New York State
FFY 2023 HIGHWAY SAFETY
ANNUAL REPORT

New York State

Governor's Traffic Safety Committee

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NEW YORK STATE

FFY 2023

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FFY 2023 NEW YORK STATE HIGHWAY SAFETY PROGRAM

This Annual Report describes the accomplishments of New York State's highway safety program in FFY 2023 (October 1, 2022-September 30, 2023) and the progress made toward the performance targets established in the FFY 2023 Highway Safety Plan (HSP). The preparation of the FFY 2023 HSP 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 2023, 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 2023

Younger Drivers

❖ GTSC partnered with Students Against Destructive Decisions (SADD) to conduct 216 in-person teen driver traffic safety events. The State Coordinator took standard SADD programming and partner programs and transformed them to a virtual space where students across the state were able to access quality traffic safety programming from the safety of their homes.

❖ The Putnam County Teen and Young Adult Safe Driving Program worked with school districts, community organizations, and youth to develop presentations and activities that would spotlight youth traffic safety and engage youth in addressing the issues surrounding teen driving safety. In FFY 2023, the Youth Bureau hosted two Highway Safety Peer-led Educational Presentations. 574 people signed Parents as Driving Partners agreements, and 691 students attended in-person Simulated Impaired Driving Experience (SIDNE) presentations. Twelve students attended virtual presentations.

❖ A hands-on younger driver program was developed in partnership with Teen Driving Solutions. The initial pilot program took place in May 2023. The two-day safe teen driving course is designed to teach both teens and their parents the fundamentals of driving, including sound judgment, responsible decision making, and physical control of any vehicle in real-life road and traffic conditions. The course features hands-on, behind-the-wheel instruction in a safe, controlled environment, as well as classroom curriculum that focuses on preparing students mentally for the road. The training consists of 5 hours of classroom instruction and 8 hours of in-car training.

Older Drivers

❖ For FFY 2023, GTSC began a concerted effort to promote and reinvigorate participation in CarFit sessions via training of additional staff as CarFit techs as well as hosting several additional CarFit sessions with traditional and new traffic safety partners. Additionally, participation in the multi-state Aging Road User Collaborative continues to provide opportunities to review and assess Older Driver traffic safety education outreach and education resources developed by other members for use in New York. The development of a tip card that provides a sampling of prescription and OTC medications that may impair driving was finalized and has been disseminated to our target demographic during several events.

Speed

❖ GTSC partnered with the New York State Police (NYSP) and local law enforcement agencies statewide to conduct three successful week-long "Speed Awareness Week" campaigns. Two 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 12th-18th and August 14th-20th, 2023. During the June 12th – 18th and August 14th-20th speed enforcement wave, the NYSP issued a total of 21,509 tickets. NYSP also participated in NHTSA multi-state I-95 speed enforcement effort on July 21st, 2023. In addition to the three primary enforcement waves, NYSP participated in 6 other speed enforcement initiatives across New York State. The other speed campaigns followed NHTSA's speed enforcement initiative dates and included Columbus Day, I-95 to Save Lives, No Empty Chair, Highway to 20 Speed Enforcement Project, Thanksgiving, and National Work Zone Awareness week. These initiatives along with other enforcement efforts resulted in a total 339,840 speeding tickets for FY 2023. 44,449 speeding tickets were the direct result of GTSC funded campaigns.

❖ GTSC plans to address this issue in FFY 2024 through the development and utilization of a public service announcement (PSA) and associated digital messaging, based on a "hot spot" data analysis, implementation of potential enforcement/saturation campaigns in high-crash locations, and development of a motivational – crash data training targeted to line officers. This will improve enforcement wave participation as well as provide the foundation of knowledge for the high-risk crash locations in their communities, ensuring effectiveness and communication with the citizenry.

Diversity

❖ GTSC conducted outreach to the eight federally recognized Indian tribes in New York State discussing ways to develop and strengthen sustainable relationships to reduce traffic-related injuries and deaths. 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 who are overrepresented in crashes. In FFY 2023, GTSC provided opportunities for grantees and partners to participate and provide input on reestablishing or making new connections with those community-based organizations in underserved communities. GTSC established their goal to create opportunities to engage with those most impacted by serious injury and fatal crashes. GTSC continues to engage New York's diverse communities and to develop a more inclusive highway safety plan.

❖ GTSC focused outreach and engagement efforts on a highly underserved area within one of the target locations. Through our partners at the New York State Department of Health (DOH), GTSC was connected with the Father Tracy Advocacy Center (FTAC) in Rochester. FTAC is a community-based assistance center where any member of the community can come in for help with housing, food, transportation, medical treatment, and addiction support. GTSC had virtual discussions with the center's leadership to discuss how to best engage with the community members. A survey was created to gauge the community's level of concern regarding traffic safety.

Impaired Driving

❖ Four DRE Schools were held in FFY 2023, adding seventy-four new DREs. This increases the total number of DREs in New York State to 455. In addition, 482 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 2023. All the state's 455 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. 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.

❖ To date, GTSC has conducted reviews of 58 County STOP-DWI programs in New York State.

❖ The New York Oral Fluid working group continued its efforts this year. This group consists of GTSC, NYSP and NYC OCME Toxicology Labs, DCJS, NYPD, ITSMR, NYPTI, Albany, Nassau, Suffolk, and New York County District Attorney's Offices. The group identified two subsets of oral fluid testing. The first is oral fluid testing for evidence collection. This consists of an initial pilot program under way within the New York State Police (NYSP) toxicology lab to use evidential oral fluid to replace blood draws and urine samples. The testing is being administered by New York State Police (NYSP) DREs. The second subset is using oral fluid testing to detect impairment at roadside stops. These are preliminary screening devices that could assist the everyday roadside officer determine if a DRE is needed. The group produced recommended guidelines for roadside oral fluid testing and continued to educate stakeholders about the benefits and limitations of oral fluid testing. The workgroup is also assisting agencies with obtaining roadside oral fluid devices.

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 the spring and summer of 2023, approximately 1,500,000 watermelons with the "Protect Your Melon" seat belt messages were distributed to retail outlets across New York State. This campaign features the promotion of seat belt use and was advertised on three different social media platforms to target those high-risk, younger drivers. In-person events with Chastain reached nearly 300 teens with Battle of the Belts activities at the Monroe County BOCES and Franklin High School in Rochester. The schools were 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 in two sessions with hundreds of participants 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 racetrack 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 125 fitting stations and 125 agencies to conduct car seat check events. These programs resulted in inspections of 13,320 car seats; 85% of these seats were found to be installed incorrectly. GTSC also approved funding for 64 Low-Income Car Seat Education & Distribution programs to help families with economic hardships obtain a free car seat.

❖ As in previous years, New York recognized Child Passenger Safety Week, September 17-23, 2023. 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. Technicians inspected a total of 66 car seats, of which only two 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, Child Passenger Safety educational materials were distributed throughout the state in support of CPS week.

❖ Twenty-four Standardized Child Passenger Safety Technician Training classes, eleven CEU update classes, three renewal courses and two Safe Travel for All Children classes were conducted, resulting in the training of over 567 technicians. 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 2,011 technicians, including 104 instructors and three instructor candidates.

❖ New York State hosted the biennial Child Passenger Safety Technical Conference, which sold out at 400 registrations and wait-listed an additional 125 technicians. A total of 393 technicians and instructors attended this conference and earned up to 6 continuing education units (CEUs) required for recertification.

❖ Two Basic Child Passenger Safety for Law Enforcement Trainings were held, reaching approximately 30 law enforcement officials.

Motorcycles

❖ From May through July 2023, GTSC promoted motorcycle awareness by geo targeting high-risk motorcycle crash locations throughout the state. Individuals who lived in Erie, Genesee, Nassau, Niagara, Queens, and Suffolk Counties were strategically exposed to interactive motorcycle awareness banners while browsing the internet; this resulted in a total of 9,309,629 ad impressions and 38,215 clicks, which redirected the individuals back to the GTSC Motorcycle Safety & Awareness webpage.

❖ In response to the motorcycle survey conducted in 2019, GTSC worked with the New York State Department of Health (DOH) to develop an updated public service announcement and new safety-based educational materials. A new PSA was filmed in 2023.

❖ Motorcycle Safety Foundation and GTSC sponsored, Ride Day, an event that provides those curious about riding a first ride experience in a controlled, low-risk, and positive environment. Motorcycle instructors provided training and safety tips. Over 100 people attended the event with 59 waivers signed and 50 people who were able to ride a motorcycle before the event was shut down early due to the weather.

❖ In FFY 2023, Motorcycle Enforcement trainings took place in the following high-risk Counties: Suffolk, Orange, Erie, Onondaga, and Warren. A total of 195 law enforcement personnel attended, representing a total of 49 different agencies.

Commercial Motor Vehicles

❖ For FFY 2023, GTSC continued to provide the updated Commercial Motor Vehicle (CMV) Law Enforcement Awareness Training initially developed in 2014 in conjunction with the New York State Association of Chiefs of Police (NYSACOP) and New York State Department of Transportation (NYSDOT). A total of 2 training classes were conducted in FFY 2023 resulting in approximately 200 officers having received the training. GTSC also 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 DOT heavy vehicle inspection details during the weeks of June 10-14, 19-23, and July 12-16, 24-28.

❖ In FFY 2023, the Trucking Association of NY (TANY) Truck Education & Safety Symposium was held on April 3-5, 2023. The symposium provided the trucking industry with a myriad of information on regulatory updates by FMCSA, NYSDOT, NYSDMV and NYSP. There were various presentations by speakers involved in the trucking industry. As has been the case in previous years, GTSC set up a booth 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

❖ GTSC continued to promote the availability of grant funding for 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 the original Pedestrian Safety Action Plan focus communities - where pedestrian-involved crashes are most prevalent - were encouraged to apply. Participating law enforcement agencies issued pedestrian safety tip cards, warning citations, and tickets for infractions by both pedestrians and drivers. Public service announcements airing during this period focused on pedestrian visibility, crosswalk use and obstructed views.

❖ As the current Pedestrian Safety Action Plan has expired, a 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.

❖ GTSC has engaged with NYC DOT partners to work together on grant-related Vision Zero activities. GTSC participated in the October 26, 2023, Vision Zero Fleet Safety Forum and will continue to work with its Vision Zero partners for the common goal of reducing serious injury and fatal crashes.

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 fourth Stay Awake! Stay Alive! PSA challenge to coincide with Sleep Awareness Week in March. Targeting high-risk younger drivers at fifteen State University and City University of New York campuses, challenge participants created 25-second videos that featured peer-to-peer engagement on the dangers of drowsy/fatigued driving. Hosting multiple virtual sessions for the student body has also been highly effective in educating and engaging students as they enlist their participation in this challenge on campus. 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 rest areas across the state.

Media and Outreach

❖ GTSC continued to air PSAs throughout 2023 via cable, broadcast, billboards, social media, and streaming television as well as broadcast and streaming radio. Traffic safety messaging covered several topics including impaired driving, distracted driving, speeding, motorcycle safety, pedestrian safety and, new in FFY 2023, e-bike safety. For FFY 2023, GTSC had an estimated 205,400 PSA spots run on cable channels, 48,400 spots run on broadcast television, and 79,313 on radio. This resulted in a combined number of 333,113 television and radio PSAs running across New York. The spots ran year-round at all times of the day, resulting in over 200 million impressions (number of views).   Streaming television delivered an additional 6 million impressions.

❖ GTSC continued to air a diverse mix of PSAs in FFY 2023. These spots focused on distracted driving ("What Kind of Driver Are You Raising?" https://vimeo.com/390997281), teen driver safety ("Go it Alone" https://vimeo.com/582140156), pedestrian safety ("See! Be Seen! https://vimeo.com/391071464) and seat belt use ("What's Your Excuse?" https://vimeo.com/582125379). NHTSA released two new PSAs this year which focused on cannabis/drugged driving. These PSAs were "retagged" by NHTSA with the GTSC logo and web address for their use. These commercials have been sent to the NYS Broadcasters Association and the Cable Telecommunications Association of NY for distribution across the State.

❖ GTSC continued its partnership with the Outdoor Advertising Foundation of New York to display its traffic safety messages on over 500 digital and traditional billboards in high-traffic areas throughout New York State.

❖ GTSC developed a brand-new PSA in FFY 2023 that addressed the emerging issue of e-bike safety. (https://vimeo.com/869255630/cf68a46115) The PSA was developed in both English and Spanish for television, radio, and digital media. The digital campaign was targeted at e-bike

users as well as adults who are considering purchasing an e-bike. The digital ads were placed on social media sites like SnapChat and TikTok in order to target a younger audience. The digital campaign ran for only 2 weeks but received over 3 million impressions.

❖ Through a partnership with the NYS Department of Motor Vehicles Communications Office, GTSC's social media messaging on Facebook, Instagram and Twitter/X GTSC generated 194,000 impressions across its social media channels.

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 Plan (HSP), 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 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. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

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 2012-2021, as well as preliminary data for 2023. The site includes reports on motor vehicle crashes statewide and by individual counties, and some data by municipalities within counties. Statewide and county reports with ticket data for 2012-2021 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, 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 2023 TSEP Projects and Activities

Evidence-based enforcement and engagement activities are included under several of the program areas in the state's HSP. Descriptions of these activities are provided below. Selected projects conducted in FFY 2023 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 the number 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 number of tickets issued for Speeding, Aggressive Driving, and Cell Phone Use/Texting violations. In FFY 2023, 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; 4,104 details were conducted in FFY 2023, up from 3,321 in FFY 2023. High-Visibility Enforcement (HVE) speed enforcement and engagement details continued to be conducted on a routine basis. The special targeted speed high-visibility enforcement and engagement campaigns conducted by the NYSP in FFY 2023 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 2023, 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 2023

The table below presents ticket data reported by police agencies that received PTS or HS-1 grants from GTSC in FFY 2023 to conduct enforcement activities. Collectively, these enforcement agencies reported issuing 217,393 tickets during grant-funded activities. The local enforcement agencies receiving PTS grants issued 24,347 of these tickets.

56,929 (57%) of the tickets issued during grant-funded activities were written for speeding violations; 50% of the tickets written during these activities were issued by the NYSP. Grantees also reported that 58,335 tickets were issued for aggressive driving and 50,192 for cell phone/texting violations during grant-funded activities in FFY 2023. A total of 11,958 tickets were issued for seat belt and child restraint violations.

TICKETS ISSUED DURING GRANT FUNDED ACTIVITIES Source: Grantee FFY 2023 Final Reports submitted to GTSC

	Speeding	Aggressive Driving	Cell Phone/ Texting	Seat Belt/Child Restraint	Other Tickets	TOTAL TICKETS
PTS Local Agency Grantees	8,494	4,321	6,546	3,273	12,465	35,099
NYS Parks & Recreation				112	137	249
Nassau Co. PD	152	1,931	79	432	3,761	6,355
Suffolk Co. PD	458	639	340	399	2,829	4,665
NYPD	3,376	27	223	375	286	4,287

NYSP	44,449	51,417	43,004	7,367	20,501	166,738
TOTAL TICKETS	**56,929**	**58,335**	**50,192**	**11,958**	**39,979**	**217,393**

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 2023, local police agencies participated in eight holiday campaigns, including the national DWI mobilizations conducted during the holiday season (12/14/22-1/1/23) and Labor Day (8/18/23-9/4/23). A total of 469 arrests comprising of 415 arrests for DWI/DWAI and 54 arrests for DWAI-Drugs were made under the STOP DWI grant for all eight campaigns.

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 New York State Police (NYSP)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 2023, the NYSP made a total of 11,158 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

GTSC continues to promote participation in the national seat belt enforcement mobilization conducted in May each year by requiring the participation of all police agencies that receive GTSC funding. All other law enforcement agencies in the state are also encouraged to participate in the national mobilization.

New York 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 the Motorcycle Safety program. GTSC along with Colonie Police Department and the State Police provide training classes to police officers that focuses on motorcycle safety by introducing law enforcement to national and state specific motorcycle enforcement issues. The police officers utilize the information learned during their general traffic enforcement initiatives throughout the year.

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 2023, the New York State Police (NYSP) and local police agencies across the state participated in the national impaired driving enforcement and engagement mobilizations during the Holiday Season (December 14, 2022-January 1, 2023) and Labor Day period (August 18-September 4, 2023). 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 New York 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 2023, 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 New York State Police (NYSP) also incorporated DREs into the details conducted by their troops.

In FFY 2023, 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 (12/14/2022 - 1/1/2023)

Results from grant-funded activities:

112 local police agencies from 36 counties participated in the National Holiday Season Mobilization that occurred December 14, 2022, through January 1, 2023. This resulted in a total of 64 DWI/DWAI arrests, 2,769 other arrests and 1,055 VTL tickets.

During the National Holiday Season Mobilization, the NYSP also conducted 24 sobriety checkpoints and 129 dedicated DWI patrols resulting in 54 DWI/DWAI-Drugs arrests. Also, during this period, 12 Underage Drinking Identification (UDI) details were conducted. Of the 161 bars and retail establishments that were checked, 10 were found to be out of compliance.

In total, there were 118 DWI and DWAI-Drugs arrests were made by NYSP and local agencies during the National Holiday Season Campaign.

National Labor Day Impaired Driving Mobilization (8/18/2023-9/4/2023)

Results from grant-funded activities:

A total of 131 local police agencies from 44 counties participated in the Labor Day Campaign, resulting in 87 DWI/DWAI arrests, 7 DWAI-Drug only arrests, 137 other arrests and 2,306 VTL summonses.

In addition to the local agencies' efforts, the New York State Police (NYSP) conducted 23 sobriety checkpoints and 175 dedicated patrols resulting in 96 DWI/DWAI-Drugs arrests. 18 UDI details were conducted on 8 bars and 230 retail locations; 31 were found to be out of compliance.

In total, 190 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 in May/June 2023. Between June 1 and July 7, 2023, 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 2023, "Operation Hang Up" was implemented in October and April to coincide with the National U Drive, U Text, U Pay campaign high-visibility pedestrian enforcement and engagement campaign. More information on these campaigns is included under the specific program areas.

FFY 2023 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 2023 Highway Safety Plan (HSP) used to track the state's progress are described below.

Core Performance Measures

New York's FFY 2023 HSP 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. This report includes the statewide seat belt use rate derived from the 2023 seat belt observation survey.

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 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 2023 HSP. New York's methodology for setting its FFY 2023 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 2019-2023 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 if warranted.

Method for Assessing Progress

In 2023 the FARS Annual Report File (ARF) for State data for the previous year was not available before the States' deadline for completing the Annual Report. Finalized 2022 crash data from New York's AIS database, then, were the most recent crash data available to assess progress toward the targets set in the FFY 2023 HSP. The most recent data for assessing progress toward New York's seat belt use rate target is the survey conducted in 2023.

For those core performance measures for which 2022 FARS data were not available, the method for assessing progress was as follows:

1. In place of FARS 5-year moving averages, AIS 5-year moving averages were calculated.

2. In place of the FARS 1% reduction targets that were set in the FFY 2023 HSP, AIS 1% reduction targets for 2019-2023 were calculated and used as substitute targets.

3. Based on the actual five-year AIS average for 2018-2022, a determination was made as to whether the substitute 2019-2023 AIS target for each measure was **met, in progress** or **not met**. If the 2018-2022 average met or exceeded the target for 2019-2023, then the target was considered likely to be "**met**". If the 2018-2022 average showed improvement or progress toward the target for 2019-2023, the target was considered to be "**in progress**". If the 2018-2022 average was part of a fluctuating pattern or a continuation of a negative trend away from the target for 2019-2023 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 those measures that were based on AIS data, the method for assessing progress was the same as in recent years: based on the actual five-year average for 2018-2022, a determination was made as to whether the average forecasted for the 2019-2023 target for each measure was **met, in progress** or **not met**. If the 2018-2022 average met or exceeded the target forecasted for the 2019-2023 average, then the target was considered likely to be "**met**". If the 2018-2022 average showed improvement or progress toward the target forecasted for the 2019-2023 average, the target was considered to be "**in progress**". If the 2018-2022 average was part of a fluctuating pattern or a continuation of a negative trend away from the target set for 2019-2023 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 HSP 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 2023 targets, the availability of 2022 AIS crash data makes it possible to estimate the final results for the targets set in the FFY 2022 HSP, also included in the table below. AIS 1% reduction targets for 2018-2022 were created as substitute targets for the FARS 1% reduction targets that were set in the FFY 2023 HSP, and results were determined based on finalized 2022 AIS crash data.

Assessment of Results in Achieving Performance Targets for FY23 and FY22									
			FY 2023				FY 2022		
Performance **Measure**	**Target Period**	**Target Year(s)**	**Target Value FY23 HSP** **FARS/ (STATE substitute)**	**Data Source*/** **FY23 Progress Results**	**On Track to Meet FY22 Target Y/N **** **(in-progress)**	**Target Year(s)**	**Target Value** **FY22 HSP** **FARS/ (STATE substitute)**	**Data Source/** **FY22 Final Result**	**Met FY21 Target Y/N**
C-1) Total Traffic Fatalities	5 year	2019-2023	1,005.4/ 977.1	2018 – 2022 STATE / 1,038.8	N	2018-2022	1,005.4/ 993.8	2017 – 2021 STATE / 1,006.4	N
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	11,086.2	2018 – 2022 STATE / 11,234.4	N	2018-2022	11,173.9	2017 – 2021 STATE / 11,145.6	Y
C-3) Fatalities/VMT	5 year	2019-2023	0.818/ 0.8	2018 – 2022 STATE / 0.898	N	2018-2022	0.818/ 0.808	2017 – 2021 STATE / 0.862	N
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY22 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2019-2023	159.0/ 190.5	2018 – 2022 STATE / 199.4	N	2018-2022	159.0/ 190.1	2017 – 2021 STATE / 194.0	N
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	294.4/ 267.1	2018 – 2022 STATE / 288.0	N	2018-2022	294.4/ 273.8	2017 – 2021 STATE / 270.4	Y
C-6) Speeding-Related Fatalities	5 year	2019-2023	300.0/ 298.4	2018 – 2022 STATE / 335.0	N	2018-2022	300.0/ 289.5	2017 – 2021 STATE / 318.6	N
C-7) Motorcyclist Fatalities	5 year	2019-2023	144.9/ 146.7	2018 – 2022 STATE / 167.0	N	2018-2022	144.9/ 141.6	2017 – 2021 STATE / 162.2	N
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2019-2023	10.1/ 9.3	2018 – 2022 STATE / 16.0	N	2018-2022	10.1/ 8.7	2017 – 2021 STATE / 12.4	N

Metric	Period	Years	Value	Comparison	Flag	Years	Value	Comparison	Flag
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	93.9/ 91.9	2018 – 2022 STATE / 95.8	N	2018-2022	93.9/ 92.1	2017 – 2021 STATE / 94.0	N
C-10) Pedestrian Fatalities	5 year	2019-2023	277.2/ 271.5	2018 – 2022 STATE / 286.4	Y	2018-2022	277.2/ 287.3	2017 – 2021 STATE / 271.0	Y
C-11) Bicyclist Fatalities	5 year	2019-2023	39.0/ 43.6	2018 – 2022 STATE / 46.2	N	2018-2022	39.0/ 39.8	2017 – 2021 STATE / 45.4	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	93.98%	2023 State survey / 94.11%	Y	2022	95.16%	2022 State survey / 91.90%	N
Persons Injured in Alcohol-Related Crashes	5 year	2019-2023	5,191.4	2018 – 2022 STATE / 4874.0	Y	2018-2022	5,409.0	2017 – 2021 STATE / 5,026.8	Y
Fatalities in Drug-Related Crashes	5 year	2019-2023	293.6	2018 – 2022 STATE / 338.2	N	2018-2022	264.9	2017 – 2021 STATE / 300.2	N
Fatal & PI Crashes Involving Cell Phone Use or Texting	5 year	2019-2023	486.5	2018 – 2022 STATE / 476.2	Y	2018-2022	487.1	2017 – 2021 STATE / 481.6	Y
Motorcyclists Injured in Crashes	5 year	2019-2023	3899.8	2018-2022 STATE / 3,823.2	Y	2018-2022	4,002.8	2017-2021 STATE / 3,837.6	Y
# of Fatal & PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties	5 year	2019-2023	1,276.1	2018-2022 STATE / 1,339.8	N	2018-2022	1,279.9	2017-2021 STATE / 1,312.0	N
Pedestrians Injured in Crashes	5 year	2019-2023	14,446.3	2018 – 2022 STATE / 13727.0	Y	2018-2022	14,990.0	2017 – 2021 STATE / 14,018.2	Y
Bicyclists Injured in Crashes	5 year	2019-2023	5,885.2	2018 – 2022	N	2018-2022	5,740.2	2017 – 2021	N

			STATE / 6,416.2				STATE / 6,118.8	
Mean # of days from crash date to date crash report is entered into AIS	Annual	2023	9.89	2023 STATE / 10.21	N	2022	16.95	2022 STATE / 9.99	Y
Percentage of crash records in AIS with no errors in the data element of Lat/Long Coordinates	Annual	2023	94.99%	2023 STATE / 74.27%	N	2022	91.99%	2022 STATE / 94.05%	Y
Percentage of crash records in AIS with no missing data in the data element of Roadway Type	Annual	2023	96.77%	2023 STATE / 85.23%	N	2022	97.71%	2022 STATE / 95.81%	N
Mean # of days from citation date to date citation is entered into TSLED database	Annual	2023	10.07	2023 STATE / 7.62	Y	2022	8.21	2022 STATE / 10.18	N
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	Annual	2023	25.85	2023 STATE / 39.29	N	2022	39.63	2022 STATE / 26.38	Y
Mean # of days from citation date to date citation is entered into AA database	Annual	2023	9.00	2023 STATE / 5.12	Y	2022	13.94	2022 STATE / 9.10	Y

*All data in the above chart unless otherwise noted, is derived from New York State Data Sources.

