided with a Hero Card, the new universal belt law, the importance of restraint use and Chastain’s personal message encouraging everyone to Buckle Up every trip, every time. The importance of seat belt use was promoted on social media platforms Twitter, Instagram and Facebook throughout the summer months.



In addition to increasing adult seat belt usage, the other major focus of New York’s occupant protection efforts is Child Passenger Safety (CPS).

In FFY 2021, GTSC awarded 142 CPS grants to maintain the state’s active network of car seat fitting stations and check event programs; provide training to increase awareness of CPS issues among parents and other caregivers; ensure the availability of a large pool of certified technicians; provide car seats for low-income families; and continue to expand accessibility to CPS education and services among the state’s underserved populations.

In FFY 2021, GTSC supported the operation of 105 permanent fitting stations and approved funding for 94 agencies to conduct car seat check events. These grants are intended to increase accessibility to CPS services through special outreach efforts to underserved populations, such as the use of mobile inspection stations in rural areas and the availability of bilingual technicians. These programs resulted in 10,301 car seats being inspected, 87% of which were installed incorrectly.

To ensure the availability of a large pool of certified CPS technicians, GTSC also continued to support CPS training and recertification classes. Despite the COVID-19 pandemic, seventeen technician certification trainings were held in FFY 2021, which resulted in 209 new CPS technicians. A total of 22 Continuing Education Unit (CEU) update classes for 280 technicians were also conducted. These classes contributed to a 58% recertification rate in New York compared to the national recertification rate of 46%. New York State now has 1,681 certified technicians, including 87 instructors and six instructor candidates.

As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 19-25, 2021. The Albany County Traffic Safety Board continued their annual check event on Seat Check Saturday, which is one of the most heavily attended events in the state. Although attendance was impacted by COVID-19, technicians at this event were still able to inspect a total of 66 car seats, of which only eight were found to be installed properly. A total of 67 car seat check events were planned statewide throughout the week, including 37 on Saturday, to help parents ensure their children’s restraints were safely fitted and correctly installed.



ASSESSMENT OF PROGRESS

The performance measures used to track progress in the Occupant Protection Program Area are Unrestrained Passenger Vehicle Occupant Fatalities and Observed Seat Belt Use for Front Seat Passenger Vehicle Occupants. As discussed in the Performance Report presented earlier in this document, neither of these targets was met for FFY 2021.

Status of Occupant Protection Performance Targets for FFY 2021

❖ **Unrestrained Passenger Vehicle Occupant Fatalities, all seat positions (FARS): Decrease the 5-year rolling average for 2017-2021 to 157.6**

This target was not met. Although the five-year average number of unrestrained passenger vehicle occupants killed in crashes maintained a steady downward trend from 2015 to 2019, a sharp increase in the annual number for 2020 yielded an average of 160.6 for 2016-2020, just missing the target set for 2020 (160.5) and showing that the target of 157.6 for 2021 is also not likely to be met.

❖ **Observed Seat Belt Use for Passenger Vehicles, front seat outboard occupants: Increase the annual rate for 2021 to 94.95%**

This target was not met. Because of the COVID-19 pandemic, no survey was conducted in FFY 2020. The annual rate for 2021 was 93.24%, with an average of 93.45% for 2017-2021 and an average of 93.10% for 2016-2020. These rates failed to reach the target of 94.0% set for 2016-2020 and also failed to reach the annual target of 94.95% set for 2021.

Adjustments Planned for Upcoming HSSP to Reduce Unrestrained Passenger Vehicle Occupant Fatalities and to Increase Seat Belt Use

The increase in unrestrained vehicle occupant fatalities, together with the lower rate of observed seat belt use, are of great concern to GTSC. The increase in fatalities is consistent with national trends seen during the COVID-19 pandemic, where a surge in risky driving behaviors including failure to buckle up was associated with an increase in fatalities, even as vehicle miles traveled decreased.

GTSC plans to continue its data-driven approach to target crashes involving unrestrained vehicle occupants and to encourage greater seat belt use through the following:

- Training of non-certified CPS law enforcement officers on how to identify and intervene on car seat misuse or non-use as well as laws concerning CPS and the new Occupant Protection law that was passed in November 2020.
- Facebook posts to specifically bring attention to occupant protection and the new occupant protection law.

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

Seat belt use is one of the major traffic safety topics included in the survey of New York State licensed drivers' attitudes and behaviors conducted annually at five Department of Motor Vehicles offices. The 2020 survey scheduled for the spring was cancelled due to the COVID-19 pandemic. At the request of GTSC, the Institute for Traffic Safety Management and Research (ITSMR) used Survey Monkey to develop an online survey to replace the in-person survey used in past years. The survey was posted on the DMV website in September-October 2020 and again in September-November 2021.

The tables below provide the responses to questions regarding the frequency of seat belt use, the perception of the risk of being ticketed, and knowledge of New York's 2020 law requiring back seat belt use for passengers age 16 and older beginning November 1, 2020. Additional charts include the results of analyses of these questions by gender and age. Respondents who did not specify a gender and those who specified "Intersex" or "Non-binary" were excluded from the analysis by gender. These respondents made up 2.4% of the total in 2020 and 2.6% in 2021.

How often do you use a seat belt when you drive or are a passenger in the front seat of a car, van, sport utility vehicle or pickup truck?

	<u>2020</u>	<u>2021</u>
Always	95.0%	93.4%
Usually	2.4%	4.2%
Sometimes	1.0%	0.6%
Rarely	0.3%	0.4%
Never	1.4%	1.3%

How often do you use a seat belt when you are a passenger in the back seat of a car, van, sport utility vehicle or pickup truck?

	<u>2020</u>	<u>2021</u>
Always	54.7%	60.4%
Usually	14.0%	16.0%
Sometimes	12.0%	10.4%
Rarely	10.3%	7.2%
Never	9.0%	6.1%

Source: Driver Behavior Surveys

- Reported front-seat restraint use was high in both 2020 and 2021; 97.4% of the respondents in 2020 and 97.6% in 2021 reported that they “always” or “usually” wear a seat belt when they drive or ride as a passenger in the front seat of a vehicle. Only 2% in each of the two years “rarely” or “never” buckle up.
- 69% of survey respondents in 2020 reported that they “always” or “usually” use a seat belt when riding in the back seat; this proportion rose to 76% in 2021. In 2021 13% of respondents report they “rarely” or “never” buckle up when riding in the back seat, down from 19% in 2020.

What do you think the chances are of getting a ticket if you don’t wear a seat belt?

	<u>2020</u>	<u>2021</u>
Very likely	32.7%	29.5%
Somewhat likely	24.7%	24.1%
Likely	19.2%	18.2%
Unlikely	17.5%	22.0%
Very unlikely	6.0%	6.2%

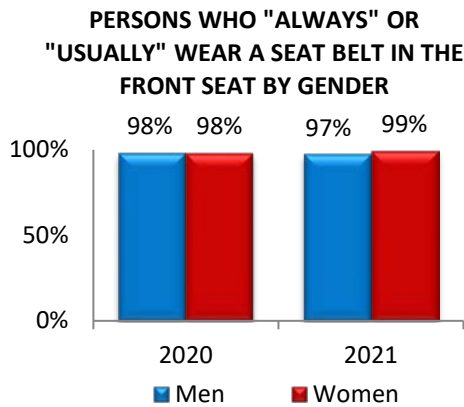
Do you know that all passengers age 16 and older riding in the back seat of a motor vehicle are required to wear a seat belt starting November 1, 2020?

	<u>2020</u>	<u>2021</u>
Yes	64.4%	80.9%
No	35.6%	19.1%

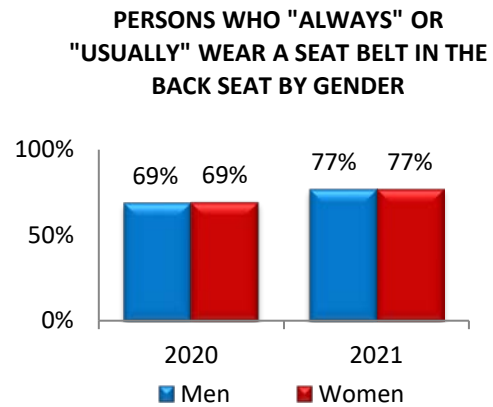
Source: Driver Behavior Surveys

- In 2020, 57% of the respondents thought it “very likely” or “somewhat likely” that they would get a ticket for failing to wear a seat belt. This proportion dropped slightly to 54% in 2021.
- 81% of respondents in 2021, up from 64% in 2020, reported knowing that passengers age 16 and older riding in the back seat are required to wear a seat belt starting November 1, 2020.

Differences by Gender

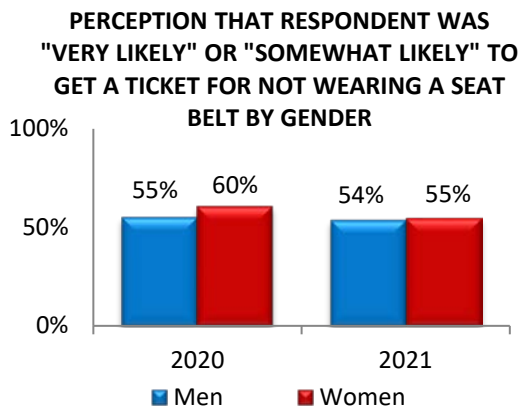


Source: Driver Behavior Surveys

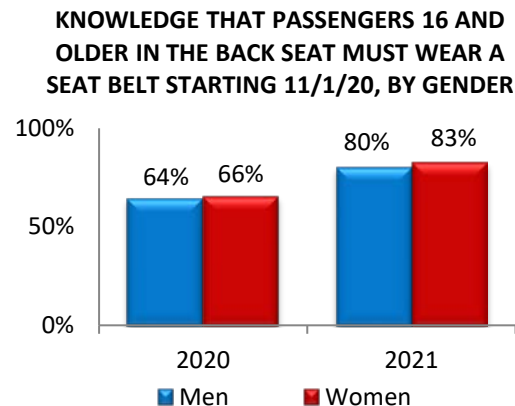


Source: Driver Behavior Surveys

- Approximately the same proportions of men and women (98%) reported that they “always” or “usually” wear a seat belt in the front seat in 2020 and 2021.
- Persons who “always” or “usually” wear a seat belt in the back seat rose from 69% in 2020 to 77% in 2021, for both men and women.



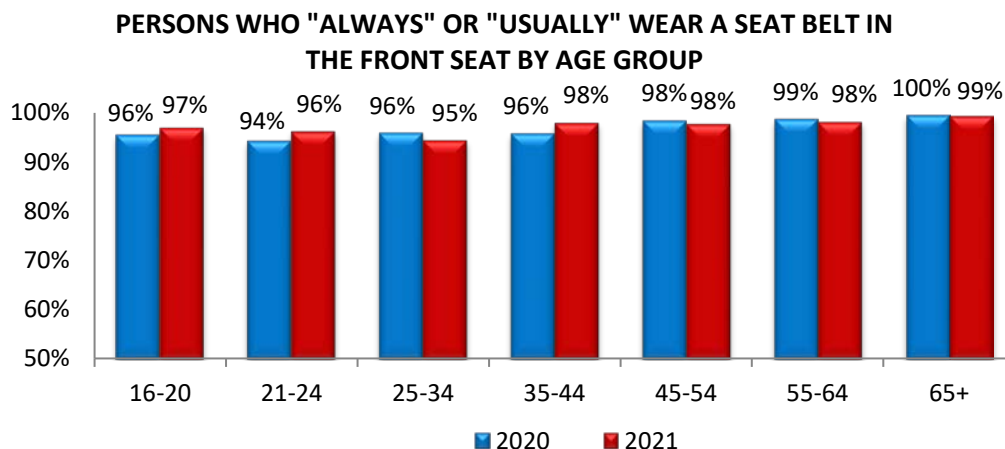
Source: Driver Behavior Surveys



Source: Driver Behavior Surveys

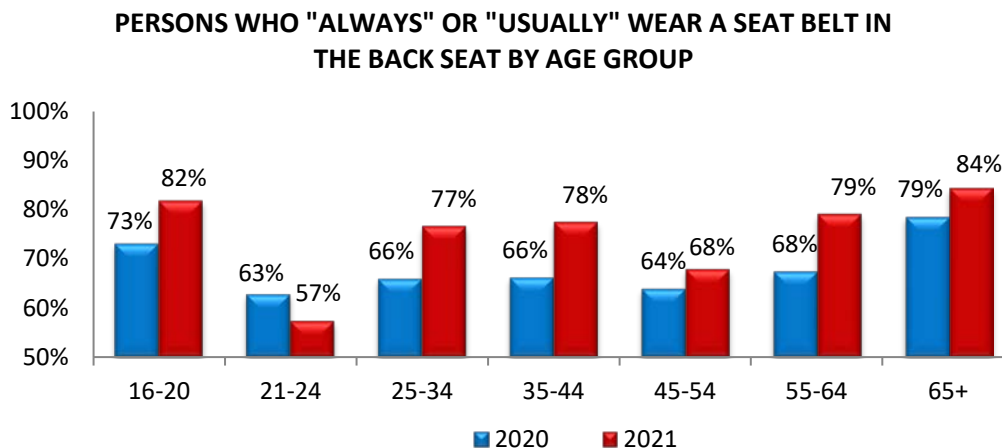
- In 2020, a somewhat larger proportion of women than men thought it “very likely” or “somewhat likely” that they would get a ticket if they don’t wear a seat belt (60% of women and 55% of men). These proportions dropped slightly in 2021 (55% of women and 54% of men).
- Approximately two thirds of men and women who completed the survey in 2020 reported that they knew all back-seat passengers 16 and older were required to wear a seat belt starting November 1, 2020 (66% of women and 64% of men). These proportions rose to 83% of women and 80% of men in 2021.

Differences by Age



Source: Driver Behavior Surveys

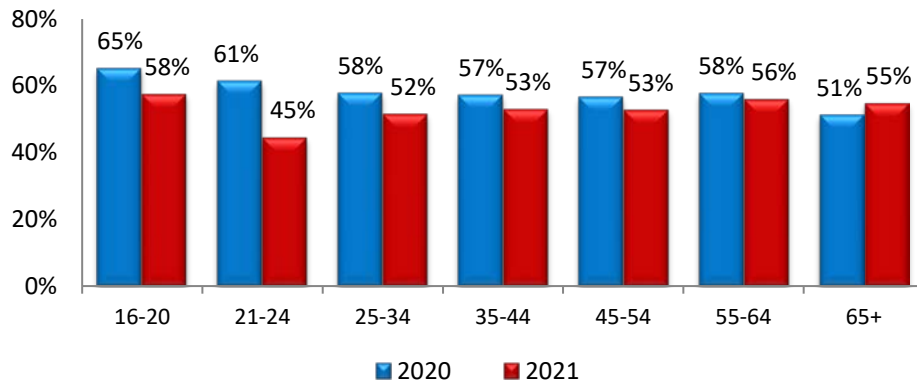
- In general, reported front seat belt use in New York is high and increases with age; in 2021, 95%-97% of the survey respondents in the age groups under 35 reported they “always” or “usually” buckle up when driving or riding in the front seat of a vehicle, compared to 98%-99% of the drivers in each of the age groups 35 years and older.
- Reported front seat belt use for each of the age groups remained consistent between 2020 and 2021, varying no more than 2 percentage points.



Source: Driver Behavior Surveys

- Reported back seat belt use showed more variation among the age groups surveyed. In 2021, 57% of those age 21-24 and 68% of those age 45-54 reported that they “always” or “usually” buckle up as back-seat passengers, compared to 82% of 16-20-year-olds and 84% of those age 65 and older.
- Reported back seat belt use increased notably between 2020 and 2021 among all the age groups except those age 21-24, where only 57% in 2021 said they “always” or “usually” buckle up in the back seat, down from 63% in 2020. The greatest increase was observed among respondents age 35-44 (78% in 2021, up from 66% in 2020).

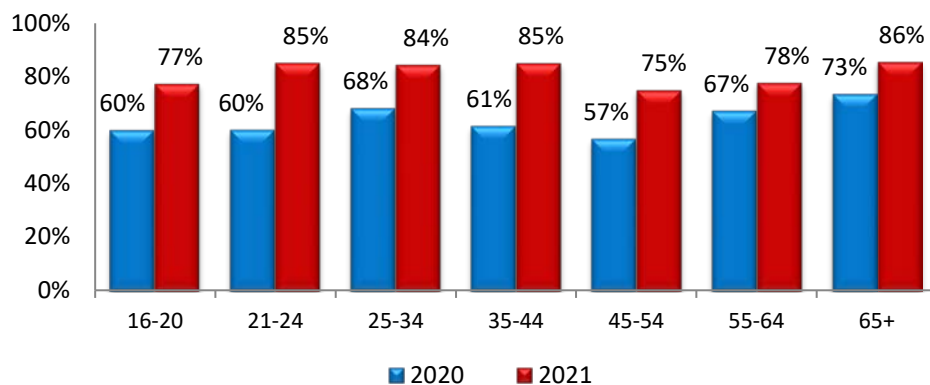
PERCEPTION THAT RESPONDENT WAS "VERY LIKELY" OR "SOMEWHAT LIKELY" TO GET A TICKET FOR NOT WEARING A SEAT BELT BY AGE GROUP



Source: Driver Behavior Surveys

- In 2021, the proportion of survey respondents who thought that they were “very likely” or “somewhat likely” to get a ticket if they don’t wear a seat belt ranged from a high of 58% for the 16-20 age group to a low of 45% for the 21-24 age group.
- Those who thought their chances of getting a ticket if they don’t wear a seat belt were “very likely” or “somewhat likely” declined in every age group between 2020 and 2021, except for those age 65 and older, where the perception rose from 51% in 2020 to 55% in 2021.

KNOWLEDGE THAT PASSENGERS 16 AND OLDER IN THE BACK SEAT MUST WEAR A SEAT BELT STARTING 11/1/20, BY AGE GROUP



Source: Driver Behavior Surveys

- Awareness of the new law requiring back-seat passengers 16 and older to buckle up starting November 1, 2020, was lowest among those ages 45-54 (57% in 2020 and 75% in 2021) and highest among those ages 65 and older (73% in 2020 and 86% in 2021).
- Knowledge that back-seat passengers 16 and older are required to buckle up starting November 1, 2020, increased significantly between 2020 and 2021 among all age groups surveyed. The greatest proportional increase was seen in respondents age 21-24 (60% to 85%, or 25 percentage points).

OCCUPANT PROTECTION PROJECTS AND ACTIVITIES FUNDED IN FFY 2021

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Occupant Protection program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2021 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2021 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Seat Belt Enforcement

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



Buckle Up New York/Click It or Ticket

New York's high-visibility enforcement, engagement and PI&E campaign, BUNY/CIOT, consists of several proven components:

- **High-visibility enforcement and engagement checkpoints:** Seat belt enforcement efforts are made highly visible to the public in a number of ways, including the use of checkpoints and extensive outreach to the media. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.
- **Zero-tolerance enforcement:** Police officers continue to maintain a zero-tolerance policy when enforcing occupant restraint violations; no warnings are issued.
- **Seat belt mobilizations:** Historically, a statewide fourteen-day seat belt mobilization is conducted in May/June in conjunction with the national enforcement and engagement initiative. Due to the COVID-19 pandemic, the May 2020 mobilization was cancelled. New York participated with other states in a voluntary seat belt enforcement and engagement mobilization conducted in November 2020.
- **Nighttime enforcement:** Police agencies have begun to conduct enforcement efforts during nighttime hours to reach low-use populations of motorists. The most obvious difficulty in implementing this strategy is being able to see into the vehicles to detect noncompliance. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light and using additional lighting to enhance nighttime surveillance capabilities.
- **Police officer motivation:** To participate in the BUNY grant program, police agencies must adopt a mandatory seat belt use policy for its officers and require officers to participate in roll call video training. GTSC and the New York State Police (NYSP) have produced a roll call DVD for police agencies that stresses the importance of seat belt use by all



law enforcement personnel. The DVD is available to any police agency upon request. This year, 20 additional copies of the roll call video were sent to police agencies.

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



- **Statewide, multi-agency effort:** Throughout the state, police agencies participate in multi-agency checkpoints and other collective enforcement and engagement activities. The multi-agency approach has had significant positive results, including an increased public perception that all police agencies, regardless of uniform or region of the state, are serious about the use of seat belts. Furthermore, these details foster a better working relationship among the different agencies and bolster other enforcement and traffic safety initiatives.
- **PI&E and media outreach:** Public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the distribution of a statewide press release and other media efforts. Since the beginning of the BUNY program in 1999, statewide PI&E and media efforts have grown and become very successful. As the program has evolved, local agencies have become increasingly more adept at promoting their efforts through different media venues including social media. B-Roll Buckle Up messaging provided by Ross Chastain was included as part of the statewide press release and as part of the "Protect Your Melon" outreach campaign.

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



Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2021, GTSC provided 229 Police Traffic Services (PTS) grants to municipal and county law enforcement departments. Additional law enforcement agencies received HS-1 grants to enforce the state's seat belt laws as well as other types of traffic violations; these agencies included the Nassau County Police Department, Suffolk County Police Department, New York City Police Department (NYPD), NYSP and the New York State Park Police. Each of these agencies conduct seat belt enforcement throughout the year.

State Police Buckle Up New York Program

The NYSP shifted more resources to other seat belt enforcement and engagement activities in FFY 2021. The NYSP partnered with the New York State Park Police for a statewide “BUNY in the Parks” occupant restraint initiative. The 30-day campaign resulted in approximately 117 joint fixed and roving details conducted between July 10 and August 8 throughout the state in proximity to state parks where lower levels of child restraint and seat belt use were observed. These interagency checkpoints resulted in 3,538 seat belt and 1,941 child restraint tickets being issued.

Day-to-day enforcement and engagement are the foundation of the NYSP occupant restraint enforcement efforts, and this "around-the-clock" activity has been substantial. From October 1, 2020, to September 30, 2021, State Troopers issued a total of 51,123 adult and child safety restraint tickets statewide, including those issued during grant-funded activities. Monthly enforcement and engagement details continued to play an important role in the overall occupant protection program with 785 additional fixed or roving seat belt details being conducted in FFY 2021.

The NYSP also continued its extensive occupant protection PI&E activities when possible, although many of these efforts were curtailed by the pandemic. Materials that provided information on the special seat belt requirements for young drivers and their passengers, as well as other provisions of New York’s Graduated Driver Licensing Law, were distributed to both parents and law enforcement.

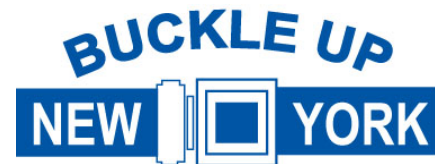
Radio public service announcements were disseminated statewide and media outlets were encouraged to broadcast these messages. The educational component included 89 Rollover Simulator and Convincer demonstrations that reached a total of approximately 28,000 at various locations including schools, community events and media affairs. Outreach was limited in FY2021 due to COVID-19 related restrictions.



Communications and Outreach

Support for Enforcement Efforts

High-visibility communications and outreach are essential for an effective seat belt enforcement and engagement program. The publicity generated from earned and paid media coverage of enforcement efforts raises public awareness and the perception of risk of receiving a ticket resulting in greater compliance among all motorists. In FFY 2021, GTSC continued to support communications, outreach and other PI&E efforts to publicize high-visibility enforcement and engagement campaigns including those that are directed at the general population in the state and those that target specific groups, such as young drivers, that have been identified as high-risk, low-compliance segments of the population.



Education of the General Public and High-Risk Groups

Efforts to educate the public about the importance and correct use of occupant restraints, including seat belts, booster seats and child safety restraints, help to promote greater compliance and continue to be supported. Examples include informational displays at popular venues such as the New York State Fair, the use of Convincer trailers and Rollover simulators to demonstrate the importance of seat belt use in crashes, and special activities for young drivers such as “Battle of the Belts” competitions. These types

of educational activities are directed toward the general public as well as specific groups identified as having low usage rates including minority, rural, low-income and special needs populations. Involving groups such as medical personnel, educators and law enforcement who regularly interact with the public and are in a position to assist with these educational efforts continue to be encouraged.