**The 2022 FARS data was not available for this report. The 2022 New York State AIS data was substituted. The FARS target values in blue are noted for past and future comparisons.
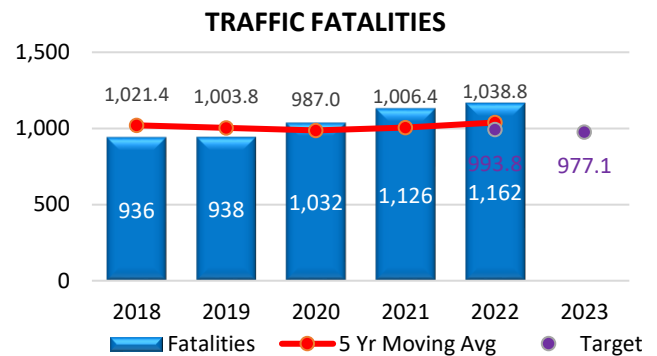
Performance Measure: C-1 Number of Traffic Fatalities (State Data)

Progress: Not Met

Performance Report:

New York's AIS data indicate that traffic fatalities in New York increased to a five-year moving average of 1,038.8 in 2022, following annual increases in 2020 and 2021. The 2022 average number shows that the AIS reduction target of 993.8 estimated for 2022 was not met; nor is the target of 977.1 for 2023 likely to be met.

Descriptions of how New York will adjust its upcoming HSP to better meet the performance targets set for several measures comprising this overall fatality measure are included in the Performance Assessment sections under the relevant program areas.

TRAFFIC FATALITIES

Source: NYS AIS / TSSR

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 number of persons seriously injured in crashes fluctuated between 2018 and 2022, increasing overall to 11,234.4 in 2022 and failing to meet the target of 11,173.9 set for 2022. The target of 11,086.2 set for 2023, is likely not to be met.

SERIOUS INJURIES IN TRAFFIC CRASHES
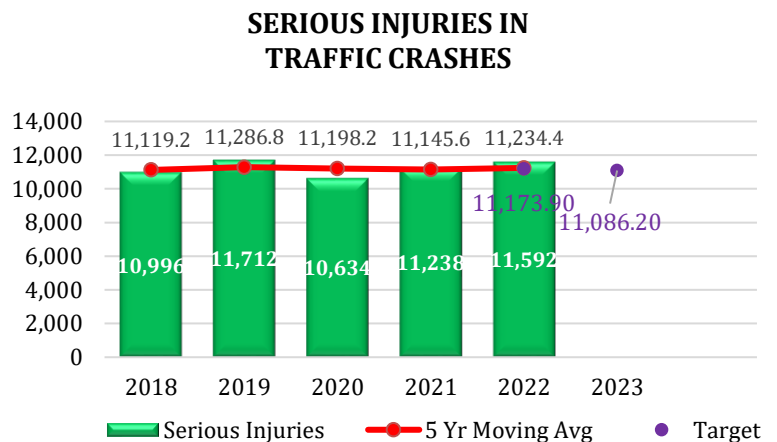
Source: NYS AIS / TSSR

Performance Measure: C-3 Fatalities/VMT (State Data, State DOT)

Progress: Not Met

Performance Report:

Based on AIS data, the statewide fatality rate increased from a five-year rolling average of 0.834 per 100 million VMT in 2020 to 0.862 in 2021 and 0.898 in 2022. These increases show that the target of 0.808 estimated for 2022 was not met, nor is the target of 0.800 estimated for 2023 likely to be met.

Descriptions of how New York will adjust its upcoming HSP to better meet the performance targets set for several measures comprising this overall fatality measure are included in the Performance Assessment sections under the relevant program areas.
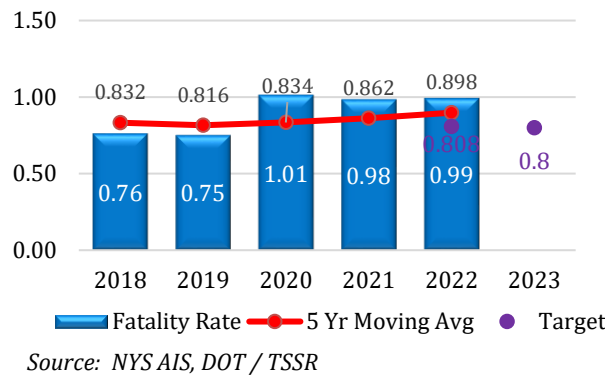
FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED

Source: NYS AIS, DOT / TSSR

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

Progress: Not Met

Performance Report:

The five-year average number of unrestrained passenger vehicle occupants killed in crashes rose from 192.4 in 2020 to 194.0 in 2021 and 199.4 in 2022, missing the target of 190.1 estimated for 2022 and making it unlikely that the target of 190.5 estimated for 2023 will be reached.

A description of how New York will adjust its upcoming HSP 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: NYS AIS / TSSR
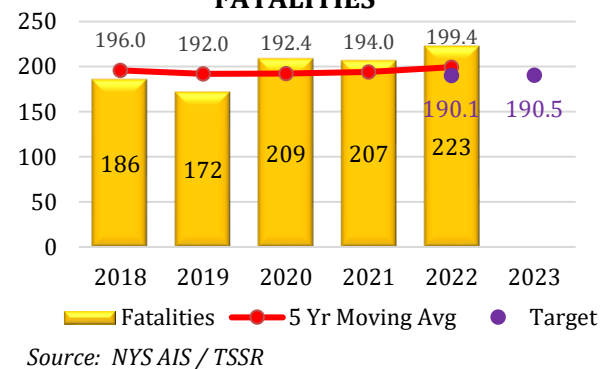
Performance Measure: C-5 Number of Alcohol-Impaired Driving Fatalities (State Data)

Target: Decrease the 5-year moving average for 2019-2023 to 267.1

Progress: Not Met

Performance Report:

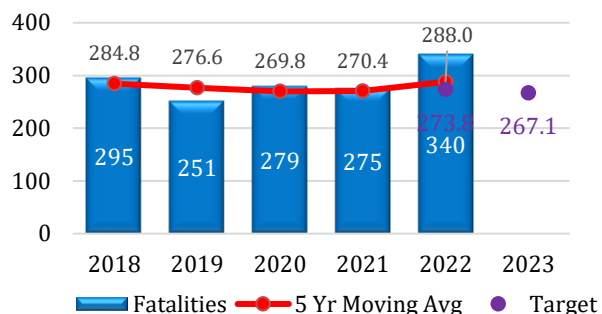Based on the most recent AIS data, alcohol-impaired driving fatalities increased slightly from a five-year moving average of 270.4 in 2021 to an average of 288.0 in 2022. This average did not meet the target of 273.8 estimated for 2018-2022 and will exceed the target of 267.1 estimated for 2019-2023.

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

ALCOHOL-IMPAIRED DRIVING FATALITIES

Year	Fatalities	5 Yr Moving Avg	Target
2018	295	284.8	
2019	251	276.6	
2020	279	269.8	
2021	275	270.4	
2022	340	288.0 / 273.8	
2023			267.1

Source: NYS AIS / TSSR

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

Progress: Not Met

Performance Report:

The five-year average for speeding-related fatalities increased in both 2021 and 2022. The 2022 average of 335.0 fell far short of the target of 289.5 estimated for 2022 and indicates that the target of 298.4 estimated for 2023 is also unlikely to be met.

A description of how New York will adjust its upcoming HSP 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

Year	Fatalities	5 Yr Moving Avg	Target
2018	267	302.4	
2019	261	292.4	
2020	372	301.4	
2021	392	318.6	
2022	383	335.0 / 289.5	
2023			298.4
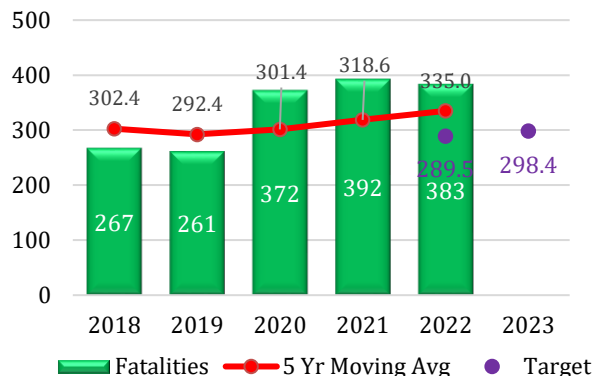
Source: NYS AIS / TSSR

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

Progress: Not Met

Performance Report:

After declining for several years, the five-year moving average for motorcyclist fatalities increased to 162.2 in 2021 and 167.0 in 2022, continuing an annual increase trend. Based on the 2022 AIS data, the five-year targets estimated for 2022 (141.6) and 2023 (146.7) were both unmet. A description of how New York will adjust its upcoming HSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Motorcycle Safety program area.

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

Progress: Not Met

Performance Report

The five-year average number of unhelmeted motorcyclist fatalities rose to 16.0 in 2022, failing to reach the target of 8.7 estimated for that year. This increase indicates that the target of 9.3, estimated for 2023, is also not going to be met.

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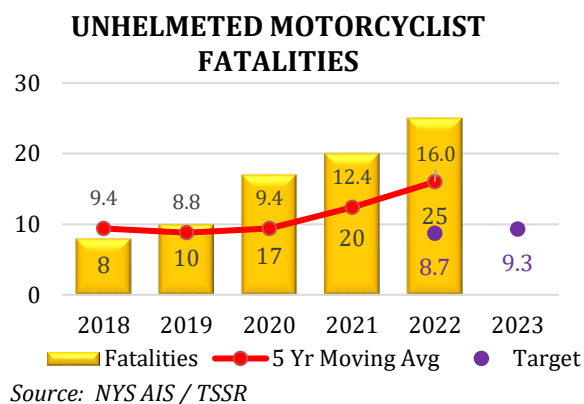
UNHELMETED MOTORCYCLIST FATALITIES

Source: NYS AIS / TSSR

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

Progress: Not Met

Performance Report:

The five-year moving average number of drivers under age 21 involved in fatal crashes increased to 95.8 in 2022. This average exceeds the target of 92.1 estimated for 2022 and shows that the target of 91.9 estimated for 2023 is not going to be met.

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

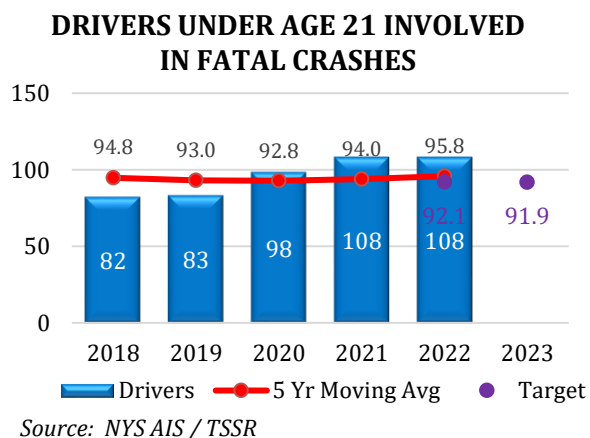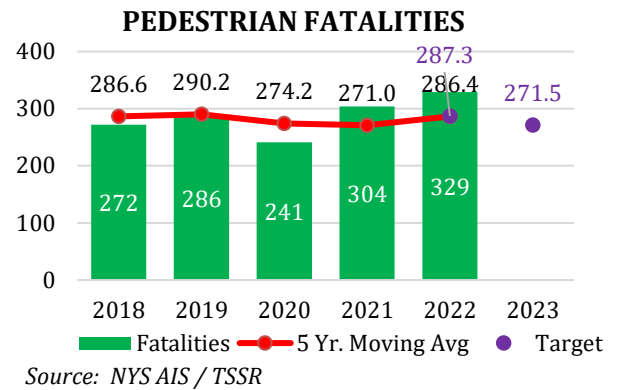**DRIVERS UNDER AGE 21 INVOLVED IN FATAL CRASHES**

Source: NYS AIS / TSSR

Performance Measure: C-10 Pedestrian Fatalities (State Data)

Progress: Met

Performance Report:

Based on AIS data, the five-year average for pedestrian fatalities in New York State fluctuated between 2018 and 2022 but declined overall. The 2018-2022 five-year average of 286.4 met and exceeded the target of 287.3 estimated for 2022 but may not meet the target of 271.5 estimated for 2023.
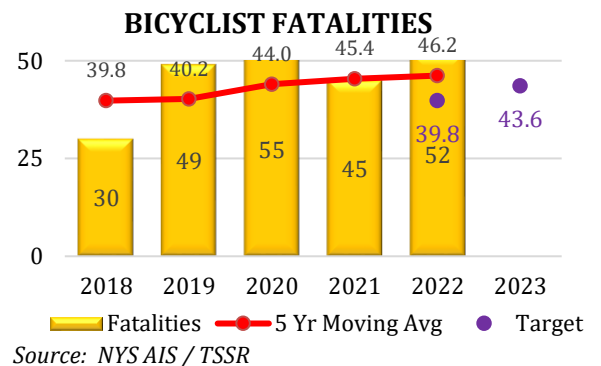
PEDESTRIAN FATALITIES

Year	Fatalities	5 Yr. Moving Avg	Target
2018	272	286.6	
2019	286	290.2	
2020	241	274.2	
2021	304	271.0	
2022	329	286.4	287.3
2023			271.5

Source: NYS AIS / TSSR

Performance Measure: C-11 Bicyclist Fatalities (State Data)

Progress: Not Met

Performance Report:

The five-year average number of bicyclist fatalities increased from 39.8 in 2018 to 45.4 in 2021 and 46.2 in 2022, missing the targets estimated for 2022 (39.8) and 2023 (43.6).

A description of how New York will adjust its upcoming HSP 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.

BICYCLIST FATALITIES

Year	Fatalities	5 Yr Moving Avg	Target
2018	30	39.8	
2019	49	40.2	
2020	55	44.0	
2021	45	45.4	
2022	52	46.2	39.8
2023			43.6

Source: NYS AIS / TSSR

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

Progress: 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 2022, the annual seat belt use rate fell slightly to 91.90%, and in 2023, the rate rose back up to 94.11%. These rates failed to reach the annual target of 95.16% set for 2022 but did meet the target of 93.98% set for 2023.

OBSERVED SEAT BELT USE

Year	Annual Rate	Target
2019	94.22%	
2020		
2021	93.24%	
2022	91.90%	95.16
2023	94.11%	93.98

Source: NYS Seat Belt Observation Surveys

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 2018 and 2022, from 5,704.0 to 5,026.8.   Based on New York's AIS data, the reduction targets of 5,409.0 set for 2022 and 5,191.4 set for 2023 were both met and exceeded.
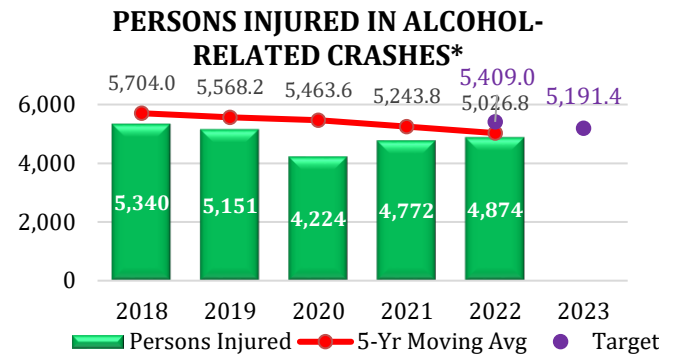
Performance Measure: Fatalities in Drug-Related Crashes (State Data)

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 338.2 in 2022, well above the targets of 264.9 and 293.6 projected for 2022 and 2023, respectively.

A description of how New York will adjust its upcoming HSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Impaired Driving program area.
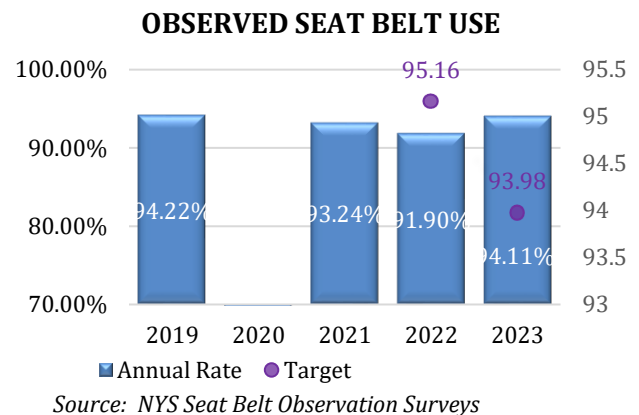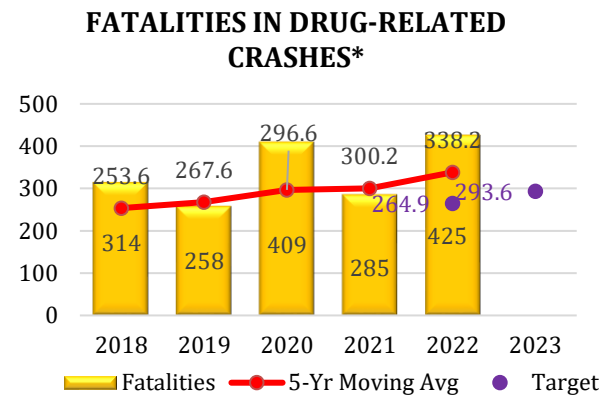
PERSONS INJURED IN ALCOHOL-RELATED CRASHES*

	2018	2019	2020	2021	2022	2023
Persons Injured	5,340	5,151	4,224	4,772	4,874	
5-Yr Moving Avg	5,704.0	5,568.2	5,463.6	5,243.8	5,026.8	
Target					5,409.0	5,191.4

*Police-reported Crashes
Source: NYS AIS / TSSR

FATALITIES IN DRUG-RELATED CRASHES*

	2018	2019	2020	2021	2022	2023
Fatalities	314	258	409	285	425	
5-Yr Moving Avg	253.6	267.6	296.6	300.2	338.2	
Target				264.9		293.6

*Police-reported Crashes
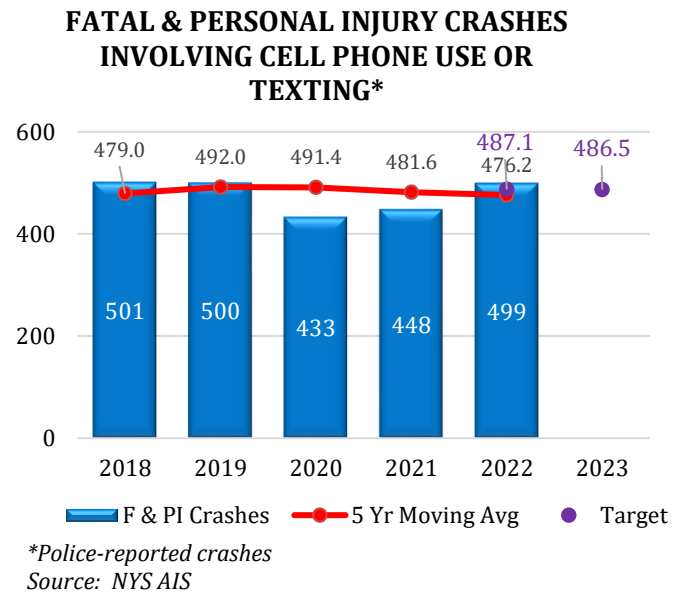*Source: NYS AIS / TSSR*

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

Progress: 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.

The five-year average number of fatal and personal injury cell phone crashes declined gradually from 2019 to 2022, from 492.0 to 476.2. This decline allowed for the target set for 2022 (487.1) to be met, and the target set for 2023 (486.5) has already been met and exceeded.

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

[Bar chart showing F & PI Crashes, 5 Yr Moving Avg, and Target]
- 2018: 501 (479.0)
- 2019: 500 (492.0)
- 2020: 433 (491.4)
- 2021: 448 (481.6)
- 2022: 499 (487.1 / 476.2)
- 2023: Target 486.5

Legend: F & PI Crashes | 5 Yr Moving Avg | Target

Police-reported crashes
Source: NYS AIS

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 2022, reaching 3,832.2. Based on this final result for 2022, the targets set for 2018-2022 (4,002.8) and 2019-2023 (3899.8) were both met and exceeded.

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. Because the five-year moving average number of these crashes

F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER VEHICLE IN HIGH-RISK COUNTIES

[Bar chart showing F&PI Crashes, 5 Yr Moving Avg, and Target]
- 2018: 1,289 (1,293.0)
- 2019: 1,263 (1,292.8)
- 2020: 1,224 (1,289.0)
- 2021: 1,446 (1,312.0)
- 2022: 1,477 (1,339.8)
- 2023: Target 1,276.1

Legend: F&PI Crashes | 5 Yr Moving Avg | Target

Source: NYS AIS / TSSR

has increased to 1,339.8 in 2022, New York is not likely to meet its target of 1,276.1 set for 2019-2023.
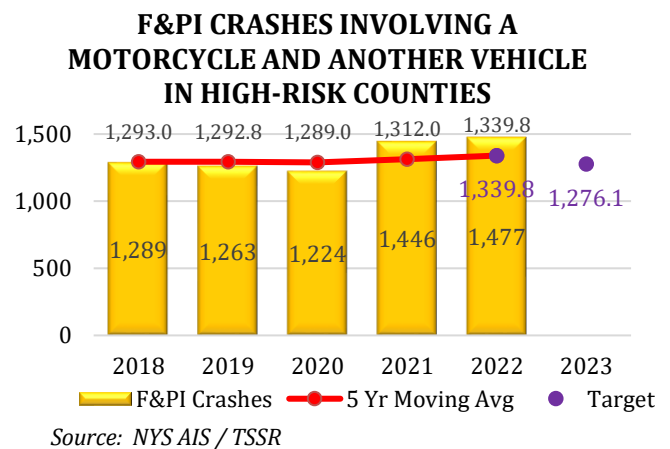
A description of how New York will adjust its upcoming HSP to better meet this performance target is included in the Performance Assessment section under the Motorcycle Safety program area.

Performance Measure: Pedestrians Injured in Crashes (State Data)

Progress: Met
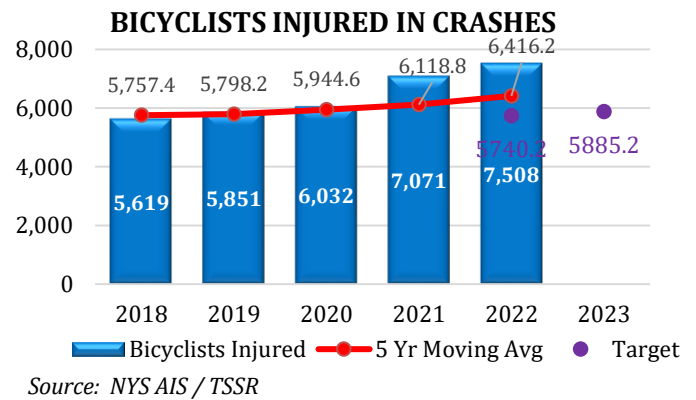
Performance Report:

Based on the state's AIS crash data, the five-year average number of pedestrians injured declined to 13,727.0 in 2022. As a result of this decrease, the targets of 14,990.0 set for 2022 and 14,446.3 set for 2023 were both met and exceeded.

Performance Measure: Bicyclists Injured in Crashes (State Data)

Progress: Not Met

Performance Report:

The number of bicyclists injured in crashes has increased each year from 2018 to 2022. The five-year average for 2018-2022 was 6,416.2, up from the 2017-2021 average of 6,118.8. Because of this increase, the target set for 2022 (5,740.2) was not met, and the target for 2023 (5,885.2) is not likely to be met.

BICYCLISTS INJURED IN CRASHES

Year	Bicyclists Injured	5 Yr Moving Avg	Target
2018	5,619	5,757.4	
2019	5,851	5,798.2	
2020	6,032	5,944.6	
2021	7,071	6,118.8	
2022	7,508	6,416.2	5740.2
2023			5885.2

Source: NYS AIS / TSSR

A description of how New York will adjust its upcoming HSP 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

Performance Report:

The target of 9.89 days set for this timeliness measure was not met. The mean number of days from the crash date to the date the crash report was entered into the AIS database increased from 9.99 days in the baseline period to 10.21 days in the performance period.

Description of How Unmet Target Will Be Addressed

In FFY 2023, NYS DMV received a no-cost extension to continue work on the *AIS Replacement* project with their vendor, Lexis Nexis, on the development, implementation, and maintenance of the new crash reporting system. The new system, CRIS, will replace the current Accident Information System. It is anticipated that CRIS will be implemented in late summer/early fall of 2024. This project is a statewide effort as many NYS and law enforcement agencies, other state agencies and organizations will need to implement system changes to transmit and/or receive crash data from the new system. A TRCC working group met in 2018-2019 to review the existing crash forms, MMUCC requirements and current agency needs for crash data. A document was developed that has been shared with the vendor, and every

effort will be made to incorporate the necessary changes. Once an adjustment period takes place, this new technology will lead to efficiency.

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

Progress: Not Met

Performance Report:

The goal of 94.99% established with regard to this accuracy measure was not met. The percentage of crash records with no errors in the critical data element of *Lat/Long Coordinates* decreased from 94.05% in the baseline period to 74.27% in the performance period (April 1, 2022-March 31, 2023).

Description of How Unmet Target Will Be Addressed

Accuracy could be further improved if all of the Traffic and Criminal Software (TraCS) police agencies used the locator tool within TraCS. Outreach and technical support will be provided to help agencies address these issues.

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

Progress: Not Met

Performance Report:

The goal of 96.77% 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 95.81% in the baseline period (April 1, 2021-March 31, 2022) to 85.23% in the performance period (April 1, 2022-March 31, 2023).

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: Met

Performance 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 decreased from 10.18 days in the baseline period (April 1, 2021-March 31, 2022) to 7.62 days in the performance period (April 1, 2022-March 31, 2023), exceeding the goal of 10.07 days set in the FFY 2023 strategic plan.

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

Progress: Not Met

Performance Report:

With regard to the TSLED disposition timeliness measure, the mean number of days between the time when the citation is adjudicated until it is entered into TSLED rose, from 26.38 days to 39.29 days, falling short of the goal of 25.85 days set in the FFY 2023 strategic plan.

Description of How Unmet Target Will Be Addressed

These entries have been completed, and it is believed that this metric will decrease and be met within the current HSP. There are workforce shortages which is also contributing to the back log and outreach and decreased education support.

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

Progress: Met

Performance Report:

With respect to the timeliness of the Administrative Adjudication citation data, the goal of 9.0 days was also met. The decrease from 9.10 days in the baseline period to 5.12 days in the performance period surpassed the goal of 9.0 days.

Assessment of Progress Summary

The top priorities for New York's FFY 2023 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 2023 HSP for the core performance measures, as well as the additional measures, were set for the five-year moving averages forecasted for 2019-2023. Based on the status of 2018-2022 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 two of the eleven core performance targets estimated with AIS data that were originally set with FARS data in the FFY 2023 HSP, and the one core performance target originally set with AIS data. Based on the five-year moving averages for 2018-2022, the core measures that are likely to meet or surpass the 2023 targets are the following:
- C-10) Pedestrian Fatalities

Targets for 2023 are also likely to be exceeded in four of New York's non-core performance measures:
- Persons Injured in Alcohol-Related Crashes
- Motorcyclists Injured in Crashes
- Pedestrians Injured in Crashes
- Fatal & PI Crashes Involving Cell Phone Use or Texting

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 2018-2022 average are considered to be "in progress". For the targets set in the FFY 2023 HSP, 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 HSP to better meet these performance targets:

- C-1) Total Traffic Fatalities
- C-3) Fatalities/VMT
- C-4) Unrestrained Passenger Vehicle Occupant Fatalities
- C-5 Number of Alcohol-Impaired Driving Fatalities
- C-6) Speeding-Related Fatalities
- C-7) Motorcyclist Fatalities
- C-8) Unhelmeted Motorcyclist Fatalities
- C-9) Drivers Age 20 or Younger Involved in Fatal Crashes
- C-11) Bicyclist Fatalities
- B-1) Observed Seat Belt Use for Passenger Vehicles (2022 data)
- Fatalities in Drug-Related Crashes
- 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 2023

A-1   Number of seat belt citations issued during grant-funded enforcement activities: 11,958.

A-2   Number of impaired driving arrests made during grant-funded enforcement activities: 932.

A-3   Number of speeding citations issued during grant-funded enforcement activities: 56,929.

IMPAIRED DRIVING

For the Annual Report in FFY 2023, AIS data was used to estimate alcohol-impaired driving fatality rates for 2018-2022. Based on AIS alcohol-impaired driving fatalities and NYS DOT VMT data, the impaired driving fatality rate was 0.24 in 2021 and 0.29 in 2022. Because New York's rate is below 0.30, the state qualifies for federal Section 405d impaired driving grant funds as a low-range state.

IMPAIRED DRIVING FATALITY RATES PER 100M VMT

Year	Rate
2018	0.24
2019	0.20
2020	0.27
2021	0.24
2022	0.29
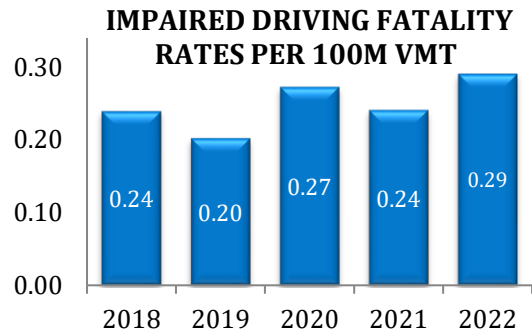
Source: NYSAIS, FHWA

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.

As the organization responsible for overseeing the STOP-DWI program, the Governor's Traffic Safety Committee (GTSC) is able 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.

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

NEW YORK STATE OF OPPORTUNITY. | Governor's Traffic Safety Committee
6 EMPIRE STATE PLAZA • ALBANY, NY 12228 • SafeNY.ny.gov
Grant Funding October 1, 2022 – September 30, 2023

New York State STOP-DWI
High Visibility Engagement Campaigns 2022-2023

HALLOWEEN:	October 29 – October 31, 2022
THANKSGIVING:	November 23 – November 27, 2022
HOLIDAY SEASON (NATIONAL):	December 14 - January 1, 2023
SUPER BOWL:	February 10 - February 13, 2023
ST. PATRICK'S DAY:	March 16 - 19, 2023
DRUGGED DRIVING AWARENESS:	3pm April 20 – 3am April 21, 2023
MEMORIAL DAY:	May 26 - 30, 2023
JULY 4TH:	July 1 - 5, 2023
DRUGGED DRIVING AWARENESS:	3pm July 10 – 3am July 11, 2023
LABOR DAY (NATIONAL):	August 18 - September 4, 2023

Since STOP-DWI is self-sustaining, GTSC can 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.

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.

In FFY 2023, 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 "The Role of Prescription Drugs in Multi-Substance Impairment," "Communicating to Prevent DWI in NYS," "The Delta Variant," and "From Over-the-Counter: The Role of Prescription Drugs in Impaired Driving." Attendees at these training sessions included STOP-DWI Coordinators, educators, police officers, probation officers, District Attorneys, Public Defenders, emergency service personnel, and treatment professionals.

Law enforcement training programs to address drug-impaired driving also continued to be a priority. In FFY 2023, in an effort to train the maximum number of officers, several sixteen-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) programs were conducted around the state.

The much more intensive three-week Drug Recognition Expert (DRE) Certification Program was conducted in October 2022, February, April, June 2023; 74 new DREs were trained and certified. A total of 455 DREs are now deployed across the state.

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 2023. 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 target set for the measure related to alcohol-related injuries was met, but measure for fatalities was not 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 2023

❖ **Alcohol-Impaired Driving Fatalities: Decrease the 5-year moving average for 2019-2023 to 267.1.**
This target was not met. Based on NYS/AIS data, the five-year moving average for impaired driving fatalities increased to 288.0 in 2022, falling short of the target of 273.8 estimated for 2022 and the target of 267.1 estimated for 2023.

❖ **Persons Injured in Alcohol-Related Crashes: Decrease the 5-year moving average for 2019-2023 to 5,191.4.**
This target was met. The five-year moving average number of persons injured in alcohol-related crashes declined to 4,874.0 in 2023, exceeding the reduction target of 5,409.0 set for 2022 and the target of 5,191.4 set for 2023.

❖ **Fatalities in Drug-Related Crashes: Decrease the 5-year moving average for 2019-2023 to 293.6.**
This target was not met. The five-year moving average for these fatalities increased to 338.2 in 2022, well above the targets of 264.9 set for 2022 and 293.6 set for 2023.

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

The five-year average number of drugged driving fatalities increased steadily over the five-year period 2018-2022. In addition, there is concern over the proportions of the state's yearly fatalities that are drug-related (28%, 40%, 25%, and 37% in 2019, 2020, 2021, and 2022 respectively, compared to 24% in 2015).

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 okay 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. 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 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 developed an online survey to replace the in-person survey used through 2019. The survey was posted on the DMV website each year beginning in 2020, with a newly revised version posted in June-September 2023.

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

When planning an outing, knowing that alcohol or legal or illegal drugs will be consumed, how often do you rely on a ride service such as Uber, Lyft, or a taxi for transportation?

	2023
Regularly	22.7%
Fairly often	6.7%
A few times	9.8%
Just once	1.7%
Never	23.8%
N/A	35.3%

In the past 30 days, how often have you driven within an hour after drinking alcohol?

	2023
Regularly	1.5%
Fairly often	1.3%
A few times	8.6%
Just once	5.4%
Never	67.8%
N/A	15.4%

What do you think the chances are of someone getting arrested if they drive while impaired by alcohol?

	2023
Very Likely	40.7%
Likely	35.0%
Neither Likely nor Unlikely	14.4%
Unlikely	6.8%
Very Unlikely	3.1%

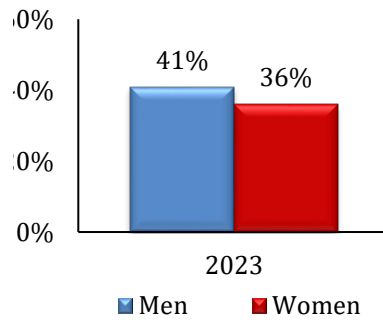*Source: Driver Behavior Survey*

- 41% of the survey respondents in 2023 said they rely on a ride service for transportation at least once, when they plan an outing where alcohol or drugs will be consumed. 24% said they never do so, and the remaining 35% said the question does not apply to them.
- 17% of those surveyed in 2023 said that in the past 30 days, they had driven within an hour after drinking alcohol at least once.
- 76% of the respondents in 2023 thought a driver is "very likely" or "likely" to be arrested for driving while impaired by alcohol.

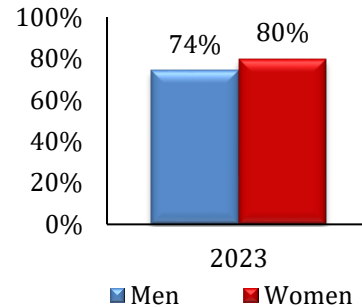**HAVE DRIVEN WITHIN AN HOUR AFTER DRINKING IN PAST 30 DAYS, BY GENDER**
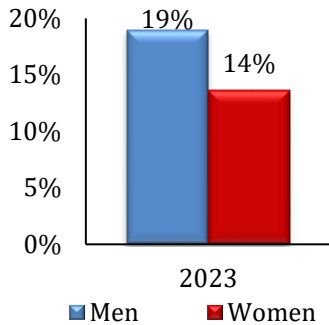
Source: Driver Behavior Survey

RELY ON A RIDE SERVICE FOR ALCOHOL/DRUG OUTINGS, BY GENDER

Source: Driver Behavior Survey

PERCEPTION THAT A DRINKING DRIVER IS "VERY LIKELY" OR "LIKELY" TO BE ARRESTED, BY GENDER
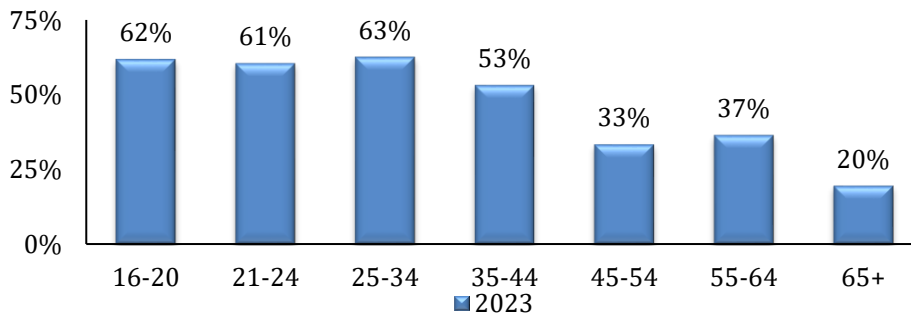

Source: Driver Behavior Survey

Differences by Gender

- 41% of the men surveyed in 2023 and 36% of the women said they rely on a ride service for transportation, when they plan an outing where alcohol or drugs will be consumed.
- 19% of men in 2023 and 14% of women reported that they had driven within an hour after drinking alcohol at least once in the past 30 days.
- Women are more likely than men to perceive a risk of arrest for drinking and driving.
- In 2023, 74% of men and 80% of women surveyed thought that it is "very likely" or "likely" that someone would get arrested if they drive while impaired by alcohol.

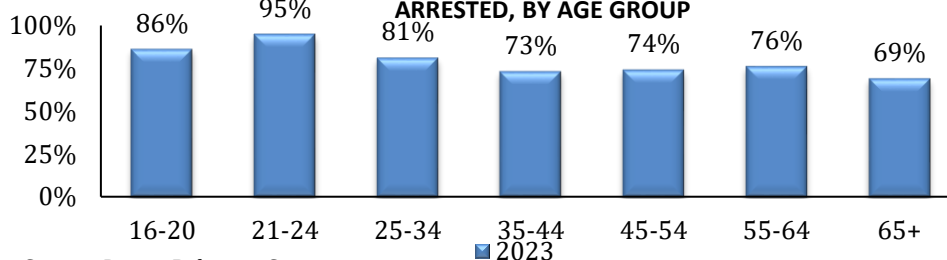## Differences by Age

RELY ON A RIDE SERVICE FOR ALCOHOL/DRUG OUTINGS, BY AGE GROUP
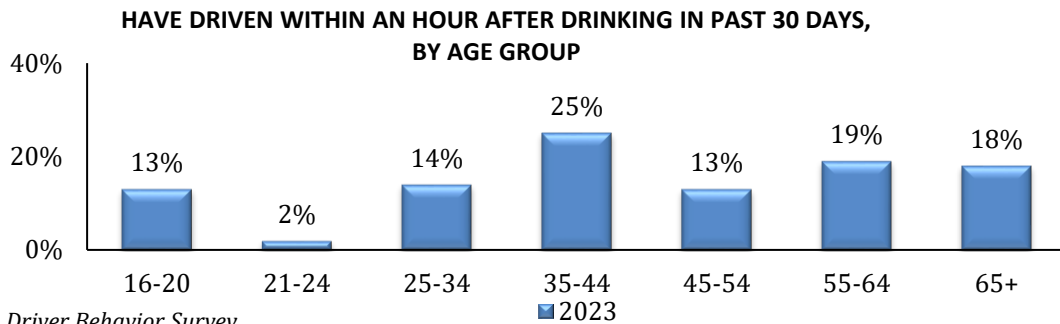

Source: Driver Behavior Survey

PERCEPTION THAT A DRINKING DRIVER IS "VERY LIKELY" OR "LIKELY" TO BE ARRESTED, BY AGE GROUP

Source: Driver Behavior Survey

HAVE DRIVEN WITHIN AN HOUR AFTER DRINKING IN PAST 30 DAYS, BY AGE GROUP

Source: Driver Behavior Survey

- Over 10% of drivers under 21 reported that they drove within an hour after drinking alcohol at least once in the past 30 days. However, there is still a large percentage of adult drivers who report driving after drinking with the largest group being in the 35-44 age group (25%), followed by the 55-64 age group (19%) and 65 and older groups (each 18%).
- These number do not reflect the impression that most respondents reported thinking a driver is "very likely" or "likely" to be arrested for driving while impaired by alcohol.

Differences by Race/Ethnicity

New York's 2023 annual survey of drivers again included two separate questions to collect the self-identified ethnicities and races of the drivers surveyed. These questions follow those used in the 2020 U.S. Census:

1. ***Are you of Hispanic origin?***
- Yes
- No

2. ***What is your race? Mark one or more boxes.***
- White
- Black or African American
- Asian
- American Indian or Alaska Native
- Native Hawaiian or Other Pacific Islander
- Some other race

The Hispanic population of drivers, which includes people of any race, made up 10.3% of the 1,011 survey respondents. Among those who answered that they were not Hispanic, responses fell into the following categories: Asian (2.5%), Black or African American (6.7%), White (72.7%), Some other race (4.8%) and Multiple races (3.0%), where Some other race includes those who selected American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander, or Some other race. The following passages discuss responses to individual questions in terms of these categories.

- In 2023, Hispanic drivers were most likely to respond that they rely on a ride service for transportation at least once, when they plan an outing where alcohol or drugs will be consumed (59%), followed by Multiple races (50%) and Black and Some other race drivers (49%).
- White and some other race drivers were most likely to report that they drove within an hour after drinking alcohol at least once in the past 30 days in 2023 (18%), followed by Asian drivers (16%). Black drivers and drivers of multiple races were least likely to report this behavior (10%).

- In 2023, 88% of Asian respondents and 81% of Hispanics reported thinking a driver is "very likely" or "likely" to be arrested for driving while impaired by alcohol, compared to 67% of those identifying as Some other race or Multiple races, 72% of Black drivers, and 76% of White drivers.

Drugs and Driving

In the past 30 days, how often have you driven within two hours after using cannabis?

	2023
Regularly	1.9%
Fairly often	0.7%
A few times	2.0%
Just once	1.1%
Never	62.9%
N/A	31.5%

In the past 30 days, how often have you driven after using legal, illegal, or prescription drugs that can impair your ability to safely operate a motor vehicle?

	2023
Regularly	2.0%
Fairly often	0.6%
A few times	1.7%
Just once	1.7%
Never	71.4%
N/A	22.7%

What do you think the chances are of someone getting arrested if they drive while impaired by cannabis?

	2023
Very Likely	25.1%
Likely	22.5%
Neither Likely nor Unlikely	23.3%
Unlikely	18.0%
Very Unlikely	11.1%

What do you think the chances are of someone getting arrested if they drive while impaired by legal, illegal, or prescription drugs?

	2023
Very Likely	25.5%
Likely	27.9%
Neither Likely nor Unlikely	23.4%
Unlikely	16.1%
Very Unlikely	7.0%

Do you think cannabis negatively affects a driver's ability to drive safely?

	2023
A great deal	62.1%

A moderate amount	31.4%
Not at all	6.5%

Are you aware of the effects of your prescription medications on your ability to drive?

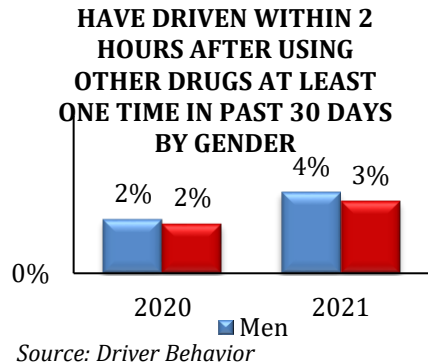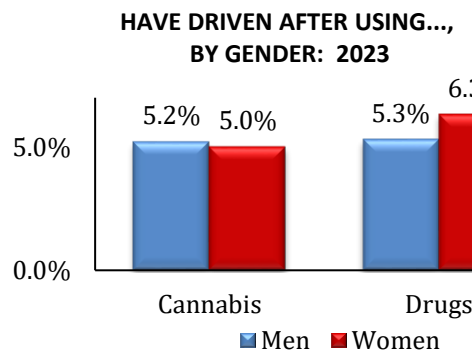|	**2023**
Yes	77.0%
No	5.2%
N/A	17.8%

Source:
Driver Behavior Survey

- As compared to alcohol, less respondents surveyed reported to have driven within 2 hours after using cannabis use or that they had driven after using legal, illegal, or prescription drugs that can impair their ability to drive.
- There is a steep decline in respondents perception of likelihood of arrest. Only 48% reported that they thought it "very likely" or "likely" that someone would get arrested for driving while impaired by cannabis; and 54% thought it "very likely" or "likely" that someone would get arrested if they drive while impaired by legal, illegal or prescription drugs. This is a sharp decline compared to the 76% when asked the same question of alcohol.
- However, most reported that they believed cannabis negatively affects a driver's ability to drive safety "a great deal" or "a moderate amount."
- In 2023, 77% of the drivers surveyed reported that they were aware of the effects of their prescription medications on their ability to drive. 5% were not aware, and 18% reported that the question did not apply to them.
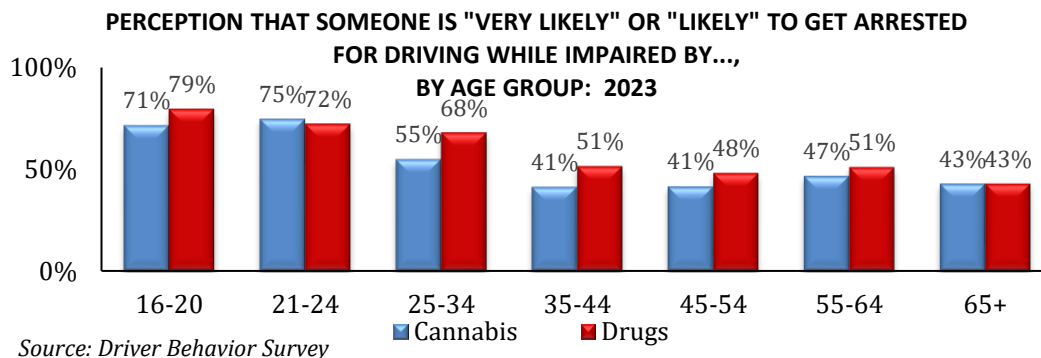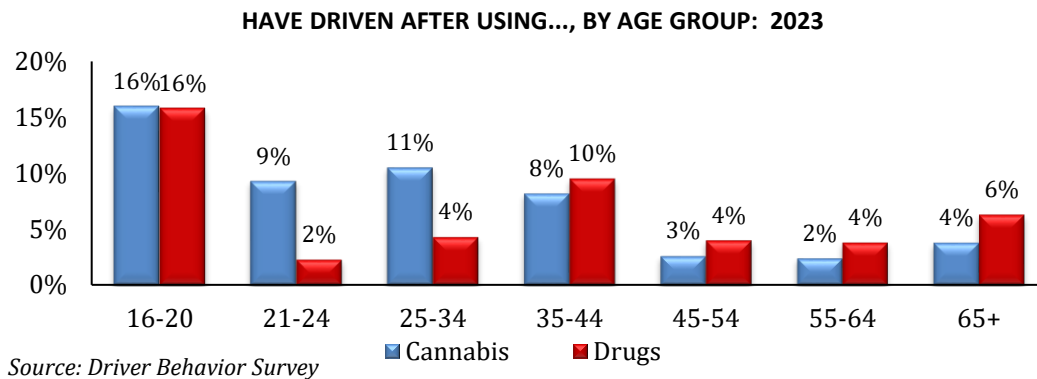
Differences by Gender

- Men surveyed in 2023 were more likely the women to rely on a ride service for transportation, when they plan an outing where alcohol or drugs will be consumed.

HAVE DRIVEN AFTER USING…, BY GENDER: 2023

5.2% 5.0% 5.3% 6.3%

Cannabis	Drugs

■ Men ■ Women
Source: Driver Behavior Survey

HAVE DRIVEN WITHIN 2 HOURS AFTER USING OTHER DRUGS AT LEAST ONE TIME IN PAST 30 DAYS BY GENDER

2% 2% 4% 3%

2020	2021

■ Men
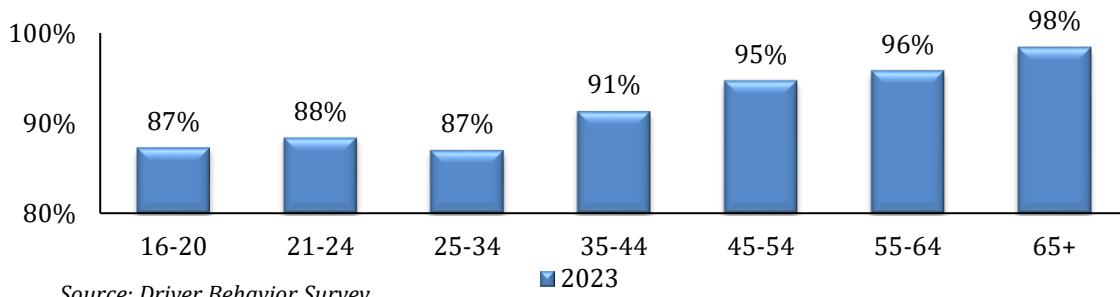*Source: Driver Behavior*

- Women were less likely than men to report that they had driven within an hour after drinking alcohol at least once in the past 30 days.
- Women are more likely than men to perceive a risk of arrest for drinking and driving.
- Both men and women surveyed thought that it is "very likely" or "likely" that someone would get arrested if they drive while impaired by alcohol.

Differences by Age

HAVE DRIVEN AFTER USING…, BY AGE GROUP: 2023

Chart data (Cannabis / Drugs):
- 16-20: 16% / 16%
- 21-24: 9% / 2%
- 25-34: 11% / 4%
- 35-44: 8% / 10%
- 45-54: 3% / 4%
- 55-64: 2% / 4%
- 65+: 4% / 6%

Source: Driver Behavior Survey

PERCEPTION THAT SOMEONE IS "VERY LIKELY" OR "LIKELY" TO GET ARRESTED FOR DRIVING WHILE IMPAIRED BY…, BY AGE GROUP: 2023

Chart data (Cannabis / Drugs):
- 16-20: 71% / 79%
- 21-24: 75% / 72%
- 25-34: 55% / 68%
- 35-44: 41% / 51%
- 45-54: 41% / 48%
- 55-64: 47% / 51%
- 65+: 43% / 43%

Source: Driver Behavior Survey

- In 2023, larger proportions of drivers in the age groups under 45 reported driving within 2 hours after using cannabis at least once in the past 30 days. In these groups the proportions ranged from 16% of drivers ages 16-20 to 8% of those ages 35-44.
- Drivers in the younger age groups surveyed in 2023 were also more likely to report driving after using legal, illegal or prescription drugs that can impair their ability to drive safely. 2% to 16% of drivers in the age groups under 45 reported this behavior.
- In 2023, drivers ages 45 and older were less likely than those under 45 to report driving within 2 hours after using cannabis (2-4%) and driving after using potentially impairing drugs (4-6%).
- Among the age groups surveyed in 2023, more drivers under 35 thought that someone was "very likely" or "likely" to get arrested if they drive while impaired by cannabis (71% of those ages 16-20, 75% of those 21-24, and 55% of those 25-34). Fewer drivers in the older age groups had this perception (41%-47% of those ages 35 and older).
- Similarly, larger proportions of the drivers under 35 surveyed in 2023 reported thinking that it was "very likely" or "likely" for someone to get arrested if they drive while impaired by legal, illegal or prescription drugs (79% of those ages 16-20, 72% of those 21-34, and 68% of those 25-34). Drivers in the older age groups were less likely to think so (43%-51% of drivers ages 35 and older).