In FFY 2021, GTSC continued the statewide “Protect Your Melon” occupant protection educational campaign. As part of this program, GTSC partnered with NASCAR race car driver Ross Chastain to promote restraint use, particularly among males ages 18-34 and pickup truck drivers who have historically demonstrated lower restraint use.



From May through August, approximately 1,500,000 watermelons were distributed to retail outlets statewide; the “Protect Your Melon” logo with a reminder to Buckle Up was affixed to each melon. Stand-ups of Chastain and seat belt messaging displays were set up in 100 grocery stores throughout New York State. Social media posts promoting occupant restraint use were shared by Chastain on his Twitter, Instagram and Facebook accounts.



CHILD PASSENGER SAFETY

New York’s occupant restraint law now covers all front and back seat occupants of all ages riding in vehicles. Children under the age of four must be in a federally-approved car seat and children under the age of two must ride in a rear-facing car seat unless they outgrow the height or weight limit set by the manufacturer. Children under age eight must be restrained in an appropriate child restraint system which may be a car seat, a booster or an approved safety vest. The determination of an appropriate restraint system is based on the child’s height and weight. The penalty for violations of the laws related to children continues to be a fine of no less than \$25 and no more than \$100. The driver is also assessed three license penalty points if a passenger under the age of 16 is not properly restrained in accordance with the law.

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

- Fitting Stations where, by appointment, a NYS Certified Technician will inspect the installation of the car seat, provide instruction on proper installation and replace unsafe seats.
- Awareness Training conducted to educate the public on all aspects of CPS.

- Car Seat Check Events held regularly for the inspection of child restraint systems without an appointment. Unsafe, inappropriate, and outdated seats, or seats that have been involved in a crash are replaced.
- Education & Distribution Programs where appropriate car seats are supplied, free of charge, to qualified low-income families. In-classroom education is also provided in addition to hands-on installation practice, to empower caregivers to correctly select and install appropriate car seats for their children in the future.

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

In FFY 2021, GTSC awarded 142 CPS grants to local agencies. Many grantees provided multiple programs and services. In FFY 2021, 105 agencies received funding to operate fitting stations, 28 agencies were funded to conduct CPS awareness trainings, 94 agencies were funded to conduct car seat check events and 58 agencies received funding for car seat education & distribution programs for low-income families.

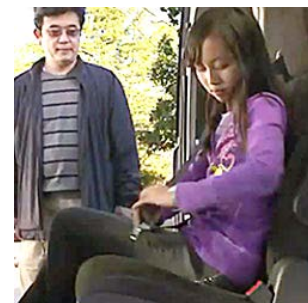
Child Passenger Safety Communications and Outreach

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

“Know for Sure” and Other Child Passenger Safety Campaigns



In FFY 2021, New York continued to promote the national CPS campaign, “Know for Sure Your Child is in the Right Car Seat”, launched by NHTSA and the Ad Council. The goal of the campaign is to make sure all parents and caregivers are properly securing their children (birth-twelve years) in the right restraint (rear-facing, forward-facing, booster seats and seat belts) for their age and size and to ensure the safety restraints are properly installed and used by parents and caregivers.



In FFY 2021, GTSC continued its collaboration with the New York State Department of Health (NYSDOH) Bureau of Occupational Health and Injury Prevention and the CPS Advisory Board to promote the tool kit for the “Know for Sure” message. This tool kit was developed to assist grantees, technicians and instructors who are responsible for car seat check events, distribution centers, public awareness classes and permanent fitting stations. The CPS tool kit includes the following information:

Tweens – Never Give Up Until They Buckle Up

1. Seat Belt Safety for Tweens at safercar.gov
2. Tips to keep Tweens Safe in Vehicles (pdf)
3. Under 13 Tip Card (pdf)
 - Under 13 Tip Card – English (pdf)
 - Under 13 Tip Card – Spanish (pdf) at NYSDOH
 - Under 13 Tip Card – French (pdf) at NYSDOH
4. Under 13: Back seat and buckled up! at NYSDOH

Know for Sure... Is Your Child in the Right Car Seat?

1. Car Seat Safety at safercar.gov
2. 4 Steps 4 Kids (pdf) at NYSDOH
3. Stacking Toy Poster (pdf)
4. Baby Bottle Poster (pdf)
5. Spanish Athlete Poster (pdf)
6. Spanish White House Poster (pdf)
7. Order form for Know for Sure Campaign Materials (pdf)



Additionally, New York State wanted to spread awareness about proper use of tethering for forward-facing car seats, as well as information about booster seats—as previous data has indicated that misuse has been high in these areas. To assist in the dissemination of these informational messages, GTSC fulfilled approximately 189 material orders to technicians, instructors and grantees located throughout the state. These individuals subsequently distributed these materials to parents and caregivers at fitting stations and check events in their respective areas. These material orders consisted of quick reference bookmarks, educational flyers and visual car seat guides for CPS.

Child Passenger Safety Awareness Training

The trend for agencies to offer more CPS awareness training classes continued in FFY 2021. While the car seat check events are very successful and draw media attention, the awareness classes can reach a greater number of parents, expectant parents and caregivers. Most classes consisted of classroom training that included demonstrations of car seat installations, education on the provisions of the occupant protection law and information on the various resources available, such as car seat check events and permanent fitting stations. In FFY 2021, 28 agencies received funding to conduct approximately 85 CPS awareness classes. These awareness classes were held throughout the state and reached over 1,382

participants. The majority of the participants were parents, expectant parents and caregivers. The other participants included foster parents, day care providers, law enforcement officers, health care professionals and bus drivers.

NYS Child Passenger Safety Advisory Board

The New York State CPS Advisory Board advises the GTSC on CPS issues and promotes a higher level of skill, knowledge and participation by technicians and instructors to improve CPS in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2021 included the following:

- Members of the Advisory Board coordinated a total of seventeen technician certification and 22 CEU update courses (an increase of eleven and ten classes, respectively, from the previous year).
- The Advisory Board finalized and distributed a Low-Income Education & Distribution Program Directory for CPS technicians.
- CPS information and news for technicians and instructors continued to be provided through the GTSC website www.trafficsafety.ny.gov and via direct outreach.
- Members of the Advisory Board worked to reschedule the 2020 CPS Technical Conference, which was cancelled due to the COVID-19 pandemic. The conference was held on September 8-10, 2021, in Saratoga Springs, and attracted 383 participants.
- Members of the Advisory Board finalized and distributed a resource guide for CPS instructors.
- Members of the Advisory Board reviewed, edited and finalized the Advisory Board By-Laws.
- GTSC provided the regional coordinators with an updated list of all technicians and instructors on a quarterly basis at minimum.
- The Advisory Board coordinated the events and the publicity campaign for Child Passenger Safety Week in New York State.
- The Advisory Board completed and distributed a new CEU curriculum.
- The Advisory Board ordered and distributed quick reference bookmarks and educational flyers to parents, caregivers and children throughout New York State.
- The resumes of new Advisory Board members were submitted and approved by the Board and GTSC.
- The Advisory Board continued its efforts to educate CPS professionals, parents and caregivers on the law that took effect in November 2019 mandating that children remain in rear-facing car seats until at least the age of two.

Fitting Stations

In FFY 2021, GTSC continued to support the operation of fitting stations where parents and other caregivers can receive instruction on the proper installation and use of car seats. To receive mini-grant funding, grantees must have certified technicians available to staff the fitting station during the hours of operation.

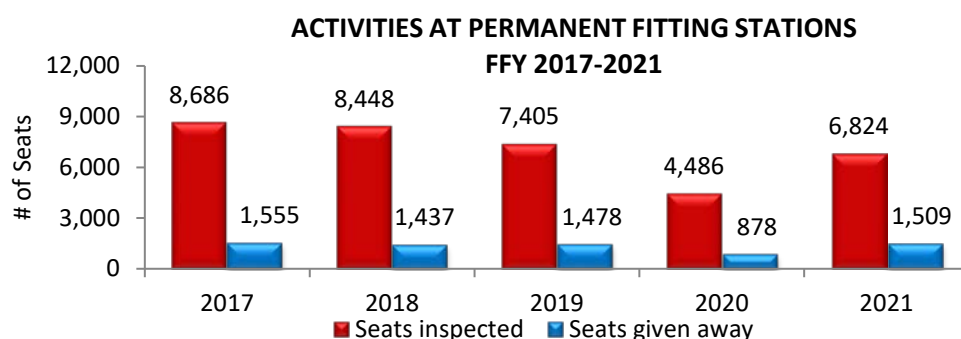
In addition to permanent fitting stations, CPS grant funds can also be used for mobile fitting stations which bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state's CPS Program into areas where access to CPS education and instruction was previously lacking. Projects that focus on serving high-risk populations within the state such as low-income and minority communities are also important to ensure access throughout the state.



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

Permanent Fitting Stations

In FFY 2021, GTSC continued to support the operation of permanent fitting stations. Currently there are 299 permanent fitting stations in New York State, 105 of which are supported by grant funds. The grant-funded agencies operating fitting stations reported that 6,824 child safety seats were inspected in FFY 2021 and only 908 of those seats were installed correctly. A total of 1,509 car seats were distributed through the fitting stations due to seats that were found to be damaged, expired, or otherwise unsafe for transporting children. As with previous years, GTSC contacted all of the fitting stations to verify and update the information that is posted on www.trafficsafety.ny.gov.



Fitting stations in New York State have remained very active, despite the COVID-19 pandemic. In most cases, car seats are inspected by appointment. Listed below are some of the most active fitting stations with the number of seats inspected at their facilities in FFY 2021 and the number of seats given away.

- Albany County Traffic Safety Board: 844 inspections and seventeen seats given away
- Long Island Jewish Medical Center/Northwell Health: 657 inspections and seventeen seats given away
- Cornell Cooperative Extension of Saratoga: 460 inspections and 36 seats given away
- Dutchess County Traffic Safety Board: 254 inspections and 23 seats given away
- Niagara County Sheriff's Office: 190 inspections and 85 seats given away

Car Seat Check Events

Car Seat Check Events

In FFY 2021, 94 agencies were approved to conduct car seat check events. The types of misuse commonly found at car seat check events are summarized in the table below.



MOST COMMON MISUSE PROBLEMS ENCOUNTERED DURING INSPECTIONS

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

The most common types of car seat misuse continue to be failing to install the car seat tightly and not securing the harness straps snugly over the child. Many children six and seven years of age are also found to be restrained by vehicle seat belts alone. Keeping children in this age group in booster seats remains one of the greatest challenges.

National Child Passenger Safety Week and Seat Check Saturday



As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 19-25, 2021. The goal each year is to remind caregivers to keep children properly restrained in a car seat that meets their weight and height requirements.

This year, 391 check events were held across the state where a total of 3,477 seats were checked and 558 seats were provided to replace outdated, recalled or inappropriate seats. On National Seat Check Saturday observed on September 25, the Albany County Traffic Safety Board hosted their annual check event, which is one of the most heavily attended events in the state. Although attendance was impacted by COVID-19, technicians at this event were still able to inspect a total of 66 car seats, of which only eight were found to be installed properly. To support other agencies throughout the state participating in National CPS Week, GTSC fulfilled 189 educational material orders consisting of over 6,000 quick reference bookmarks, 13,000 educational flyers, and hundreds of coloring books and visual car seat guides.

Recruitment and Training of Child Passenger Safety Technicians

Certified Technician Training Program

In 1999, New York's CPS technician program began with 98 certified technicians and nine instructors. Today, the program has grown to 1,676 certified technicians, including 87 CPS instructors and six instructor candidates.



The CPS grants awarded by GTSC support technician training classes and cover recertification fees for technicians and instructors. In FFY 2021, seventeen Standardized CPS Technician Training classes were conducted, producing 209 new certified technicians.

GTSC was also able to reschedule the *Safe Travel for All Children (STAC)* Training that was originally cancelled due to COVID-19. *STAC* is designed to serve as an enrichment course for CPS technicians who are interested in learning more about special needs transportation. This two-day course resulted in the certification of a second STAC Instructor for New York State, as well as the specialized training of nineteen technicians in the safe transportation of children with special needs.

Technicians come from a variety of backgrounds, with the largest proportions representing local police agencies, County Sheriff Offices, health and social service agencies, Fire/Emergency Medical Services, and the NYSF.



Child Passenger Safety Technical Update Training Classes

CPS technical update classes provide the opportunity for technicians and instructors to update skills and stay current with the latest information and guidelines. CEUs are available for those who attend these classes. This year, a total of 22 CEU classes were held, reaching a total of 280 technicians. According to Safe Kids Worldwide, 58% of New York's technicians were recertified during FFY 2021, a significant increase from the previous year. New York's recertification rate consistently exceeds the national rate (46% for FFY 2021).

Child Passenger Safety Technical Conference

The CPS Technical Conference is a collaborative effort among GTSC and a number of state and local safety partners interested in promoting safety and injury prevention. It is held biennially and aims to increase the level of knowledge and competence of CPS educators, practitioners, technicians, and instructors who are actively engaged in the CPS arenas.

Some areas of focus at the conference are education, inspection, program management, enforcement, car seat development, distribution, and special needs passengers. This is an opportunity for those who cannot attend a national conference to meet the vehicle and car seat manufacturers as well as government and regulatory officials who will offer the latest information and technology for CPS. The conference also provides the opportunity to network with other CPS advocates and to share information and ideas.

The 2020 CPS Technical Conference was cancelled due to COVID-19 and was rescheduled for September 8-10, 2021, at the Saratoga Springs City Center in Saratoga Springs. This 1.5-day conference attracted 383 technicians and allowed them to obtain all six of their CEUs required for recertification. The next CPS Technical Conference is currently being planned for May of 2023.

Car Seat Education and Distribution Programs

Car Seat Education & Distribution Programs

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

Car seat education and distribution 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 verify low-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 at least 30 minutes of in-classroom education prior to demonstrating the installation of the appropriate car seat for each person requesting one. In FFY 2021, 58 agencies in New York were awarded funding to operate a car seat education & distribution program and a total of 3,857 seats were distributed to families in need.

The car seat education and distribution program conducted by the Albany County Traffic Safety Board is one of the largest programs in the state. The Albany County Traffic Safety Board partners with the Alpha Pregnancy Care Council of Albany County to serve people in need in their two locations at Albany and Cohoes. A total of 240 car seats were distributed to qualifying low-income families who attended the information sessions on the proper installation of the car seat by certified CPS Instructor William Van Alstyne.

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

Statewide Observational Survey of Seat Belt Use

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

The annual statewide observation survey of seat belt use for 2021 was recorded at 93.24%.

Evaluation of New Seat Belt Law Covering All Back Seat Passengers

At GTSC's request, ITSMR has developed a research plan for assessing the effectiveness of the new legislation, effective November 1, 2020, requiring all occupants of motor vehicles to use safety restraints, by looking at various measures before and after the implementation of the law. These measures include characteristics of crash data, ticket data and self-reported behaviors and awareness of the new mandate.

Seat Belt Data Reports

At the request of GTSC staff, ITSMR's multi-page reports related to reported seat belt use in crashes were updated with final 2019 crash data. A statewide report and reports for each of the counties in the state were compiled. GTSC staff present these reports at meetings at the county level, to raise awareness of the extent to which vehicle occupants in crashes within the county were riding unrestrained in violation of the law, the severity of the injuries suffered in these crashes, and differences in restraint use among occupants in crashes during the day and at night and when speeding or alcohol were factors in the crashes.

COMMUNITY TRAFFIC SAFETY PROGRAMS

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

Some of the strategies and outreach efforts that counties are encouraged to integrate into their local programs stem from state-level initiatives focusing on specific issues such as drowsy driving and pedestrian safety, or special groups such as younger drivers, older drivers, children, and diverse populations. During FFY 2021, GTSC conducted activities to improve traffic safety in partnership with the Saint Regis Mohawk Tribe which included participation on their local road safety plan. Plans had also been made to conduct traffic safety outreach for the Shinnecock Indian Nation but due to COVID-19, activities were cancelled during FFY 2021. GTSC will continue its outreach to develop traffic safety initiatives on tribal territories, consistent with its goal to discuss ways to develop and strengthen sustainable relationships that will lead to reductions in traffic-related injuries and deaths among members of underserved populations.

ASSESSMENT OF PROGRESS

The core outcome measure for tracking progress in the Community Traffic Safety Programs area is Drivers Age 20 or Younger Involved in Fatal Crashes.

Status of Community Traffic Safety Programs Target for FFY 2021

❖ **Drivers Age 20 or Younger Involved in Fatal Crashes (FARS): Decrease the 5-year rolling average for 2017-2021 to 95.6**

Status: Met

Since 2016, the five-year moving average number of drivers under age 21 involved in fatal crashes has been on a general downward trend, reaching 95.6 in 2020. This average exceeds the target of 102.1 set for 2020 and matches the target of 95.6 set for 2021.

COMMUNITY TRAFFIC SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2021

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Community Traffic Safety Programs that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2021 HSSP. Included under the strategies below are descriptions of selected Community Traffic Safety projects that highlight the activities undertaken in this program area. The complete list of projects implemented in FFY 2021 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Community-Based Highway Safety Programs

Monroe County Office of Traffic Safety

For FFY 2021 Monroe County Office of Traffic Safety, via its Community Traffic Safety Program, continued to utilize a comprehensive approach to educate Monroe County residents on the importance of highway safety. Their educational efforts focused on providing traffic safety information and awareness to prevent motor vehicle, motorcycle, school bus, wheel sport and pedestrian fatalities and injuries. They provided numerous presentations and clinics in the various program areas. Utilizing a combination of both in-person and virtual delivery, they were successful in accomplishing most of their objectives in Teen Safe Driving, Specialized Occupant Protection, Bicycling Skills Clinics including Safe Routes to School—Pedestrian and Bicycle Safety, Railway Crossing Safety in collaboration with NY Operation Lifesaver, Motorcycle Safety, as well as Traffic Safety Fairs and Adult Bicycle Safety Programs.

Overall, the Office of Traffic Safety engaged with over 4,400 county residents participating in dozens of health fairs and special events. They provided seminars and trainings and disseminated thousands of educational resources in all their program areas. The Traffic Safety Specialist attended two conferences: The Operation Lifesaver Virtual Conference and the 2021 NYS Child Passenger Safety Technical Conference (in-person). The Office of Traffic Safety continues to work with Monroe County's Communication Department to promote traffic safety issues through press events.



Mohawk Valley Resource Center for Refugees

Oneida County is a culturally diverse community. 19.4% of the population is foreign-born. The Mohawk Valley Resource Center for Refugees has worked with GTSC and DMV to translate relevant traffic safety documents into various languages such as Arabic, Burmese, Karen, Malay, and others. In FFY 2021, the Center has provided traffic safety-related training both virtually and in-person throughout their community. 788 people were provided multilingual education on various aspects of traffic safety through presentations and community events. The Center conducted traffic safety education and outreach at events including A Walk in Their Woods, The Latino Festival, and several local church events.

The program provides general traffic safety education to newly arrived refugees, established refugees, and other immigrants. The education/information is provided in segments over the course of the year and includes general traffic safety laws and regulations, older driver safety, winter traffic safety, basic road signs, passenger safety, See and Be Seen pedestrian safety, school bus safety, bicycle safety, slow-moving vehicles education, and Memorial Day DWI messaging.

In addition to the center's highway safety grant, the agency has a robust child passenger safety grant. 67 seats were checked at their permanent fitting station. Two in-person child passenger safety

awareness trainings took place in the city of Utica. 200 people were educated in their low-income seat distribution program and 143 seats were distributed.

Driving in the Safe Lane – Community Parent Center

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

Last year, during FFY 2020, CPC proactively worked to remodel and re-configure its programs and workshops to virtual formats and platforms. CPC reached out to many schools to find out which of several different virtual platforms they were utilizing. This effort ensured that the presentations would be compatible with any prospective technology or system that a school might have.

These virtual programs proved to be quite successful, and feedback was positive. For FFY 2021 CPC maintained the virtual presentation as an option. Throughout the year they worked with school administrators across Long Island to address the importance of finding new ways to provide a virtual form for the programs and workshops (Teen Driver Safety, Prom Safety, and Making Good Decisions) that students, parents, and faculty/staff experienced during the pre-pandemic school years.

Overall, CPC held 93 programs, workshops and events in both Nassau and Suffolk Counties for public, private, and parochial high schools. Through these activities CPC reached over 10,100 parents, teens, and faculty/staff.

Statewide Implementation of Traffic Safety Initiatives

Drowsy Driving

Nationally, an estimated 100,000 police-reported crashes resulting in 1,550 deaths and 71,000 injuries can be attributed to drowsy driving each year, according to the National Highway Traffic Safety Administration (NHTSA). According to the National Sleep Foundation, 71% of drivers ages 18-29 are likely to be driving drowsy. Drowsy driving is common among teenagers and college-age students due to sports/extracurricular activities that are scheduled later in the day, after-school jobs, homework demands, socializing, digital media in bedrooms and early class start times.



GTSC continued to raise awareness of the dangers of drowsy driving in FFY 2021. Through a statewide press release issued on behalf of New York’s Partnership Against Drowsy Driving (NYPDD), the NYS Department of Motor Vehicles (DMV) promoted National Drowsy Driving Prevention Week in November, which coincides with the end of Daylight Saving Time. NYPDD members include representatives from GTSC, Students Against Destructive Decisions (SADD), the NYS Departments of Health (NYSDOH), Motor Vehicles (DMV) and Transportation (DOT), the NYS Thruway Authority, New York State Police (NYSP), NYS Sheriffs’ Association, NYS Association of Chiefs of Police (NYSACOP), NYS Association of Traffic Safety Boards, NYS Motor Truck Association, AAA Hudson Valley, Stony Brook University School of Health Technology and Management, and NY Association for Pupil Transportation.

Working with NYPDD, GTSC conducted outreach and education on the dangers of drowsy driving to students on nine State University of New York college campuses across the state. GTSC used the established curriculum developed by the Stony Brook University School of Health Technology and Management, and a victim advocate who lost her sister in a drowsy driving-related crash, to provide education and awareness to younger drivers. The goal of the outreach was to change social norms on sleep impairment and relay the message that drowsy driving cannot be ignored and is a dangerous, preventable behavior that can result in injury and death.

SADD has partnered with GTSC in conducting younger driver outreach by engaging college students in a public service announcement (PSA) challenge to create simple messaging about drowsy driving awareness. Peer-to-peer engagement has met with great success and New York's Stay Awake! Stay Alive! program has been highlighted on the SADD website. The top three challenge PSA videos are currently displayed at DMV issuing offices and Thruway stops across the state. GTSC plans to continue to bring opportunities such as drowsy driving awareness to other colleges across New York. GTSC will continue to engage all drivers across the state about preventable injuries and deaths that result from traffic crashes as they remind drivers to "Stay Awake! Stay Alive!"

Statewide Communications and Outreach

Survivor Advocate Program

For FFY 2021, SADD again oversaw the Speakers Bureau, underwritten by GTSC. Funding supports this Bureau to provide education and outreach to traffic safety stakeholders and high-risk populations. Jacy Good, a nationally recognized advocate to end distracted driving; Marianne Angelillo, an accomplished author whose son was killed in an impaired driving crash; and Karen Torres, whose father was killed by a distracted driver, form the Speakers Bureau.

The program reached over 14,000 participants. COVID-19 restrictions continued to dampen the number of events that could be held. The pivot to virtual presentations in FFY 2020 continued for FFY 2021.



Commercial Motor Vehicle Safety

New York State Truck Safety & Education Symposium and Safety Exhibition

The 2021 NYS Truck Safety & Education Symposium and Safety Exhibition was held on April 13 and 20, 2021. Once again it was held virtually, utilizing an online platform including a virtual exhibit hall. The two-day virtual event featured technology-rich presentations on topics such as Global Positioning Systems (GPS), including its role in mitigating bridge strikes; adaptive speed governing; in-cab cameras/pedestrian sensors; advanced driver-assistance systems (ADAS) technologies such as lane departure warning, automatic braking, and adaptive cruise control; and phone blocking apps. Wiley

Deck, Deputy Administrator of the Federal Motor Carrier Safety Administration, was the keynote speaker. GTSC exhibited virtually, providing resources on bridge strike mitigation and staying off the NY parkways where commercial motor vehicles are not allowed, avoiding the 4D's of driving (drunk, drugged, distracted, drowsy), and the Move Over Law. Additionally, participants were able to interact with vendors via a virtual exhibit hall.