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

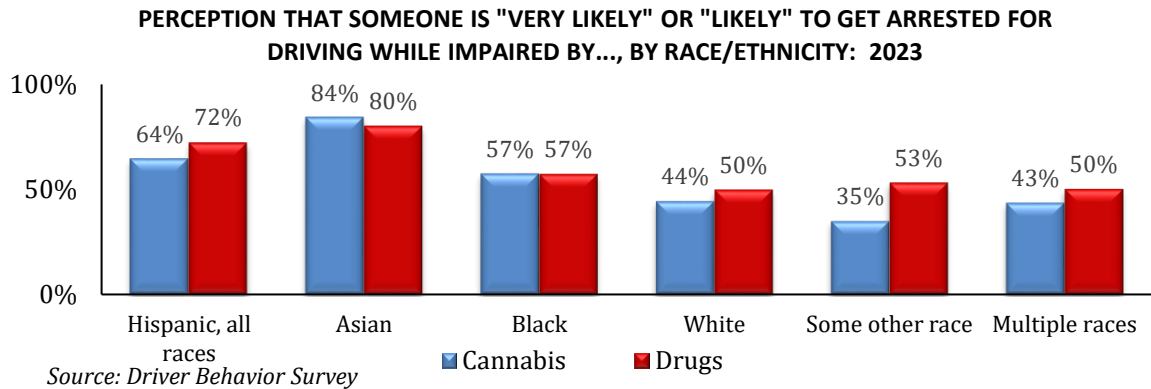*Source: Driver Behavior Survey*

AWARENESS OF THE EFFECTS OF MEDICATIONS ON ABILITY TO DRIVE, BY AGE GROUP
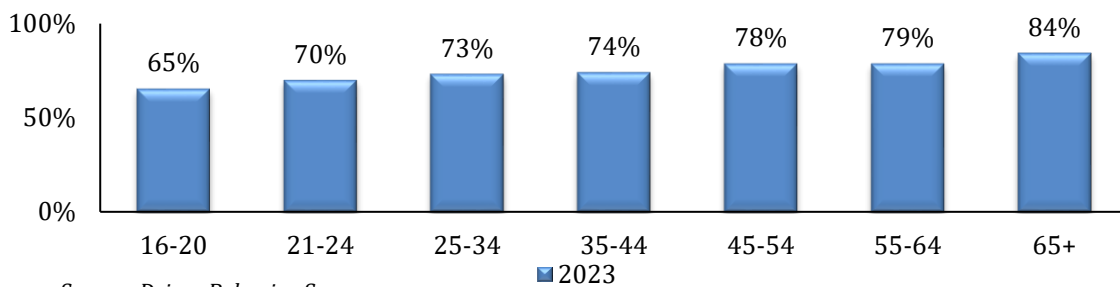
Source: Driver Behavior Survey

- 87% of the 16-20-year-old drivers surveyed in 2023 responded that they thought using cannabis negatively affects a driver's ability to drive safely "a great deal" or "a moderate amount." Drivers ages 45 and older were most likely to respond this way (95-98%).
- In 2023, drivers ages 65 and older were most likely to be aware of the effects of their prescription medications on their ability to drive (84%) and the least likely to answer "N/A" (13%), while drivers under 35 were least likely to have this awareness (65-73%) and the most likely to answer "N/A" (19-26%).

Differences by Race/Ethnicity

PERCEPTION THAT SOMEONE IS "VERY LIKELY" OR "LIKELY" TO GET ARRESTED FOR DRIVING WHILE IMPAIRED BY..., BY RACE/ETHNICITY: 2023

A bar chart showing Cannabis (blue) and Drugs (red) percentages by race/ethnicity:
- Hispanic, all races: Cannabis 64%, Drugs 72%
- Asian: Cannabis 84%, Drugs 80%
- Black: Cannabis 57%, Drugs 57%
- White: Cannabis 44%, Drugs 50%
- Some other race: Cannabis 35%, Drugs 53%
- Multiple races: Cannabis 43%, Drugs 50%

Source: Driver Behavior Survey

- In 2023, larger proportions of Black drivers and Some other race and Multiple race drivers reported driving within 2 hours after using cannabis at least once in the past 30 days (13%, 12% and 13%, respectively).
- In 2023, Black and Hispanic drivers were more likely to report driving after using legal, illegal or prescription drugs that can impair their ability to drive safely. 11% of Hispanic, and 12% of Black drivers reported this behavior.
- In 2023, White drivers were least likely to report driving within 2 hours after using cannabis (4%), and also were least likely to report driving after using potentially impairing drugs (5%).
- Among the race/ethnicity groups surveyed in 2023, more Asian and Black drivers thought that someone was "very likely" or "likely" to get arrested if they drive while impaired by cannabis (64% and 84%, respectively). Fewer Multiple race drivers (43%) and Some other race drivers (35%) had this perception.

Similarly, larger proportions of the Hispanic and Asian drivers surveyed in 2023 reported thinking that it was "very likely" or "likely" for someone to get arrested if they drive while impaired by legal, illegal or prescription drugs 72%, and 80% respectively). Drivers who identified as White and Multiple race were less likely to think so (50%, each).

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

A bar chart showing 2023 percentages by race/ethnicity:
- Hispanic, all races: 89%
- Asian: 92%
- Black: 88%
- White: 96%
- Some other race: 80%
- Multiple races: 83%
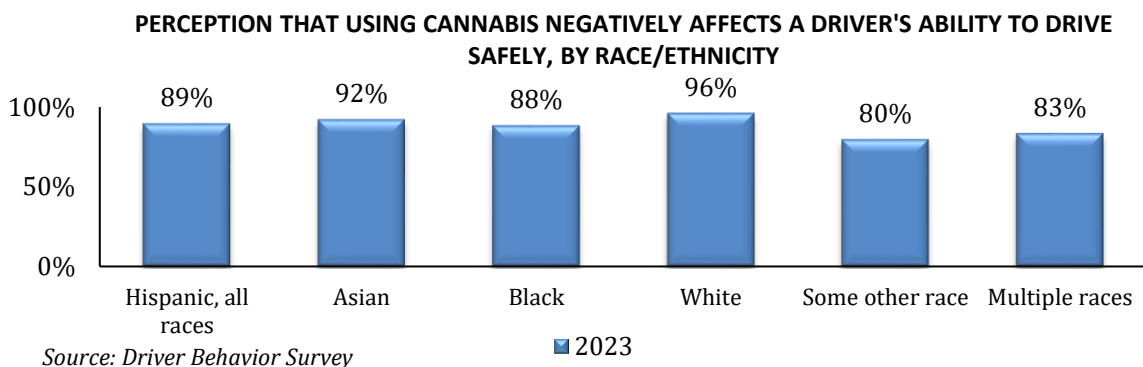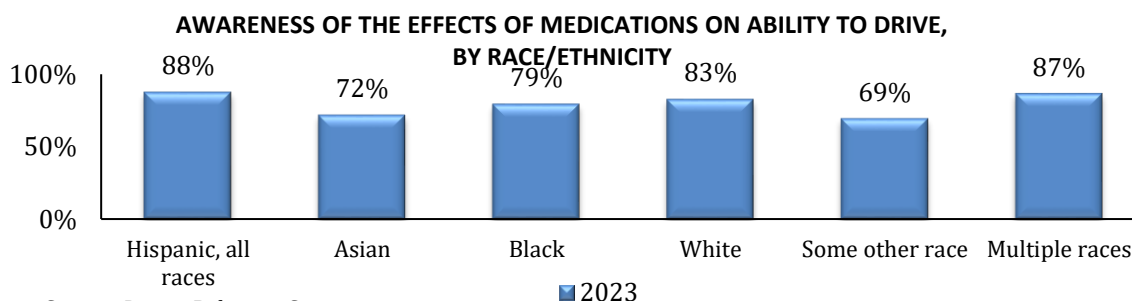
Source: Driver Behavior Survey

96% of the White drivers and 92% of the Asian drivers surveyed in 2023 responded that they thought using cannabis negatively affects a driver's ability to drive safely "a great deal" or "a moderate amount."

In 2023, Hispanic and Multi-racial drivers were most likely to be aware of the effects of their prescription medications on their ability to drive (88% and 87%), while Asian and Some other race drivers were least likely to have this awareness (72% and 69%).

IMPAIRED DRIVING PROJECTS AND ACTIVITIES FUNDED IN FFY 2023

AWARENESS OF THE EFFECTS OF MEDICATIONS ON ABILITY TO DRIVE, BY RACE/ETHNICITY

Hispanic, all races	Asian	Black	White	Some other race	Multiple races
88%	72%	79%	83%	69%	87%

■2023

Source: Driver Behavior Survey

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 2023 HSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2023 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 2023, 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 2023, the STOP-DWI coordinators in each county were asked to develop multi-agency operations utilizing saturation patrols and checkpoints involving their local DREs. Grant funds aided in this effort as counties were eligible to be reimbursed for DRE call-outs throughout the project 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 targeted saturation patrols and checkpoints, each enforcement detail required the onsite availability of a certified DRE.

Counties tailored their efforts during the high-visibility enforcement and engagement periods to accommodate available enforcement personnel and activities significant to their community.

During each High Visibility Engagement Campaign, STOP-DWI created and shared social media posts and each county engaged their community with a variety of ideas that were also shared with other counties. Most counties shared messaging on social media (Facebook, Instagram, Twitter/X), with media releases that were posted online, published in newspapers and shared as radio public service announcements. Previously developed items that promote the mobile app and message to 'have a plan' were also distributed and displayed during each event. Locations included police department lobbies, government buildings, hospital waiting rooms, DMV, career centers, mental health offices, offices for the aging, bars and restaurants, libraries, college student centers, grocery stores, gas stations, and other point-of-purchase locations.

Some of the unique community engagement ideas included: participating in community parades and festivals, conducting community and school presentations during HVEC times, messaging on fire department electronic message boards, distribution of cards with educational messages relating to cannabis and drugged driving.

Additional activities included snack & chat with school nurses to provide information and answer questions relating to impaired driving, advertising in county fair magazines, banners posted on busy roads, "Have a Plan" messaging displayed at locations where first responders were training with jaws of life, billboards, mock crash presentations, presence at: prom panels, victim seminars, youth leadership conference, traffic safety fairs, high school events, sports and entertainment venues.

The results reported for the local police agency grant-funded high-visibility enforcement and engagement campaign initiatives in FFY 2023 are as follows:

High-Visibility Enforcement & Engagement Campaigns	Counties	Agencies	DWI/DWAI Arrests	DWAI Drug-only Arrests	Other Arrests	V&T Summonses
Halloween: 10/29-31/2022	28	62	10	1	30	420
Thanksgiving: 11/23-27/2022	32	104	35	14	49	908
Holiday Season National Mobilization: 12/14/22-1/1/23	36	112	60	4	69	1,055
Super Bowl: 2/10-13/2023	29	87	26	5	52	830

St. Patrick's Day: 3/16-19/2023	43	140	86	6	unavailable	unavailable
Drugged Driving Awareness (420): 4/20/23	20	39	10	3	23	238
Memorial Day: 5/26-30/2023	43	115	54	12	62	1,260
July 4th: 7/1-5/2023	41	107	47	2	47	1,184
Labor Day National Mobilization: 8/18/23-9/4/23	44	131	87	7	137	2,306

In addition, there were a total of 305 requests for a DRE call-out during the grant cycle. Of the 305 evaluations conducted, 253 resulted in arrests. The arrests were for multiple penal law and vehicle and traffic law (VTL) violations. For example, there were 253 individuals arrested for VTL 1192.4, driving while ability impaired by drugs.; of which 53 arrests were for both alcohol and drugs; 6 were for alcohol violations only. 39 had additional violations of for VTL 511, aggravated unlicensed operation of a Vehicle; and 43 were also charged with penal law section 220 criminal possession of a controlled substance.

Last Drink and Arrest Location

DCJS and the NYSP make information available on the last location where an arrested impaired driver drank, as well as the location of the arrest, to all STOP-DWI programs throughout the state. The data 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 cooperative programs with establishments with liquor licenses that can prevent patrons from being overserved and, potentially, driving from the establishment in an impaired condition. This information also provides an invaluable tool to law enforcement in their targeted impaired driving enforcement efforts.

DCJS Impaired Driver Training and Technology Program

With funding provided to DCJS through a GTSC grant, a total of 631 evidential breath test devices were repaired and/or certified on-site (and an additional 407 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 350 police agencies statewide on a bi-monthly basis for use in their evidential breath test programs.

In FFY 2023, DCJS Office of Public Safety (OPS) staff administered, facilitated, documented and/or oversaw the training of 4,072 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, 1,090 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 5,162 municipal law enforcement officers across the state during FFY 2023.

Prosecution and Adjudication of DWI Offenders

During FFY 2023, the New York Prosecutors Training Institute (NYPTI) provided training to prosecutors and law enforcement officers on a variety of topics including how to enhance prosecutors' jury selection and trial skills in DWI and impaired driving cases throughout New York State. Specific topics included jury selection in DWI cases against the backdrop of generational and cultural shifts, post-COVID realities and criminal justice reforms, as well as the process of a Drug Recognition Expert (DRE) Evaluation, witness preparation, direct-examination, cross-examination of defense experts, and giving an ethical and compelling closing argument. Trial preparation between officers and prosecutors was also covered, tying in NY's Discovery Laws. Most of the live, in-person training sessions were recorded to make them available for Continuing Legal Education credit for those unable to attend the live course. In addition, NYPTI continued providing some training courses virtually. These were also recorded and are available through NYPTI's online CLE training platform.

As part of this project, NYPTI continued to assist New York State district attorneys' offices with impaired driving prosecutions. Hundreds of prosecutors are trained annually and have access to information from NYPTI via a statewide listserv, NYPTI's Prosecutors' Encyclopedia and NYPTI's public website www.nypti.org. Resources are regularly updated; during this time NYPTI's Alcohol Offenses Quick Card was updated with VTL § 1192 offenses, and CPL 245 was monitored as it affects speedy trial in DWI cases.

Judicial Training

The Office of Court Administration (OCA) 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 2023, 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 2022, April 2023 and July 2023. In addition, the JOL and Court Analyst presented eight Seminars for judges, court attorneys and court clerks; DWI Trial Matters; Chemical Test Samples and Analysis; Search Warrants; DWI Treatment Court, DWI Sentencing Matters; TSLED Advanced Training; Life of a DWI Case; and Ignition Interlock Requirements. These seminars were conducted live in Rochester, New York City and Glens Falls, NY. Additionally, the JOL conducted in-person trainings for the Dutchess, Franklin, and Washington County Magistrate Associations. The JOL conducted a new training for County Court level Judges who preside over a DWI Court and/or act as Supervising Judges for City, Town and Village Courts. Additionally, the JOL acted as a resource for individual judges who had DWI/DWAI specific questions and requested assistance with legal research and motions. 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 Chiefs of police (IACP) Impaired Driving & Traffic Safety Conference. 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. These activities are essential to maintaining expert witness qualifications. These experts share their expertise with other toxicologists and impaired driving stakeholders throughout New York State.

Staff provided training through the national Traffic Safety Resource Prosecutor (TSRP) program for their web series, covering Toxicology Testing and Expert Testimony. Training was also provided on alcohol calculations for an international webinar, and quality control standards for a national webinar. Cannabis training was provided at the state highway safety conference, and we again partnered with the Judicial Outreach Liaison to provide in-person training on Toxicology Testing and Expert Testimony.

Improvement of Toxicology Services for Impaired Driving Enforcement

GTSC's long-term investment in the NYSP Toxicology section (including staff and instrumentation) was a critical factor in the achievement of launching an evidential oral fluid program in September of 2023. Improvements in blood testing services have also continued to be implemented.

GTSC's information technology (IT) investments for the NYSP Toxicology laboratory have also had significant positive impacts. The significant laboratory information management system (LIMS) changes necessary for implementing oral fluid testing were accomplished in a timely manner due to the internal expertise of the IT consultant. The section expanded its utilization of the laboratory asset management program to streamline the work necessary to meet traceability and quality control requirements, as well as reduce human transcription errors. The project to integrate LIMS with the various software platforms running the analytical instrumentation continued to make progress. The lab also continued to provide data exports and queries to support ITSMR's toxicology database initiative.

Oral Fluid Workgroup

The New York Oral Fluid working group continued its efforts this year. This group consists of the NYSP and NYC OCME Toxicology Labs, DCJS, NYPD, ITSMR, NYPTI, Albany, Nassau, Suffolk, and New York County District Attorney's Offices. They produced recommended guidelines for roadside oral fluid testing and continued to educate stakeholders about the benefits and limitations of oral fluid testing.

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 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 the program's inception, NYS has seen 189,718 individuals ordered to install an IID as a mandatory part of their sentence, with approximately 26.1%, or 49,429, of those installing a device during the same quarter as reported by the monitors. Ignition interlock manufacturers report that more than 83,000 individuals have installed IIDs in their motor vehicles, many times months and years following sentence once operators reclaim their license 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.

- OPCA hosted the 2023 NYS Ignition Interlock Conference. This conference was well attended and included topics relevant to the monitoring of IIDs in NYS.
- OPCA staff resumed 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.
- OPCA worked with the NYS Office of Information Technology Services (ITS) to create a list-serve which will soon be launched, allowing probation officers and conditional discharge monitors to communicate in order to address ignition interlock-related issues.
- OPCA collaborated with DMV and implemented the A4 Restriction Removal Program statewide with 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 2023-2024 grant period.
- 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 over 18,000 mobile app downloads since its inception in August 2014.

The sports and entertainment venue partnerships promote the STOP-DWI brand and the Have a Plan message at large venues where alcohol is sold. The program continued its interface with sports and other public venues across New York State during this grant cycle. Successful STOP-DWI partnerships were secured with a variety of venues including professional and collegiate sports venues.

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, STOP-DWI reviewed past items and updated the statistics, re-wrote some scripts, cut some videos to lengths necessary for other projects and refreshed other assets. These pieces were posted on social media sites during the high-visibility enforcement and engagement campaign periods and as weekly posts. All assets are stored in the STOP-DWI Toolkit with all resources available for STOP-DWI coordinator, partner and general public use.

The following assets were updated with relevant 2022 stats:

- History of DWI
- Cost of DWI

The following assets were refreshed, reformatted or trimmed and all were updated with relevant 2022 stats:
- Prescription Meds Motion Graphic Update
- Drug Recognition Motion Graphic Update

The following new assets were developed:

- 100 Days of Summer video
- Boating and Drinking - Postcard
- 100 Days of Summer - Postcard
- 100 Days of Summer - 11x17 Poster
- 100 Days of Summer - PowerPoint Presentation
- Winter Holiday – Postcard
- National Impaired Driving Prevention Month – Postcard

Finally, the Foundation sponsored 10 regional trainings to benefit local STOP-DWI efforts in New York State. These seminars were free to attend and designed to assist partnering agencies in the mission to prevent impaired driving.

Underage Drinking and Alcohol-Impaired Driving

NYSP Impaired Driver Identification and Underage Drinking Enforcement Program

In FFY 2023, 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. The following is a list of activities that were conducted during the grant period:

- *Underage Drinking Identification Details:* UDI (2023) – The NYSP conducted 176 Underage Drinking Identification (UDI) enforcement details during which 2,511 retail stores and 51 bars and taverns were checked. Of these, 39 bars (76%) and 2,239 retail stores (89%) were found to be in compliance. The details resulted in 268 arrests for violations of the Alcoholic Beverage Control (ABC) Law and 153 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, 204 fixed sobriety checkpoints were conducted, resulting in 313 DWI, 27 DWAI-Drugs, and 103 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, 1,978 dedicated DWI patrols were conducted resulting in 402 DWI, 61 DWAI-Drugs, and 199 criminal arrests.
- *Training:* NYSP DRE instructors assisted with 4 DRE schools, field certification training associated with those schools and with re-certification training. Members also assisted with instruction at numerous ARIDE training sessions throughout the state at the request of GTSC. ARIDE training was also provided to academy recruits.
- *National Holiday Campaigns:* During the National Holiday Campaign and New Year's period (December 14, 2022-January 1, 2023), the NYSP also conducted 24 sobriety checkpoints resulting in 27 DWI/DWAI-Drugs arrests. The NYSP also conducted 129 dedicated DWI patrols resulting in 30 DWI/DWAI-Drugs arrests. One DRE evaluation was performed. During the campaign, 12 UDI details were conducted; 10 of the 161 retail establishments were found to be out of compliance (6%). These details resulted in 7 ABC Law charges and 7 Penal Law charges. During the National Labor Day Campaign (August 16-September 4, 2023), the NYSP conducted 23 sobriety checkpoints resulting in 29 DWI/DWAI-Drugs arrests. In addition, 175 dedicated patrols were conducted resulting in 57 DWI/DWAI-Drugs arrests. 4 DRE evaluations were performed. Also, during this period, 18 UDI details were conducted. Of the 8 bars and 230 retail locations that were checked, 2 bars (25%) and 29 retail locations (12.6%) were out of compliance. This resulted in 32 ABC Law and 15 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. Efforts to create alcohol and specifically drug-impaired materials will be made in the next grant cycle.

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. DFI has identified numerous websites selling counterfeit driver licenses from all over the world. In FFY 2023, DFI investigators visited 105 establishments/venues that serve alcohol, seized 645 illegal identity documents from patrons who were under the age of 21, and made 560 arrests. There were also 4 Alcohol Beverage Control Law violations charged.

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. The DRE course was offered in October 2022, February, April, June 2023; 74 new DREs were trained and certified. A total of 455 DREs are now deployed across the state.

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 that result in serious injuries and fatalities. In FFY 2023, in an effort to train the maximum number of officers, several sixteen-hour ARIDE programs were conducted around the state. In total, 19 ARIDE classes were given, resulting in 482 trained.

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, along with overseeing the state's most comprehensive impaired driving program, STOP-DWI. Additional to the state's Section 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 2023, ITSMR compiled the following Fact Sheets:

- Aggravated DWI (TSLED only): 2019-2021
- Aggravated DWI With Child in Vehicle: 2017-2021
- Alcohol and Drugged Driving Arrests (TSLED only): 2017-2021
- Alcohol-Related Crashes: 2017-2021
- Drug-Related Fatal and Personal Injury Crashes: 2017-2021
- Survey of Driving Behaviors, Opinions & Perceptions: Impaired Driving: 2022
- Impaired Driving Arrests and Crashes: 2017-2021

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

Research on Drugs and Driving

ITSMR has continued to assist the IACP with analysis of poly-drug evaluations. ITSMR has also worked with toxicologists from the NYSP Forensic Laboratory, the National Transportation Safety Board, and the IACP to set a standard for analyzing multi-substance cases.

Creation of a Statewide Toxicology Database

A group consisting of laboratory directors throughout the state met virtually in spring 2021 to discuss developing a centralized statewide database to collate toxicology results related to impaired driving. The NYSP forensic laboratory agreed to work closely with ITSMR and pilot this project. During FFY2023, the NYSP forensic laboratory has continued to provide data. The Department of Motor Vehicles is in the process of drafting a Memorandum of Understanding for the county laboratories. Until the MOU is in place with the county labs, no further progress is anticipated.

ITSMR staff created an SFTP site, ETL software and a database to house final, standardized data. They also developed a lab onboarding program and started working with labs to overcome various technical issues that may block their participation in the program.

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

During FFY 2023 ITSMR continued to expand and enhance the DRE Data Entry & Management System, which has both a web-based and a mobile application. Both applications are used by DREs in the field to submit their evaluations, narratives, and corresponding toxicology results into ITSMR's DRE database. Each new version focuses on improvements to streamline the application and make it a smoother experience for the end user and increase overall efficiency.

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 85 new Samsung tablets to DREs. The staff continued to issue replacement tablets for older tablets that were deemed defective or had exceeded their shelf life.

Documentation including release notes, data dictionaries, user guides, training slides and tutorials were prepared or updated for the DRE Data Entry and Management System during FFY 2023.

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 has provided extracts of NY DRE data for each reporting quarter. 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 2023. ITSMR staff assign DREs their tablets, configure new user accounts, and replace older tablets.

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 2022, police agencies in New York issued approximately 2,566,092 tickets, a 4.9% increase from the approximately 2,447,148 tickets issued in 2021.

The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right. In 2022, the New York State Police (NYSP) issued 34% of the tickets, other local police departments issued 26%, the New York City Police Department (NYPD) issued 23%, and county law enforcement agencies issued 17%. In 2021, the distribution of tickets by enforcement agency type was similar: NYSP 40%, Other Local 24%, NYPD 21%, and County 15%.
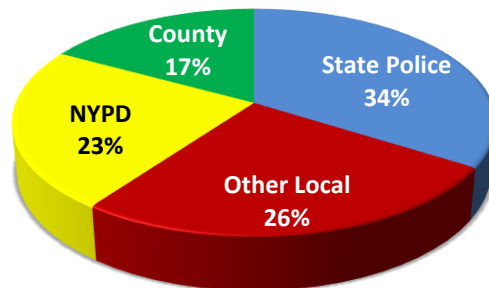
County 17%
State Police 34%
NYPD 23%
Other Local 26%

Each year, a significant portion of available grants from the Governor's Traffic Safety Committee (GTSC) are 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 2023, 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 13-19 and the second was conducted August 15-21, 2023. Historically, these speed enforcement campaigns have been scheduled to coincide with the Montreal Grand Prix and the Annual Watkins Glen International Raceway NASCAR event.