New York State Annual Highway Safety Symposium Coordination

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



- Identifying facilities in different regions of the state suitable for hosting the symposium, negotiating contracts with the selected facilities, and facilitating the execution of the contracts by the University at Albany's fiscal officer
- Developing a budget and managing the symposium account, including the receipt of registration fees and the payment of expenses
- Managing the registration process; preparing the call for papers, save the date cards, the program and all other written materials and messaging, as required; identifying vendors and organizing the exhibit areas; and developing contracts for special services and speakers

During FFY 2021 the symposium, scheduled to be held in-person in Lake Placid, NY, on October 19-22, 2020, was canceled due to health and safety concerns relating to the COVID-19 pandemic. In September 2021 the symposium was conducted in a virtual format consisting of a series of individual webinars on priority topics in traffic safety. The sessions included presentations on the effects of the legalization of recreational cannabis use in New York State, the impact of COVID-19 on traffic safety, combatting the rise in motorcycle fatalities, equity in traffic safety, micromobility and slow-moving vehicles.

The sessions may be viewed in the GTSC Webinars and Trainings virtual archive:

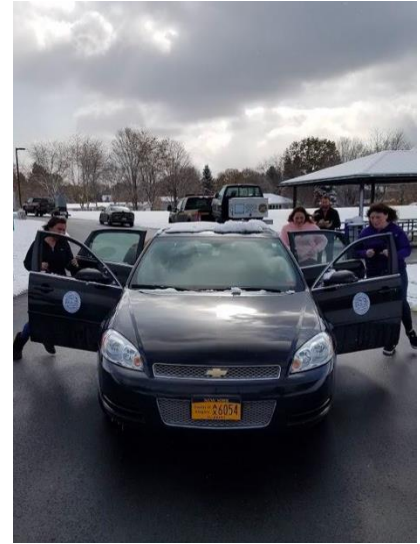
<https://vimeo.com/showcase/8895942>

Younger Driver Outreach and Education

Students Against Destructive Decisions (SADD)

For FFY 2021, GTSC continued its effective partnership with SADD. Building off the successes of their FFY 2020 grant, SADD now has 105 registered clubs across the state.

The global COVID-19 pandemic forced NY SADD to rethink programming opportunities and how to successfully reach students during the various forms of social distancing and remote schooling. Despite these challenges, SADD was able to conduct 83 in-person events as well as 79 virtual events. The State Coordinator took standard SADD programming and partner programs and transformed them to a virtual space where students across the state, and at times the nation, were able to access quality traffic safety programming from the safety of their homes. One such new program is the creation of the Coaching for Safety “micro program” – 5-10-minute traffic safety programs for athletic professionals and their players.



SADD, along with GTSC and the New York State Public High School Athletic Association (NYSPHAA), also hosted a live session on the dangers of distracted driving for young drivers. The live chat included Buffalo Bills defensive lineman Harrison Phillips. During each live session, Mr. Phillips showed how cognitive distraction can affect a person’s ability to complete a task. This was done by asking him to solve a Rubik’s Cube, a task he is capable of doing very quickly, while being asked a variety of questions. The cognitive distraction prevented him from being able to complete the task correctly and showed how even slight distractions can be a risk behind the wheel. The session may be viewed here:

<https://www.youtube.com/watch?v=LIX6lqvjB7k&t=9s>.

Older Driver Outreach and Education



While the data continue to show that older drivers are underrepresented in fatal and personal injury crashes based on the proportion of the state’s licensed drivers who are in this age group, drivers over 65 who are involved in crashes are more likely to sustain serious injuries or be killed than younger drivers. Currently, drivers 65 and older represent approximately 21% of New York’s licensed drivers.

The COVID-19 pandemic continued to pose a challenge for participation in CarFit events in FFY 2021. However, GTSC was able to participate in one CarFit session in collaboration with volunteers from AAA and other county agencies. Additionally, GTSC continued to explore ways to reach this key demographic. This included renewed and reinvigorated participation in the multi-state Aging Road User Collaborative for best practices into what other states are doing. This effort has provided potential opportunity to adopt traffic safety outreach and education resources developed by the states of Florida,

Georgia, and Minnesota for use in New York. Ongoing discussions and planning continue for a partnership between NYSDOH and the NYS Board of Pharmacy for an education and outreach campaign regarding the dangers of driving while impaired by prescription and over-the-counter drugs. GTSC was also able to finalize a “Medically At-Risk Drivers” resource to assist law enforcement officers in assessing the cognitive ability of at-risk drivers during routine traffic stops.



Outreach to Minority and Other Underserved Populations

Ensuring that engagement and educational programs not only extend throughout all areas of the state but also reach all segments of the population requires special ongoing initiatives that focus on minority communities, rural roadway users and other underserved populations. During FFY 2021 GTSC provided opportunities for grantees and partners to participate in virtual town hall meetings to provide input on re-establishing or making new connections with those community-based organizations in the underserved communities. The goal is to create opportunities to engage with the groups most affected by fatal and serious injury crashes. GTSC wants to engage diverse communities and develop a more inclusive highway safety strategic plan.

During FFY 2021, GTSC and its partners conducted traffic safety outreach to multiple underserved populations in the rural areas of the state, including tribal nations. Grant activities to improve traffic safety for members of the Saint Regis Mohawk Tribe were conducted, although due to the COVID-19 pandemic, activities on the Shinnecock Indian Nation were postponed. Working with the Saint Regis Mohawk Tribe, local road safety plans are underway and GTSC will work in partnership to provide education related to child passenger safety, distracted driving, pedestrian safety, older driver issues, occupant protection and other topics. GTSC continues outreach efforts to develop traffic safety initiatives in additional territories.

For example, during FFY 2021 GTSC began a cooperative effort with the NHTSA Region 2 office to identify and engage community organizations in traditionally minority and underserved areas of Westchester County. Through a series of meetings and public appearances, NHTSA and GTSC have been informing these groups about the opportunities available to them through grant programs. Efforts were started towards the end of the fiscal year, and it is hoped that by the FFY 2023 grant cycle some of these organizations will submit applications to GTSC.

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



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

TRAFFIC RECORDS

New York's commitment to improving the state's traffic records systems is evidenced by the progress that continues to be made in making these systems more responsive to the state's traffic safety community. The data captured by these systems are critical to New York's performance-based program planning processes used by the state's traffic safety agencies and organizations to develop and implement traffic safety initiatives. New York was awarded \$2.2 million in 405c traffic records funding for FFY 2021. The projects supported in this area focused on improving the timeliness, accuracy and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway records systems. Initiatives were also undertaken during the past year to improve the data linkages among agencies that use traffic records systems for the purposes of problem identification, and the management and evaluation of safety programs. The many initiatives conducted in FFY 2021 were undertaken by agencies at the state and local levels, including the Governor's Traffic Safety Committee (GTSC), the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, the Office of Court Administration (OCA), the Office of Addiction Services and Support (OASAS), the Metropolitan Planning Organizations (MPOs), and the Institute for Traffic Safety Management and Research (ITSMR).

During FFY 2021, the most important issue faced by the state's traffic safety community, especially the Traffic Records Coordinating Council (TRCC) and the state's key traffic records systems, has been the COVID-19 pandemic. The pandemic has had a sizeable negative impact on the capture, reporting and timely availability of crash and citation data during FFY 2021. New York's law enforcement agencies and courts across the state had to make many changes and adjustments in their daily operations. Enforcement agencies had to divert many of their normal traffic safety enforcement activities to those supporting the transport and protection of health care providers, equipment and supplies. OCA had to close courts at state and local levels which resulted in serious delays in the processing of cases, especially those involving traffic tickets.

The shifts in enforcement and court-related priorities were exacerbated by the need to divert state and local Information Technology Services (ITS) resources to address the immediate health and safety needs of the public, develop and implement alternate methods for the public to conduct critical state business, and provide system access, connections and equipment for thousands of state and local employees. These ITS responsibilities took precedence over any system glitches, changes or updates that were needed to help meet the goals set for the crash and ticket systems in the FFY 2021 strategic plan.

The strategies implemented in this program area and the progress made during FFY 2021 in attaining the performance goals and objectives are summarized below.

ASSESSMENT OF PROGRESS

Traffic Records Targets for FFY 2021

- ❖ To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the Accident Information System (AIS) database from the baseline of 9.69 days (April 1, 2019-March 31, 2020) to 9.40 days (April 1, 2020 – March 31, 2021).

- ❖ To increase the percentage of crash records in AIS with no errors in the critical data element of Lat/Long Coordinates from the baseline of 74.36% (April 1, 2019 – March 31, 2020) to 78.08% (April 1, 2020 – March 31, 2021).
- ❖ To increase the percentage of crash records in AIS with no missing data in the critical data element of Roadway Type from the baseline of 96.83% (April 1, 2019 – March 31, 2020) to 97.80% (April 1, 2020 – March 31, 2021).
- ❖ To reduce the mean number of days from the date a citation is issued under the Traffic Safety Law Enforcement and Disposition system (TSLED) to the date the citation is entered into the TSLED database from the baseline of 7.44 days (April 1, 2019 – March 31, 2020) to 7.22 days (April 1, 2020 – March 31, 2021).
- ❖ To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from the baseline of 22.08 days (April 1, 2019-March 31, 2020) to 21.42 days (April 1, 2020 – March 31, 2021).
- ❖ To reduce the mean number of days from the date a citation is issued under the Administrative Adjudication system (AA) to the date the citation is entered into the AA database from the baseline of 8.84 days (April 1, 2019-March 31, 2020) to 8.57 days (April 1, 2020 – March 31, 2021).

Status of Performance Measures

Based on the guidelines issued by NHTSA in FFY 2014 with regard to the comparative duration periods (baseline and performance periods), the table below presents the status of the performance measure targets set for FFY 2021.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS			
PERFORMANCE TARGETS			
Performance Attributes & Measures	Baseline Period April 1, 2019- March 31, 2020	Performance Period April 1, 2020- March 31, 2021	Targets April 1, 2020- March 31, 2021
Accident Information System (AIS)			
Timeliness - Crashes			
Mean # of days from crash date to date crash report is entered into AIS	9.69 days	17.12 days	9.40 days
Accuracy			
Percentage of crash records in AIS with no errors in the critical data element of Lat/Long Coordinates	74.36%	91.08%	78.08%
Completeness			
Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	96.83%	96.74%	97.80%
TSLED System			
Timeliness – Citations			

Mean # of days from citation date to date citation is entered into TSLED database	7.44 days	8.29 days	7.22 days
Timeliness – Citations			
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	22.08 days	40.03 days	21.42 days
Administrative Adjudication System			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into AA database	8.84 days	14.08 days	8.57 days

The table above shows that the target of 9.40 days set for the AIS timeliness 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 9.69 days in the baseline period to 17.12 days in the performance period. As mentioned above, ITS resources were diverted during the performance period within the COVID-19 pandemic; thus, fewer resources were available to assist with meeting the goals set for the crash and ticket systems.

The goal of 78.08% established with regard to the AIS accuracy measure was met. The percentage of crash records with no errors in the critical data element of Lat/Long Coordinates increased from 74.36% in the baseline period to 91.08% in the performance period (April 1, 2020-March 31, 2021) due to improvements in the automated location coding process. The implementation of NYSDOT's new Crash Location Engineering and Analysis Repository (CLEAR) system will continue to provide better crash location data in FFY 2022. Accuracy could be further improved if all the Traffic and Criminal Software (TraCS) police agencies used the locator tool within TraCS.

The goal of 97.80% established with regard to completeness related to the AIS was not met. The percentage of crash records with no missing data in the Roadway Type field decreased from 96.83% in the baseline period (April 1, 2019-March 31, 2020) to 96.74% in the performance period (April 1, 2020-March 31, 2021). The implementation of NYSDOT's new CLEAR system will continue to provide more complete data for this and other fields in FFY 2022.

Regarding the timeliness of the TSLED citation data, the mean number of days from the citation date to the date the citation is entered into the TSLED database rose from 7.44 days in the baseline period (April 1, 2019-March 31, 2020) to 8.29 days in the performance period (April 1, 2020-March 31, 2021), missing the goal of 7.22 days set in the FFY 2021 strategic plan. This increase can be attributed to the effect of COVID-19, as described above. Timeliness should be improved in FFY 2022 as ITS resources, staffing, and enforcement and court activities begin returning to their pre-COVID levels.

With regard to the TSLED disposition timeliness measure, the mean number of days between when the citation is adjudicated until it is entered into TSLED also rose, from 22.08 days to 40.03 days, falling far short of the goal of 21.42 days set in the FFY 2021 strategic plan. This increase can be attributed to the effect of COVID-19, as described above. Again, timeliness should be improved in FFY 2022 as ITS resources, staffing, and enforcement and court activities begin returning to their pre-COVID levels.

The table above shows that with respect to the timeliness of the AA citation data, the goal of 8.57 days was not met. The increase from 8.84 days in the baseline period to 14.08 days in the performance period, similar to the timeliness of the AIS crash data and TSLED citation/adjudication data, can be attributed to the COVID-19 pandemic. Again, timeliness should be improved in FFY 2022 as ITS resources and staffing begin returning to their pre-COVID-19 levels.

In FFY 2021, the TRCC continued to assist with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. ITSMR also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by GTSC, an ITSMR staff member serves as the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator is responsible for coordinating and assisting with the work of GTSC and the TRCC in carrying out their respective responsibilities in regard to the planning process and development of the state's traffic records strategic plan.

New York's Traffic Safety Information Systems Strategic Plan: FFY 2022 is evidence of the continuing importance placed on improving the state's traffic records systems. Developed by GTSC with the assistance of ITSMR and the state's TRCC, the plan provides an opportunity for New York to continue to make further improvements in its traffic records systems which support the decision-making process for highway safety managers in New York State. During the past year, the FFY 2022 plan was developed and became an integral part of New York's FFY 2022 application for traffic records funding under Section 405c of the FAST Act. New York was awarded \$2.2 million for FFY 2021.

In FFY 2021, ITSMR also continued to be responsible for the verification of the crash data in DMV's AIS and for querying and extracting information from the AIS. ITSMR has similar responsibilities with regard to the TSLED and AA ticket systems. ITSMR extracts and analyzes highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including DOT, the State Police, and DOH; and other state and local highway safety organizations. ITSMR also assists DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket (TSLED and AA) and driver license files.

In addition, ITSMR continues to annotate and update the data dictionary and other database documentation materials for the AIS, as warranted. ITSMR is also responsible for the maintenance of the state's Traffic Safety Statistical Repository (TSSR) which is accessible through ITSMR's website (www.itsmr.org/TSSR) and allows users to generate a number of statistical summary reports. As of December 1, 2021, the TSSR provides access to the state's finalized crash and ticket data for the years 2011-2020 and the preliminary data for 2021. ITSMR continues to generate custom reports on crashes and tickets upon request.

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

ITSMR continues to be responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP) and the Commercial Vehicle Safety Plan (CVSP) required for the receipt of federal highway safety funds by GTSC and DOT. In FFY 2021, ITSMR also provided data and assisted in the preparation of the 405 grant applications and reports that were required for the receipt of several different categories of incentive funds available under the FAST Act.

TRAFFIC RECORDS PROJECTS AND ACTIVITIES FUNDED IN FFY 2021

Statewide Coordination of Traffic Records Systems Improvements

New York's TRCC plays a key role in coordinating improvements in the timeliness and accuracy of the state's traffic records data systems and the availability and use of the data at all jurisdictional levels. The state's numerous traffic safety partners make extensive use of traffic records data in the identification of traffic safety problems and potential solutions. GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files and programs. During FFY 2021, these efforts resulted in the preparation of the *NYS Traffic Safety Information Systems Strategic Plan: FFY 2022*. The implementation of this strategic plan will continue to support improvements in the state's various traffic records systems. Key improvements in the traffic records systems that occurred in FFY 2021 are summarized below.

Improvement of Crash and Citation/Adjudication Systems

During FFY 2021, FAST Act funds (Section 405c) provided continuing support to expand the electronic capture and transmission of police crash reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment such as printers, bar code readers and magnetic strip readers. In FFY 2021, the number of enforcement agencies, including the State Police, collecting and transmitting crash and/or ticket data to DMV electronically continued to go up, increasing from 510 in October 2020 to 519 in October 2021. This increase in the number of police agencies collecting and/or transmitting crash and ticket data to DMV is the result of the project titled *TraCS Electronic Crash and Ticketing System*, which has been funded in recent years under Section 405c. Currently, approximately 95% of the TSLED and AA citations and 75% of the police-reported crashes are being sent to DMV electronically. In addition, over 1,200 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to DMV.

In FFY 2021, various agencies and organizations continued efforts to improve the quality and access to the state's crash and ticket data. DMV continued to make improvements to the state's crash and ticket records systems through the development and implementation of both hardware and software applications. NYS DOT continues its efforts to replace their outdated systems, including Accident Location Coding Information System (ALIS), Safety Information Management System (SIMS) and Post-Implementation Evaluation System (PIES), with its new updated system CLEAR. The new CLEAR system will utilize the latest software, querying and GIS tools to improve the accuracy, accessibility and analysis of crash location information throughout the state. ITSMR continued its efforts to develop new reports and add functionality to the TSSR. Many of these projects were funded under Section 405c.

Another effort undertaken in FFY 2021 to improve the crash and citation/adjudication systems was the Maintenance of the *Traffic Safety Statistical Repository (TSSR)* project conducted by ITSMR. This project is designed to provide better access to more comprehensive New York State crash and ticket data through the internet.

Improvement of Injury Surveillance Files

During FFY 2021, DOH sustained its efforts to capture and report information from pre-hospital patient care reports (PCRs) electronically. DOH receives approximately 3.5 million electronic submissions per year. Currently, there is a mix of paper and electronic PCR data collection and reporting. There are multiple initiatives among ambulance services and regional Emergency Medical Services (EMS) systems to transition to electronic PCR using the National EMS Information System (NEMSIS) standards. Currently, DOH has approximately 890 EMS agencies submitting data electronically, representing over 95% of the State's EMS call volume.

In FFY 2021, DOH initiated the project entitled *Integrating Single and Polysubstance Impaired Driving Data into CODES*. This project will link Drug Recognition Expert (DRE) data with crash and ticket data, Geographic Information System (GIS) data, emergency department discharge data, hospitalization discharge data, trauma registry data, and PCR data, providing more complete information on the true impact of single and polysubstance involved motor vehicle driving and related injuries in New York State. Publicly available DMV licensed driver data, census data and environmental data, will also be added to CODES to enhance the understanding of single and polysubstance driving. This project also addressed the specific deficiencies noted in the NHTSA 2016 assessment with respect to the state's injury surveillance system.

Improvement of Driver License Data System

The DMV automated Driver License File contains approximately 29 million records, approximately 15.3 million of which are active. The file provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or been involved in a motor vehicle crash in the state. New York is recognized as having one of the best license issuance processes in the United States, due in large part to its use of facial recognition (FR) technology to stop identity theft and driver license fraud by preventing and deterring the issuance of multiple licenses to a single individual. Upon request, ITSMR continues to assist DMV's Division of Field Investigation (DFI) in identifying the traffic safety concerns related to multiple licenses.

DMV is working on developing a process to utilize the State-to-State (S2S) American Association of Motor Vehicle Administrators (AAMVA) hosted verification service for New York State driver license and non-driver ID transactions. This service will allow New York State to verify if an applicant holds a document in another state to ensure the One Driver/One License/One Record vision. This service is scheduled to be implemented in May 2023.

DMV is also working on the Entry Level Driver Training project that provides for additional requirements for Commercial Driver's License (CDL) drivers whose permits are issued after February 7, 2022. This project will require drivers complete a federally approved driver training class before they receive a new passenger endorsement, school bus endorsement, Class A or Class B license. This ensures that potential CDL drivers receive clear, consistent training before they are allowed to operate on roadways across the country.

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

Improvement of Vehicle Data Systems

DMV is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The file contains approximately 46 million records, of which approximately 12 million are active. New York continues to realize the benefits from a Section 408-funded project conducted by DMV during the two-year period, FFY 2012-2013, to improve the structure of its registration, insurance and vehicle files. The project standardized the names and addresses on the individual records in each file, established linkage capabilities between the files and enhanced existing search capabilities to allow users to search for records using multiple identifiers, as warranted. It improves the accuracy of the records in these various files through the reduction of duplicate data. NYS DMV also adheres to the PRISM (Performance and Registration Information Systems Management) program.

DMV has initiated the DMV Modernization Project that will focus on transforming and modernizing many of its legacy systems, including the Driver License, Vehicle and Ticketing systems. Some of the goals of this project are to enhance data integrity and effectiveness of their systems, processes and products; increase collaboration with other agencies; provide quality customer service and consumer protection; and promote traffic safety. DMV is working with the data quality vendor to normalize the DMV data for study and preparation for modernization.

Improvement of Roadway Data Systems

During FFY 2021, NYSDOT continued its efforts to expand the collection of traffic volume data on the local highway system and tracking dual carriage highways, enabling NYSDOT to enhance and refine its safety programs in a more equitable manner for all highways within the state. Efforts are also being continued to use new technology to improve and enhance querying/reporting capabilities, creating stricter quality control protocols for data and develop linkage protocols for selected data systems, including SIMS, Roadway Inventory System (RIS), Bridge Data Management System (BDMS), and PIES. Collectively, the results of these efforts give NYSDOT the ability to combine and analyze roadway-related data in support of engineering solutions that are designed to improve traffic flow, thereby reducing the effects of some dangerous driving behaviors, and to decrease crashes, fatalities and injuries.

DOT is continuing their efforts to combine their ALIS, SIMS and PIES systems into a single system known as CLEAR. The new system will store both crash data and images, be used to manage and analyze crash data and will serve as a safety information management system. The new system is scheduled to be

implemented in two phases with phase one being implemented at the end of 2021 and phase two to be implemented in the spring of 2022.

Development and Use of Data Integration and Data Linkages

During FFY 2021, the NYS Unified Court System completed their work on the project titled *UCMS Real-Time Disposition Reporting to DMV*. This project expands the Universal Case Management System (UCMS) to transmit traffic tickets electronically to DMV in real time using the new web service interfaces developed by DMV, and to inquire on the current status of tickets and the motorist record without leaving the UCMS system. Using these new interfaces, UCMS dispositions are immediately transmitted to DMV and the courts receive immediate feedback as to whether a transaction was successfully received. It also allows the courts to make any necessary corrections to UCMS immediately, resulting in a minimal number of errors that need to be corrected in the future.

The NYS Unified Court System and ITSMR jointly began working on a new project during FFY 2021 titled *Implementation of E-Plea System for Local Courts*. This project will develop and implement an e-plea system that can be used by the motorist to enter a plea without having to appear in court. For the large majority (estimated to be 75%-80%) of traffic citations issued, the new system will allow the motorist to enter a plea (guilty/not guilty) electronically, have it reviewed by the appropriate court personnel, receive notification on the sentencing fine and fees imposed, and pay the fine and fees on-line. In addition, the new system will be designed to send plea and sentencing-related information electronically to the UCMS which in turn would upload the appropriate data to the DMV's TSLED system for subsequent upload to the DMV's Driver License file. It is anticipated that this electronic plea system would result in the DMV receiving disposition data in an improved timely manner for approximately 1.5 million traffic tickets issued annually under the TSLED system.

OASAS continued working on the *IDS Integration of the UCMS IID and Treatment Data project*. This project will electronically integrate UCMS data on impaired driving convictions into OASAS' Impaired Driver System (IDS), providing a more complete record on impaired driving events from arrest to conviction and sentencing.

OASAS initiated a new project in FFY 2021 entitled *Impaired Driver Data Warehouse Integration of UCMS Data*. This project is designed to integrate data from OCA's UCMS into the OASAS IDS and Data Warehouse. This project will allow OASAS to integrate disposition and treatment sentence data from the UCMS into the IDS so that clinicians can use it for their screenings, assessments, and treatment services for impaired drivers. A process will also be established by which OASAS can share treatment data with OCA enabling updates to the UCMS so judges can easily access clinical data in real time.