During the August campaign, the NYSP and local enforcement agencies issued a total of 20,823 speed-related tickets statewide.

The NYSP also conducted successful initiatives during FFY 2023 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 6,747 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 met.

Status of Police Traffic Services Targets for FFY 2023

❖ **Speeding-Related Fatalities: Decrease the 5-year rolling average for 2019-2023 to 298.4**
   This target was not met. The five-year moving average number of speeding-related fatalities for 2022 was 335.0, higher than the target of 289.5 estimated for 2022 and also higher than the target of 298.4 estimated for 2023.

❖ **Fatal and Personal Injury Crashes Involving Cell Phone Use and Texting: Decrease the 5-year rolling average for 2019-2023 to 486.5**
   This target was met. The five-year moving average number of Fatal and PI crashes involving cell phone use or texting for 2022 was 476.2 well below the target of 487.1 set for 2022, but already meeting and exceeding the target of 486.5 set for 2023.

Adjustments Planned for Upcoming HSP 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 2017 to 2019 (from 319.4 to 292.4), sharp annual increases in speeding-related fatalities in 2020, 2021, and 2022, caused the average to rise to 335.0 in 2022.

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.
- Continue to support and encourage two statewide "Speed Awareness Week" enforcement and engagement mobilizations.
- 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.

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 online. Results related to speeding from the 2022 survey are provided below.

In the past 30 days, how often have you driven more than 5 mph over the speed limit on a residential street?

	2023
Regularly	15.6%
Fairly often	12.1%
A few times	32.7%
Just once	5.6%
Never	30.7%
N/A	3.3%

In the past 30 days, how often have you driven more than 10 mph over the speed limit on a highway?

	2023
Regularly	16.8%
Fairly often	16.9%
A few times	28.3%
Just once	5.7%
Never	29.2%
N/A	3.1%

What do you think the chances are of getting a ticket for driving more than 5 mph over the speed limit on a residential street?

	2023
Very Likely	13.5%
Likely	22.7%
Neither Likely nor Unlikely	23.0%
Unlikely	25.2%
Very Unlikely	15.6%

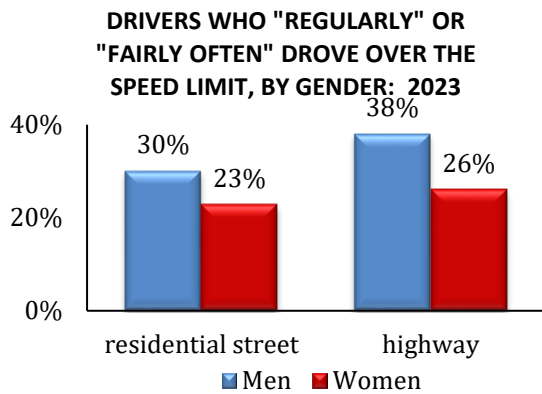| What do you think the chances are of getting a ticket for driving more than 10 mph over the speed limit on a highway?	
	2023
Very Likely	21.4%
Likely	32.5%
Neither Likely nor Unlikely	20.1%
Unlikely	17.7%
Very Unlikely	8.3%

Source: Driver Behavior Survey

- In general, drivers surveyed in 2023 were more likely to say they drove more than 10 mph over the speed limit on a highway than to say they drove more than 5 mph over the speed limit on a residential street, and they were more likely to think the chances of getting a 10 mph speeding ticket on a highway were greater than getting a 5 mph ticket on a residential street.
- 28% of the drivers surveyed in 2023 reported that in the past 30 days they "regularly" or "fairly often" drove more than 5 mph over the speed limit on a residential street.
- 34% of the drivers reported that in the past 30 days they "regularly" or "fairly often" drove more than 10 mph over the speed limit on a highway.
- In 2023, 36% of the drivers thought the chances of getting a ticket for driving more than 5 mph over the speed limit on a residential street were "very likely" or "likely."
- More than half the drivers surveyed in 2022 (54%) thought the chances of getting a ticket for driving more than 10 mph over the speed limit on a highway were "very likely" or "likely."

Differences by Gender

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

DRIVERS WHO "REGULARLY" OR "FAIRLY OFTEN" DROVE OVER THE SPEED LIMIT, BY GENDER: 2023

Source: Driver Behavior Survey

PERCEPTION OF CHANCES OF GETTING A SPEEDING TICKET "VERY LIKELY" OR "LIKELY," BY GENDER: 2023
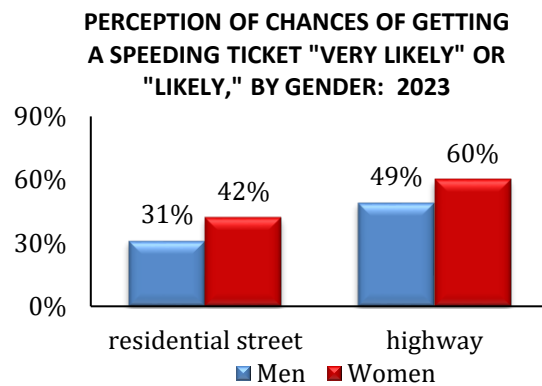
Source: Driver Behavior Survey

- Men are more likely than women to speed. More male drivers said they sped in the past 30 days "regularly" or "fairly often," compared to a smaller percentage of the female drivers.
- This is evidenced by women perceiving a greater risk of getting a ticket for speeding than men both on a residential street or on a highway.

Differences by Age

DRIVERS WHO "REGULARLY" OR "FAIRLY OFTEN" DROVE OVER THE SPEED LIMIT, BY AGE GROUP: 2023

Source: Driver Behavior Survey ■ residential street ■ highway
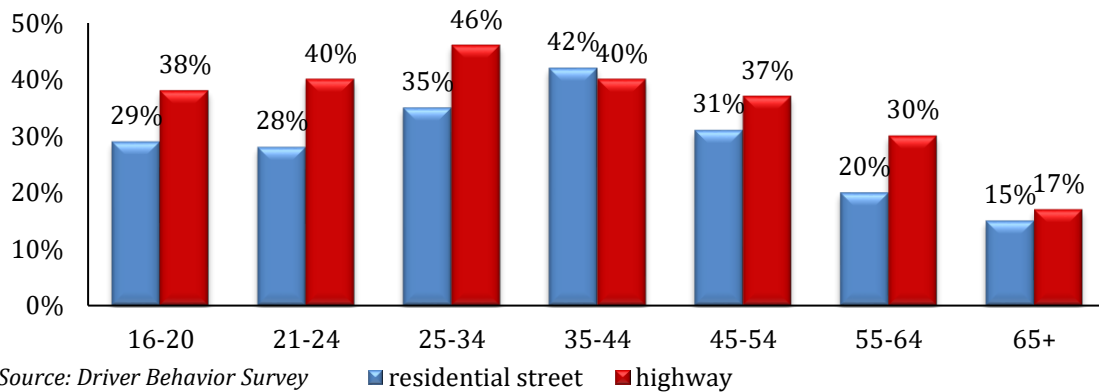
- In 2023, drivers between 25 and 54 were the most likely to report that in the past 30 days they "regularly" or "fairly often" drove more than 5 mph over the speed limit on a residential street (31%-42%).
- Drivers ages 21-4 were the most likely to report in 2023 that in the past 30 days they "regularly" or "fairly often" drove more than 10 mph over the speed limit on a highway (40%-46%).
- Drivers ages 55-64 and those 65 and older surveyed in 2023 were the least likely to report that in the past 30 days they exceeded the speed limit by 5 mph on a residential street "regularly" or "fairly often" (20% and 15%, respectively).
- Drivers in these age groups were also the least likely to say they drove more than 10 mph over the speed limit on a highway (30% of 55-64-year-olds and 17% of those 65 and older).

PERCEPTION OF CHANCES OF GETTING A SPEEDING TICKET "VERY LIKELY" OR "LIKELY," BY AGE GROUP: 2023
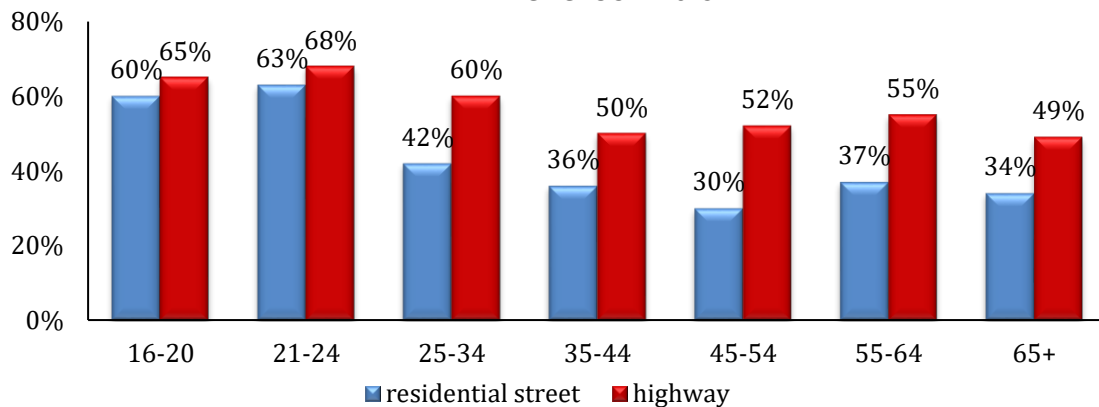
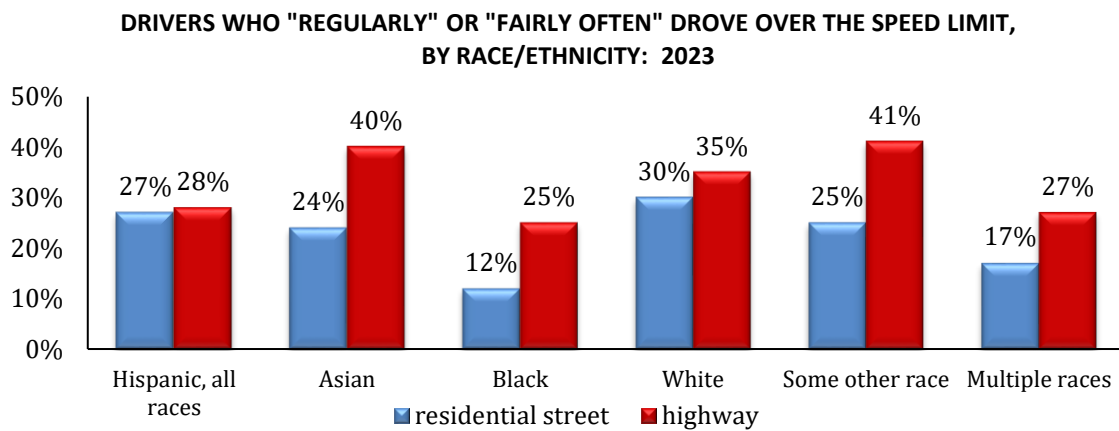Source: Driver Behavior Surveys ■ residential street ■ highway

- In 2023, the perception that the chances of getting a speeding ticket were "very likely" or "likely" for driving more than 5 mph over the speed limit on a residential street was highest among drivers ages 21-24 (63%) and 16-20 (60%). This perception was lowest among drivers ages 55-44 (30%) and 65 and older (34%).

- The greatest proportions of those who thought that the chances of getting a speeding ticket for driving more than 10 mph over the speed limit on a highway were "very likely" or "likely" were drivers ages 16-20 and 21-24 (65% and 68%, respectively). Fewer than half the drivers ages 65 and older had this perception (49%).

Differences by Race/Ethnicity

In the online survey, drivers were asked to respond to two separate questions, "Are you of Hispanic origin?" (Yes or No) and "What is your race? Mark one or more boxes" (White, Black or African American, Asian, American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander, Some other race). Survey results were grouped into these categories: Hispanic drivers of all races, non-Hispanic Asian, non-Hispanic Black, non-Hispanic White, non-Hispanic Some other race, and non-Hispanic Multiple races.

DRIVERS WHO "REGULARLY" OR "FAIRLY OFTEN" DROVE OVER THE SPEED LIMIT, BY RACE/ETHNICITY: 2023

Source: Driver Behavior Survey

- In 2023, Hispanic drivers and White drivers were the most likely to report that in the past 30 days they "regularly" or "fairly often" drove more than 5 mph over the speed limit on a residential street (27% and 30%, respectively).
- Black drivers were the least likely in 2023 to report that in the past 30 days they exceeded the speed limit by 5 mph on a residential street "regularly" or "fairly often" (12%).
- Asian drivers and those of Some other race were the most likely to report in 2023 that in the past 30 days they "regularly" or "fairly often" drove more than 10 mph over the speed limit on a highway (40%, and 41%, respectively).
- In 2023, the perception that the chances of getting a speeding ticket were "very likely" or "likely" was highest among Asian and Hispanic drivers. This perception was lowest among White drivers and those of Some other race.

PERCEPTION OF CHANCES OF GETTING A SPEEDING TICKET "VERY LIKELY" OR "LIKELY," BY RACE/ETHNICITY: 2023
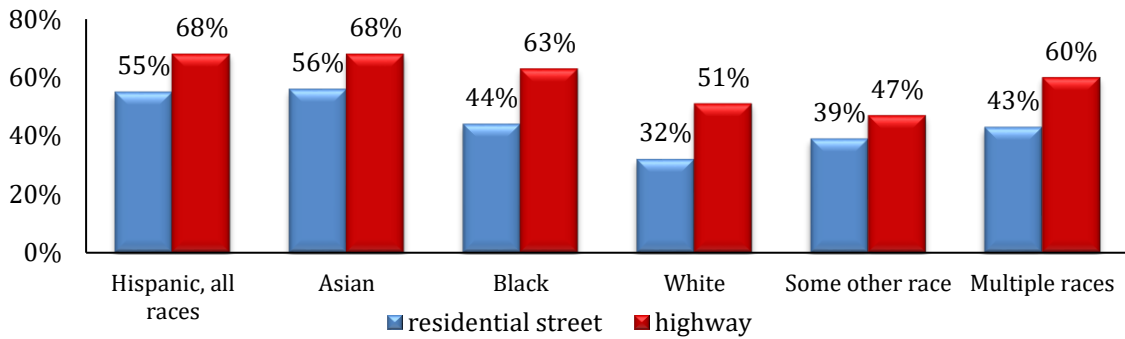
Source: Driver Behavior Survey

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 a hand-held cell phone or other portable electronic device to talk, read or manually type while driving. Additional questions asked about perceptions of the risk of being ticketed for these behaviors. Respondents were also asked how dangerous they think it is to drive while manually using a cell phone or other portable electronic device.

In the past 30 days, how often have you driven while holding and talking on a cell phone?

	2023
Regularly	3.0%
Fairly often	3.0%
A few times	14.1%
Just once	5.5%
Never	71.0%
N/A	3.4%

In the past 30 days, how often have you driven while reading a message on a hand-held cell phone or other portable electronic device?

	2023
Regularly	3.3%
Fairly often	4.0%
A few times	20.0%
Just once	7.1%
Never	62.8%
N/A	2.9%

> **In the past 30 days, how often have you driven while manually typing on a cell phone or other portable electronic device?**
>
> | | **2023** |
> |---|---|
> | Regularly | 3.4% |
> | Fairly often | 2.6% |
> | A few times | 13.4% |
> | Just once | 7.1% |
> | Never | 71.0% |
> | N/A | 2.6% |
>
> **What do you think the chances are of getting a ticket for driving while holding and talking on a cell phone?**
>
> | | **2023** |
> |---|---|
> | Very Likely | 32.8% |
> | Likely | 30.2% |
> | Neither Likely nor Unlikely | 16.6% |
> | Unlikely | 11.2% |
> | Very Unlikely | 9.2% |
>
> **What do you think the chances are of getting a ticket for driving while manually typing on a cell phone or other portable electronic device?**
>
> | | **2023** |
> |---|---|
> | Very Likely | 33.4% |
> | Likely | 30.2% |
> | Neither Likely nor Unlikely | 15.1% |
> | Unlikely | 11.2% |
> | Very Unlikely | 10.1% |
>
> **Do you think driving while manually using a cell phone or other portable electronic device is…**
>
> | | **2023** |
> |---|---|
> | Very dangerous | 78.1% |
> | Moderately dangerous | 19.1% |
> | Not dangerous at all | 2.8% |
>
> *Source: Driver Behavior Survey*

- In 2023, 26% of the drivers reported that they drove while holding and talking on a cell phone at least once in the past 30 days.
- 34% of the drivers said they drove while reading a message and 27% said they drove while manually typing on a cell phone or other portable electronic device at least once in the past 30 days.
- More than 60% of those surveyed in 2023 thought the chances of getting a ticket for driving while holding and talking or manually typing a on a cell phone were "very likely" or "likely."
- In 2023, 78% of the respondents thought that driving while manually using a cell phone or other portable electronic device is "very dangerous."
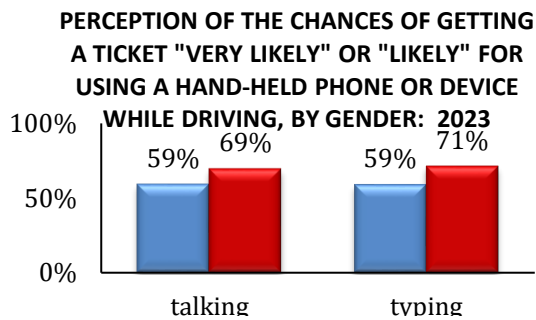
Differences by Gender

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

Men were more likely than women to hold and talk on a cell phone while driving. In 2023, 28% said they did so at least once in the past 30 days, compared to 22% of women.

More men than women also reported that they drove while reading a message on a hand-held cell phone or other portable electronic device at least once in the past 30 days.

The results were similar with more men than women stating that they drove while manually typing on a cell phone or other portable   electronic device at least once in the past 30 days.

PERCEPTION OF THE CHANGES OF GETTING A TICKET "VERY LIKELY" OR "LIKELY" FOR USING A HAND-HELD PHONE OR DEVICE WHILE DRIVING, BY GENDER: 2023

This marries women's perception of risk of getting a ticket for either talking on a hand-held cell phone or manually typing while driving. As more women thought the chances of getting a ticket for talking on a hand-held cell phone while driving were "very likely" or "likely," compared men.
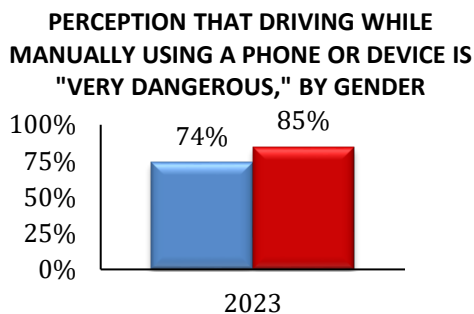
The large majority of both men and women thought that driving while manually using a cell phone or other portable electronic device is "very dangerous" (74% of men and 85% of women in 2023).

PERCEPTION THAT DRIVING WHILE MANUALLY USING A PHONE OR DEVICE IS "VERY DANGEROUS," BY GENDER

Differences by Age

DRIVERS WHO USE A HAND-HELD PHONE OR DEVICE WHILE DRIVING, BY AGE GROUP: 2023

Source: Driver Behavior Survey

In 2023, drivers ages 35-44 were the most likely to say that in the past 30 days they drove at least once while holding and talking on a cell phone (40%), followed by drivers ages 25-34 (34%). Drivers ages 55 and older were the least likely to report this behavior (16%-20%).

Among those who said in 2023 that they drove while reading a message on a hand-held cell phone or other portable electronic device at least once in the past 30 days, the group was drivers ages 45-54

(55%), and the smallest proportions were those ages 55-64 and 65 and older (24% and 19%, respectively).

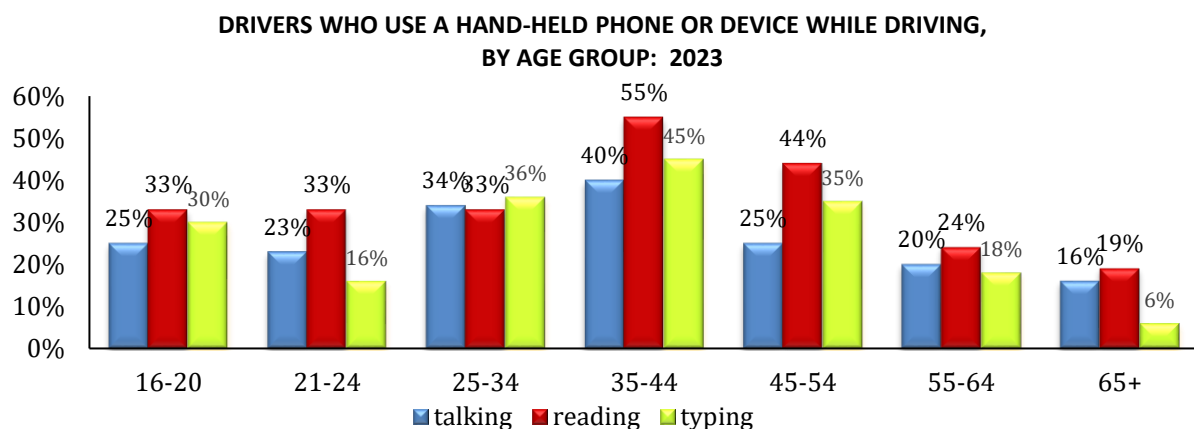Drivers ages 35-44 were also the most likely to report driving while manually typing on a cell phone or other portable electronic device at least once in the past 30 days (45%), and drivers 21-24 and drivers over 65 were the least likely to report driving and typing (16% and 6%, respectively).

PERCEPTION OF THE CHANCES OF GETTING A TICKET "VERY LIKELY" OR "LIKELY" FOR USING A HAND-HELD PHONE OR DEVICE WHILE DRIVING, BY AGE GROUP: 2023
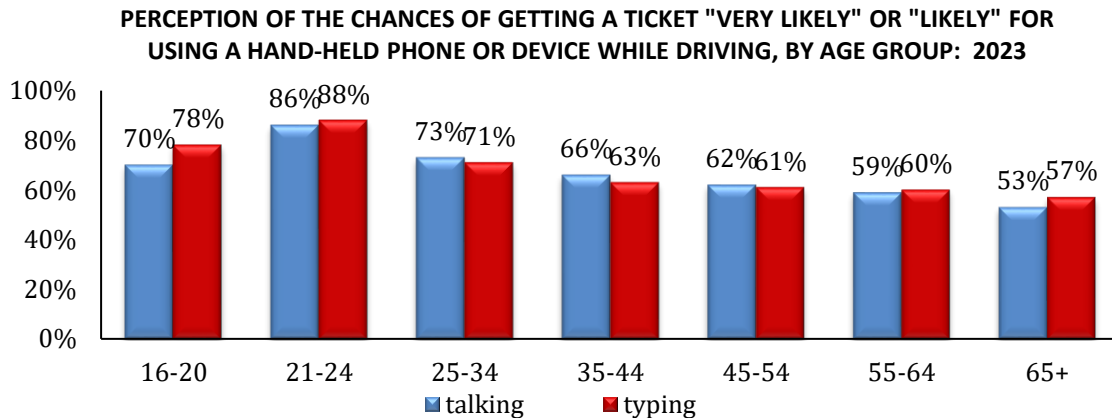
Source: Driver Behavior Survey

For the age groups surveyed in 2023, the perception of risk of being ticketed for driving while holding and talking on a cell phone was similar to the perception of risk of being ticketed for driving while manually typing on a cell phone or other portable electronic device.

In general, the perception of these risks declined with age. In 2023, drivers ages 21-24 thought getting a ticket was "very likely" or "likely" for driving while holding and talking on a cell phone (86%) and for driving while manually typing on a cell phone or other portable electronic device (88%). About half of the drivers 65 years of age and older shared these perceptions (53% for talking and 57% for typing).

PERCEPTION THAT DRIVING WHILE MANUALLY USING A PHONE OR DEVICE IS "VERY DANGEROUS," BY AGE GROUP

Source: Driver Behavior Survey

- In 2023, the proportions of drivers who thought driving while manually using a cell phone or other portable electronic device is "very dangerous" generally increased with age, ranging from a low of 70% among drivers ages 35-44 to a high of 86% among drivers 65 and older.