New York continued its CODES initiative in FFY 2021, with ITSMR providing the 2019 crash data to be linked with DOH's injury surveillance files. This linkage effort supports program initiatives that focus on specific population sub-groups and permits the examination of costs associated with crashes. Improvements in data linkage capabilities continue to be important in analyzing various types of motor vehicle crash information related to the driver, vehicle, type of crash, location of crash, injuries, type of medical care received and the associated costs. ITSMR has also provided DOH with AIS and DRE toxicology data for the 2017-2019 years to support their new *Integrating Single and Polysubstance Impaired Driving Data into CODES project*.

In FFY 2021, ITSMR staff worked on their *Maintenance of the Traffic Safety Statistical Repository (TSSR)* project. Conducted with Section 405c funding, this project has enabled ITSMR to upgrade and enhance the data reporting capabilities in the TSSR, a data repository that provides access to motor vehicle crash data, traffic ticket data and related demographic data to the public via the internet (www.itsmr.org/TSSR). SAS and SAS Visual Analytics software was upgraded for faster performance, and licenses were renewed. The TSSR was expanded to include new report sections, or tabs, on passengers 16-20 killed or injured, driver contributing factors, fatalities/persons injured by month, and bar charts comparing licensed drivers, drivers in F&PI crashes, and drivers arrested/ticketed by age and by gender.

Use of Technology to Disseminate Information

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

Research and Evaluation

Research and evaluation continue to be vital components of the highway safety planning process. During FFY 2021, research continued to support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support has been provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems were also supported. ITSMR provides research and evaluation support to DMV and GTSC and its partners. ITSMR's services include the following:

- The design and conduct of research and evaluation studies for DMV and GTSC, including studies mandated by the State Legislature
- Responses to all data requests in accordance with policies and procedures established by DMV and GTSC. The data provided in response to such requests meet a myriad of needs, from supporting internal planning efforts to providing data to the media on various highway safety issues. ITSMR also responds to *ad hoc* requests for highway safety data and provides information that combines data from various records systems, including ticket, crash and driver history data.
- Provision of critical data services and analytical support that enable GTSC to fulfill the requirements for receipt of federal highway safety funds under the 402 Highway Safety Program
- Assistance in implementing a performance-based planning process, a requirement of the 402 Highway Safety Program since the mid-1990s
- Data analyses and preparation of documentation demonstrating New York's compliance with grant award criteria

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

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) Section 402 program. In FFY 2021, New York was also successful in qualifying for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Nonmotorized Safety (405h). Within this framework, GTSC works with its partners and networks to conduct a data-driven process to identify highway safety problems in New York State and collectively develop evidence-based strategies and programs to address these areas of concern.

ASSESSMENT OF PROGRESS

Program Management Targets for FFY 2021

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

Status of Performance Measures

GTSC was successful in meeting the targets related to the management of the state's 402 and incentive grant programs presented in the FFY 2021 Highway Safety Strategic Plan (HSSP). The first group of targets related to identifying traffic safety problems and setting goals and priorities, promoting evidence-based enforcement, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program. These targets were collectively met through GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

In order to make efficient and effective use of the limited resources available to address the state's traffic safety priorities, GTSC continued to promote enhanced communication and coordination among GTSC agencies resulting in many important initiatives.

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

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

GTSC continued to provide support, guidance and direction to grantees via agency crash and ticket data reports and referrals to the Traffic Safety Statistical Repository (TSSR). GTSC staff members collaborate with traffic safety partners, such as the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards, to develop timely traffic safety information to be distributed by virtual means.

GTSC also met its goal to increase training opportunities for traffic safety professionals in New York by supporting the expansion of various training programs to cover new topics and address the needs of new audiences. The initiatives implemented in FFY 2021 included training sessions on DWI laws and other topics for prosecutors, judges, and law enforcement officers. In addition, GTSC continued to provide DRE and Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement officers. GTSC staff continued to partner with the State Police and local agencies to deliver the Practical Guidelines for Motorcycle Enforcement training for police officers in FFY 2021.



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

In FFY 2021, eGrants was used for all aspects of the grants management process. A total of 522 grant applications for FFY 2022 funding were received and reviewed electronically; 501 of these applications were approved. GTSC completed the review of the FFY 2022 proposals by mid-August 2021.

PROGRAM MANAGEMENT PROJECTS AND ACTIVITIES FUNDED IN FFY 2021

New York State Highway Safety Strategic Plan (HSSP)

GTSC prepared and submitted New York State's HSSP for FFY 2022. In conjunction with the development of the HSSP, the GTSC members meet annually at the Empire State Plaza Concourse in Albany in the fall to discuss traffic safety trends and begin planning the next year's HSSP. This annual meeting was cancelled in 2020 due to the COVID-19 pandemic but resumed in the fall of 2021. Each agency highlights their priorities and activities related to traffic safety and discussed trends that should be of concern to the committee. In addition, GTSC staff met with the NYS Association of Traffic Safety Boards to gather important data and input from the local level.

Planning and Administration

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

GTSC has continued to use a personal approach in administering the highway safety program. GTSC staff members are available and serve as resources in assisting local agencies in program development. A total of 63 formal grant program monitoring visits by GTSC Program Representatives were conducted in FFY 2021 and an additional 1,096 telephone monitoring contacts were completed. The Law Enforcement Liaisons (LELs) often accompany the Program Representatives on formal monitoring visits to police agencies. Program Representatives and LELs remain in contact with grantees through phone and email. In addition, the GTSC program staff and LELs participate in local traffic safety board meetings, advisory meetings, community recognition programs and traffic safety events.

Another priority of GTSC has been to streamline the grant application and approval process while still maintaining compliance with all federal and state requirements. In FFY 2016, GTSC undertook a LEAN project that focused on the entire grant award process. By adopting the LEAN principles with its emphasis on customer value, the timeliness of grant approvals was improved significantly. The 2021 average cycle time for processing a grant application decreased by 31 days from 135 days in 2020 to 104 days in 2021. This represents a reduction of 23% in 2021 compared to 2020. All notifications regarding FFY 2022 grant applications were issued by early August. Currently, 96% of the grants have completed the NYS contract approval process.

Other specific accomplishments associated with managing the highway safety program in FFY 2021 are listed below:

- A Highway Safety Strategic Plan allocating \$61,749,083 for various NHTSA highway safety programs was implemented.
- New York State received the following incentive fund awards:
 - Section 405b Occupant Protection - \$1,993,708

- Section 405c Traffic Records - \$2,212,347
 - Section 405d Impaired Driving - \$7,912,886
 - Section 405d Ignition Interlock - \$953,137
 - Section 405f Motorcycle Programs - \$244,591
 - Section 405h Nonmotorized Safety – \$1,341,938
- A total of 522 applications for FFY 2021 funding were reviewed; 501 grant applications were approved.
 - A total of 1,406 vouchers were processed.
 - New York closed out FFY 2020 in January 2021 and expended about \$25,710,700.
 - As of November 17, 2021, the ratio of unliquidated funds was 1.18 years for all funds.
 - GTSC submitted its FFY 2021 report into the Federal Funding Accountability and Transparency Act data system. The applicant information, funding level and project description were entered for 115 grant projects that received awards greater than \$25,000.
 - New York State continues to fulfill the Governor’s promise to reform the State’s grant contracting process for not-for-profit organizations. In FFY 2021, the State of New York posted available grant opportunities for not-for-profits to qualify for upcoming grants in the Grants Gateway Portal.
 - The Grants Gateway is an online system that allows grantees to browse anticipated and available New York State grant opportunities and submit frequently requested documents in a vendor Document Vault. The Grants Gateway has been expanded to accommodate the full lifecycle of a grant; however, New York State will transition its grant management from the Grants Gateway into the Statewide Financial System (SFS) scheduled for April 2023.
 - Prequalification is a statewide process designed to facilitate prompt contracting. Not-for-profits seeking to obtain a grant from NYS are asked to submit commonly requested documents and answer frequently asked questions only once. Not-for-profits submit their responses online in the Grants Gateway and all information is stored in a virtual, secured vault. The information and documents stored in the electronic "vault" are available to all state agencies reviewing grants.
 - GTSC continues to use eGrants for the automation of grant program management and fiscal processing from application to closeout. GTSC works with the eGrants system vendor to continuously improve the grant application and review process as well as required reports for NHTSA and state oversight agencies.

Training and Educational Opportunities

Professional Development

GTSC recognizes the value of professional development and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or improved skills. In FFY 2021, GTSC played an important role in planning and delivering several training and educational programs and supported the participation of its staff and highway safety partners in these and other professional development opportunities. Although restrictions on out-of-state travel limited GTSC staff in participating in some conferences and training opportunities, GTSC was involved in planning several programs and events and provided support for partners to attend. GTSC’s training activities in the past year included the following:

- Supported and participated in the delivery of new child passenger safety technician certification courses, as well as continuing education classes for certified technicians
- Coordinated and implemented the Safe Travel for All Children (STAC) training, where 19 technicians were newly trained on how to safely transport children with special needs
- Held the NYS Child Passenger Safety Conference in Saratoga Springs, which attracted 383 attendees. The conference allowed technicians to earn up to 6 continuing education units required for recertification
- Coordinated and attended a virtual live training on the National Digital Check Form for Child Passenger Safety by the National CPS Board/National Safety Council
- Supported Leandra’s Law training sessions statewide
- Participated in various trainings on Equity, Inclusion and Engagement topics and conducted two virtual town hall meetings for GTSC related to these topics
- Supported the New York Prosecutors Training Institute’s training programs related to various impaired driving issues
- Coordinated the DRE, SFST and ARIDE training programs held throughout New York State
- Attended and assisted at various New York State Sheriff’s Association Training Conference events
- Participated in various Governors Highway Safety Association (GHSA) webinars
- Participated in planning the GHSA’s Annual Meeting
- Participated in the New York State Association of Traffic Safety Boards and STOP-DWI Association meetings
- Conducted local outreach in several counties
- Participated in NHTSA program training and DMV-sponsored training

Plan for Public Information & Education

Statewide Public Information & Education

GTSC coordinates statewide public information & education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. In FFY 2021, DMV and GTSC continued the implementation of successful public information and education campaigns across a variety of media platforms emphasizing messages related to impaired driving, distracted driving, occupant restraints, drowsy driving, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages which were made available on television, radio, billboards, social media and the <https://trafficsafety.ny.gov> website. Printed materials were also prepared and distributed to support the campaigns. The ongoing partnerships with the New York State Broadcasters Association (NYSBA) and the Cable Telecommunications Association of New York (CTANY) continued to provide GTSC with access to additional markets for the dissemination of safety messaging. Ads were run on broadcast and cable channels targeting the 18-45 male demographic; social media including web “pushdowns” and “sliders” were also utilized.

Billboards and Fuel Pump Messages

In FFY 2021, GTSC continued to use billboards to deliver public education and educational campaign messages. The FFY 2021 billboard displayed a buckle up message that reminded motorists to wear their seat belts.

Over 500 static poster units were displayed statewide. Others were broadcast utilizing digital billboards in areas of the state featuring this technology.



From April through November 2021, GTSC promoted motorcycle awareness at 150 fuel filling stations located exclusively in New York City and Long Island, the areas in New York State that have the highest number of motorcycle crashes involving a motorcycle and another motor vehicle. Motorcycle awareness messages were affixed to fuel pump toppers and nozzle handles throughout the riding season and represented a unique opportunity to reach the general motoring public.

Television, Radio and Other Media

Through GTSC's ongoing partnership with the NYSBA, non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The key campaign messages that were aired in FFY 2021 on a rotating basis on both television and radio are listed below:

- Impaired Drivers Take Lives. Think!
- Drugged Driving is Impaired Driving
- It's Your Community. It's Your Call
- Drinking and Driving Shatters Lives
- Watch for Motorcycles
- What Kind of Driver Are You Raising?
- What's your excuse? (Buckle up in the back seat)
- Go it alone (Highlights the distraction danger of additional passengers)

In FFY 2021, there were 59,248 announcements on 117 New York State radio stations. The radio spots aired from 5 am through midnight. The television spots ran from October 2020 through September 2021, with a total of 18,223 spots airing on television stations throughout New York State.

In FFY 2021, GTSC contracted with CTANY for a multi-media, statewide traffic safety program to help support the public awareness and behavioral goals of the NYS HSSP. Data from the TSSR was used to help guide advertising placement decisions and market budget disbursements.

Multi-media cable telecommunications advertisements targeted adults ages 18-55 (skewed younger male) with TV spots in English and Spanish focusing on pedestrian safety, impaired driving, distracted driving, and motorcycle safety messaging. A robust digital campaign effort helped reinforce the messaging and reach customers watching TV through add-on devices like Roku and Firestick, and through network apps viewed on smart phones and mobile tablets.

The annual campaign was conducted in three phases and provided GTSC with a nearly constant presence on New York cable systems. Heavier advertising was scheduled to coincide with major events on the NHTSA/NYS Highway Traffic Safety Events Calendar.

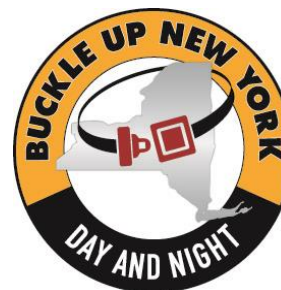
The 2021 campaign delivered millions of online impressions including over 191,000 TV spots, plus video pre-roll ads, banner ads and mobile advertising. Custom GTSC on-air TV billboards also aired seasonally on local cable stations during news, traffic and weather reports. Additional GTSC spots ran for free in unsold time slots, providing GTSC with approximately 210,000 spots. Rates and special packages were negotiated directly with vendors to maximize GTSC contract dollars. GTSC received a 15%-20% bonus in TV spots and digital programming, plus a 15% discount on ad agency rates.

GTSC Website

In FFY 2021, GTSC maintained and updated its website <https://trafficsafety.ny.gov>. Through the website, GTSC continued to disseminate traffic safety information to the general public, provide grant-related materials and forms, and serve as a portal for its online grant application and management system eGrants. The annual call for grant proposals is posted online, as are the annual HSSP and the Annual Report. During FFY 2021, the GTSC website hosted 270,197 website views. Analytics on the server hosting the GTSC website provides website view figures rather than total hits.

In FFY 2021, GTSC also continued to enhance the Younger Driver Tool Kit, which offers resources for schools and educators throughout the state. The tool kit is available on the GTSC website and features resources and program ideas on impaired driving, distracted driving, drowsy driving, texting and driving, seat belt use and other traffic safety topics. Information for teens and parents on the Graduated Driver's License and other topics specifically related to young drivers is also provided. The GTSC website features a Law Enforcement Partners Page that is used to communicate information about crackdowns, training, new laws and traffic safety promotions to the state's enforcement community.

The GTSC home page features a rotation of traffic safety topics. Four large images rotate through the cycle, with a tag line and link to more information. These topics often tie in with the promotional materials developed for television, radio and billboards. For 2021, the topics included Drive Sober or Get Pulled Over, Fewer Cars on the Road Isn't a Free Pass to Speed, National Work Zone Awareness Week, See! Be Seen!, Seat Belts Save Lives, National Child Passenger Safety Week, and National School Bus Safety Week.



In 2021, GTSC shared the STOP-DWI Foundation's DWI messaging. Banner images were prepared for each of the DWI Crackdowns and GTSC added these images to its homepage rotation. GTSC is also using its website to disseminate the link for the STOP-DWI Foundation's "Have a Plan" mobile app that provides information to help young drivers avoid drinking and driving.

Highway Safety Symposia, Surveys and Studies

Annual NYS Highway Safety Symposium

Each year, GTSC joins the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards in sponsoring the NYS Highway Safety Symposium. With funding from GTSC, ITSMR coordinates and provides administrative support for the annual meeting. GTSC provides support for several staff members and grantees to attend the statewide symposium which includes training and information-sharing sessions on a wide range of traffic safety topics and typically draws an audience of 300-350 attendees.

After the COVID-19 pandemic necessitated the postponement of the FFY 2021 symposium scheduled to be held in Lake Placid on October 19-22, 2020, the planning committee determined that the fall 2021 event would be presented in a virtual format consisting of a series of individual webinars on priority topics in traffic safety. The sessions included presentations on the effects of the legalization of recreational marijuana use in New York State, the impact of COVID-19 on traffic safety, combatting the rise in motorcycle fatalities, equity in traffic safety, micromobility and slow-moving vehicles.

Driver Behavior and Attitudinal Survey

The annual driver behavior and attitudinal survey required by NHTSA is usually conducted by ITSMR in the spring. Beginning in 2010, questionnaires were distributed in-person to customers at five DMV offices in the state. The traffic safety topics covered in the survey are seat belt use, speeding, impaired driving, and cell phone use and texting. Because of the increased concern about drug-impaired driving, new questions were added starting with the 2017 and the 2019 surveys to gauge the extent to which drivers engage in this behavior. In 2020, new questions were added to collect information on the new seat belt law requiring seat belt use by occupants age 16 and older riding in the rear seat.

The 2020 survey administered at DMV offices was cancelled due to the COVID-19 pandemic. At the request of GTSC, ITSMR used Survey Monkey to develop an online survey to replace the in-person survey used in past years. The survey was posted on the DMV, GTSC and ITSMR websites in September and was available through October 31, 2020. Similarly, the 2021 survey was posted September 1 and was available through November 15, 2021. ITSMR staff conducted analyses on the surveys completed online. The results are presented in this Annual Report under the relevant program areas.

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
Impaired Driving								
AL	M6OT	AL-2021-005, AL-2021-007, AL-2021-016	HS1-2021-Albany Cty DA-00178-(001)	Albany County District Attorney	Highway Safety Grant 2020 for Albany County DA	\$ 131,650	\$ 131,650	\$ 71,045.98
AL	M6OT	AL-2021-008, AL-2021-015	HS1-2021-Erie Co Tox Lab-00198-(015)	Erie County Medical Examiners Office Forensic Toxicology Laboratory	Forensic Toxicology Laboratory Improvement Program	\$ 39,200	\$ 39,200	\$ 37,766.50
AL	M6OT	AL-2021-012	HS1-2021-Mercy Flight -00123-(088)	Mercy Flight Inc	Air Ambulance Involvement in DWI/Prom Drills	\$ 18,030	\$ 15,550	\$ 7,189.28
AL	M6OT	AL-2021-008, AL-2021-015	HS1-2021-Monroe Co Tox Lab-00070-(028)	Monroe County Medical Examiners Forensic Toxicology Laboratory	Comprehensive Toxicology Testing in DUI and DUID	\$ 52,545	\$ 52,545	\$ 47,085.00
AL	M6OT	AL-2021-008, AL-2021-015	HS1-2021-Nassau Co Lab-00122-(030)	Nassau County Medical Examiner's Office	2020 Nassau County-NYS HTS - DWI Grant	\$ 35,000	\$ 35,000	\$ 30,436.54
AL	M6OT	AL-2021-002, AL-2021-004, AL-2021-005, AL-2021-013	HS1-2021-NYS Police -00019-(099)	New York State Police	Combating Impaired Driving and Underage Drinking	\$ 3,002,755	\$ 2,900,000	\$ 2,458,944.16
AL	M6OT	AL-2021-015	HS1-2021-NYS Police -00120-(099)	New York State Police	Forensic Toxicologist Professional Development Support	\$ 50,000	\$ 50,000	\$ 28,207.66
AL	M6OT	AL-2021-008, AL-2021-015	HS1-2021-NYS Police -00121-(099)	New York State Police	LIMS/IT Enhancements - Forensic Toxicology	\$ 160,000	\$ 160,000	\$ 138,677.40
AL	M6OT	AL-2021-015	HS1-2021-NYPTI-00012-(088)	NY Prosecutors Training Institute	Prosecutor Training - NY Prosecutors Training Institute	\$ 260,000	\$ 260,000	\$ 124,565.90
AL	M6OT	AL-2021-013	HS1-2021-NYS DMV-00050-(099)	NYS Department of Motor Vehicles	Operation Prevent - Stop Bad ID	\$ 150,074	\$ 150,074	\$ 2,149.00
AL	M6OT	AL-2021-004, AL-2021-005, AL-2021-014	HS1-2021-NYS DCJ-00113-(099)	NYS Division of Criminal Justice Services	Impaired Driver Enforcement - Training and Technology	\$ 863,697	\$ 850,000	\$ 618,777.20
AL	M6OT	AL-2021-005, AL-2021-017	HS1-2021-NYS DCJ-00114-(099)	NYS Division of Criminal Justice Services	New Ways to Address High Risk and Impaired Driving Behaviors	\$ 263,440	\$ 247,440	\$ 157,536.57
AL	M6OT	AL-2021-009	HS1-2021-NYS DCJ-00127-(099)	NYS Division of Criminal Justice Services	Implementation Assistance for Leandra's Law	\$ 271,900	\$ 271,900	\$ 241,718.69
AL	M7II	AL-2021-009	HS1-2021-NYS DCJ-00127-(099)	NYS Division of Criminal Justice Services	Implementation Assistance for Leandra's Law	\$ 953,137	\$ 953,137	\$ 953,136.68
AL	M6OT	AL-2021-001, AL-2021-003	HS1-2021-NYS STOP-DWI Found.-00115-(088)	NYS STOP-DWI Foundation	Crackdown Enforcement and DRE Callout	\$ 1,133,000	\$ 1,133,000	\$ 1,035,911.16

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
AL	M6OT	AL-2021-004	HS1-2021-NYS STOP-DWI Found.-00117-(088)	NYS STOP-DWI Foundation	Enhancing the Impaired Driving Enforcement Training Programs	\$ 664,300	\$ 525,300	\$ 275,420.01
AL	M6OT	AL-2021-003, AL-2021-011, AL-2021-012	HS1-2021-NYS STOP-DWI Found.-00118-(088)	NYS STOP-DWI Foundation	Training and Outreach	\$ 466,200	\$ 421,200	\$ 366,930.15
AL	M6OT	AL-2021-005, AL-2021-006	HS1-2021-NYS UCS-00202-(099)	NYS Unified Court System	Judicial Traffic Safety Education Project	\$ 358,206	\$ 335,560	\$ 234,106.13
AL	M6OT	AL-2021-008, AL-2021-015	HS1-2021-Onondaga Co Lab-00032-(034)	Onondaga County Health Department Medical Examiner's Office	Forensic Toxicology Driving Under the Influence Testing	\$ 46,700	\$ 36,700	\$ 24,321.15
AL	M6OT	AL-2021-018	HS1-2021-ITSMR-00104-(088)	Research Foundation of SUNY	Research on Alcohol and Drug Impaired Driving	\$ 607,086	\$ 607,086	\$ 462,421.78
AL	M6OT	AL-2021-008, AL-2021-015	HS1-2021-Suffolk County Tox Lab-00023-(052)	Suffolk County Medical Examiners Office-Toxicology	Highway Safety Grant-Suffolk County Toxicology	\$ 65,500	\$ 59,500	\$ 57,451.82
AL	M6OT	AL-2021-008, AL-2021-015	HS1-2021-Westchester Co Lab-00033-(060)	Westchester County Department of Laboratories and Research	HS1-2021 Westchester Co Lab-00033-(060)	\$ 97,000	\$ 77,000	\$ 60,576.05
Impaired Driving Total						\$ 9,689,420	\$ 9,311,842	\$ 7,434,374.81
Police Traffic Services								
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Albany City PD-00145-(001)	Albany City Police Department	Police Traffic Services	\$ 36,025	\$ 36,025	\$ 32,449.12
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Albany Co SO-00132-(001)	Albany County Sheriff's Office	Police Traffic Services	\$ 29,900	\$ 18,700	\$ 18,691.32
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Albion Village PD-00314-(037)	Albion Village Police Department	Police Traffic Services	\$ 7,840	\$ 3,528	\$ 1,395.07
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Arcade Village PD-00260-(061)	Arcade Village Police Department	Police Traffic Services	\$ 13,770	\$ 2,040	\$ 1,872.74
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Auburn City PD-00173-(006)	Auburn City Police Department	Police Traffic Services	\$ 25,760	\$ 21,000	\$ 19,901.58
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Avon Village PD-00294-(026)	Avon Village Police Department	Police Traffic Services	\$ 4,410	\$ 2,280	\$ 1,749.97
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Batavia City PD -00261-(019)	Batavia City Police Department	Police Traffic Services	\$ 12,672	\$ 9,024	\$ 8,406.04
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Bath Village PD -00327-(051)	Bath Village Police Department	Police Traffic Services	\$ 3,727	\$ 3,727	\$ 1,730.54

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Bedford Town PD -00286-(060)	Bedford Town Police Department	Police Traffic Services	\$ 10,200	\$ 8,500	\$ 6,928.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Bethlehem Town PD -00135-(001)	Bethlehem Town Police Department	Police Traffic Services	\$ 36,720	\$ 26,490	\$ 26,474.50
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Blooming Grove Town PD -00037-(036)	Blooming Grove Town Police Department	Police Traffic Services	\$ 5,875	\$ 4,225	\$ 3,284.08
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Brant Town PD -00167-(015)	Brant Town Police Department	Police Traffic Services	\$ 9,340	\$ 7,160	\$ 6,760.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Briarcliff Manor Village -00345-(060)	Briarcliff Manor Village Police Department	Police Traffic Services	\$ 21,712	\$ 8,280	\$ 8,161.01
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Brighton Town PD-00094-(028)	Brighton Town Police Department	Police Traffic Services	\$ 10,650	\$ 10,650	\$ 10,649.04
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Brockport Village PD -00143-(028)	Brockport Village Police Department	Police Traffic Services	\$ 8,250	\$ 7,260	\$ 4,910.08
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Broome Co SO -00066-(004)	Broome County Sheriff's Office	Police Traffic Services	\$ 19,423	\$ 17,400	\$ 16,806.06
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cairo Town PD -00159-(020)	Cairo Town Police Department	Police Traffic Services	\$ 8,500	\$ 2,210	\$ 892.72
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Camillus Town & Village P-00166-(034)	Camillus Town & Village Police Department	Police Traffic Services	\$ 11,214	\$ 8,404	\$ 7,086.17
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Canandaigua City PD -00138-(035)	Canandaigua City Police Department	Police Traffic Services	\$ 11,000	\$ 5,500	\$ 4,389.88
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Catskill Village PD -00306-(020)	Catskill Village Police Department	Police Traffic Services	\$ 5,429	\$ 3,801	\$ 2,302.92
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cattaraugus Co SO -00332-(005)	Cattaraugus County Sheriff's Office	Police Traffic Services	\$ 11,700	\$ 9,000	\$ 6,055.53
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cayuga Co SO -00271-(006)	Cayuga County Sheriff's Office	Police Traffic Services	\$ 15,400	\$ 9,400	\$ 8,401.97

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cayuga Heights Village PD -00279-(055)	Cayuga Heights Village Police Department	Police Traffic Services	\$ 4,154	\$ 3,216	\$ 2,680.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Chautauqua Co SO -00197-(007)	Chautauqua County Sheriff's Office	Police Traffic Services	\$ 18,750	\$ 18,750	\$ 17,013.05
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cheektowaga Town PD -00207-(015)	Cheektowaga Town Police Department	Police Traffic Services	\$ 19,520	\$ 19,520	\$ 19,520.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Chemung Co SO -00198-(008)	Chemung County Sheriff's Office	Police Traffic Services	\$ 8,664	\$ 7,182	\$ 6,400.22
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Chenango Co SO -00244-(009)	Chenango County Sheriff's Office	Police Traffic Services	\$ 6,440	\$ 6,440	\$ 2,966.96
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Chester Town PD -00258-(036)	Chester Town Police Department	Police Traffic Services	\$ 11,100	\$ 8,880	\$ 8,322.95
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cicero Town PD -00031-(034)	Cicero Town Police Department	Police Traffic Services	\$ 10,020	\$ 10,020	\$ 9,992.15
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Clarkstown Town PD -00070-(044)	Clarkstown Town Police Department	Police Traffic Services	\$ 27,280	\$ 19,250	\$ 19,244.36
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Clinton Co SO -00176-(010)	Clinton County Sheriff's Office	Police Traffic Services	\$ 13,600	\$ 13,600	\$ 11,726.93
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cohoes City PD -00220-(001)	Cohoes City Police Department	Police Traffic Services	\$ 21,045	\$ 14,953	\$ 14,945.93
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Colonie Town PD -00140-(001)	Colonie Town Police Department	Police Traffic Services	\$ 35,425	\$ 35,425	\$ 34,815.56
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Columbia Co SO -00117-(011)	Columbia County Sheriff's Office	Police Traffic Services	\$ 30,250	\$ 29,150	\$ 27,874.29
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cornell Univ -00289-(055)	Cornell University - Police	Police Traffic Services	\$ 14,880	\$ 12,400	\$ 6,831.68
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Corning City PD -00210-(051)	Corning City Police Department	Police Traffic Services	\$ 26,550	\$ 19,175	\$ 9,782.75

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cornwall on Hudson V. PD -00134-(036)	Cornwall on Hudson Village Police Department	Police Traffic Services	\$ 4,776	\$ 2,668	\$ 2,592.40
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cornwall Town PD -00304-(036)	Cornwall Town Police Department	Police Traffic Services	\$ 10,248	\$ 6,848	\$ 5,458.28
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Cortland Co SO -00256-(012)	Cortland County Sheriff's Office	Police Traffic Services	\$ 14,950	\$ 10,050	\$ 8,916.95
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Croton on Hudson Vil-00078-(060)	Croton on Hudson Village of	Police Traffic Services	\$ 7,150	\$ 7,150	\$ 7,149.29
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Delaware Co SO -00068-(013)	Delaware County Sheriff's Office	Police Traffic Services	\$ 17,150	\$ 11,200	\$ 10,602.60
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Depew Village PD -00016-(015)	Depew Village Police Department	Police Traffic Services	\$ 7,300	\$ 7,300	\$ 7,230.18
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Dobbs Ferry Village PD -00019-(060)	Dobbs Ferry Village Police Department	Police Traffic Services	\$ 12,408	\$ 8,460	\$ 5,654.08
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Dryden Village PD -00108-(055)	Dryden Village Police Department	Police Traffic Services	\$ 8,255	\$ 2,900	\$ 2,893.19
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Dutchess Co SO -00278-(014)	Dutchess County Sheriff's Office	Police Traffic Services	\$ 12,145	\$ 10,500	\$ 3,420.04
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-East Aurora/Aurora PD -00243-(015)	East Aurora Village/Aurora Town Police Department	Police Traffic Services	\$ 6,720	\$ 5,040	\$ 2,096.86
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-East Fishkill Town PD -00298-(014)	East Fishkill Town Police Department	Police Traffic Services	\$ 23,562	\$ 9,100	\$ 8,720.71
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-East Greenbush Town PD -00184-(042)	East Greenbush Town Police Department	Police Traffic Services	\$ 15,300	\$ 5,815	\$ 5,367.52
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Eastchester Town PD-00177-(060)	Eastchester Town Police Department	Police Traffic Services	\$ 15,500	\$ 12,000	\$ 3,445.57
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Elmira City PD -00237-(008)	Elmira City Police Department	Police Traffic Services	\$ 16,140	\$ 11,200	\$ 10,169.44

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Elmira Heights Village PD -00171-(008)	Elmira Heights Village Police Department	Police Traffic Services	\$ 9,264	\$ 3,360	\$ 2,986.16
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Erie Co SO -00328-(015)	Erie County Sheriff's Office	Police Traffic Services	\$ 27,394	\$ 17,280	\$ 17,280.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Evans Town PD -00281-(015)	Evans Town Police Department	Police Traffic Services	\$ 8,052	\$ 4,270	\$ 4,230.44
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Fallsburg Town PD -00119-(053)	Fallsburg Town Police Department	Police Traffic Services	\$ 7,068	\$ 4,774	\$ 4,335.79
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Freeport Village PD -00074-(030)	Freeport Village Police Department	Police Traffic Services	\$ 18,720	\$ 20,124	\$ 20,124.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Fulton City PD -00270-(038)	Fulton City Police Department	Police Traffic Services	\$ 7,840	\$ 7,840	\$ 7,324.80
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Fulton Co SO -00025-(018)	Fulton County Sheriff's Office	Police Traffic Services	\$ 14,695	\$ 14,695	\$ 8,026.84
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Garden City Village PD -00113-(030)	Garden City Village Police Department	Police Traffic Services	\$ 20,000	\$ 18,500	\$ 18,500.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Gates Town PD -00107-(028)	Gates Town Police Department	Police Traffic Services	\$ 7,665	\$ 7,350	\$ 7,235.43
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Geddes Town PD -00234-(034)	Geddes Town Police Department	Police Traffic Services	\$ 5,734	\$ 4,758	\$ 3,536.75
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Genesee Co SO -00265-(019)	Genesee County Sheriff's Office	Police Traffic Services	\$ 37,800	\$ 27,000	\$ 10,720.31
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Geneseo Village PD-00007-(026)	Geneseo Village Police Department	Police Traffic Services	\$ 10,150	\$ 10,150	\$ 10,150.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Geneva City PD-00308-(035)	Geneva City Police Department	Police Traffic Services	\$ 2,359	\$ 2,240	\$ 2,234.48
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Glen Cove City PD -00162-(030)	Glen Cove City Police Department	Police Traffic Services	\$ 20,500	\$ 12,000	\$ 12,000.00

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Glenville Town PD -00325-(047)	Glenville Town Police Department	Police Traffic Services	\$ 5,590	\$ 4,160	\$ 3,834.83
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Granville Village PD-00080-(058)	Granville Village Police Department	Police Traffic Services	\$ 3,400	\$ 2,400	\$ 1,113.68
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Great Neck Estates Villag-00268-(030)	Great Neck Estates Village Police Department	Police Traffic Services	\$ 10,000	\$ 5,500	\$ 5,500.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Greece Town PD -00053-(028)	Greece Town Police Department	Police Traffic Services	\$ 14,550	\$ 11,625	\$ 10,949.60
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Green Island Village PD -00204-(001)	Green Island Village Police Department	Police Traffic Services	\$ 6,525	\$ 5,475	\$ 3,780.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Greene Co SO -00041-(020)	Greene County Sheriff's Office	Police Traffic Services	\$ 8,100	\$ 3,600	\$ 3,600.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Greenwood Lake Village PD -00227-(036)	Greenwood Lake Village Police Department	Police Traffic Services	\$ 5,476	\$ 4,144	\$ 3,058.15
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Guilderland Town PD -00091-(001)	Guilderland Town Police Department	Police Traffic Services	\$ 25,100	\$ 21,350	\$ 8,334.52
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Hamburg Town PD -00287-(015)	Hamburg Town Police Department	Police Traffic Services	\$ 15,980	\$ 15,980	\$ 15,967.98
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Hamburg Village PD -00163-(015)	Hamburg Village Police Department	Police Traffic Services	\$ 5,496	\$ 5,496	\$ 5,073.59
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Harriman Village PD -00200-(036)	Harriman Village Police Department	Police Traffic Services	\$ 7,920	\$ 4,620	\$ 4,620.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Harrison Town PD -00012-(060)	Harrison Town Police Department	Police Traffic Services	\$ 14,328	\$ 14,328	\$ 8,116.23
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Hastings-on-Hudson Villag-00154-(060)	Hastings-on-Hudson Village Police Department	Police Traffic Services	\$ 8,515	\$ 7,225	\$ 2,852.94
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Haverstraw Town PD -00245-(044)	Haverstraw Town Police Department	Police Traffic Services	\$ 10,230	\$ 10,230	\$ 3,612.16

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Hempstead Village PD -00151-(030)	Hempstead Village Police Department	Police Traffic Services	\$ 22,200	\$ 22,200	\$ 22,200.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Homer Village PD -00222-(012)	Homer Village Police Department	Police Traffic Services	\$ 11,424	\$ 5,040	\$ 2,352.54
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Hornell City PD -00093-(051)	Hornell City Police Department	Police Traffic Services	\$ 6,622	\$ 6,380	\$ 4,116.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Horseheads Village PD -00236-(008)	Horseheads Village Police Department	Police Traffic Services	\$ 4,988	\$ 4,300	\$ 1,629.19
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Hudson City PD -00235-(011)	Hudson City Police Department	Police Traffic Services	\$ 10,589	\$ 4,000	\$ 3,990.56
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Hudson Falls Village PD -00337-(058)	Hudson Falls Village Police Department	Police Traffic Services	\$ 6,879	\$ 4,960	\$ 4,558.34
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Hyde Park Town PD -00149-(014)	Hyde Park Town Police Department	Police Traffic Services	\$ 11,180	\$ 6,650	\$ 1,185.98
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Ilion Village PD -00212-(022)	Ilion Village Police Department	Police Traffic Services	\$ 15,640	\$ 12,190	\$ 3,494.34
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Irondequoit Town PD -00114-(028)	Irondequoit Town Police Department	Police Traffic Services	\$ 6,734	\$ 6,216	\$ 4,664.36
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Irvington Village PD -00158-(060)	Irvington Village Police Department	Police Traffic Services	\$ 6,378	\$ 5,940	\$ 3,400.82
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Johnson City Village PD -00241-(004)	Johnson City Village Police Department	Police Traffic Services	\$ 6,160	\$ 5,335	\$ 5,285.38
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Kenmore Village PD -00310-(015)	Kenmore Village Police Department	Police Traffic Services	\$ 5,412	\$ 4,960	\$ 4,948.43
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Lake Success Village PD -00228-(030)	Lake Success Village Police Department	Police Traffic Services	\$ 22,400	\$ 10,150	\$ 9,988.20
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Lakewood Busti PD -00277-(007)	Lakewood Busti Police Department	Police Traffic Services	\$ 7,830	\$ 7,236	\$ 7,126.09

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Liverpool Village PD -00024-(034)	Liverpool Village Police Department	Police Traffic Services	\$ 5,020	\$ 5,020	\$ 4,804.05
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Livingston Co SO -00039-(026)	Livingston County Sheriff's Office	Police Traffic Services	\$ 38,880	\$ 29,025	\$ 28,976.07
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Long Beach City PD -00252-(030)	Long Beach City Police Department	Police Traffic Services	\$ 33,600	\$ 24,675	\$ 21,410.27
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Lynbrook Village PD -00246-(030)	Lynbrook Village Police Department	Police Traffic Services	\$ 31,583	\$ 16,428	\$ 16,427.44
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Madison Co SO -00034-(027)	Madison County Sheriff's Office	Police Traffic Services	\$ 12,672	\$ 12,000	\$ 11,879.04
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Manlius Town PD -00042-(034)	Manlius Town Police Department	Police Traffic Services	\$ 19,100	\$ 16,700	\$ 14,224.57
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Marlborough Town PD -00341-(056)	Marlborough Town Police Department	Police Traffic Services	\$ 25,800	\$ 6,000	\$ 3,622.31
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Menands Village PD -00059-(001)	Menands Village Police Department	Police Traffic Services	\$ 9,850	\$ 4,200	\$ 3,241.40
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Metro Trans Authority PD-00217-(099)	Metro.Trans. Authority Police Dept.	Police Traffic Services	\$ 21,000	\$ 13,500	\$ 12,103.51
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Middletown City PD -00088-(036)	Middletown City Police Department	Police Traffic Services	\$ 16,100	\$ 13,440	\$ 13,180.06
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Monroe Co SO -00109-(028)	Monroe County Sheriff's Office	Police Traffic Services	\$ 18,885	\$ 18,885	\$ 16,334.07
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Monroe Village PD -00165-(036)	Monroe Village Police Department	Police Traffic Services	\$ 5,328	\$ 5,328	\$ 4,777.27
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Montgomery Town PD -00296-(036)	Montgomery Town Police Department	Police Traffic Services	\$ 6,878	\$ 5,175	\$ 4,974.98
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Mt. Morris Village PD -00112-(026)	Mt. Morris Village Police Department	Police Traffic Services	\$ 8,268	\$ 3,127	\$ 3,127.00

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Muttontown Village PD-00186-(030)	Muttontown Village Police Department	Police Traffic Services	\$ 4,280	\$ 4,066	\$ 4,052.58
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-New Hartford Town PD -00050-(033)	New Hartford Town Police Department	Police Traffic Services	\$ 11,000	\$ 9,625	\$ 9,255.96
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-New Paltz Town & Village -00199-(056)	New Paltz Town & Village Police Department	Police Traffic Services	\$ 5,888	\$ 5,060	\$ 5,026.57
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-New Rochelle City PD -00255-(060)	New Rochelle City Police Department	Police Traffic Services	\$ 45,995	\$ 26,290	\$ 24,785.26
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-New Windsor Town PD -00047-(036)	New Windsor Town Police Department	Police Traffic Services	\$ 18,700	\$ 14,918	\$ 14,336.85
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-New York Mills Village PD -00160-(033)	New York Mills Village Police Department	Police Traffic Services	\$ 8,864	\$ 2,772	\$ 2,508.12
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Newburgh City PD -00054-(036)	Newburgh City Police Department	Police Traffic Services	\$ 17,850	\$ 14,535	\$ 3,769.45
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Niagara Co SO -00248-(032)	Niagara County Sheriff's Office	Police Traffic Services	\$ 39,400	\$ 20,600	\$ 18,702.56
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Niagara Falls City PD -00344-(032)	Niagara Falls City Police Department	Police Traffic Services	\$ 17,880	\$ 6,880	\$ 6,326.92
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Niskayuna Town PD -00193-(047)	Niskayuna Town Police Department	Police Traffic Services	\$ 14,700	\$ 11,900	\$ 9,421.46
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-North Castle Town PD -00213-(060)	North Castle Town Police Department	Police Traffic Services	\$ 15,562	\$ 8,910	\$ 8,910.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-North Syracuse Village PD -00219-(034)	North Syracuse Village Police Department	Police Traffic Services	\$ 5,970	\$ 4,250	\$ 3,277.16
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-North Tonawanda City PD -00266-(032)	North Tonawanda City Police Department	Police Traffic Services	\$ 11,904	\$ 11,284	\$ 11,149.12
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Northport Village PD -00014-(052)	Northport Village Police Department	Police Traffic Services	\$ 12,800	\$ 11,520	\$ 6,997.68

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Ogden Town PD -00032-(028)	Ogden Town Police Department	Police Traffic Services	\$ 5,019	\$ 3,250	\$ 2,598.76
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Old Brookville Village PD -00079-(030)	Old Brookville Village Police Department	Police Traffic Services	\$ 9,184	\$ 9,184	\$ 1,830.78
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Old Westbury Village PD -00021-(030)	Old Westbury Village Police Department	Police Traffic Services	\$ 23,424	\$ 17,324	\$ 17,240.41
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Oneida City PD -00118-(027)	Oneida City Police Department	Police Traffic Services	\$ 7,980	\$ 5,016	\$ 4,967.32
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Oneida Co SO -00302-(033)	Oneida County Sheriff's Office	Police Traffic Services	\$ 9,500	\$ 9,500	\$ 8,961.67
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Onondaga Co SO -00182-(034)	Onondaga County Sheriff's Office	Police Traffic Services	\$ 30,000	\$ 29,100	\$ 15,453.26
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Ontario Co SO -00333-(035)	Ontario County Sheriff's Office	Police Traffic Services	\$ 40,365	\$ 35,010	\$ 21,377.35
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Orange Co SO -00057-(036)	Orange County Sheriff's Office	Police Traffic Services	\$ 16,500	\$ 12,000	\$ 11,192.76
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Orangetown Town PD-00087-(044)	Orangetown Town Police Department	Police Traffic Services	\$ 14,400	\$ 14,000	\$ 13,974.45
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Orchard Park Town PD -00206-(015)	Orchard Park Town Police Department	Police Traffic Services	\$ 28,440	\$ 12,240	\$ 12,152.49
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Orleans Co SO-00152-(037)	Orleans County Sheriff's Office	Police Traffic Services	\$ 8,232	\$ 8,032	\$ 2,016.88
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Ossining Village PD -00141-(060)	Ossining Village Police Department	Police Traffic Services	\$ 11,900	\$ 6,375	\$ 6,345.56
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Oswego City PD -00100-(038)	Oswego City Police Department	Police Traffic Services	\$ 13,300	\$ 9,400	\$ 8,555.44
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Oswego Co SO -00283-(038)	Oswego County Sheriff's Office	Police Traffic Services	\$ 11,160	\$ 10,035	\$ 10,035.00

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Oxford Village PD -00170-(009)	Oxford Village Police Department	Police Traffic Services	\$ 2,520	\$ 1,512	\$ 503.40
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Oyster Bay Cove Village P-00082-(030)	Oyster Bay Cove Village Police Department	Police Traffic Services	\$ 6,866	\$ 4,025	\$ 4,019.10
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Peekskill City PD -00147-(060)	Peekskill City Police Department	Police Traffic Services	\$ 15,620	\$ 13,860	\$ 13,859.56
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Penn Yan Village PD -00077-(062)	Penn Yan Village Police Department	Police Traffic Services	\$ 5,580	\$ 5,580	\$ 2,915.77
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Perry Village PD -00008-(061)	Perry Village Police Department	Police Traffic Services	\$ 6,272	\$ 3,192	\$ 2,789.16
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Piermont Village PD -00307-(044)	Piermont Village Police Department	Police Traffic Services	\$ 9,000	\$ 7,400	\$ 7,243.09
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Pleasantville Village PD -00216-(060)	Pleasantville Village Police Department	Police Traffic Services	\$ 11,970	\$ 7,740	\$ 7,535.50
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Port Chester Village PD -00116-(060)	Port Chester Village Police Department	Police Traffic Services	\$ 21,070	\$ 16,168	\$ 15,992.01
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Port Jervis City PD -00313-(036)	Port Jervis City Police Department	Police Traffic Services	\$ 18,720	\$ 16,200	\$ 15,715.76
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Pt. Washington Police Dis-00338-(030)	Port Washington Police District	Police Traffic Services	\$ 13,800	\$ 13,800	\$ 13,800.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Potsdam Village PD -00099-(045)	Potsdam Village Police Department	Police Traffic Services	\$ 8,712	\$ 7,480	\$ 7,468.27
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Poughkeepsie Town PD -00263-(014)	Poughkeepsie Town Police Department	Police Traffic Services	\$ 24,834	\$ 17,825	\$ 17,205.92
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Putnam Co SO -00324-(040)	Putnam County Sheriff's Office	Police Traffic Services	\$ 18,000	\$ 11,880	\$ 7,845.04
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Quogue Village PD -00023-(052)	Quogue Village Police Department	Police Traffic Services	\$ 6,400	\$ 6,400	\$ 6,034.80

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Ramapo Town PD -00247-(044)	Ramapo Town Police Department	Police Traffic Services	\$ 31,920	\$ 30,765	\$ 23,040.72
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Rensselaer City PD-00174-(042)	Rensselaer City Police Department	Police Traffic Services	\$ 11,058	\$ 8,008	\$ 5,638.40
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Rensselaer Co SO -00339-(042)	Rensselaer County Sheriff's Office	Police Traffic Services	\$ 9,565	\$ 9,565	\$ 8,882.35
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Rhinebeck Village PD -00164-(014)	Rhinebeck Village Police Department	Police Traffic Services	\$ 3,750	\$ 2,250	\$ 2,183.70
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Riverhead Town PD -00233-(052)	Riverhead Town Police Department	Police Traffic Services	\$ 20,500	\$ 18,500	\$ 18,500.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Rockland Co SO -00179-(044)	Rockland County Sheriff's Office	Police Traffic Services	\$ 10,450	\$ 10,450	\$ 7,819.13
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Rockville Centre PD-00329-(030)	Rockville Centre Police Department	Police Traffic Services	\$ 18,000	\$ 9,000	\$ 9,000.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Rome City PD -00015-(033)	Rome City Police Department	Police Traffic Services	\$ 10,912	\$ 10,912	\$ 5,789.28
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Rosendale Town PD -00251-(056)	Rosendale Town Police Department	Police Traffic Services	\$ 3,000	\$ 2,850	\$ 2,674.54
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Rye Brook Village PD-00311-(060)	Rye Brook Village Police Department	Police Traffic Services	\$ 10,080	\$ 8,400	\$ 6,840.46
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Saratoga Co SO -00209-(046)	Saratoga County Sheriff's Office	Police Traffic Services	\$ 38,064	\$ 15,360	\$ 13,737.23
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Saratoga Springs City PD -00340-(046)	Saratoga Springs City Police Department	Police Traffic Services	\$ 17,820	\$ 7,560	\$ 6,992.29
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Scarsdale Village PD -00218-(060)	Scarsdale Village Police Department	Police Traffic Services	\$ 14,491	\$ 14,491	\$ 7,937.67
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Schenectady City PD -00043-(047)	Schenectady City Police Department	Police Traffic Services	\$ 43,100	\$ 39,150	\$ 38,917.88