Differences by Race/Ethnicity

DRIVERS WHO USE A HAND-HELD PHONE OR DEVICE WHILE DRIVING, BY RACE/ETHNICITY: 2023
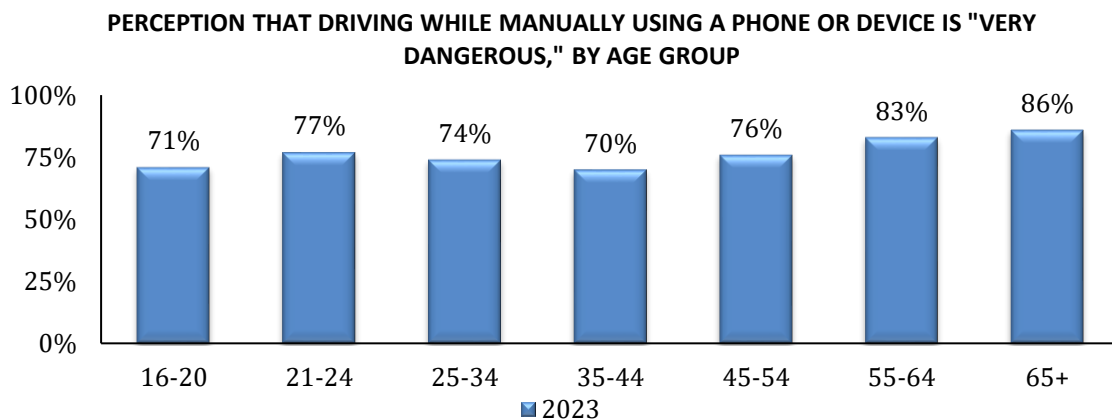

Source: *Driver Behavior Survey*
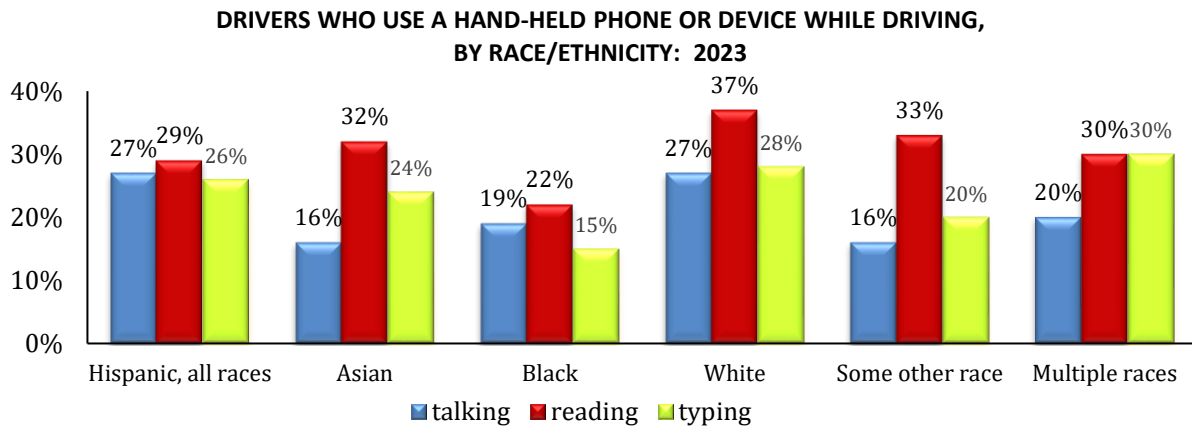
In 2023, 27% of Hispanic and White drivers surveyed said that in the past 30 days they drove at least once while holding and talking on a cell phone. Asian drivers and drivers of Some other race were the least likely to report this behavior (16%).

Among those who said in 2023 that they drove while reading a message on a hand-held cell phone or other portable electronic device at least once in the past 30 days, the largest proportion was White drivers (37% each), and the smallest proportion was Black drivers (22%).

Multi-racial, Hispanic and White drivers were the most likely to report driving while manually typing on a cell phone or other portable electronic device at least once in the past 30 days (30%, 26% and 28%). Black drivers were the least likely to report driving and typing (15%).

PERCEPTION OF THE CHANCES OF GETTING A TICKET "VERY LIKELY" OR "LIKELY" FOR USING A HAND-HELD PHONE OR DEVICE WHILE DRIVING, BY RACE/ETHNICITY: 2023

Source: *Driver Behavior Survey*
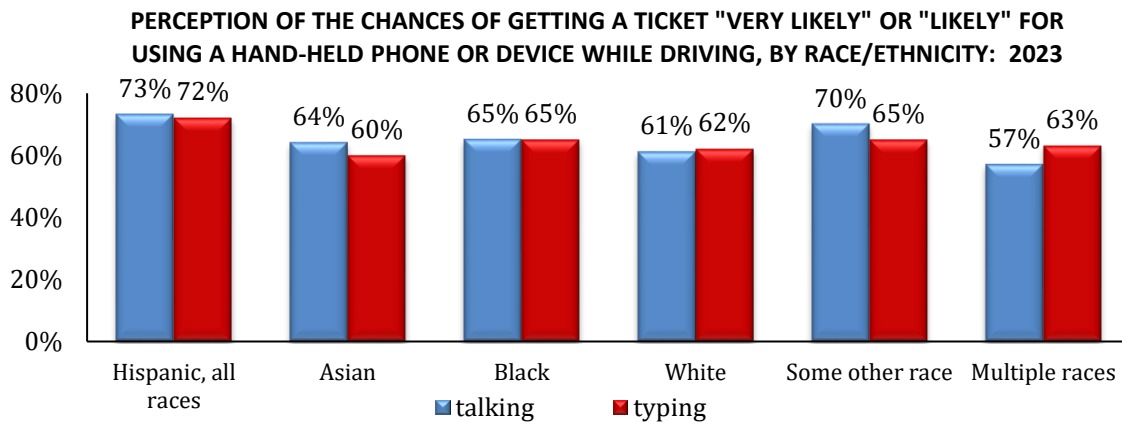
For the racial/ethnic groups surveyed in 2023, the perception of risk of being ticketed for driving while holding and talking on a cell phone was similar to the perception of risk of being ticketed for driving while manually typing on a cell phone or other portable electronic device.

Greater proportions of Hispanic drivers thought getting a ticket for these behaviors was "very likely" or "likely," and smaller proportions of drivers of Some other race thought so.

73% of Hispanic drivers in 2023 thought getting a ticket was "very likely" or "likely" for driving while holding and talking on a cell phone, and 72% of them thought the same of driving while manually typing on a cell phone or other portable electronic device.

In 2023, the proportions of drivers who thought driving while manually using a cell phone or other portable electronic device is "very dangerous" ranged from 65% of drivers of Some other race to 84% of Asian drivers.

PERCEPTION THAT DRIVING WHILE MANUALLY USING A PHONE OR DEVICE IS "VERY DANGEROUS," BY RACE/ETHNICITY

	Hispanic, all races	Asian	Black	White	Some other race	Multiple races
2023	80%	84%	75%	79%	65%	80%

Source: Driver Behavior Survey
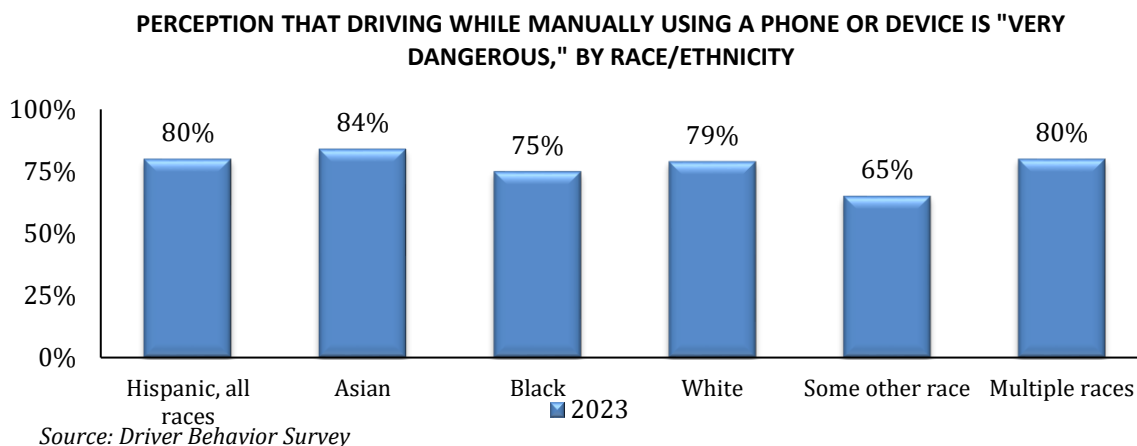
POLICE TRAFFIC SERVICES PROJECTS AND ACTIVITIES FUNDED IN FFY 2023

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 2023 HSP. 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 2023 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

547Through its PTS grant program, GTSC awarded 239 grants to municipal and county police agencies in FFY 2023. The award amounts for PTS grants must be less than $50,000; in FFY 2023, PTS awards ranged from approximately $1,100 to $46,000.

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).*

On April 19, 2023, GTSC staff once again provided PTS Grant Application Training in collaboration with the New York State Association of Chiefs of Police (NYSACOP). The training continued to provide 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), and 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 2023, the 239 local agencies (excluding NYSP) receiving PTS grants issued over 100,000 tickets for traffic violations. The largest number were issued for speeding violations, followed by violations related to distracted driving.

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**TICKETS ISSUED BY PTS GRANTEES DURING
GRANT-FUNDED ACTIVITIES IN FFY 2023**

Speeding	56,929
Aggressive Driving	6,918
Distracted Driving (Cell Phone/Texting)	50,192
Seat Belt/Child Restraint	11,958
Other Tickets	99,979
TOTAL TICKETS	**100,729**

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Examples of the projects funded under the PTS grant program in FFY 2023 are provided below.

Niagara County Sheriff's Office

Niagara County is in western NY and borders Lake Ontario, the Niagara River, and Canada. The Niagara County Sheriff's Office (NCSO) provides police services to the County's almost 213,000 residents. The NCSO emphasizes highway safety efforts within its ranks and as such they are a long-time recipient of GTSC Police Traffic Services (PTS) grants. Their highway safety engagement efforts in 2022, supplemented with a GTSC PTS grant, have shown amazing results in the goal to reduce personal injury crashes. In 2022, the NCSO responded to 212 PI crashes, which is 19 less than the previous year and 25%

less than the 5-year average. The 2022, PI crash number is actually the lowest number in at least the last five years (2017-2021). In 2022, the NCSO issued 5,360 tickets, which is a significant increase over 2021 (4,258) and 2021 (4,258). The NCSO focused on speeders during 2022, as they issued 925 speeding tickets, the highest amount since 2019.

Oswego City Police Department

The city of Oswego sits in Oswego County and is located on Lake Ontario. The Oswego City Police Department (OPD) provides law enforcement services to the city's 17,000 residents. A significant aspect of the services they provide is highway safety. Due to its solid data-driven proposals the OPD has received increasing award amounts for numerous years. In 2022, the agency responded to 351 crashes, which is far below the 2021 total (440) and the 5-year average (416). The 2022, crash total is the lowest number in at least the last 5 years (2017-2021). Even more impressive is the agency's efforts to reduce personal injury crashes. In 2022, the agency handled 41 PI crashes, which is a 22% reduction from 2021 and 30% below the 5-year average. These outcomes were likely achieved in part by OPD's focus on aggressive driving violations. In 2022, the agency wrote 372 aggressive driving tickets, which represents an 11% increase over the 2021 total.

New York State Police Speed Enforcement Program

26,836 hours of overtime was utilized by Troopers for the purpose of Targeted Speed Enforcement throughout New York State. Targeted enforcement was conducted throughout the year, resulting in 44,449 speeding tickets and 16,433 other tickets written during 4,104 speed enforcement details. Additionally, 43 impaired driving arrests and 66 criminal arrests were made. The number of speeding tickets issued has increased 21% from the 36,635 previously issued in FFY 2022.

Speed Awareness Week: GTSC invited law enforcement partners to participate in "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 and a third one day, NHTSA sponsored multistate initiative. The week-long campaigns 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 12th-18th and August 14th-20th, 2023. These two waves

produced a total of 21,509 tickets issued. NYSP also participated in NHTSA multi-state I-95 speed enforcement effort on July 21st, 2023 and issued 34 tickets during that initiative.

Speed enforcement efforts included the following initiatives:

- ❖ Columbus Day Holiday Weekend Speed Enforcement – October 6-10, 2022
  - ➢ 933 Speeding tickets were issued.
- ❖ Thanksgiving Holiday Weekend Speed Enforcement – November 23-27, 2022
  - ➢ 1,093 Speeding tickets were issued.
- ❖ I-95 Drive to Save Lives – April 1-3, 2023
  - ➢ 186 Speeding tickets were issued.
- ❖ Operation Work Brake – April 17-21, 2023
  - ➢ 1,192 Speeding tickets were issued.
- ❖ No Empty Chair – April 24, 2023
  - ➢ 456 Speeding tickets were issued.
- ❖ I-95 Enforcement Wave – July 21, 2023
  - ➢ 34 Speeding tickets were issued.
- ❖ Speed Week – June 12-18, 2023 & August 14-20, 2023
  - ➢ 21,509 Speeding tickets were issued.
- ❖ Highway 20 Speed Enforcement Project – January 17, March 14, May 16, July 13, September 13
  - ➢ 344 Speeding Tickets were issued.

New York State Police Distracted Driving Program

During FFY 2023, the NYSP conducted several successful initiatives related to distracted driving focusing on enforcement of cell phone and texting violations. Over 7,936 hours of overtime were used to conduct 1,154 distracted driving details around the state, resulting in 16,185 total tickets and 8,135 distracted driving tickets written during grant-funded details. The NYSP wrote a total of 30,402 distracted driving tickets in FFY 2023.

The NYSP 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 2023, "Operation Hang Up" was implemented April 3rd through April 10th to coincide with the National U Drive, U Text, U Pay campaign. The FFY 2023 details yielded a total of 3,719 tickets for talking and texting while driving.

TICKETS ISSUED BY NEW YORK STATE POLICE
DURING DISTRACTED DRIVING DETAILS IN
FFY 2023

VTL Violation	Tickets Issued
1225C (Cell Phone)	2,924
1225D (Texting)	5,211
Total 1225 C&D	**8,135**
Other VTL	8,050
Total 1225 & Other VTL	**16,185**

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. The collaborative endeavor by GTSC in partnership with NYSACOP and New York State Department of Transportation's Motor Carrier Compliance Bureau is taught by a retired New York State Police (NYSP) Commercial Vehicle Enforcement Unit certified master instructor. Two training classes were conducted in FFY 2023 resulting in approximately 145 officers having received the training.
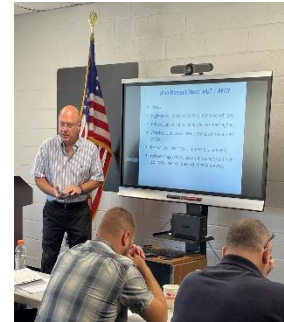
The fundamental goal of the training remains the same: to provide law enforcement officers with the safety and enforcement information needed to handle crashes and common traffic violations involving commercial motor vehicles. Locations for the regional training programs continue to be established through 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 2023 ESLETS conference took place on May 9-11, 2023, in Rochester, New York. Approximately 230 law enforcement officers attended, representing 83 different agencies and 11 participating vendors.

Various presenters spoke to attendees and offered a great deal of information for the betterment of law enforcement practices.

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

Although, the number of motorcycle registrations declined 4% between 2018 and 2022 as did the number of motorcycle licenses issued by 3%, the vulnerability of motorcyclists underscores the need for an effective motorcycle safety program to address safety issues on NYS highways.

NEW YORK STATE

REGISTERED MOTORCYCLES AND MOTORCYCLE LICENSES

	2018	2019	2020	2021	2022	2018-2022 % Change
Registered Motorcycles	344,688	342,811	333,641	339,514	329,890	-4.29%
Motorcycle Licenses	751,837	744,344	746,173	730,014	732,372	-2.59%

Source: NYS DMV Driver License and Registration files / TSSR

For more than two decades, 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 (MSP). In FFY 2023, the Practical Guidelines for Motorcycle Enforcement Training was provided to 355 enforcement officers representing 49 different police agencies.

In FFY 2023, the Motorcycle Safety Workgroup, which includes representatives from GTSC, DMV, New York State 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. The workgroups also collaborate with the NYPD and NYC DOT concerning emerging motorcycle safety issues in the City of New York.

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 2023

❖ **Motorcyclist Fatalities (AIS): Decrease the 5-year rolling average for 2019-2023 to 146.7**
   This target was not met. The 2022 five-year average of 167.0 was higher than the targets set for both 2022 (141.6) and 2023 (146.7).

❖ Unhelmeted Motorcyclist Fatalities (AIS): Decrease the 5-year rolling average for 2019-2023 to 9.3
   This target was not met. The 2022 five-year average of 16.0 was higher than the target set for 2022 (8.7) and 2023 (9.3).

❖ **Motorcyclists Injured in Crashes (NYS AIS): Decrease the 5-year rolling average for 2019-2023 to 3,899.8**
   This target was met: The 2022 five-year average of 3,823.2 was lower than the target set for both 2022 (4,002.8) and 2023 (3,899.8).

❖ **Number of Fatal & PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (NYS AIS): Decrease the 5-year rolling average for 2019-2023 to 1,276.1**
   This target was not met: The 2022 five-year average of 1,339.8 was higher than the target set for 2023 (1,276.1).

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

The increase in motorcyclist fatalities is of great concern to GTSC. The five-year moving average for these fatalities sharply increased from 2020 to 2021 (from 143.0 to 162.2), motorcyclist fatalities in 2022 continued to rise causing the average to rise to 167.0.

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 11.2 in 2017 to 8.8 in 2019, but has continued to increase since, to 16.0 in 2022, after that year's high annual fatality total of 25.

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 New York State Department of Health (DOH) on new updated public service announcements.
- Move messaging across the state to follow the most up-to-date crash data.

Adjustments Planned for Upcoming HSP 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 troubling. Although the five-year moving average for these fatalities declined from 2017 to 2020 (from 1,310.4 to 1,289.0), annual increases pushed the five-year average for 2021 to 1,312.0 and 1,339.8 in 2022.

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:

One method is to reinstate gas station marketing. Ads and slogans are placed on gas nozzle toppers indicating with messaging such as "Watch out for Motorcycles" at high crash locations.

MOTORCYCLE SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2023

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 2023 HSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2023 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 16-hour Basic Rider Course® (BRC) and most offer the 8-hour Basic Rider Course 2 License/Waiver Course (BRC2-LW). The MSP 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. 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. Another course that is offered by the MSF is the 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 232,930 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 2023 observation of National Motorcycle Safety Awareness Month, GTSC used social media to promote motorcycle safety.

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. The New York State Association of Traffic Safety Boards is working to develop a train the trainer program to expand their network of trainers across the state.

In FFY 2023, preliminary data indicated that motorcycle crashes were still continuing to spike. GTSC sent a press release to local media outlets urging motorists and motorcyclists to use caution. Drivers were reminded to share the road and watch for motorcycles.

In FFY 2023, presentations were made at different high schools, primarily to driver education classes. 1,968 students were reached during the grant year. In total, 110 educational classes were offered in 16 counties. Additionally, 8,895 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.

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 announcement (NCSAs) was aired promoting the message "Share the Road With Motorcycles."

- The MSF staffed a display booth at the 2023 International Auto Show in New York City to distribute educational materials, promote motorcycle safety, rider training and motorist awareness.

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

- From May 19th through July 20th, 2023, GTSC promoted motorcycle awareness by geo targeting high-risk motorcycle crash locations throughout the state. Individuals who live in Erie, Genesee, Nassau, Niagara, Queens, and Suffolk Counties were strategically exposed to interactive motorcycle awareness banner advertisements on the internet; this resulted in a total of 9,309,629 ad impressions and 38,215 clicks, which redirected the individuals back to the GTSC Motorcycle Safety & Awareness webpage.

- 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. 1,000 motorcycle safety guidebooks were distributed in FFY 2023.

- In response to the motorcycle survey conducted in 2019, GTSC worked with the New York State Department of Health (DOH) to develop an updated public service announcement and new safety based educational materials. The script for the PSA was completed in the 2022 grant year. The filming and production were completed in the 2023 grant year. The approval for the newly developed educational materials is still in process.

- GTSC sponsored a RIDE Day event in Queens to provide a free event to give those curious about riding a first ride experience in a controlled, low-risk, and positive environment. Over 100 people came out to the event before the event was shut down early due to the inclement weather.

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 MSF Ride Day.

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 2023, the NYSP coordinated 95 education details. These details are typically held at high profile events such as the Americade Motorcycle Rally in Lake George, NYC Auto Show, county fairs, motorcycle dealerships, and similar venues. Over 137,303 individuals attended these motorcycle safety and awareness events, which resulted in the distribution of over 8,000 safety publications and 391 courtesy safety inspections. These figures do not include the over one million attendees at the International Auto Show in NYC.

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 2023, eight educational presentations were made targeting motorcycle safety. At each presentation, the Suffolk County Police Department motorcycle section interacted with the motorcycle riding community and disseminated information regarding safety, statistics and enforcement.

Thirteen enforcement sessions were also conducted during FFY 2023. Patrols were assigned to high-crash locations. A total of 395 tickets were issued, including two helmet violations, 58 license or registration violations, 10 inspection violations, four equipment violations, 313 moving violations, and 35 other motorcycle safety-related violations. 2,500 pamphlets were printed, and a large number were 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 County Police Department headquarters.

The Broome County Sheriff's Department continued their motorcycle safety & awareness grant program in FFY 2023. The agency conducted two events. At these events officers handed out hundreds of motorcycle safety flyers and spoke with over 100 motorists about motorcycle safety.

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 2023, Motorcycle Enforcement trainings took place in the following high-risk Counties: Suffolk, Orange, Erie, Onondaga, and Warren. A total of 195 law enforcement personnel attended, representing a total of 49 different agencies. 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 2023 ITSMR prepared a one-page fact sheet on 2017-2021 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 2018 to 2022, pedestrians accounted for 23% to 30% of the total number of persons killed in motor vehicle crashes in New York State. In 2022, 28% 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.
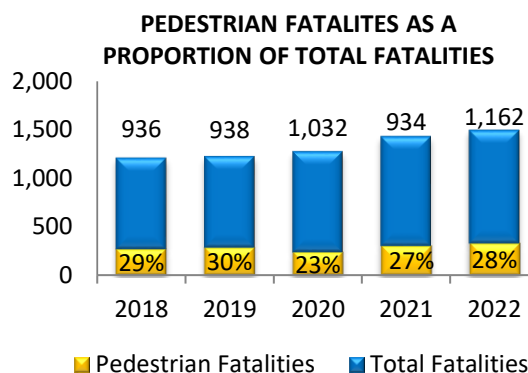
Actions by pedestrians and bicyclists can also contribute to their risk of crash involvement.

PEDESTRIAN FATALITES AS A PROPORTION OF TOTAL FATALITIES

Year	Total Fatalities	Pedestrian %
2018	936	29%
2019	938	30%
2020	1,032	23%
2021	934	27%
2022	1,162	28%

Legend: Pedestrian Fatalities, Total Fatalities

Source: NYS AIS / TSSR

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.

Pedestrian Safety Action Plan (PSAP), announced in 2016, the multi-agency initiative with the New York State Departments of Transportation and Health along with the Governor's Traffic Safety Committee (GTSC) developed a first-of-its-kind pedestrian safety campaign in New York. This plan provided a commitment to improving pedestrian safety across New York through engineering, enforcement and education countermeasures.

In FFY 2023 GTSC 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.

New York City continues to be the most dangerous region in the state for pedestrians. In 2022, 40% of the state's pedestrian fatalities occurred within the five boroughs of New York City.

PEDESTRIAN & BICYCLIST FATALITIES BY REGION: 2022

Region	Pedestrian Fatalities	Bicyclist Fatalities
Upstate	39%	40%
NYC	40%	40%
Long Island	22%	19%
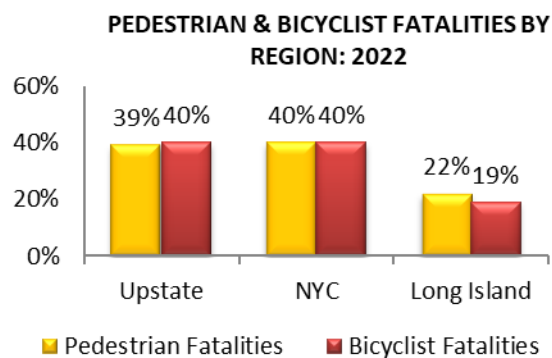
Source: NYS AIS / TSSR

In FFY 2023, 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. Previously, educational outreach programs were conducted remotely due to the COVID-19 pandemic at 675 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 continued in FFY 2023. 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).

In a post-pandemic environment, NYCDOT also worked with the NYC Department for the Aging to coordinate over 200 pedestrian and 6,797 driver safety presentations for 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 2023

❖ **Pedestrian Fatalities: Decrease the 5-year rolling average for 2019-2023 to 271.5**
   This target was met. The 2022 five-year average of 286.4 was lower than the target of 287.3. But, it is unlikely to meet the target of 271.5 estimated for 2023.

❖ **Pedestrians Injured in Crashes: Decrease the 5-year rolling average for 2019-2023 to 14,446.3**
This target was met. The 2022 five-year average of 13,727 was lower than the target of 14,990.0 set for 2022 and the target of 14,446.3 set for 2023.

Adjustments Planned for Upcoming HSP to Reduce Pedestrian Fatalities in Crashes

These adjustments are outlined in the sections that follow and describe the funding collaborations to meet the future target values.

Status of Bicycle Safety Performance Targets for FFY 2023

❖ **Bicyclist Fatalities: Decrease the 5-year rolling average for 2019-2023 to 43.6**
This target was not met. The 2022 five-year average of 46.2 was higher than the target of 39.8 estimated for 2022 and the target of 43.6 estimated for 2023.

❖ **Bicyclists Injured in Crashes: Decrease the 5-year rolling average for 2019-2023 to 5,885.2**
This target was not met. The 2022 five-year average of 6,416.2 was higher than the target of 5,740.2 set for 2022 and the target of 5,885.2 set for 2023.

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

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

According to NHTSA, in 2020 there was a 9% increase in pedalcyclists killed (938) from the 859 pedalcyclists killed in 2019 (Report No. DOT HS 813 322). NYS Accident Information System (AIS) data show that the top contributing factors to bicycle crashes continue to be Driver Inattention/Distraction 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 began work in FFY 2023 and is anticipated to be delivered for FFY 2024. 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 2023.

- 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 405(h) funds to recruit new partners/projects to focus on these bicycle safety efforts. Many new projects came online in FFY 2023.

- 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 & Roll NY" symposium in Binghamton, NY on September 16-19, 2024.

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2023

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 2023 HSP. Included within the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2023 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 2023 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 city of Buffalo and Niagara region 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.
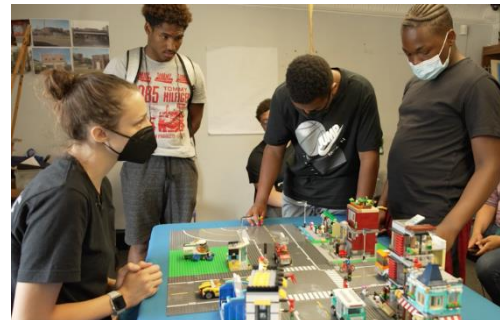
As a top location for refugee resettlement in the nation, the City of Buffalo has a large non-English speaking population. During previous grant cycles, educational materials were translated into the top-spoken languages of Spanish, Arabic and French, as identified in a report from the Partnership for the Public Good and based on direct reports from refugee resettlement agencies. The next most popular languages spoken other than English are Spanish, Arabic and Burmese, and Karen. Accordingly, in 2023, GoBB will translate adult-focused collateral into Somali and Swahili to increase access to and impact of GoBB's road-safety education campaign.

During the grant year, GoBB continued to host virtual bike safety webinars, bike safety presentations and bike safety workshops. In-person and interactive workshops engaged roughly 1,500 people including kids, adults, bicyclists, and motorists and over 2,000 bike safety newspapers developed by GoBB, in English, Spanish and Arabic, were distributed during events. In total, GoBB has engaged at least 30,000 individuals with educational campaigns (videos and associated campaign collateral) via social media and online dissemination.

Community-Based Programs in Pedestrian and Bicycle Safety

New York City Department of Transportation – Vision Zero Education Initiatives

Multi-Session Programs

In FFY 2023, Vision Zero age-appropriate educational and outreach programs were provided to 335 schools and 233 senior centers via in person and remote learning tools. 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 155 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.

In FFY 2023, NYCDOT developed and provided spring programs to thirteen self-contained, inclusion and other special needs classes. These included: My Safety Tools, Cross This Way, Word on the Street, Stop Think Act, Take Action Against Distraction and Behind the Wheel. Also piloted was the Dangerous Vehicle Abatement Program (DVAP) for students in Grades 11 and 12 in ten high schools. The program utilizes age-appropriate elements designed for teens who are new or soon-to-be drivers. The program focuses on driver behaviors that are the cause of the majority of crashes in New York City and the impact of dangerous driving on all road users.
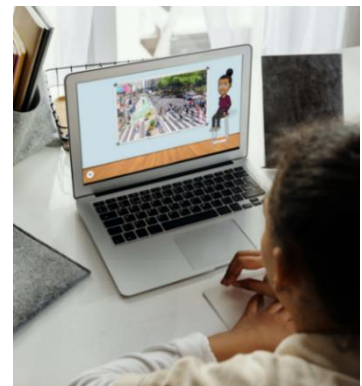
Outdoor Truck Experience programs were conducted for school age children with the help of NYPD and NYC Department of Sanitation to provide hands on education about safety around trucks and other large vehicles. This provides children from schools near truck routes the opportunity to see first-hand what truck drivers can see and where blind spots are, practicing what a safe distance to stand near a large vehicle and where to stand to be seen by the driver. Training was also provided to the NYC DOT Freight Mobility and NYC DCAS Fleet Services to demonstrate pedestrian safety topics, especially targeted at younger, smaller children.

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 525,00 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 2023.

- 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 at 53 events 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 51 community health fairs. Community fairs included events held: Jacobi Medical Center Fair; Queens Farm Museum Fair; TLC Honor Roll event; P.S. 114 Health Fair; DOT Commissioner's Special Bike Ride; P.S. 24 Fair; P.S. 254 Fair; P.S. 896K Fair; CCBQ St. Laurence Church event; St. Athanasius Church Fair; Brooklyn Public Library Fair; Find Community Connection event; Canaan Baptist Church Fair; Downstate Physicians Health Fair and NYPD Harmony Day. 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 33 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 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 80 schools. English and Spanish versions of the program were also delivered. In coordination with the NYC Department for the Aging, presentations were provided at over 200 locations providing services to seniors. The programs for seniors continue to generate valuable discussions of pedestrian safety issues facing older adults.

Materials Distribution

Ten in-person materials distribution events at schools and community centers in the spring; printed materials were also provided for to NYPD precincts, the NYC Mayor's Office, borough DA's Offices, and the NYC Traffic Safety Board. Over 115,000 people were provided with printed and online safety educational materials through in-person programs, on-street outreach, and links to online resources and activities, as well as distribution events by NYC Traffic Safety Board and other partners. In total, 525,340 materials were distributed.

Motorcycle Safety Events

The NYC Traffic Safety Board Motorcycle Advisory Committee provided 4-hour outdoor motorcycle training sessions for licensed motorcyclists from April through September. The practice session covered a variety of safety maneuvers as well as wearing proper safety gear.

Think Ahead, Are You Ready to Ride, Protect Your Brain and Gear Up materials for motorcyclists to 36 motorcycle dealerships and repair shops were distributed throughout the five boroughs.

Broome County Bicycle and Pedestrian Safety Outreach

During FFY 2023, Broome County Traffic Safety conducted 31 bicycle and pedestrian safety outreach programs reaching 1,082 students. The program distributed 359 bicycle helmets through educational outreach programs for children. These programs heavily targeted our most vulnerable populations including rural, underserved and economically disadvantaged populations. The Program Coordinator worked with the local Head Start programs to distribute bicycle helmets at all of their sites. Many of their sites are in rural and underserved populations. Broome County Traffic Safety also worked with the medical director for the Binghamton City School District to provide bicycle and pedestrian safety education and a helmet distribution for 4 out of their 7 elementary schools. This district has a high percentage of families who are economically disadvantaged. The program coordinated with each facility to identify students who were in need of a helmet and have them measured to ensure they received a properly fitted helmet. In addition, the helmets were distributed during an educational program that reviewed the importance of helmet use and basic rules of the road.

Lastly, May 2023, in celebration of Bike Month, Broome County Traffic Safety distributed newly redesigned bicycle and pedestrian safety posters with six different messages to all 38 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. The posters gave teachers an opportunity to discuss the importance of bicycle and pedestrian safety.

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 2023, the RCDOH created high visibility outdoor and indoor marketing strategies with traffic safety 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 multilingual signs were placed inside the four-floor Palisades Center and by Police Departments on roadways/sidewalks of concern. Two signs were provided to the Farm Alliance.

RCDOH continues to reach out to municipalities, organizations, and the general public in Rockland County to raise awareness about injury prevention and to address driver and pedestrian safety. Efforts to reach community members through social media is ongoing as they educate residents by creating road safety signs for communities, distributing road safety brochures, working with Police Departments, attending community events like street fairs, and offering educational presentations.

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

In FFY 2023, NYCDOT provided bicycle safety education and helmet fittings for 25,276 bicyclists at dozens of safety events across five boroughs. Emphasis was placed on 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.

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.

Over 115,00 people were provided pedestrian, bike, e-mobility and vehicle occupant safety educational materials through distributions by NYC DOT and Traffic Safety Board and other agency partners and over 525,340 were provided with online links to educational information.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

Enforcement

GTSC continues to take the lead in funding and coordinating enforcement efforts to support the goals of the PSAP. GTSC continued to promote the availability of grant funding for law-based pedestrian and bicycle safety programs. Funded projects included education and/or enforcement countermeasures to engage the public about state laws. PSAP focus communities continued their efforts.

Education

NYSDOH continues to serve on the Pedestrian Safety Action Plan (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 2023, NYSDOH continued to promote the use and distribution of *See! Be Seen!* educational materials developed to support pedestrian safety education and enforcement efforts. Over 50,000 *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 53,694 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.

Four media buys occurred during FFY 2023:
1. The Visibility Campaign objective was to raise awareness of pedestrian safety best practices and reduce crashes when walking at dawn or dusk. The campaign dates were November 21, 2022 – January 1, 2023, with the primary target being men 18-49 and a secondary target being 18+, including men of color in PSAP's 20 focus communities. The campaign delivered over thirty-six million impressions.
2. The Winter Pedestrian Safety Campaign objective was to bring awareness to the risks during peak months of the year where pedestrian fatalities and injuries are overrepresented. The campaign dates were January 16-February 12, 2023, with the primary target being men 18-49 and a secondary target being adults 18+, including men of color. Multiple digital media platforms were used, and the campaign delivered over twelve million impressions.
3. The Distractions Campaign objective was to increase awareness of pedestrian safety best practices and reduce crashes, and to create awareness about the dangers of distracted driving. The campaign coincided with NHTSA's Distracted Driving month during April 2023. It ran from April 3 – April 30, 2023. Campaign messages were delivered in both English and Spanish. The primary targets were men 18-49 with a secondary target of adults 18+, including men of color in PSAP's twenty focus communities. Multiple digital media platforms were used, and the campaign delivered over thirteen million impressions.
4. Obstructions/ Look Out Campaign objective was to raise awareness of scenarios where pedestrians and drivers may not anticipate each other due to obstructions in or near the roadway. This campaign coincided with GTSC's enforcement mobilization *Operation See! Be Seen!* and ran from June 1 – July 16, 2023. The campaign was delivered in English and Spanish with the primary target being men 18-49 in PSAP's twenty focus communities. Multiple digital media platforms were used, and the campaign delivered over seventy-eight million impressions.

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

One of the important components of New York's pedestrian and bicycle safety program continues to be the Walk-Bike New York Symposium 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.

Staff members from the Institute for Traffic Safety Management and Research (ITSMR) will coordinate the event to be held September 16-19, 2024. The symposium will focus on various disciplines involved in pedestrian and bicycle safety and micro mobility, and it will provide participants with the necessary tools to work together to create walkable and

bikeable communities. Presentations to be covered, include supporting underserved groups in roadway safety, bicycle and pedestrian safety public education efforts, engineering initiatives, local project highlights, and the National Manual on Uniform Traffic Control Devices.

Enforcement of Traffic Violations

Pedestrians consistently account for one-quarter or more 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.

Nassau County Police Department

In FFY 2023, the 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 incidences of pedestrian-involved crashes.

NCPD participated in the "See! Be Seen!" grant initiative. Department members participated both on grant-funded patrol and on regular routine patrol. Our participation in this grant allowed us to have targeted interactions with pedestrians and inform them of the dangers present in failing to comply with Vehicle and Traffic Law provisions concerning pedestrian traffic. Since this was our fourth year participating in this grant and warnings were heavily issued the last three years, summonses were generally issued in lieu of warnings this year.

A total of 957 tickets were issued during nearly 510 hours of dedicated pedestrian safety enforcement. Most citations were issued for motorist violations such as failing to yield to a pedestrian in a crosswalk.

Nearly 38 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. In review of crash data from NCPD, a 9% decrease in pedestrian fatalities resulting from motor vehicle crashes was achieved in 2023.

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 2023 project period, the White Plains PD conducted pedestrian safety enforcement operations on seventeen different dates at various locations in the downtown business district where the pedestrian traffic is heaviest. They issued 74 summonses and 45 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.

The Department also had 4 separate education dates. Officers assigned to education walked the downtown business district, visited the bus depot and bus stops and handed out "See Be Seen" flyers to pedestrians and motorists reviewing crosswalk safety. Pedestrians and motorists were very receptive to the education and were engaging in the conversation. Further, the engagement efforts appear to be successful. In 2022, there were 49 pedestrian injury reports compared to 29 in 2023.

New York City Pedestrian and Bicyclist Safety Enforcement

With the assistance of GTSC, NYPD used FFY 2023 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 2023.

Failure to Yield Enforcement

During the spring and summer of 2023, operations were conducted at 26 locations in Manhattan; 2,143 summonses were written. The summonses were for 785 vehicles failing to yield to pedestrians, 16 bicycles failing to yield to pedestrians, and 1,342 various other hazardous violations.

Speed Enforcement

From January to September of 2023, speed enforcement was conducted at various 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 4,287 summonses issued, including 3,376 for speeding and 911 for other hazardous traffic law violations.

Bicycle Enforcement

Throughout the spring and summer of 2023, the Patrol Services Bureau conducted bicycle enforcement at top crash locations that have been determined through data research to involve a high number of pedestrian and bicyclists. During this period, the agency focused on pedestrian safety as 785 tickets were issued for failure to yield to pedestrians and 16 summons 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 2023, ITSMR completed a one-page fact sheet on Pedestrians in Motor Vehicle Crashes: 2017-2021. 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 2022, the annual seat belt use rate fell to 91.90% but rose again in 2023 to 94.11%. 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.

New York State and National Seat Belt Usage Rates

New York: 90.4% (2012), 91.1% (2013), 90.6% (2014), 92.2% (2015), 91.8% (2016), 93.4% (2017), 92.9% (2018), 94.2% (2019), 93.2% (2021), 91.9% (2022), 94.1% (2023)

U.S.: 86.1% (2012), 87.2% (2013), 86.7% (2014), 88.5% (2015), 90.1% (2016), 89.7% (2017), 89.6% (2018), 90.7% (2019), 90.3% (2020), 90.4% (2021), 91.6% (2022)
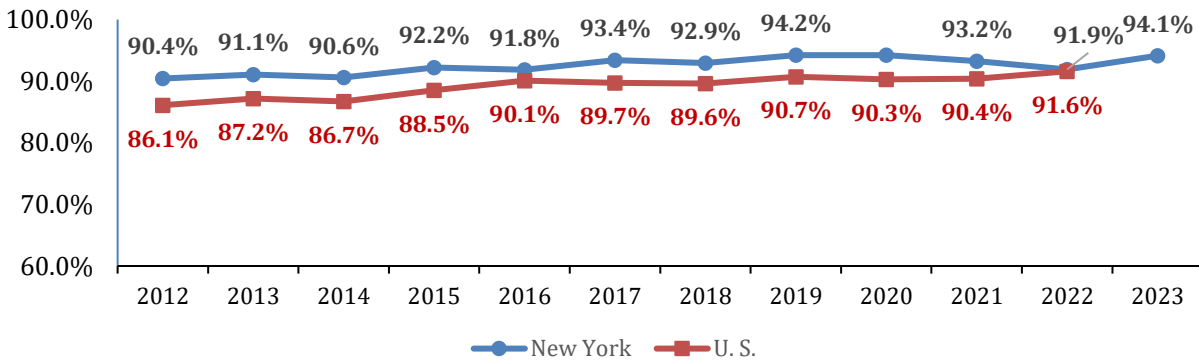
Much of New York's success in maintaining a high rate of compliance can be attributed to the continued implementation of high-visibility enforcement and engagement efforts through the state's Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The highlight of the BUNY/CIOT program each year is 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 grocery stores to increase awareness. Outreach events were conducted with teens at Monroe County BOCES and Franklin High School in Rochester. Community outreach was also conducted in two sessions with hundreds of participants 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 racetrack drew over 500 fans. Hero cards highlighting the new universal belt law and other restraint bullet points were distributed at all in-person events. The importance of seat belt use was promoted on social media platforms Twitter/X, 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 2023, GTSC awarded 174 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 2023, GTSC supported the operation of 125 permanent fitting stations and approved funding for 125 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 13,320 car seats being inspected, 85% 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. Twenty-four technician certification trainings were held in FFY 2023, which resulted in 363 new CPS technicians. A total of 11 Continuing Education Unit (CEU) update classes for 155 technicians were also conducted. Nineteen technicians that had lapsed in their certifications, recertified due to the 3 renewal classes that were held. Finally, two specialized trainings, called Safe Travel for All Children (STAC), were held for a total of 30 technicians. New York State now has 2,011 certified technicians, including 104 instructors and three instructor candidates.

As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 17-23, 2023. GTSC assisted the Albany County Traffic Safety Board with their 31st annual check event on Seat Check Saturday, which is one of the most heavily attended events in the state. Technicians at this event were able to inspect a total of 66 car seats, of which only two were found to be installed properly. A total of 78 car seat check events were planned statewide throughout the week, including 32 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, unrestrained fatalities was not met, but observed seat belt use was met for FFY 2023.

Status of Occupant Protection Performance Targets for FFY 2023

❖ **Unrestrained Passenger Vehicle Occupant Fatalities, all seat positions (State Data): Decrease the 5-year rolling average for 2019-2023 to 190.5**
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 2017 to 2019, this average rose to 192.4 in 2020 and 194.0 in 2021 and further to 199.4 in 2022, missing the target of 190.1 estimated for 2022 and making it unlikely that the target of 190.5 estimated for 2023 will be reached.

❖ **Observed Seat Belt Use for Passenger Vehicles, front seat outboard occupants: Increase the annual rate for 2023 to 93.98%**
This target was met. Because of the COVID-19 pandemic, no survey was conducted in FFY 2020. The annual rate for 2022 was 91.90% and in 2023 the rate increased to 94.11%. The target of 93.98% set for 2023 was exceeded.

Adjustments Planned for Upcoming HSP 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 online. Results related to seat belt use from the 2023 survey are provided below.

In the past 30 days, how often have you used a seat belt when driving or riding as a passenger in the front seat of a motor vehicle?

	2023
Regularly	93.5%
Fairly often	2.4%
A few times	1.6%
Just once	0.2%
Never	1.5%
N/A	0.9%

In the past 30 days, how often have you used a seat belt when riding in the back seat of a motor vehicle?

	2023
Regularly	54.1%
Fairly often	9.7%
A few times	6.0%
Just once	1.3%
Never	10.5%
N/A	18.4%

- Reported front-seat restraint use was high in 2023; 96.9% of the respondents said that they "regularly" or "fairly often" use a seat belt when driving or riding as a passenger in the front seat of a vehicle. Only 1.7% reported doing so "just once" or "never" in the past 30 days.
- 63.8% of survey respondents in 2023 reported that in the past 30 days they "regularly" or "fairly often" used a seat belt when riding in the back seat. 11.8% of respondents reported that they buckled up when riding in the back seat "just once" or "never," and 18.4% said that the question does not apply to them.
- In 2023, 63% of the respondents thought it "very likely" or "likely" that someone would get a ticket for not wearing a seat belt in the front seat.
- Meanwhile, 27% thought it "very likely" or "likely" that someone would get a ticket for not wearing a seat belt in the back seat.
- 80% of respondents in 2023 reported knowing that all passengers age 16 and older riding in the back seat are required to wear a seat belt as of November 1, 2020.

Differences by Gender

PERSONS WHO "REGULARLY" OR "FAIRLY OFTEN" USE A SEAT BELT, BY GENDER: 2023

Source: Driver Behavior Survey

PERCEPTION THAT GETTING A TICKET FOR NOT WEARING A SEAT BELT IS "VERY LIKELY" OR "LIKELY," BY GENDER: 2023
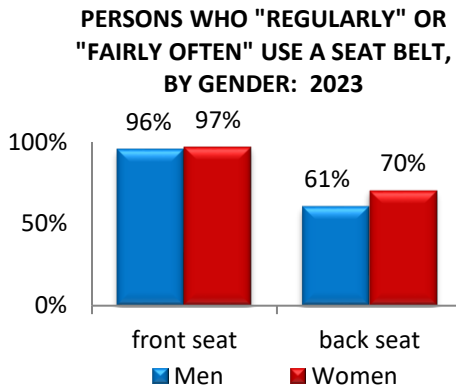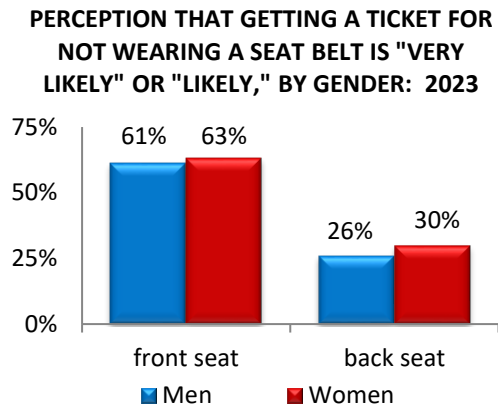
Source: Driver Behavior Survey

- In 2023, 96% of men and 97% of women reported that in the past 30 days they "regularly" or "fairly often" used a seat belt in the front seat.
- Persons who said they used a seat belt "regularly" or "fairly often" in the back seat included 61% of men and 70% of women. 20% of men and 15% of women reported that this question did not apply to them.
- In 2023, 61% of men and 63% of women reported thinking it "very likely" or "likely" that someone would get a ticket if they don't wear a seat belt in the front seat. Just 26% of men and 30% of women thought it "very likely" or "likely" that someone would get a ticket if they don't wear a seat belt in the back seat.
- 79% of men and 81% of women who completed the survey in 2023 reported that they knew all back-seat passengers 16 and older are required to wear a seat belt as of November 1, 2020.

KNOWLEDGE THAT PASSENGERS 16 AND OLDER IN THE BACK SEAT MUST WEAR A SEAT BELT, BY GENDER: 2023
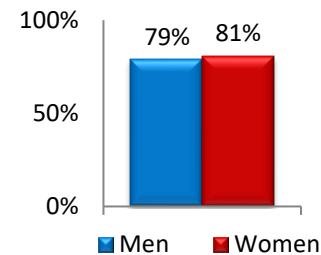
Source: Driver Behavior Survey

Differences by Age

PERSONS WHO "REGULARLY" OR "FAIRLY OFTEN" USE A SEAT BELT, BY AGE GROUP: 2023
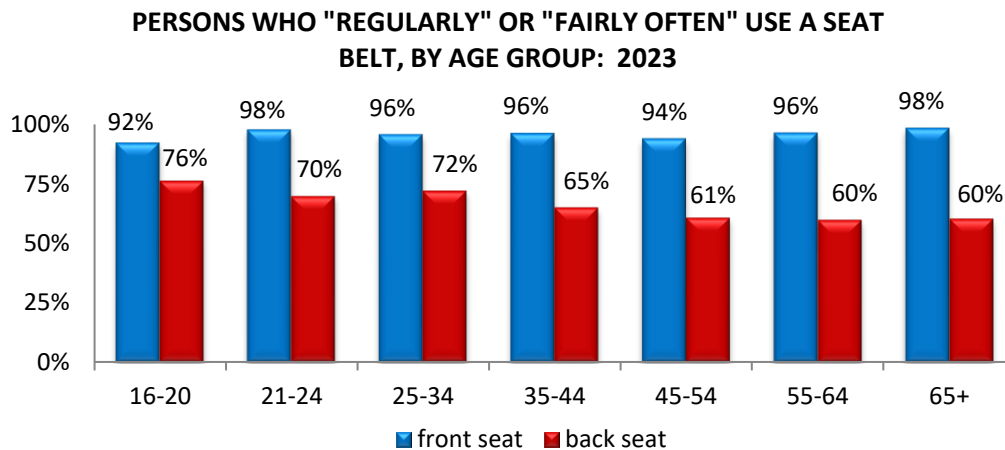
Source: Driver Behavior Survey

- In general, reported front seat belt use in New York is high and increases with age; in 2023, 92%-98% of the survey respondents in the age groups under 35 reported they "regularly" or "fairly often" buckle up when driving or riding in the front seat of a vehicle, compared to 94%-98% of the drivers in each of the age groups 35 years and older.
- Reported back seat belt use showed more variation among the age groups surveyed. In 2023, only 65% of those ages 35-44 and 60%-61% of those ages 55 and older reported that they "regularly" or "fairly often" buckle up as back-seat passengers, compared to 76% of 16-20-year-olds, 70% of 21-24-year-olds and72% of those ages 25-34.
- Persons reporting that seat belt use in the back seat does not apply to them ranged from 3% of drivers ages 16-20 to 29% of those ages 55-64.

PERCEPTION THAT GETTING A TICKET FOR NOT WEARING A SEAT BELT IS "VERY LIKELY" OR "LIKELY," BY AGE GROUP: 2023
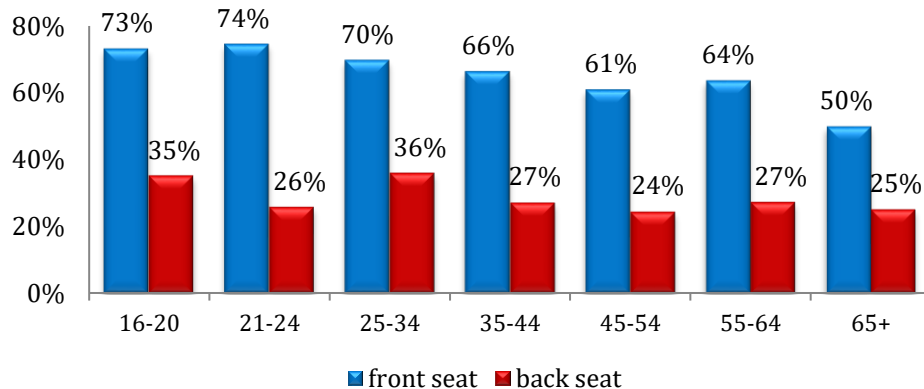
Source: Driver Behavior Survey

- In 2023, the proportions of survey respondents who thought someone was "very likely" or "likely" to get a ticket for not wearing a seat belt in the front seat ranged from a high of 74% for the 21-24 age group to a low of 50% for the 65 and older age group.
- In 2023, the proportions of those who thought the chances of getting a ticket for not wearing a seat belt in the back seat were "very likely" or "likely" were highest among 25-34-year-olds (36%) and lowest among 45-54-year-olds (24%).