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Schodack Town PD -00285-(042)	Schodack Town Police Department	Police Traffic Services	\$ 9,338	\$ 6,808	\$ 6,746.34
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Scotia Village PD -00010-(047)	Scotia Village Police Department	Police Traffic Services	\$ 5,440	\$ 5,440	\$ 4,324.54
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Seneca Co SO -00335-(050)	Seneca County Sheriff's Office	Police Traffic Services	\$ 2,240	\$ 2,240	\$ 620.24
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Seneca Falls Twn PD-00192-(050)	Seneca Falls Town Police Department	Police Traffic Services	\$ 7,420	\$ 4,452	\$ 4,118.73
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Solvay Village PD -00161-(034)	Solvay Village Police Department	Police Traffic Services	\$ 4,968	\$ 4,968	\$ 4,896.31
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-S. Nyack-Grand View PD -00269-(044)	South Nyack-Grand View Village Police Department	Police Traffic Services	\$ 11,200	\$ 6,400	\$ 2,696.18
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Southampton Town PD -00081-(052)	Southampton Town Police Department	Police Traffic Services	\$ 27,928	\$ 12,650	\$ 6,695.96
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Southold Town PD -00060-(052)	Southold Town Police Department	Police Traffic Services	\$ 16,800	\$ 9,075	\$ 4,196.16
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Spring Valley Village PD -00201-(044)	Spring Valley Village Police Department	Police Traffic Services	\$ 15,312	\$ 15,312	\$ 15,219.99
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Springville Village PD -00120-(015)	Springville Village Police Department	Police Traffic Services	\$ 13,580	\$ 5,200	\$ 5,200.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-St. Lawrence Co SO -00153-(045)	St. Lawrence County Sheriff's Office	Police Traffic Services	\$ 18,870	\$ 4,995	\$ 4,628.61
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Steuben Co SO -00076-(051)	Steuben County Sheriff's Office	Police Traffic Services	\$ 9,540	\$ 7,200	\$ 6,035.48
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Stony Point Town PD -00046-(044)	Stony Point Town Police Department	Police Traffic Services	\$ 12,350	\$ 10,925	\$ 10,886.16
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Suffern Village PD -00096-(044)	Suffern Village Police Department	Police Traffic Services	\$ 12,000	\$ 9,500	\$ 9,496.70

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Suffolk Co SO -00131-(052)	Suffolk County Sheriff's Office	Police Traffic Services	\$ 34,800	\$ 24,600	\$ 23,860.68
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Sullivan Co SO -00146-(053)	Sullivan County Sheriff's Office	Police Traffic Services	\$ 10,580	\$ 8,296	\$ 4,214.73
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-SUNY Oswego Police-00150-(099)	SUNY Police Oswego State University	Police Traffic Services	\$ 9,040	\$ 6,736	\$ 6,736.00
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Syracuse City PD -00196-(034)	Syracuse City Police Department	Police Traffic Services	\$ 45,000	\$ 35,000	\$ 9,614.21
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Ticonderoga Town PD -00067-(016)	Ticonderoga Town Police Department	Police Traffic Services	\$ 10,800	\$ 3,825	\$ 3,290.69
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Tompkins Co SO -00254-(055)	Tompkins County Sheriff's Office	Police Traffic Services	\$ 7,840	\$ 5,635	\$ 2,476.72
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Tonawanda City PD -00336-(015)	Tonawanda City Police Department	Police Traffic Services	\$ 19,818	\$ 9,900	\$ 9,256.56
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Tonawanda Town PD -00267-(015)	Tonawanda Town Police Department	Police Traffic Services	\$ 20,160	\$ 17,920	\$ 17,573.19
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Troy City PD -00305-(042)	Troy City Police Department	Police Traffic Services	\$ 27,400	\$ 19,900	\$ 2,744.40
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Trumansburg Village PD -00069-(055)	Trumansburg Village Police Department	Police Traffic Services	\$ 5,900	\$ 3,150	\$ 2,224.22
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Tuckahoe Village PD -00048-(060)	Tuckahoe Village Police Department	Police Traffic Services	\$ 8,234	\$ 7,280	\$ 7,000.77
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Tuxedo Town PD -00303-(036)	Tuxedo Town Police Department	Police Traffic Services	\$ 9,000	\$ 6,480	\$ 3,033.06
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Ulster Co SO -00180-(056)	Ulster County Sheriff's Office	Police Traffic Services	\$ 14,300	\$ 10,725	\$ 8,705.49
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Utica City PD -00262-(033)	Utica City Police Department	Police Traffic Services	\$ 17,875	\$ 14,300	\$ 13,230.10

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Vestal Town PD -00250-(004)	Vestal Town Police Department	Police Traffic Services	\$ 15,000	\$ 8,750	\$ 8,741.91
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Walkill Town PD-00290-(036)	Walkill Town Police Department	Police Traffic Services	\$ 14,400	\$ 9,600	\$ 7,462.60
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Warren Co SO -00084-(057)	Warren County Sheriff's Office	Police Traffic Services	\$ 27,600	\$ 20,400	\$ 20,155.82
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Washington Co SO -00018-(058)	Washington County Sheriff's Office	Police Traffic Services	\$ 17,552	\$ 12,781	\$ 12,405.21
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Washingtonville Village P-00111-(036)	Washingtonville Village Police Department	Police Traffic Services	\$ 5,760	\$ 4,480	\$ 4,208.79
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Waterloo Village PD -00257-(050)	Waterloo Village Police Department	Police Traffic Services	\$ 7,284	\$ 6,504	\$ 1,771.55
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Watertown City PD-00040-(023)	Watertown City Police Department	Police Traffic Services	\$ 8,402	\$ 4,480	\$ 913.17
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Watervliet City PD-00086-(001)	Watervliet City Police Department	Police Traffic Services	\$ 26,395	\$ 12,540	\$ 10,435.57
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Wayne Co SO -00224-(059)	Wayne County Sheriff's Office	Police Traffic Services	\$ 11,700	\$ 9,450	\$ 8,318.04
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Webster Town PD -00121-(028)	Webster Town Police Department	Police Traffic Services	\$ 9,496	\$ 4,200	\$ 2,936.42
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Wellsville Village PD -00156-(002)	Wellsville Village Police Department	Police Traffic Services	\$ 6,032	\$ 3,600	\$ 2,436.08
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-West Seneca Town PD -00026-(015)	West Seneca Town Police Department	Police Traffic Services	\$ 22,320	\$ 17,640	\$ 17,417.14
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Westchester Co Dept of PS-00157-(060)	Westchester County Department of Public Safety	Police Traffic Services	\$ 45,450	\$ 37,260	\$ 36,733.69
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-White Plains Dept PS-00299-(060)	White Plains Department Public Safety	Police Traffic Services	\$ 33,930	\$ 33,430	\$ 31,165.56

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Whitestown Town PD -00123-(033)	Whitestown Town Police Department	Police Traffic Services	\$ 7,629	\$ 4,300	\$ 1,554.37
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Woodbury Town PD -00240-(036)	Woodbury Town Police Department	Police Traffic Services	\$ 10,010	\$ 10,010	\$ 6,674.56
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Wyoming Co SO -00130-(061)	Wyoming County Sheriff's Office	Police Traffic Services	\$ 12,000	\$ 8,000	\$ 6,889.61
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Yates Co SO -00006-(062)	Yates County Sheriff's Office	Police Traffic Services	\$ 9,200	\$ 4,600	\$ 4,151.96
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Yonkers City PD -00030-(060)	Yonkers City Police Department	Police Traffic Services	\$ 45,984	\$ 40,320	\$ 27,353.49
PT	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	HS1-2021-Nassau Co PD -00124-(030)	Nassau County Police Department	Nassau County Police Department	\$ 205,000	\$ 200,000	\$ 199,999.50
PT	402PT	PTS-2021-002	HS1-2021-NYPD -00165-(077)	New York City Police Department	NYPD Highway Patrol Police Traffic Services (STEP)	\$ 302,000	\$ 302,000	\$ 208,597.44
PT	402PT	PTS-2021-006	HS1-2021-NYS Assoc of Chiefs of Po-00058-(088)	NYS Association of Chiefs of Police, Inc.	NYSACOP Highway Safety Committee and TSOL Program	\$ 306,211	\$ 269,940	\$ 90,557.22
PT	402PT	PTS-2021-006, PTS-2021-007	HS1-2021-NYS Police -00007-(099)	New York State Police	Law Enforcement Liaison	\$ 253,301	\$ 253,301	\$ 232,636.14
PT	402PT	PTS-2021-002, PTS-2021-007	HS1-2021-NYS Police -00016-(099)	New York State Police	Distracted Driving Enforcement and Public Awareness Project	\$ 557,050	\$ 512,000	\$ 472,993.89
PT	402PT	PTS-2021-002, PTS-2021-007	HS1-2021-NYS Police -00017-(099)	New York State Police	State Police Ensuring Safe Speed	\$ 1,749,000	\$ 1,749,000	\$ 1,624,613.84
PT	402PT	PTS-2021-005	HS1-2021-NYS Police -00020-(099)	New York State Police	CRICIS (Year#2)	\$ 268,765	\$ 268,765	\$ 262,133.08
PT	402PT	PTS-2021-003, PTS-2021-004	HS1-2021-NYS DCJ-00076-(099)	NYS Division of Criminal Justice Services	Police Training for Highway Safety	\$ 93,000	\$ 90,000	\$ 87,455.05
PT	402PT	PTS-2021-002, PTS-2021-007	HS1-2021-NYS Pks/Rec/Hist Prsv-00211-(099)	NYS Office of Parks, Recreation, and Historical Preserve	HS1-2021-NYS Pks/Hist Prsv	\$ 68,500	\$ 66,500	\$ 47,120.35
PT	402PT	PTS-2021-006	HS1-2021-NYS Sheriff's Assoc.-00144-(088)	NYS Sheriff's Association	NYSSA Law Enforcement Liaison to GTSC	\$ 231,741	\$ 219,501	\$ 196,147.33
PT	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	HS1-2021-Suffolk Co PD -00172-(052)	Suffolk County Police Department	Safe Driving Enforcement 2021	\$ 190,970	\$ 180,960	\$ 180,827.48
Police Traffic Services Total						\$ 7,316,336	\$ 6,398,953	\$ 5,482,885.16
Motorcycle Safety								

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
MC	M9MA	MC-2021-002	HS1-2021-Broome Co SO -00044-(004)	Broome County Sheriff's Office	Motorcycle Safety & Awareness Grant	\$ 1,500	\$ 1,500	\$ 1,105.12
MC	402MC	MC-2021-003, MC-2021-004	HS1-2021-NYS Police -00018-(099)	New York State Police	Statewide Motorcycle Enforcement/Education	\$ 98,901	\$ 97,401	\$ 59,228.73
MC	M9MA	MC-2021-002	HS1-2021-NYS Assoc TSB-00011-(088)	NYS Assoc of Traffic Safety Boards Programs inc	Motorcycle Awareness and Education	\$ 102,100	\$ 97,800	\$ 85,215.69
MC	402MC	MC-2021-003, MC-2021-004, PTS-2021-007	HS1-2021-Suffolk Co PD -00173-(052)	Suffolk County Police Department	Motorcycle Safety Enforcement and Education 2021	\$ 43,700	\$ 43,700	\$ 43,699.00
Motorcycle Safety Total						\$ 246,201	\$ 240,401	\$ 189,248.54
Pedestrian, Bicycle and Wheel-Sport Safety								
PS	FHPE	PS-2021-002, PS-2021-003	HS1-2021-Albany Co DOH-00207-(001)	Albany County Department of Health	See! and Be Seen! Albany County	\$ 25,000	\$ 25,000	\$ 5,664.24
PS	FHPE	PS-2021-001, PS-2021-003, PS-2021-005	HS1-2021-Brighton Town PD-00209-(028)	Brighton Town Police Department	Pedestrian / Bicycle Safety enforcement and Education	\$ 6,250	\$ 5,250	\$ 4,731.72
PS	FHPE	PS-2021-002, PS-2021-003	HS1-2021-Brookhaven Town-00143-(052)	Brookhaven, Town of	Bicycle Rodeos	\$ 7,227	\$ 5,227	\$ 55.44
PS	402PS	PS-2021-003, PS-2021-004	HS1-2021-Cattaraugus Co SO -00210-(005)	Cattaraugus County Sheriff's Office	Cattaraugus County Sheriff's Office Traffic Safety Program	\$ 1,500	\$ 1,000	\$ 991.95
PS	FHPE	PS-2021-002, PS-2021-003	HS1-2021-Cayuga Co. Health-00206-(006)	Cayuga County Dept of Health & Human Services	Cayuga County Biek, Pedestrian and Wheelsport Safety	\$ 14,403	\$ 14,403	\$ 13,285.59
PS	FHPE	PS-2021-001, PS-2021-003, PS-2021-005	HS1-2021-Cohoes City PD -00110-(001)	Cohoes City Police Department	General Highway Safety Grant	\$ 16,000	\$ 7,200	\$ 6,967.80
PS	FHPE	PS-2021-001, PS-2021-003, PS-2021-005	HS1-2021-CCE Jefferson Co-00097-(023)	Cornell Cooperative Extension Assoc of Jefferson County	4-H Traffic and Bicycle Safety Program	\$ 34,204	\$ 30,184	\$ 18,072.85
PS	FHPE	PS-2021-002, PS-2021-003	HS1-2021-Dutchess County DBCH-00105-(014)	Dutchess County Dept of Behavioral & Comm Health	Watch Out For Me! Pedestrian Safety Education Program	\$ 43,085	\$ 43,085	\$ 33,487.71
PS	FHPE	PS-2021-001, PS-2021-003, PS-2021-005	HS1-2021-Freeport Village PD -00164-(030)	Freeport Village Police Department	Pedestrian Safety and Education	\$ 14,567	\$ 14,567	\$ 14,567.00
PS	FHPE	PS-2021-003, PS-2021-005	HS1-2021-Fulton City PD -00161-(038)	Fulton City Police Department	Bicycle Safety Education and Enforcement	\$ 2,000	\$ 2,000	\$ 1,995.85
PS	FHPE	PS-2021-002, PS-2021-003	HS1-2021-Gobike Buffalo-00141-(088)	Green Options Buffalo	Road-User Education Campaign for Erie and Niagara Counties	\$ 180,626	\$ 58,490	\$ 29,489.40

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
PS	FHPE	PS-2021-003, PS-2021-005	HS1-2021-Hornell City PD -00208-(051)	Hornell City Police Department	"Keep Your Head in the Game" Wheeled Sport Safety	\$ 2,000	\$ 1,380	\$ 1,380.00
PS	FHPE	PS-2021-001, PS-2021-003	HS1-2021-LIJ Medical Ctr-00112-(041)	Long Island Jewish Medical Center	Cohen Children's Medical Center Pediatric Road Safety	\$ 43,590	\$ 43,590	\$ 43,589.35
PS	FHPE	PS-2021-001, PS-2021-002	HS1-2021-Nachas Health Family-00175-(024)	Nachas Health & Family Network Inc	Bicycle Safety Campaign	\$ 25,612	\$ 11,000	\$ 11,000.00
PS	FHPE	PS-2021-002, PS-2021-003	HS1-2021-Nassau Co PD -00158-(030)	Nassau County Police Department	See, Be Seen!	\$ 50,000	\$ 50,000	\$ 50,000.00
PS	FHPE	PS-2021-003, PS-2021-005	HS1-2021-NYPD -00077-(077)	New York City Police Department	FY21 NYC Pedestrian & Cyclist Safety Enforcement Grant	\$ 223,682	\$ 218,672	\$ 173,301.59
PS	FHPE	PS-2021-001, PS-2021-002	HS1-2021-NY Coalition Safety Belt-00199- (088)	NY Coalition For Safety Belt Use	Pedestrian & Bicycle Safety in Nassau and Suffolk Counties	\$ 132,750	\$ 132,750	\$ 114,109.20
PS	FHPE	PS-2021-001, PS-2021-003, PS-2021-005	HS1-2021-Ramapo Town PD -00167-(044)	Ramapo Town Police Department	Pedestrian Enforcement and Education	\$ 13,060	\$ 13,060	\$ 13,060.00
PS	FHPE	PS-2021-001, PS-2021-002	HS1-2021-Rochester City PD -00191-(028)	Rochester City Police Department	RPD Pedestrian Safety Enforcement and Education Program	\$ 52,000	\$ 40,950	\$ 40,867.82
PS	FHPE	PS-2021-002, PS-2021-003	HS1-2021-Rockland DOH-00024-(044)	Rockland County Department of Health	Pedestrian & Bicycling Safety & Driver Awareness in Rockland	\$ 49,625	\$ 46,625	\$ 11,125.47
PS	FHPE	PS-2021-003, PS-2021-005	HS1-2021-Troy City PD -00192-(042)	Troy City Police Department	Pedestrian/Bicyclist Education and Enforcement	\$ 12,000	\$ 4,600	\$ 3,066.53
PS	FHPE	PS-2021-001, PS-2021-002	HS1-2021-UR Injury Free Coal.-00046-(028)	University of Rochester	Walk Safely	\$ 92,879	\$ 57,497	\$ 57,134.20
PS	FHPE	PS-2021-003, PS-2021-005	HS1-2021-White Plains Dept PS-00149-(060)	White Plains Department Public Safety	Pedestrian Safety Initiative	\$ 13,100	\$ 13,100	\$ 12,212.38
Pedestrian, Bicycle and Wheel-Sport Safety Total						\$ 1,055,160	\$ 839,630	\$ 660,156.09
Occupant Protection								
BU	402PT	OP-2021-001, OP-2021-002, OP-2021-003	HS1-2021-NYPD -00128-(077)	New York City Police Department	NYC Safety Restraints Enforcement Grant (BUCKLE UP)	\$ 377,050	\$ 377,050	\$ 325,771.36
BU	402PT	OP-2021-001, OP-2021-002	HS1-2021-NYS Police -00014-(099)	New York State Police	Buckle Up New York OP Enforcement Program	\$ 423,286	\$ 339,500	\$ 265,967.31

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Action For a Better Com.-00066-(028)	Action For a Better Community, Inc.	Child Passenger Safety Program	\$ 7,065	\$ 7,065	\$ 6,200.45
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Albany TSB-00050-(001)	Albany County Traffic Safety Board	Child Passenger Safety Program	\$ 35,000	\$ 35,000	\$ 27,169.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Albany Med. Col.-00051-(088)	Albany Medical College	Child Passenger Safety Program	\$ 28,000	\$ 27,000	\$ 23,212.83
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Albion Village PD-00200-(037)	Albion Village Police Department	Child Passenger Safety Program	\$ 2,300	\$ 2,000	\$ 1,726.19
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Ardent Solutions-00184-(088)	Ardent Solutions, Inc.	Child Passenger Safety Program	\$ 21,800	\$ 21,800	\$ 10,135.49
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Attica Village PD-00099-(061)	Attica Village Police Department	Child Passenger Safety Program	\$ 3,500	\$ 3,200	\$ 1,412.87
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Batavia FD-00038-(019)	Batavia City Fire Department	Child Passenger Safety Program	\$ 3,500	\$ 3,500	\$ 1,650.82
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Bath Village PD -00097-(051)	Bath Village Police Department	Child Passenger Safety Program	\$ 1,700	\$ 1,200	\$ 685.30

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Bedford Town PD -00143-(060)	Bedford Town Police Department	Child Passenger Safety Program	\$ 2,100	\$ 1,950	\$ 1,204.78
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Blooming Grove Town PD -00021-(036)	Blooming Grove Town Police Department	Child Passenger Safety Program	\$ 1,000	\$ 900	\$ 485.87
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Brookhaven Town-00205-(052)	Brookhaven, Town of	Child Passenger Safety Program	\$ 7,109	\$ 2,100	\$ 736.30
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Broome Co Health-00052-(004)	Broome County Health Dept	Child Passenger Safety Program	\$ 13,520	\$ 13,520	\$ 13,262.80
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Camillus Town & Village P-00098-(034)	Camillus Town & Village Police Department	Child Passenger Safety Program	\$ 7,990	\$ 1,900	\$ 799.96
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Canandaigua City PD -00169-(035)	Canandaigua City Police Department	Child Passenger Safety Program	\$ 2,800	\$ 1,100	\$ 95.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Carthage Area Hosp.-00065-(023)	Carthage Area Hospital Inc	Child Passenger Safety Program	\$ 2,463	\$ 1,750	\$ 651.20
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cath Charity Onon-00009-(034)	Catholic Charities of the Roman Catholic Diocese of Syracuse	Child Passenger Safety Program	\$ 7,085	\$ 6,800	\$ 55.00

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Catholic Health -00068-(015)	Catholic Health System, Inc.	Child Passenger Safety Program	\$ 19,800	\$ 18,500	\$ 18,392.95
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cattaraugus Co SO -00212-(005)	Cattaraugus County Sheriff's Office	Child Passenger Safety Program	\$ 7,500	\$ 1,750	\$ 1,139.54
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cayuga/Seneca Action -00078-(006)	Cayuga/Seneca Community Action Agency, Inc.	Child Passenger Safety Program	\$ 16,000	\$ 14,000	\$ 8,709.76
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Chautauqua CSEV-00077-(007)	Chautauqua Children's Safety Education Village, Inc.	Child Passenger Safety Program	\$ 2,655	\$ 2,455	\$ 2,239.04
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Chautauqua Co SO -00107-(007)	Chautauqua County Sheriff's Office	Child Passenger Safety Program	\$ 3,800	\$ 1,300	\$ 947.20
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Chenango Co SO -00157-(009)	Chenango County Sheriff's Office	Child Passenger Safety Program	\$ 9,000	\$ 9,000	\$ 5,822.88
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Chester Town PD -00161-(036)	Chester Town Police Department	Child Passenger Safety Program	\$ 2,900	\$ 2,900	\$ 529.34
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Child & Family Resources-00180-(062)	Child & Family Resources, Inc.	Child Passenger Safety Program	\$ 3,800	\$ 3,700	\$ 3,394.65

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Child & Family Resources-00181-(035)	Child & Family Resources, Inc.	Child Passenger Safety Program	\$ 4,750	\$ 4,600	\$ 3,924.44
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cicero Town PD -00016-(034)	Cicero Town Police Department	Child Passenger Safety Program	\$ 6,225	\$ 1,200	\$ 506.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Clinton Co SO -00106-(010)	Clinton County Sheriff's Office	Child Passenger Safety Program	\$ 7,000	\$ 7,000	\$ 4,307.79
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Columbia Co SO -00135-(011)	Columbia County Sheriff's Office	Child Passenger Safety Program	\$ 2,500	\$ 2,500	\$ 1,627.52
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Comm Outreach-00042-(044)	Community Outreach Center	Child Passenger Safety Program	\$ 6,350	\$ 6,350	\$ 4,620.86
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cornell Coop Schenectady-00111-(047)	Cornell Cooperative Extension Association of Schenectady County	Child Passenger Safety Program	\$ 5,530	\$ 5,400	\$ 4,388.63
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cornell Coop Livingston -00023-(026)	Cornell Cooperative Extension of Livingston County	Child Passenger Safety Program	\$ 22,500	\$ 22,500	\$ 15,631.19
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cornell Coop Saratoga Co-00046-(046)	Cornell Cooperative Extension of Saratoga County	Child Passenger Safety Program	\$ 20,500	\$ 20,500	\$ 13,710.93

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cornell Univ -00158-(055)	Cornell University - Police	Child Passenger Safety Program	\$ 1,400	\$ 1,400	\$ 888.43
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Corning City PD -00163-(051)	Corning City Police Department	Child Passenger Safety Program	\$ 1,400	\$ 1,400	\$ 1,168.42
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cortland County HD-00155-(012)	Cortland County Health Department	Child Passenger Safety Program	\$ 12,000	\$ 11,800	\$ 2,334.43
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cortland Co SO -00185-(012)	Cortland County Sheriff's Office	Child Passenger Safety Program	\$ 3,000	\$ 1,200	\$ 1,012.32
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Croton on Hudson Vil-00148-(060)	Croton on Hudson Village of	Child Passenger Safety Program	\$ 2,500	\$ 500	\$ 380.56
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Delaware Co PH-00013-(013)	Delaware County Public Health	Child Passenger Safety Program	\$ 20,500	\$ 18,200	\$ 1,698.70
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Dix Hill FD-00199-(052)	Dix Hills Fire District	Child Passenger Safety Program	\$ 2,580	\$ 2,580	\$ 1,882.47
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Dutchess Co TSB-00018-(014)	Dutchess County Traffic Safety Board	Child Passenger Safety Program	\$ 18,150	\$ 14,500	\$ 5,990.75

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-EAC inc-00053-(088)	EAC INC	Child Passenger Safety Program	\$ 23,000	\$ 23,000	\$ 20,539.20
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-East Greenbush Town PD -00029-(042)	East Greenbush Town Police Department	Child Passenger Safety Program	\$ 10,800	\$ 2,700	\$ 1,300.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-EOC of Nassau Co-00215-(030)	Economic Opportunity Commission of Nassau County, inc	Child Passenger Safety Program	\$ 6,500	\$ 3,000	\$ 1,959.85
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Fulton Co Health-00150-(018)	Fulton County Public Health	Child Passenger Safety Program	\$ 6,430	\$ 5,900	\$ 778.33
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Gates Vol. Amb. Svc., Inc-00079-(028)	Gates Volunteer Ambulance Service Inc	Child Passenger Safety Program	\$ 8,300	\$ 6,000	\$ 2,080.26
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Genesee Co SO -00206-(019)	Genesee County Sheriff's Office	Child Passenger Safety Program	\$ 2,000	\$ 2,000	\$ 565.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Glenville Town PD -00204-(047)	Glenville Town Police Department	Child Passenger Safety Program	\$ 3,000	\$ 2,500	\$ 2,340.93
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Health Quest-00056-(088)	Health Quest Systems, Inc	Child Passenger Safety Program	\$ 8,200	\$ 5,000	\$ 3,392.00

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Hudson City PD -00165-(011)	Hudson City Police Department	Child Passenger Safety Program	\$ 4,500	\$ 3,500	\$ 2,926.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Ilion Village PD -00154-(022)	Ilion Village Police Department	Child Passenger Safety Program	\$ 8,000	\$ 8,000	\$ 3,698.07
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Integrated Com Oswego-00014-(038)	Integrated Community Planning of Oswego County inc	Child Passenger Safety Program	\$ 13,000	\$ 12,000	\$ 1,161.97
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Irvington Village PD -00086-(060)	Irvington Village Police Department	Child Passenger Safety Program	\$ 3,750	\$ 2,100	\$ 897.65
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Lewis Co Opportunities, I-00102-(025)	Lewis County Opportunities, Inc.	Child Passenger Safety Program	\$ 4,950	\$ 4,950	\$ 2,773.99
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-LIJ Medical Ctr-00137-(041)	Long Island Jewish Medical Center	Child Passenger Safety Program	\$ 12,271	\$ 12,271	\$ 7,357.40
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Maimonides med cent-00146-(024)	Maimonides Medical Center	Child Passenger Safety Program	\$ 10,300	\$ 6,800	\$ 370.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Manlius Town PD -00048-(034)	Manlius Town Police Department	Child Passenger Safety Program	\$ 3,160	\$ 2,660	\$ 2,651.50

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Bassett Healthcare-00129-(039)	Mary Imogene Bassett Hospital	Child Passenger Safety Program	\$ 3,150	\$ 2,650	\$ 1,373.92
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Middletown City PD -00055-(036)	Middletown City Police Department	Child Passenger Safety Program	\$ 5,100	\$ 5,100	\$ 2,177.72
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Mohawk Valley Refugee-00105-(033)	Mohawk Valley Resource Center for Refugees	Child Passenger Safety Program	\$ 16,000	\$ 16,000	\$ 15,775.11
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Monroe Co TS-00002-(028)	Monroe County Traffic Safety	Child Passenger Safety Program	\$ 9,995	\$ 9,995	\$ 9,936.86
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Montgomery Co Health-00033-(029)	Montgomery County Public Health	Child Passenger Safety Program	\$ 1,985	\$ 1,985	\$ 1,233.98
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Montgomery Village PD -00087-(036)	Montgomery Village Police Department	Child Passenger Safety Program	\$ 475	\$ 475	\$ 361.30
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Nachas Health Family-00175-(024)	Nachas Health & Family Network Inc	Child Passenger Safety Program	\$ 14,000	\$ 7,000	\$ 7,000.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-New Paltz Town & Village -00104-(056)	New Paltz Town & Village Police Department	Child Passenger Safety Program	\$ 2,300	\$ 1,500	\$ 1,086.91

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-NYC DOT-00113-(077)	New York City DOT	Child Passenger Safety Program	\$ 28,000	\$ 18,000	\$ 16,237.46
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Niagara Co SO -00147-(032)	Niagara County Sheriff's Office	Child Passenger Safety Program	\$ 27,000	\$ 14,000	\$ 9,137.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Niskayuna Town PD -00220-(047)	Niskayuna Town Police Department	Child Passenger Safety Program	\$ 1,400	\$ 1,400	\$ 710.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-North Syracuse Village PD -00132-(034)	North Syracuse Village Police Department	Child Passenger Safety Program	\$ 3,000	\$ 2,700	\$ 1,430.03
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-North Tonawanda City PD -00153-(032)	North Tonawanda City Police Department	Child Passenger Safety Program	\$ 7,500	\$ 5,000	\$ 4,191.28
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-NY Coalition Safety Belt-00173-(088)	NY Coalition For Safety Belt Use	Child Passenger Safety Program	\$ 5,500	\$ 5,500	\$ 150.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Oneida Co Health-00208-(033)	Oneida County Health Dept	Child Passenger Safety Program	\$ 22,000	\$ 18,000	\$ 16,618.86
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Oneida Co SO -00151-(033)	Oneida County Sheriff's Office	Child Passenger Safety Program	\$ 2,100	\$ 1,100	\$ 1,071.93

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Onondaga Co SO -00112-(034)	Onondaga County Sheriff's Office	Child Passenger Safety Program	\$ 4,500	\$ 3,400	\$ 2,250.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Orange Co-00058-(036)	Orange County Dept of Emergency Services	Child Passenger Safety Program	\$ 5,500	\$ 5,100	\$ 4,025.57
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Orange Med Ctr-00008-(036)	Orange Regional Medical Center	Child Passenger Safety Program	\$ 5,000	\$ 3,500	\$ 1,539.90
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Orchard Park Town PD -00011-(015)	Orchard Park Town Police Department	Child Passenger Safety Program	\$ 2,200	\$ 1,700	\$ 1,566.86
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Orleans Co SO-00076-(037)	Orleans County Sheriff's Office	Child Passenger Safety Program	\$ 5,500	\$ 1,700	\$ 1,187.04
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Peekskill City PD -00074-(060)	Peekskill City Police Department	Child Passenger Safety Program	\$ 1,105	\$ 1,105	\$ 1,104.94
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Putnam Co SO -00072-(040)	Putnam County Sheriff's Office	Child Passenger Safety Program	\$ 3,800	\$ 1,400	\$ 650.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Quogue Village PD -00131-(052)	Quogue Village Police Department	Child Passenger Safety Program	\$ 1,500	\$ 1,500	\$ 807.82

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Rensselaer City PD-00045-(042)	Rensselaer City Police Department	Child Passenger Safety Program	\$ 3,800	\$ 2,500	\$ 1,970.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Richmond Med Ctr-00139-(043)	Richmond University Medical Center	Child Passenger Safety Program	\$ 7,000	\$ 1,500	\$ 1,316.16
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Ridge-Culver FD-00103-(028)	Ridge Culver Fire District	Child Passenger Safety Program	\$ 3,100	\$ 2,900	\$ 1,288.12
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Rockland Co SO -00043-(044)	Rockland County Sheriff's Office	Child Passenger Safety Program	\$ 3,600	\$ 2,900	\$ 983.64
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Rome City PD -00006-(033)	Rome City Police Department	Child Passenger Safety Program	\$ 700	\$ 700	\$ 384.86
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Rye Brook Village PD-00174-(060)	Rye Brook Village Police Department	Child Passenger Safety Program	\$ 2,000	\$ 2,000	\$ 600.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Schenectady Co SO -00144-(047)	Schenectady County Sheriff's Office	Child Passenger Safety Program	\$ 1,600	\$ 1,600	\$ 996.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Schoharie Co Health-00114-(048)	Schoharie County Health Department	Child Passenger Safety Program	\$ 2,650	\$ 2,650	\$ 1,810.10

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Seneca Cty Health-00125-(050)	Seneca County Health Department	Child Passenger Safety Program	\$ 4,500	\$ 4,500	\$ 3,078.77
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Seneca Co SO -00187-(050)	Seneca County Sheriff's Office	Child Passenger Safety Program	\$ 5,500	\$ 2,300	\$ 792.58
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Seneca Falls Twn PD-00117-(050)	Seneca Falls Town Police Department	Child Passenger Safety Program	\$ 4,000	\$ 2,000	\$ 480.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Southampton Town PD -00040-(052)	Southampton Town Police Department	Child Passenger Safety Program	\$ 15,000	\$ 4,200	\$ 2,218.09
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Spring Valley Village PD -00138-(044)	Spring Valley Village Police Department	Child Passenger Safety Program	\$ 3,437	\$ 1,950	\$ 1,673.24
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-St. Lawrence Co Com. Srvs-00192-(045)	St. Lawrence County Community Services	Child Passenger Safety Program	\$ 12,500	\$ 12,500	\$ 6,136.91
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Steuben Co SO -00034-(051)	Steuben County Sheriff's Office	Child Passenger Safety Program	\$ 9,025	\$ 9,025	\$ 8,003.08
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Suffolk Co SO -00041-(052)	Suffolk County Sheriff's Office	Child Passenger Safety Program	\$ 10,000	\$ 6,400	\$ 2,457.89

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Sullivan Co-00015-(053)	Sullivan County	Child Passenger Safety Program	\$ 14,500	\$ 14,500	\$ 14,319.90
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Tonawanda City PD -00196-(015)	Tonawanda City Police Department	Child Passenger Safety Program	\$ 2,750	\$ 2,400	\$ 1,895.30
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Tuckahoe Village PD -00027-(060)	Tuckahoe Village Police Department	Child Passenger Safety Program	\$ 5,000	\$ 2,300	\$ 2,161.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Ulster Co CC-00094-(056)	Ulster Co. Community College	Child Passenger Safety Program	\$ 6,800	\$ 5,400	\$ 935.19
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Ulster Co SO -00197-(056)	Ulster County Sheriff's Office	Child Passenger Safety Program	\$ 6,500	\$ 6,500	\$ 135.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-UR Injury Free Coal.-00037-(028)	University of Rochester	Child Passenger Safety Program	\$ 3,000	\$ 3,000	\$ 2,972.51
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Utica City PD -00177-(033)	Utica City Police Department	Child Passenger Safety Program	\$ 2,600	\$ 1,900	\$ 1,635.55
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Walkkill Town PD-00214-(036)	Walkkill Town Police Department	Child Passenger Safety Program	\$ 3,000	\$ 2,800	\$ 1,522.55

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Warwick Town PD -00217-(036)	Warwick Town Police Department	Child Passenger Safety Program	\$ 2,550	\$ 2,250	\$ 1,166.89
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Washington Co Health-00054-(058)	Washington County Health	Child Passenger Safety Program	\$ 15,500	\$ 15,000	\$ 12,051.53
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Waterloo Village PD -00168-(050)	Waterloo Village Police Department	Child Passenger Safety Program	\$ 2,800	\$ 1,300	\$ 110.00
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Wayne Co SO -00179-(059)	Wayne County Sheriff's Office	Child Passenger Safety Program	\$ 10,135	\$ 5,000	\$ 1,945.73
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Whitestown Town PD -00057-(033)	Whitestown Town Police Department	Child Passenger Safety Program	\$ 3,200	\$ 2,100	\$ 1,946.57
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Yates Co SO -00088-(062)	Yates County Sheriff's Office	Child Passenger Safety Program	\$ 2,600	\$ 1,150	\$ 1,149.80
OP	M1CPS	CP-2021-001, CP-2021-005, OP-2021-004	HS1-2021-Cornell Coop Saratoga Co-00057-(046)	Cornell Cooperative Extension of Saratoga County	Occupant Protection Education	\$ 102,050	\$ 66,850	\$ 51,434.81
OP	M1CPS	CP-2021-001, CP-2021-005, OP-2021-004	HS1-2021-EAC inc-00060-(088)	EAC INC	Kids Cars n Consequences	\$ 123,512	\$ 123,512	\$ 87,981.43
OP	M1CPS	CP-2021-003, OP-2021-002, OP-2021-003, OP-2021-004, OP-2021-006	HS1-2021-NYS Police -00015-(099)	New York State Police	CPS Education and Support	\$ 332,989	\$ 311,000	\$ 268,083.68
OP	M1CPS	CP-2021-001, OP-2021-005, OP-2021-006	HS1-2021-NYS Assoc TSB-00009-(088)	NYS Assoc of Traffic Safety Boards Programs inc	Educational Enrichment	\$ 37,700	\$ 37,200	\$ 10,311.16

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
OP	M1CPS	CP-2021-001, OP-2021-010, OP-2021-011	HS1-2021-NYS Assoc TSB-00010-(088)	NYS Assoc of Traffic Safety Boards Programs inc	CPS Statewide Training and National CPS Week	\$ 207,500	\$ 207,500	\$ 124,694.87
OP	M1CPS	OP-2021-005	HS1-2021-NYS Assoc TSB-00053-(088)	NYS Assoc of Traffic Safety Boards Programs inc	CPS Statewide Conference	\$ 271,700	\$ 200,000	\$ 114,408.28
Occupant Protection Total						\$ 2,701,177	\$ 2,326,048	\$ 1,677,939.16
Traffic Records								
TR	M3DA	TR-2021-006	HS1-2021-HRI/NYS DOH-00182-(088)	Health Research Inc/NYS DOH	Integrating Polysubstance Impaired Driving Data into CODES	\$ 200,000	\$ 200,000	\$ 67,696.59
TR	M3DA		HS1-2019-HRI/NYS DOH-00180-(088)	Health Research Inc/NYS DOH	Incorporating Emergency Medical Services Data into CODES			\$ (8,234.15)
TR	M3DA	TR-2021-003	HS1-2021-NYS Police -00074-(099)	New York State Police	Traffic Enforcement Technology - Local Agency Support	\$ 1,238,243	\$ 1,238,243	\$ 1,066,173.68
TR	M3DA	TR-2021-002	HS1-2021-NYS DMV-00116-(099)	NYS Department of Motor Vehicles	FARS Supplemental Funding	\$ 65,000	\$ 65,000	\$ 64,998.83
TR	M3DA	TR-2021-004	HS1-2021-NYS DMV-00186-(099)	NYS Department of Motor Vehicles	DMV Data and Record System Modernization: Reg & Title Data	\$ 491,581	\$ 491,581	\$ 491,581.00
TR	M3DA	TR-2021-009	HS1-2021-OASAS Foundation-00084-(099)	OASAS/Research Found.Mental Hygiene Inc	Impaired Driver Data Warehouse Integration of UCMS Data	\$ 616,083	\$ 616,083	\$ 226,024.37
TR	402TR	AL-2021-018, MC-2021-005, PS-2021-006, OP-2021-013, TR-2021-012	HS1-2021-ITSMR-00102-(088)	Research Foundation of SUNY	Traffic Safety Research, Evaluation and Analytical Support	\$ 1,075,670	\$ 1,075,670	\$ 892,516.88
TR	402TR	TR-2021-011	HS1-2021-ITSMR-00103-(088)	Research Foundation of SUNY	Traffic Safety Data Services	\$ 489,062	\$ 489,062	\$ 381,283.32
TR	M3DA	TR-2021-010	HS1-2021-ITSMR-00106-(088)	Research Foundation of SUNY	Maintenance of the Traffic Safety Statistical Repository	\$ 299,765	\$ 299,765	\$ 250,992.68
TR	M3DA	TR-2021-005	HS1-2021-ITSMR-00107-(088)	Research Foundation of SUNY	Implementation of E-Plea System for Local Courts	\$ 315,121	\$ 315,121	\$ 164,857.46
Traffic Records Total						\$ 4,790,525	\$ 3,352,282	\$ 2,472,254.54
Community Traffic Safety Programs								
CP	M1CPS	CP-2021-001, CP-2021-005, OP-2021-004	HS1-2021-Albany TSB-00062-(001)	Albany County Traffic Safety Board	Traffic Safety Trough Education	\$ 81,000	\$ 80,000	\$ 79,491.23
CP	402CP	CP-2021-001, CP-2021-005, CP-2021-006	HS1-2021-Ardent Solutions-00064-(088)	Ardent Solutions, Inc.	Mobility Safety Across the Lifespan	\$ 78,248	\$ 78,248	\$ 72,786.16

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CP	402CP	CP-2021-001, CP-2021-005	HS1-2021-Assoc Community Parent Cn-00083-(030)	Association for the Community Parent Center, Inc	Driving in the Safe Lane:Drunk,Drugged, Distracted Driving	\$ 70,000	\$ 70,000	\$ 52,478.44
CP	M6OT	AL-2021-012, CP-2021-001, CP-2021-005	HS1-2021-Assoc Community Parent Cn-00083-(030)	Association for the Community Parent Center, Inc	Driving in the Safe Lane:Drunk,Drugged, Distracted Driving	\$ 30,000	\$ 30,000	\$ 22,490.76
CP	402CP	CP-2021-001, CP-2021-005	HS1-2021-Brookhaven Town-00072-(052)	Brookhaven, Town of	Teen Driver Safety Presentations	\$ 21,100	\$ 21,100	\$ 2,649.84
CP	402CP	CP-2021-001	HS1-2021-Broome Co Health-00065-(004)	Broome County Health Dept	Broome County Traffic Safety Prevention Plan	\$ 86,805	\$ 86,639	\$ 81,758.75
CP	402CP	CP-2021-004, OP-2021-004	HS1-2021-CTANY-00129-(088)	Cable Telecommunications Association of NY Inc	CTANY 2021 GTSC Multi-Media Statewide Outreach Campaign	\$ 800,000	\$ 800,000	\$ 792,043.91
CP	M6OT	AL-2021-003, AL-2021-011, AL-2021-012	HS1-2021-CTANY-00129-(088)	Cable Telecommunications Association of NY Inc	CTANY 2021 GTSC Multi-Media Statewide Outreach Campaign	\$ 175,000	\$ 175,000	\$ 175,000.00
CP	402CP	CP-2021-001, CP-2021-005, PS-2021-003	HS1-2021-Chautauqua CSEV-00071-(007)	Chautauqua Children's Safety Education Village, Inc.	Chautauqua Child Safety Program	\$ 25,250	\$ 24,750	\$ 21,012.63
CP	402CP	CP-2021-001	HS1-2021-Clinton Co SO -00082-(010)	Clinton County Sheriff's Office	Clinton County Community based Highway Safety Program	\$ 29,906	\$ 29,906	\$ 15,028.28
CP	402CP	CP-2021-001	HS1-2021-Cornell Coop Livingston -00047-(026)	Cornell Cooperative Extension of Livingston County	Traffic Safety Education Program	\$ 53,856	\$ 53,456	\$ 45,954.30
CP	402CP	CP-2021-001, OP-2021-004	HS1-2021-Cortland County HD-00159-(012)	Cortland County Health Department	Cortland County Injury Prevention and Traffic Safety Program	\$ 42,261	\$ 36,951	\$ 5,004.56
CP	402CP	CP-2021-001, CP-2021-005, CP-2021-006	HS1-2021-Dutchess Co TSB-00030-(014)	Dutchess County Traffic Safety Board	Injury & Crash Prevention Program for Emerging Issues	\$ 62,973	\$ 62,323	\$ 53,988.45
CP	402CP	CP-2021-001	HS1-2021-Franklin Co TSB-00087-(017)	Franklin County Traffic Safety Board	Franklin County Traffic Safety Highway Safety Program	\$ 24,382	\$ 17,882	\$ 16,780.07
CP	402CP	CP-2021-003, CP-2021-005, CP-2021-006, CP-2021-007	HS1-2021-HRI/NYS DOH-00195-(088)	Health Research Inc/NYS DOH	NYS Traffic Safety and Public Health Program	\$ 432,480	\$ 432,190	\$ 142,313.36
CP	FHPE	CP-2021-003, CP-2021-007, PS-2021-001, PS-2021-002	HS1-2021-HRI/NYS DOH-00195-(088)	Health Research Inc/NYS DOH	NYS Traffic Safety and Public Health Program	\$ 160,000	\$ 160,000	\$ 107,965.60
CP	402CP		HS1-2019-HRI/NYS DOH-00248-(088)	Health Research Inc/NYS DOH	NYS Traffic Safety and Public Health Program			\$ (3,549.41)

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CP	402CP	CP-2021-001, CP-2021-005, PS-2021-001	HS1-2021-Integrated Com Oswego-00038-(038)	Integrated Community Planning of Oswego County inc	Pedestrian/Highway Safety 2020-2021	\$ 80,808	\$ 69,308	\$ 31,715.51
CP	402CP	PTS-2021-007	HS1-2021-Madison Co SO -00029-(027)	Madison County Sheriff's Office	2020-2021 Highway Safety Grant	\$ 26,813	\$ 23,363	\$ 22,079.19
CP	402CP	CP-2021-001, CP-2021-007, PS-2021-001	HS1-2021-Mohawk Valley Refugee-00081-(033)	Mohawk Valley Resource Center for Refugees	Multi-Cultural Traffic Safety Program	\$ 73,968	\$ 73,968	\$ 73,968.00
CP	402CP	CP-2021-001, CP-2021-005	HS1-2021-Monroe Co TS-00005-(028)	Monroe County Traffic Safety	Community Traffic Safety	\$ 103,900	\$ 102,900	\$ 90,013.78
CP	402CP	CP-2021-001	HS1-2021-Mountain View Prev Svcs-00013-(025)	Mountain View Prevention Services, Inc	Proposal 2020-2021	\$ 9,000	\$ 9,000	\$ 6,348.76
CP	402CP	CP-2021-001, CP-2021-005, CP-2021-006, CP-2021-007	HS1-2021-NYC DOT-00203-(077)	New York City DOT	Vision Zero Education Initiatives Phase III	\$ 580,000	\$ 580,000	\$ 519,243.73
CP	M1*CP	CP-2021-001, OP-2021-004	HS1-2021-NYC DOT-00203-(077)	New York City DOT	Vision Zero Education Initiatives Phase III	\$ 108,797	\$ 108,797	\$ 98,903.58
CP	402CP	CP-2021-003	HS1-2021-Operation Lifesaver Inc-00036-(088)	New York Operation Lifesaver Inc	Operation Lifesaver	\$ 67,000	\$ 67,000	\$ 54,977.37
CP	402CP	AL-2021-012, CP-2021-001, CP-2021-005	HS1-2021-NYSPHSAA-00109-(088)	New York State Public High School Athletic Assoc	Educating High School Students About Traffic Safety Issues	\$ 63,000	\$ 63,000	\$ 23,333.33
CP	402CP	CP-2021-001, CP-2021-006, PS-2021-001, PS-2021-003	HS1-2021-Niagara Co SO -00130-(032)	Niagara County Sheriff's Office	Traffic Safety Education Programs	\$ 79,462	\$ 77,462	\$ 71,728.73
CP	402CP	CP-2021-001, CP-2021-005, CP-2021-006, CP-2021-007	HS1-2021-NY Coalition Safety Belt-00170-(088)	NY Coalition For Safety Belt Use	Queens/Nassau County Traffic Safety Education Program	\$ 124,400	\$ 124,400	\$ 113,805.79
CP	402CP	CP-2021-004	HS1-2021-NYS Broadcasters Assoc-00176-(088)	NYS Broadcasters Association	Highway Safety Grant - Media Outreach	\$ 535,312	\$ 535,312	\$ 500,518.53
CP	M1CPS	OP-2021-004	HS1-2021-NYS Broadcasters Assoc-00176-(088)	NYS Broadcasters Association	Highway Safety Grant - Media Outreach	\$ 160,000	\$ 160,000	\$ 159,599.96
CP	M6OT	AL-2021-003, AL-2021-011, AL-2021-012	HS1-2021-NYS Broadcasters Assoc-00176-(088)	NYS Broadcasters Association	Highway Safety Grant - Media Outreach	\$ 132,000	\$ 132,000	\$ 132,000.00
CP	FHPE	CP-2021-001, CP-2021-004, PS-2021-001	HS1-2021-NYS Broadcasters Assoc-00176-(088)	NYS Broadcasters Association	Highway Safety Grant - Media Outreach	\$ 164,688	\$ 164,688	\$ 164,688.43
CP	402CP	CP-2021-003	HS1-2020-NYS DMV-00010-(099)	NYS Department of Motor Vehicles	GTSC Program Grant			\$ 2,980.00
CP	M1CPS	OP-2021-005	HS1-2020-NYS DMV-00010-(099)	NYS Department of Motor Vehicles	GTSC Program Grant			\$ 1,000.00
CP	402CP	CP-2021-003	HS1-2021-NYS DMV-00003-(099)	NYS Department of Motor Vehicles	GTSC Program Grant	\$ 1,881,452	\$ 1,881,452	\$ 1,606,875.69

Appendix A
New York State

FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CP	M1CPS	OP-2021-005	HS1-2021-NYS DMV-00003-(099)	NYS Department of Motor Vehicles	GTSC Program Grant	\$ 680,000	\$ 680,000	\$ 140,700.97
CP	M9MA	MC-2021-002	HS1-2021-NYS DMV-00003-(099)	NYS Department of Motor Vehicles	GTSC Program Grant	\$ 260,000	\$ 260,000	\$ 119,798.13
CP	402CP	CP-2021-001	HS1-2021-Onondaga Co SO -00089-(034)	Onondaga County Sheriff's Office	Onondaga County Sheriff's Traffic Safety Program	\$ 128,500	\$ 114,890	\$ 99,888.00
CP	402CP	CP-2021-001, CP-2021-005, CP-2021-006	HS1-2021-Orange Co-00181-(036)	Orange County Dept of Emergency Services	Orange County Traffic Safety Program	\$ 65,870	\$ 65,870	\$ 27,765.01
CP	402CP	CP-2021-001	HS1-2021-Orchard Park Town PD -00034-(015)	Orchard Park Town Police Department	Driver Safety Education	\$ 19,825	\$ 12,975	\$ 12,028.12
CP	402CP	CP-2021-004, OP-2021-004	HS1-2021-Outdoor Adv. Found. of NY-00093-(088)	Outdoor Advertising Foundation of NY	Billboards Drive The Message Home	\$ 110,000	\$ 110,000	\$ 109,990.55
CP	402CP	CP-2021-001, CP-2021-005	HS1-2021-Partnership for Ontario-00132-(035)	Partnership For Ontario County Inc	JUST Drive, Ontario County	\$ 4,940	\$ 4,940	\$ 4,053.20
CP	402CP	AL-2021-012, CP-2021-001, CP-2021-005	HS1-2021-SADD-00147-(088)	SADD Inc	New York SADD: Empowering Teen, Mobilizing Communities	\$ 339,524	\$ 326,324	\$ 167,719.65
CP	402CP	CP-2021-001	HS1-2021-St. Lawrence Co Com. Srvc-00190-(045)	St. Lawrence County Community Services	TRAFFIC SAFETY A CONCERN IN RURAL AREAS	\$ 77,264	\$ 76,699	\$ 75,501.03
CP	402CP	PS-2021-003, PS-2021-004	HS1-2021-Steuben Co SO -00078-(051)	Steuben County Sheriff's Office	Steuben County Sheriff's Office Traffic Safety Program	\$ 8,000	\$ 8,000	\$ 4,975.62
CP	402CP	CP-2021-001, CP-2021-007	HS1-2021-Ulster Co CC-00131-(056)	Ulster Co. Community College	UC Comprehensive Community Traffic Safety Programs	\$ 83,348	\$ 82,748	\$ 63,269.44
CP	402CP	CP-2021-001, CP-2021-007	HS1-2021-Westchester Co DPW/TS-00040-(060)	Westchester County DPW/Traffic Safety	Westchester's Plan4Safety Community Traffic Safety Program	\$ 225,302	\$ 195,625	\$ 192,818.98
Community Traffic Safety Programs Total						\$ 8,366,434	\$ 8,269,166	\$ 6,375,486.01
Program Management								
PA	402PA	PM-2021-001	HS1-2020-GTSC-Agency-00011-(099)	NYSGTSC	Planning and Administration			\$ (1,984.81)
PA	402PA	PM-2021-001	HS1-2021-GTSC-Agency-00004-(099)	NYSGTSC	Planning and Administration	\$ 1,111,907	\$ 1,111,907	\$ 750,320.56
Program Management Total						\$ 1,111,907	\$ 1,111,907	\$ 750,320.56
Time Extensions								
TE	402PS	PS-2021-001, PS-2021-002, PS-2021-004	HS1-2020-NY Bicycling Coalition In-00060-(088)	New York Bicycling Coalition, Inc.	Transforming NYS into a Leader in Bicycle/Pedestrian Safety	\$ 10,000	\$ 10,000	\$ 11,541.73
TE	FHPE	PS-2021-001, PS-2021-002, PS-2021-004	HS1-2020-NY Bicycling Coalition In-00060-(088)	New York Bicycling Coalition, Inc.	Transforming NYS into a Leader in Bicycle/Pedestrian Safety	\$ 87,100	\$ 87,100	\$ 13,053.88

Appendix A
New York State
FFY 2021 Approved Projects Implemented with Expenditures by Program (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
TE	M6OT	AL-2021-002, AL-2021-004	HS1-2019-NYS Police -00014-(099)	New York State Police	Combating Impaired Driving and Underage Drinking	\$ 15,584	\$ 15,584	\$ 14,995.00
TE	M1CPS	CP-2021-003, OP-2021-002, OP-2021-003, OP-2021-004, OP-2021-006	HS1-2020-NYS Police -00079-(099)	New York State Police	CPS Education and Support	\$ 107,327	\$ 107,327	\$ 29,230.00
TE	M6OT	AL-2021-002, AL-2021-004	HS1-2020-NYS Police -00083-(099)	New York State Police	Combating Impaired Driving and Underage Drinking	\$ 953,132	\$ 953,132	\$ 933.88
TE	402PT	PTS-2021-005	HS1-2020-NYS Police -00084-(099)	New York State Police	CRICIS (Phase 1 - Year #1)	\$ 189,611	\$ 189,611	\$ 189,610.45
TE	M3DA	TR-2021-003	HS1-2020-NYS Police -00227-(099)	New York State Police	Traffic Enforcement Technology - Local Agency Support	\$ 297,656	\$ 297,656	\$ 75,000.00
TE	M3DA	TR-2021-007	HS1-2020-NYS UCS-00256-(099)	NYS Unified Court System	UCMS Real-Time Disposition Reporting to DMV	\$ 78,672	\$ 78,672	\$ 72,099.60
TE	M3DA	TR-2021-008	HS1-2020-OASAS Foundation-00159-(088)	OASAS/Research Found.Mental Hygiene Inc	Integration of UCMS IID and Treatment Sentence Data	\$ 152,362	\$ 152,362	\$ 152,361.55
TE	M3DA	TR-2021-001	HS1-2021-NYS DMV-00162-(099)	NYS Department of Motor Vehicles	AIS Replacement Additional	\$ 1,147,008	\$ 1,147,007.87	\$ 118,350.00
Time Extensions Total						\$ 3,038,451	\$ 3,038,451	\$ 677,176.09
Grand Total						\$ 38,315,611	\$ 36,326,923	\$ 26,843,492.27

Appendix B
New York State
FFY 2021 Approved Projects Not Implemented (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Amityville Village PD-00152-(052)	Amityville Village Police Department	Child Passenger Safety Program	\$ 2,000	\$ 1,700	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Amityville Village PD-00155-(052)	Amityville Village Police Department	Police Traffic Services	\$ 16,240	\$ 11,020	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Arcade Village PD-00194-(061)	Arcade Village Police Department	Child Passenger Safety Program	\$ 2,530	\$ 2,530	\$ -
PS	402PS	PS-2021-001, PS-2021-003	HS1-2021-Batavia FD-00059-(019)	Batavia City Fire Department	Bicycle and Pedestrian Safety	\$ 1,100	\$ 800	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Beacon City PD -00182-(014)	Beacon City Police Department	Child Passenger Safety Program	\$ 3,500	\$ 1,750	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Beacon City PD -00295-(014)	Beacon City Police Department	Police Traffic Services	\$ 9,025	\$ 8,925	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Blasdell Village PD -00110-(015)	Blasdell Village Police Department	Police Traffic Services	\$ 8,190	\$ 3,906	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Carmel Town PD -00115-(040)	Carmel Town Police Department	Child Passenger Safety Program	\$ 3,500	\$ 3,500	\$ -

Appendix B
New York State
FFY 2021 Approved Projects Not Implemented (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Carmel Town PD -00175-(040)	Carmel Town Police Department	Police Traffic Services	\$ 20,800	\$ 7,350	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Catskill Village PD -00193-(020)	Catskill Village Police Department	Child Passenger Safety Program	\$ 3,395	\$ 1,100	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Cayuga Co SO -00044-(006)	Cayuga County Sheriff's Office	Child Passenger Safety Program	\$ 1,675	\$ 1,675	\$ -
CP	402CP	CP-2021-001, CP-2021-005	HS1-2021-Children and Parent-00200-(088)	Children and Parent Resource Group Inc	Life Changing Experience Community Education Project	\$ 100,000	\$ 100,000	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Colchester Town PD -00062-(013)	Colchester Town Police Department	Police Traffic Services	\$ 18,414	\$ 3,390	\$ -
PS	FHPE	PS-2021-001, PS-2021-002	HS1-2021-Comm Outreach-00054-(044)	Community Outreach Center	Always be Careful	\$ 38,520	\$ 38,520	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Crawford Town PD-00334-(036)	Crawford Town Police Department	Police Traffic Services	\$ 10,774	\$ 8,025	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-DeWitt Town PD -00148-(034)	DeWitt Town Police Department	Police Traffic Services	\$ 11,000	\$ 11,000	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Elmsford Village PD -00239-(060)	Elmsford Village Police Department	Police Traffic Services	\$ 9,046	\$ 3,645	\$ -

Appendix B
New York State
FFY 2021 Approved Projects Not Implemented (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-EPIC-00063-(015)	EPIC - Every Person Influences Children	Child Passenger Safety Program	\$ 20,920	\$ 9,500	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Erie Co SO -00219-(015)	Erie County Sheriff's Office	Child Passenger Safety Program	\$ 3,600	\$ 2,200	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Essex Co TS-00201-(016)	Essex County Traffic Safety	Child Passenger Safety Program	\$ 4,725	\$ 2,825	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Glens Falls City PD -00045-(057)	Glens Falls City Police Department	Police Traffic Services	\$ 10,800	\$ 7,200	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Greene Co SO -00017-(020)	Greene County Sheriff's Office	Child Passenger Safety Program	\$ 3,000	\$ 1,700	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Greenwood Lake Village PD -00198-(036)	Greenwood Lake Village Police Department	Child Passenger Safety Program	\$ 800	\$ 450	\$ -
PS	FHPE	PS-2021-001, PS-2021-002	HS1-2021-Health Quest-00066-(088)	Health Quest Systems, Inc	Bicycle Safety Education Program	\$ 2,350	\$ 2,350	\$ -
CP	402CP	CP-2021-001, CP-2021-005	HS1-2021-Health Quest-00151-(014)	Health Quest Systems, Inc	Vassar Brothers Medical Center Drowsy Driving Initiative	\$ 2,335	\$ 2,335	\$ -

Appendix B
New York State
FFY 2021 Approved Projects Not Implemented (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Ithaca City PD -00319-(055)	Ithaca City Police Department	Police Traffic Services	\$ 7,600	\$ 7,600	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Jamestown City PD -00214-(007)	Jamestown City Police Department	Police Traffic Services	\$ 8,330	\$ 8,330	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Liberty Village PD -00292-(053)	Liberty Village Police Department	Police Traffic Services	\$ 3,250	\$ 2,200	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Malverne Village PD -00330-(030)	Malverne Village Police Department	Police Traffic Services	\$ 14,280	\$ 7,140	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Mamaroneck Village PD -00168-(060)	Mamaroneck Village Police Department	Police Traffic Services	\$ 15,251	\$ 13,110	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Montgomery Village PD -00085-(036)	Montgomery Village Police Department	Police Traffic Services	\$ 4,816	\$ 3,120	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-New Castle Town PD -00259-(060)	New Castle Town Police Department	Police Traffic Services	\$ 7,045	\$ 7,045	\$ -
PS	402PS	CP-2021-003, PS-2021-001	HS1-2021-NYSPTA-00212-(088)	New York State Congress of Parents & Teachers	Every Child Travels Safely 2020-21	\$ 38,674	\$ 37,174	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Newark Village PD -00309-(059)	Newark Village Police Department	Police Traffic Services	\$ 4,464	\$ 3,844	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Newburgh Town PD-00027-(036)	Newburgh Town Police Department	Police Traffic Services	\$ 11,590	\$ 10,370	\$ -

Appendix B
New York State
FFY 2021 Approved Projects Not Implemented (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-North Greenbush Town PD -00315-(042)	North Greenbush Town Police Department	Police Traffic Services	\$ 14,531	\$ 13,110	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Northeast Health -00005- (042)	Northeast Health Foundation Inc	Child Passenger Safety Program	\$ 4,035	\$ 3,200	\$ -
SB	402SB	CP-2021-001	HS1-2021-NY Assoc for Pupil Transp- 00188-(088)	NY Association for Pupil Transportation	NYAPT Stop for the Bus Educational Initiative	\$ 8,000	\$ 8,000	\$ -
CP	FHPE	CP-2021-003, PS-2021-001	HS1-2021-NYS DMV-00003-(099)	NYS Department of Motor Vehicles	GTSC Program Grant	\$ 30,000	\$ 30,000	\$ -
TR	M3DA	TR-2021-001	HS1-2021-NYS DMV-00119-(099)	NYS Department of Motor Vehicles	AIS Replacement	\$ 3,000,000	\$3,000,000	\$ -
RS	402RS	CP-2021-002	HS1-2021-NYS DOT-00137-(099)	NYS Department of Transportation	2021 TIMS Printing of Training, Outreach, and Educ Materials	\$ 50,000	\$ 50,000	\$ -
RS	402RS	CP-2021-002	HS1-2021-NYS DOT-00148-(099)	NYS Department of Transportation	2021 TIMPOSIUM GRANT	\$ 30,000	\$ 30,000	\$ -
TR	M3DA	TR-2021-005	HS1-2021-NYS UCS-00197-(099)	NYS Unified Court System	E-Plea System for Courts	\$ 349,981	\$ 349,981	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Ontario Co SO -00213- (035)	Ontario County Sheriff's Office	Child Passenger Safety Program	\$ 4,000	\$ 3,000	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Ossining Village PD - 00092-(060)	Ossining Village Police Department	Child Passenger Safety Program	\$ 2,200	\$ 1,500	\$ -
CP	402CP	CP-2021-001, CP-2021-005, CP-2021-007	HS1-2021-Ossining Village PD - 00139-(060)	Ossining Village Police Department	Primera Iniciativa de Seguridad (Safety First Initiative)	\$ 13,174	\$ 5,825	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Otsego TSB-00162-(039)	Otsego County Traffic Safety Board	Child Passenger Safety Program	\$ 11,000	\$ 10,200	\$ -

Appendix B
New York State
FFY 2021 Approved Projects Not Implemented (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Port Dickinson Village PD - 00097-(004)	Port Dickinson Village Police Department	Police Traffic Services	\$ 2,000	\$ 2,000	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Port Jervis City PD -00195- (036)	Port Jervis City Police Department	Child Passenger Safety Program	\$ 4,000	\$ 2,500	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Poughkeepsie City PD - 00221-(014)	Poughkeepsie City Police Department	Child Passenger Safety Program	\$ 1,650	\$ 1,650	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Rochester City PD -00070- (028)	Rochester City Police Department	Child Passenger Safety Program	\$ 1,465	\$ 1,465	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Rye City PD -00282-(060)	Rye City Police Department	Police Traffic Services	\$ 7,166	\$ 7,166	\$ -
PS	FHPE	PS-2021-003, PS-2021-005	HS1-2021-Schenectady Co SO - 00079-(047)	Schenectady County Sheriff's Office	Pedestrian Safety 2021	\$ 17,000	\$ 16,500	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Sleepy Hollow PD -00191- (060)	Sleepy Hollow Police Department	Police Traffic Services	\$ 17,300	\$ 5,520	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-S. Nyack-Grand View PD - 00167-(044)	South Nyack-Grand View Village Police Department	Child Passenger Safety Program	\$ 1,600	\$ 1,300	\$ -

Appendix B
New York State
FFY 2021 Approved Projects Not Implemented (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-St. Regis Mohawk-00120-(017)	St. Regis Mohawk Tribe	Child Passenger Safety Program	\$ 2,500	\$ 2,500	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Stony Point Town PD - 00049-(044)	Stony Point Town Police Department	Child Passenger Safety Program	\$ 1,200	\$ 1,000	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-SUNY Alfred PD-00095-(099)	SUNY Police Alfred State University	Child Passenger Safety Program	\$ 1,976	\$ 1,150	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Tioga Co SO -00215-(054)	Tioga County Sheriff's Office	Police Traffic Services	\$ 19,800	\$ 14,580	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Troy City PD -00189-(042)	Troy City Police Department	Child Passenger Safety Program	\$ 2,800	\$ 1,200	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Trumansburg Village PD - 00036-(055)	Trumansburg Village Police Department	Child Passenger Safety Program	\$ 3,240	\$ 1,400	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Tuxedo Town PD -00039-(036)	Tuxedo Town Police Department	Child Passenger Safety Program	\$ 2,000	\$ 1,300	\$ -

Appendix B
New York State
FFY 2021 Approved Projects Not Implemented (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Walden Village PD - 00075-(036)	Walden Village Police Department	Child Passenger Safety Program	\$ 1,500	\$ 850	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Walden Village PD -00129- (036)	Walden Village Police Department	Police Traffic Services	\$ 8,990	\$ 4,125	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Warren Co SO -00130- (057)	Warren County Sheriff's Office	Child Passenger Safety Program	\$ 2,250	\$ 2,250	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Watkins Glen Village PD - 00297-(049)	Watkins Glen Village Police Department	Police Traffic Services	\$ 8,960	\$ 3,850	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Webster Town PD -00080- (028)	Webster Town Police Department	Child Passenger Safety Program	\$ 1,400	\$ 1,000	\$ -
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-White Plains Dept PS- 00170-(060)	White Plains Department Public Safety	Child Passenger Safety Program	\$ 1,400	\$ 1,400	\$ -
LE	402PT	OP-2021-001, OP-2021-002, PTS-2021-001	PTS-2021-Whitesboro Village PD - 00291-(033)	Whitesboro Village Police Department	Police Traffic Services	\$ 22,560	\$ 5,640	\$ -

Appendix B
 New York State
 FFY 2021 Approved Projects Not Implemented (as of 12/14/2021)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2021-007, OP-2021-008, OP-2021-009, OP-2021-011, OP-2021-012	CPS-2021-Wyoming Co-00178-(061)	Wyoming County	Child Passenger Safety Program	\$ 4,300	\$ 2,800	\$ -

The above grants represent those that were approved for funding by GTSC but did not initiate any activities or expend funds in FFY 2021. This list is subject to change as the closeout process continues. GTSC maintains information in its on-line eGrants system related to these projects and, due to efficiencies, has not listed each unique situation here.

Appendix C
New York State
FFY 2021 Projects Not Approved

Alpha	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
AL	HS1-2021-ACTS Inc-00169-(088)	Automotive Coalition for Traffic Safety Inc	Driven to Protect Yellow School Bus Trial Deployment	\$ 507,349	\$ -	\$ -
LE	PTS-2021-Baldwinsville Village PD-00208-(034)	Baldwinsville Village Police Department	Police Traffic Services	\$ 5,310	\$ -	\$ -
PT	HS1-2021-Briarcliff Manor Village -00174-(060)	Briarcliff Manor Village Police Department	Traffic safety	\$ 7,100	\$ -	\$ -
LE	PTS-2021-Cairo Town PD -00326-(020)	Cairo Town Police Department	Police Traffic Services	\$ 20,046	\$ -	\$ -
LE	PTS-2021-Caledonia Village PD -00276-(026)	Caledonia Village Police Department	Police Traffic Services	\$ 1,518	\$ -	\$ -
LE	PTS-2021-Canisteo Village PD -00320-(051)	Canisteo Village Police Department	Police Traffic Services	\$ 6,427	\$ -	\$ -
PT	HS1-2021-Carmel Town PD -00096-(040)	Carmel Town Police Department	Young Drivers Campaign	\$ 12,920	\$ -	\$ -
PT	HS1-2021-Chautauqua Co SO -00135-(007)	Chautauqua County Sheriff's Office	Chautauqua Co Young Aggressive Driver Deterrence Initiative	\$ 132,776	\$ -	\$ -
LE	PTS-2021-Dansville Village PD -00104-(026)	Dansville Village Police Department	Police Traffic Services	\$ 24,500	\$ -	\$ -
PS	HS1-2021-Erie Co TS-00215-(015)	Erie County Office of Traffic Safety	Pedestrian Safety and Education	\$ 36,225	\$ -	\$ -
LE	PTS-2021-Galway Village PD-00144-(046)	Galway Village Police Department	Police Traffic Services	\$ 11,180	\$ -	\$ -
PT	HS1-2021-Glens Falls City PD -00075-(057)	Glens Falls City Police Department	Distracted Driving Reduction Initiative	\$ 4,320	\$ -	\$ -
RS	HS1-2021-ITCTC-00039-(055)	Ithaca-Tompkins County Transportation Council	Tompkins County Enhanced Crash Data Analysis	\$ 6,000	\$ -	\$ -
LE	PTS-2021-Jefferson Co SO -00221-(023)	Jefferson County Sheriff's Office	Police Traffic Services	\$ 8,000	\$ -	\$ -
CS	CPS-2021-New Castle Town PD -00164-(060)	New Castle Town Police Department	Child Passenger Safety Program	\$ 800	\$ -	\$ -
PT	HS1-2021-North Castle Town PD -00136-(060)	North Castle Town Police Department	Traffic Crash Investigation Training/Equipment	\$ 42,086	\$ -	\$ -
CP	HS1-2021-Safety Council NY-00163-(001)	Northeastern Safety and Health Council Inc	GTSC Take the Wheel Grant Proposal for Highway Safety	\$ 10,000	\$ -	\$ -
PT	HS1-2021-Oxford Village PD -00111-(009)	Oxford Village Police Department	Oxford PD HSG	\$ 2,500	\$ -	\$ -

Appendix C
New York State
FFY 2021 Projects Not Approved

Alpha	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	PTS-2021-SUNY Albany Police-00249-(001)	SUNY Albany University Police	Police Traffic Services	\$ 2,400	\$ -	\$ -
PT	HS1-2021-Tuxedo Town PD -00146-(036)	Tuxedo Town Police Department	Town of Tuxedo 2021 Highway Safety Grant Application	\$ 7,500	\$ -	\$ -
PT	HS1-2021-Wappingers Falls Village -00213-(014)	Wappingers Falls Village Police Department	VWF Police Traffic Services Initiative	\$ 6,500	\$ -	\$ -
CS	CPS-2021-Woodbury Town PD -00142-(036)	Woodbury Town Police Department	Child Passenger Safety Program	\$ 1,000	\$ -	\$ -

All grant applications are reviewed and scored on pre-established criteria, applicants must receive a score of at least 60 points in order to be considered for funding. The above projects did not receive a passing score of 60 points and therefore were not approved or implemented by NYS in FFY 2021.