KNOWLEDGE THAT PASSENGERS 16 AND OLDER IN THE BACK SEAT MUST WEAR A SEAT BELT, BY AGE GROUP
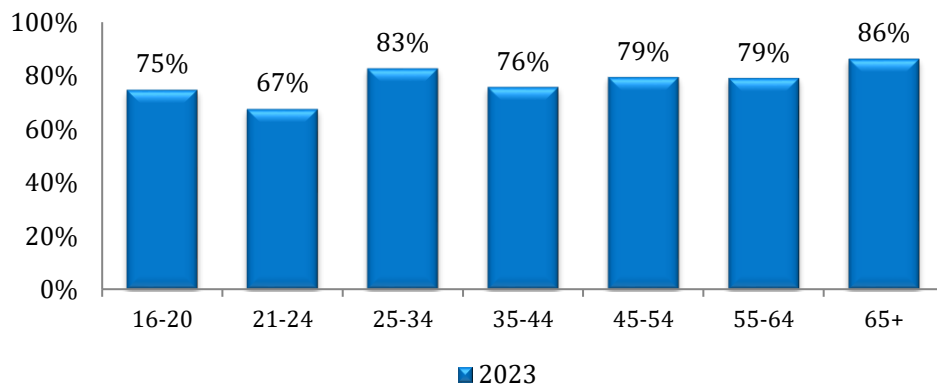
Source: Driver Behavior Survey

- In the 2023 survey, awareness of the law requiring back-seat passengers 16 and older to buckle up as of November 1, 2020, was lowest among those ages 21-24 (67%) and highest among those ages 25-34 and 65 and older (83% and 86%, respectively).

Differences by Race/Ethnicity

In the online survey, drivers were asked to respond to two separate questions, "Are you of Hispanic origin?" (Yes or No) and "What is your race? Mark one or more boxes" (White, Black or African American, Asian, American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander, Some other race). Survey results were grouped into these categories: Hispanic drivers of all races, non-Hispanic Asian, non-Hispanic Black, non-Hispanic White, non-Hispanic Some other race, and non-Hispanic Multiple races.

PERSONS WHO "REGULARLY" OR "FAIRLY OFTEN" USE A SEAT BELT, BY RACE/ETHNICITY: 2023

Race/Ethnicity	front seat	back seat
Hispanic, all races	92%	69%
Asian	92%	80%
Black	87%	63%
White	98%	64%
Some other race	94%	53%
Multiple races	87%	57%
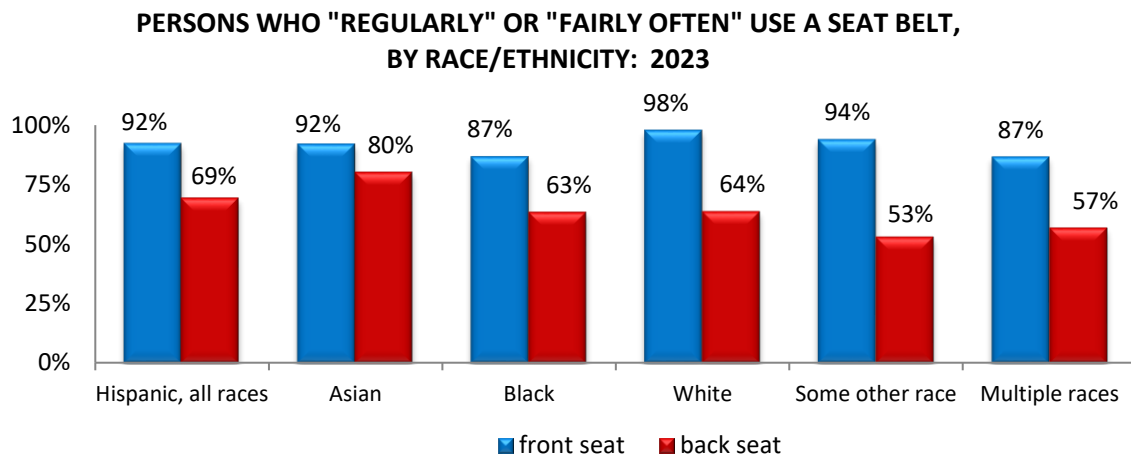
Source: Driver Behavior Survey

- In 2023, drivers who identified White were most likely to report that they "regularly" or "fairly often" buckle up when driving or riding in the front seat of a vehicle (98%), compared to 87% of Black and of multi-racial drivers.
- Reported back seat belt use showed more variation among the groups surveyed. In 2023, only 53% of the drivers of Some other race and 57% of Multiple race drivers reported that they "regularly" or "fairly often" buckle up as back-seat passengers, compared to 80% of Asian drivers and 69% of Hispanic drivers.

PERCEPTION THAT GETTING A TICKET FOR NOT WEARING A SEAT BELT IS "VERY LIKELY" OR "LIKELY," BY RACE/ETHNICITY: 2023
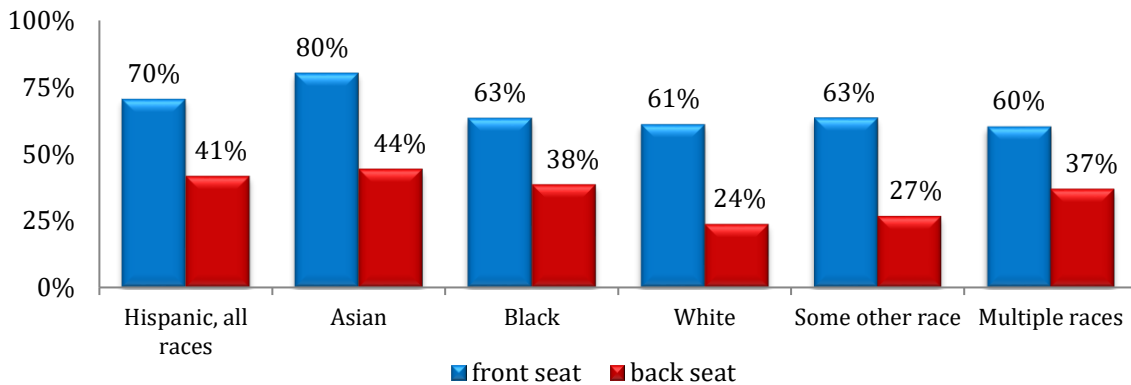
Source: Driver Behavior Survey

In 2023, the proportions of survey respondents who thought someone was "very likely" or "likely" to get a ticket for not wearing a seat belt in the front seat ranged from 80% for Asian, to 54% for White drivers.

- In 2023, the proportions of those who thought the chances of getting a ticket for not wearing a seat belt in the back seat were "very likely" or "likely" was highest among Asian drivers (44% and lowest among White drivers (24%).

KNOWLEDGE THAT PASSENGERS 16 AND OLDER IN THE BACK SEAT MUST WEAR A SEAT BELT, BY RACE/ETHNICITY
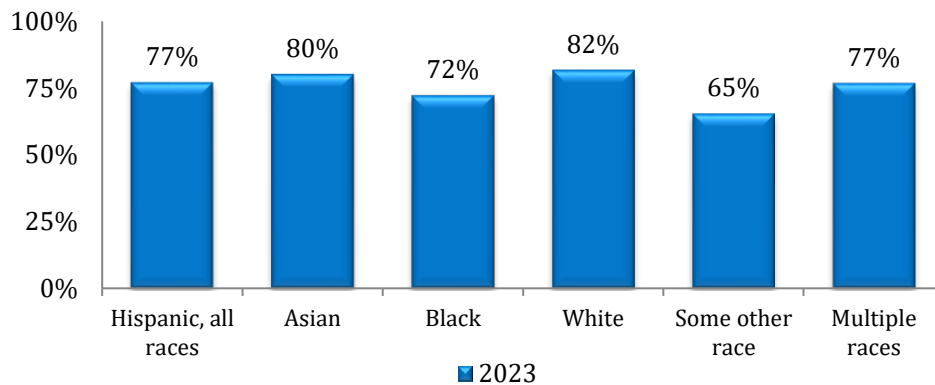
Source: Driver Behavior Survey

- Awareness of the law requiring back-seat passengers 16 and older to buckle up as of November 1, 2020, was lowest among drivers of Some other race (65%) and highest among White and Asian drivers (82% and 80%, respectively).

OCCUPANT PROTECTION PROJECTS AND ACTIVITIES FUNDED IN FFY 2023

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 2023 HSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in

FFY 2023 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.
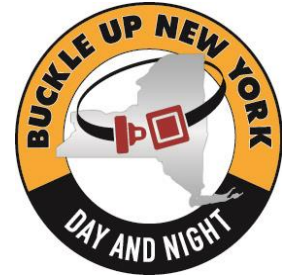
Buckle Up New York/Click It or Ticket

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:* A statewide fourteen-day seat belt mobilization is conducted in May/June in conjunction with the national enforcement and engagement initiative.

- *Nighttime enforcement***:** Police agencies have begun to conduct enforcement efforts during nighttime hours. 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. Previously, the DVD was made available to any police agency upon request. This year, the roll call video was made available online for easy access for 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 2023, GTSC provided 239 Police Traffic Services (PTS) grants to municipal and county law enforcement departments. The following law enforcement agencies received HS-1 grants to enforce the state's seat belt laws as well as other types of traffic violations: 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 and have dedicated funds for the two-week click it or ticket mandatory engagement requirement.

State Police Buckle Up New York Program

During FFY 2023 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 80 joint agency enforcement educational and enforcement details were conducted in proximity to state parks throughout New York. During the enforcement period between July 7 and August 7 the statewide, interagency initiative resulted in 4,662 safety belt and 798 child restraint violations issued. While primarily focused on adult seat belt and child restraint enforcement, the campaign also provides a greater level of high-visibility enforcement during a traditionally dangerous and increased travel period.

Day-to-day enforcement and engagement are the foundation of the NYSP occupant protection efforts, and this "around-the-clock" activity has been substantial. From October 1, 2022, to September 30, 2023, State Troopers issued a total of 44,903 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. These 386 additional occupant protection details resulted in 1,867 seat belt tickets, 756 child restraint tickets, 10 DWI arrests, and 8 criminal arrests. These supplemental fixed and roving occupant protection enforcement details ensure continuous occupant protection enforcement throughout the year and not just during mobilization periods.

The New York State Police (NYSP) continued its extensive occupant protection PI&E activities with a joint effort between School and Community Outreach Coordinators, Public Information Officers, and Traffic Services from around the state. During this year's "No Empty Chair" campaign, the statewide initiative offered multiple speakers and demonstrations. A highlight of the campaign was the "Battle of the Belts" competition which engages students in traffic safety and emphasizes the continued message "Buckle Up. Every Trip. Every Time." A new rollover simulator, six crash dummies received and delivered to the field for immediate use at educational community events.

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 2023, 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.
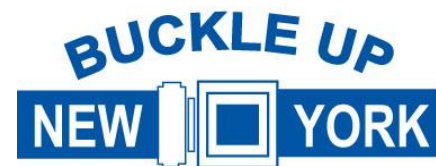
Education of the General Public and High-Risk Groups

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 2023, GTSC continued the statewide "Protect Your Melon" occupant protection educational campaign. As part of this program, GTSC partnered with NASCAR/ Xfinity 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 also distributed to select grocery stores in New York State. Social media posts promoting occupant restraint use were shared by Chastain on his Twitter/X, Instagram, and Facebook accounts. In-person events with Chastain reached nearly 300 teens with Battle of the Belts activities at Monroe County BOCES and Franklin High School. All schools are located in counties with elevated unrestrained crash data among the teen demographic. Community outreach was also conducted in two sessions with hundreds of participants 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 racetrack drew over 500 fans.

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 grantees with grant development and management including the preparation of grant applications, reporting, vouchering and requesting project modifications when necessary.

In FFY 2023, GTSC awarded 174 CPS grants to local agencies. Many grantees provided multiple programs and services. In FFY 2023, 125 agencies received funding to operate fitting stations, 34 agencies were funded to conduct CPS awareness trainings, 125 agencies were funded to conduct car seat check events and 64 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 2023, 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.

Is Your Child in the Right Car Seat?

Car crashes are a leading cause of death for children. Many of these deaths and injuries can be prevented by using car seats, boosters, and seat belts correctly.

Rear-Facing, Convertible, or All-in-One Car Seat
birth to age 2*

Forward-Facing Car Seat
with harness and tether; around ages 2-7*

Booster Seat
around ages 5-12*

Seat Belt
when the vehicle belts fit, usually between ages 8-12*

*See reverse side.

In FFY 2023, GTSC continued its collaboration with the New York State Department of Health (DOH) 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. Additionally, New York State wanted to spread awareness about proper car seat usage and installation, as well as provide educational messages to children about the importance of car seats and seat belts. A large supply of Visual Car Seat Guides and educational coloring books were purchased to help spread these messages. To assist in the dissemination various informational messages, GTSC fulfilled approximately 38 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, visual car seat guides and educational coloring books.

Child Passenger Safety Awareness Training

The trend for grantees to offer more CPS awareness training classes continued in FFY 2023. 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 2023, 34 agencies received funding to conduct approximately 121 CPS awareness classes. These awareness classes were held throughout the state and reached over 1,753 participants. The majority of the participants were parents, expectant parents and caregivers. The other participants included community groups, day care providers, law enforcement officers, social services, 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 2023 included the following:

- Members of the Advisory Board coordinated a total of 24 technician certification courses, 11 CEU update courses and 3 renewal classes.

- The Advisory Board finalized and distributed an updated 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 Board began to develop a technician survey to assess their educational/training needs. This survey will be disseminated in FFY 2024.

- Members of the Board continued to develop a new member orientation guidance document.

- 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 Board completed and distributed a new CEU curriculum.

- The Board ordered and distributed visual car seat guides and educational coloring books to parents, caregivers and children throughout New York State.

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

- The Board coordinated and implemented the NYS Child Passenger Safety Technical Conference, which sold out at 400 registrations and waitlisted 125 people. New York State is looking to expand the conference for FFY 2025 to accommodate more technicians that are interested in attending.

Fitting Stations

In FFY 2023, 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 2023, GTSC continued to support the operation of permanent fitting stations. Currently there are 316 permanent fitting stations in New York State, 125 of which are supported by grant funds. The grant-funded agencies operating fitting stations reported that 9,541 child safety seats were inspected in FFY 2023 and only 1,357 of those seats were installed correctly. A total of 1,748 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.

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 2023 and the number of seats given away.

ACTIVITIES AT PERMANENT FITTING STATIONS FFY 2019-2023

Year	Seats inspected	Seats given away
2019	7,405	1,478
2020	4,486	878
2021	6,824	1,509
2022	7,086	1,318
2023	9,541	1,748

# of Seats (axis: 0, 3,000, 6,000, 9,000, 12,000)
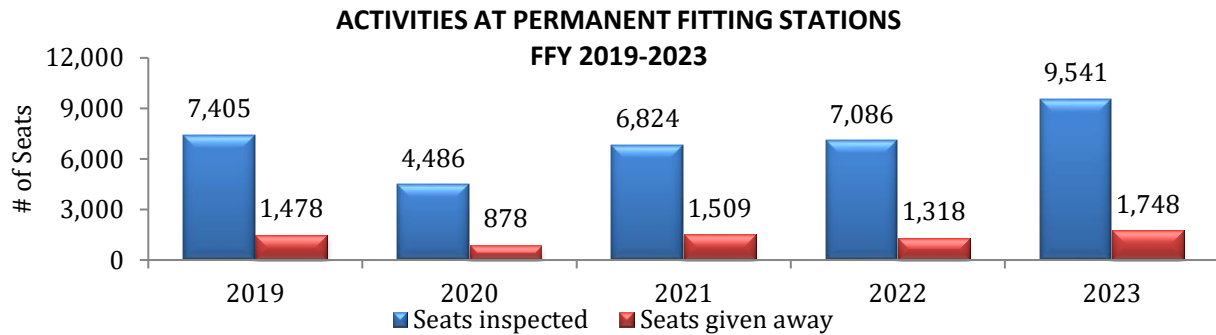
- Albany County Traffic Safety Board: 1,025 inspections and 44 seats given away
- Long Island Jewish Medical Center/Northwell Health: 993 inspections and 19 seats given away
- Cornell Cooperative Extension of Saratoga: 391 inspections and 48 seats given away
- NY Coalition for Safety Belt Use: 296 inspections and 36 seats given away
- Erie County Sheriff's Office: 205 inspections and 0 seats given away

Car Seat Check Events

Car Seat Check Events

In FFY 2023, 125 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 17-23, 2023. 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, 377 check events were held across the state where a total of 3,779 seats were checked and 947 seats were provided to replace outdated, recalled or inappropriate seats. On National Seat Check Saturday observed on September 23, the Albany County Traffic Safety Board hosted their 31st annual check event, which is one of the most heavily attended events in the state. Technicians at this event were able to inspect a total of 66 car seats, of which only two were found to be installed properly. To support other agencies throughout the state participating in National CPS Week, GTSC fulfilled 38 educational material orders consisting of quick reference bookmarks, educational flyers, visual car seat guides, and educational coloring books.

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 2,011 certified technicians, including 104 CPS instructors and three instructor candidates.

The CPS grants awarded by GTSC support technician training classes and cover recertification fees for technicians and instructors. In FFY 2023, 24 Standardized CPS Technician Training classes were conducted, producing 363 new certified technicians.

GTSC was also able to schedule two specialized CPS trainings entitled *Safe Travel for All Children (STAC). STAC* is designed to serve as an enrichment course for CPS technicians who are interested in learning more about special needs transportation. These two classes resulted in the specialized training of 30 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 NYSP.

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 eleven CEU classes were held, reaching a total of 155 technicians. New York's recertification rate consistently exceeds the national rate.

Basic Child Passenger Safety Training for Law Enforcement

Two certified child passenger safety technicians (CPSTs), who are also law enforcement officers worked on developing a training course designed for traffic enforcement officers who have not been certified as CPSTs. This 4-hour training is designed to provide law enforcement with basic child passenger safety information such as the different kinds of car seats, New York State child passenger safety laws, identifying car seat misuse/nonuse, and how to intervene and provide resources during routine traffic stops.

Two classes were conducted in FFY2023, reaching approximately 30 law enforcement officials, and it is anticipated that 2-3 classes will be conducted for each Federal Fiscal Year moving forward.

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 CPS Technical Conference for FFY 2023 was held on May 2-4, 2023, in Lake Placid, NY. The conference sold out with 400 registrations and an additional 125 technicians were wait-listed for the event. After late cancellations/no shows, approximately 393 technicians attended the conference and received up to 6 continuing education units required for recertification. The next conference, for FFY2025, is currently in the planning stages.

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 2023, 64 agencies in New York were awarded funding to operate a car seat education & distribution program; 8,529 parents/caregivers were provided with education, and a total of 5,550 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 at their two locations in Albany and Cohoes. A total of 560 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 2023 was recorded at 94.11%.

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 2020 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, at night, and when speeding or alcohol were factors in the crashes.

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 $2.9 million in 405(c) traffic records funding for FFY 2023. 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 2023 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 New York State Police (NYSP), 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 2023, COVID-19 continued to have an impact on NYS agencies and the state's traffic safety community. The pandemic continued to create problems for NYS agencies and their resources. The attrition of experienced staff and the challenges of hiring new staff faced by most of the country, is impacting both NYS agencies and the traffic safety community. This has impacted the ability to timely and accurately process crash and ticket data and fully complete and implement funded projects.

The strategies implemented in this program area and the progress made during FFY 2023 in attaining the performance goals and objectives are summarized below.

ASSESSMENT OF PROGRESS

Traffic Records Targets for FFY 2023

❖ 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 9.99 days (April 1, 2021-March 31, 2022) to 9.89 days (April 1, 2022 – March 31, 2023).

❖ 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 94.05% (April 1, 2021 – March 31, 2022) to 94.99% (April 1, 2022 – March 31, 2023).

❖ 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 95.81% (April 1, 2021 – March 31, 2022) to 96.77% (April 1, 2022 – March 31, 2023).

❖ 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 10.18 days (April 1, 2021 – March 31, 2022) to 10.07 days (April 1, 2022 – March 31, 2023).

❖ 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 26.38 days (April 1, 2021-March 31, 2022) to 25.85 days (April 1, 2022 – March 31, 2023).

❖ 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 9.10 days (April 1, 2021-March 31, 2022) to 9.00 days (April 1, 2022 – March 31, 2023).

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 2023.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS PERFORMANCE TARGETS			
Performance Attributes & Measures	**Baseline Period** April 1, 2021- March 31, 2022	**Performance Period** April 1, 2022- March 31, 2023	**Targets** April 1, 2022- March 31, 2023
Accident Information System (AIS)			
Timeliness - Crashes			
Mean # of days from crash date to date crash report is entered into AIS	9.99 days	10.21 days	9.89 days
Accuracy			
Percentage of crash records in AIS with no errors in the critical data element of Lat/Long Coordinates	94.05%	74.27%	94.99%
Completeness			
Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	95.81%	85.23%	96.77%
TSLED System			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into TSLED database	10.18 days	7.62 days	10.07 days
Timeliness – Citations			
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	26.38 days	39.29 days	25.85 days
Administrative Adjudication System			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into AA database	9.10 days	5.12 days	9.00 days

The table above shows that the target of 9.89 days set for the AIS timeliness measure was not met. The mean number of days from the crash date to the date the crash report was entered into the AIS database increased from 9.99 days in the baseline period to 10.21 days in the performance period (April 1, 2022 – March 31, 2023). The increase in this performance measure during the past year can be attributed to several factors including staffing shortages, AIS instability, and the implementation of the new location coding system, CLEAR.

The target of 94.99% established with regard to the AIS accuracy measure was also not met. The percentage of crash records with no errors in the critical data element of Lat/Long Coordinates decreased from 94.05% in the baseline period to 74.27% in the performance period (April 1, 2022-March 31, 2023). This decrease can be attributed to the implementation of the new location coding system, Crash Location & Engineering Analysis Repository (CLEAR). Additional modifications were needed to the crash location coding module of the system than were anticipated. DMV, ITSMR and NYSDOT continue to monitor the new CLEAR system and identify and resolve issues as they arise. Additional modifications to the interface and data elements in CLEAR will be needed in FFY2024 when the new Crash Reporting Information System (CRIS) is implemented. Accuracy could be further improved if all the police agencies that utilize the Traffic and Criminal Software (TraCS), utilized the locator tool within the system.

The target of 96.77% 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 95.81% in the baseline period (April 1, 2021-March 31, 2022) to 85.23% in the performance period (April 1, 2022-March 31, 2023). This decline is due to the implementation of the new location coding system, CLEAR as previously mentioned.

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 decreased from 10.18 days in the baseline period (April 1, 2021-March 31, 2022) to 7.62 days in the performance period (April 1, 2022-March 31, 2023), meeting the goal of 10.17 days set in the FFY 2023 strategic plan. This decrease can be attributed to the DMV operations beginning to return to normal capacity post COVID-19. The ticketing division has also reassigned tasks and hired additional staff to shorten the processing time for entry and eliminate backlogs.

The target of 25.85 days established in regard to the TSLED disposition timeliness measure, the mean number of days between when the citation is adjudicated until it is entered into the TSLED database, was not met. The mean number of days from the date of the charge disposition to the date the charge disposition is entered into the TSLED database increased from 26.38 days in the baseline period to 39.29 days in the performance period (April 1, 2022 – March 31, 2023). This increase can be attributed to a large amount of duplicate data received at DMV from the courts.

The table above shows that with respect to the timeliness of the AA citation data, the target of 9.00 days was met. The mean number of days from the citation date to the date the citation is entered into the AA database decreased from 9.10 days in the baseline period to 5.12 days in the performance period (April 1, 2022 – March 31, 2023). This decrease can be attributed to the continuation of NYPD transmitting AA citations and to prioritizing the turnaround time for these transactions by reassigning tasks and staff as needed.

In FFY 2023, 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 2024* 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 2024 plan was developed and became an integral part of New York's FFY 2024 application for traffic records funding under Section 405(c) of the Bipartisan Infrastructure Law. New York was awarded $2.9 million for FFY 2023.

In FFY 2023, 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 New York State Police (NYSP), 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, DMV and their vendor, Lexis Nexis, are scheduled to implement the new Crash Reporting Information System (CRIS), and the AIS replacement system in the summer of 2024. An ITSMR staff member has participated in this project since its inception. ITSMR technical staff is working with DMV and their vendor to ensure the transfer of crash data to ITSMR will be a smooth transition allowing ITSMR to continue performing their responsibilities.

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, 2023, the TSSR provides access to the state's finalized crash and ticket data for the years 2013-2022 and the preliminary data for 2023. 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 Triennial Highway Safety Plan (HSP) and the Commercial Vehicle Safety Plan (CVSP) required for the receipt of federal highway safety funds by GTSC and DOT. In FFY 2023, 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 Bipartisan Infrastructure Law.

TRAFFIC RECORDS PROJECTS AND ACTIVITIES FUNDED IN FFY 2024

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 2023, these efforts resulted in the preparation of the *NYS Traffic Safety Information Systems Strategic Plan: FFY 2024.* 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 2023 are summarized below.

Improvement of Crash and Citation/Adjudication Systems

In FFY 2023, NYS DMV continued to work on the *AIS Replacement* project with their vendor, Lexis Nexis, on the development, implementation and maintenance of the new crash reporting system. The new system, CRIS, will replace the current Accident Information System. It is anticipated that CRIS will be implemented in late Summer/early Fall of 2024. This project is a statewide effort as many NYS and law enforcement agencies, other state agencies, and organizations will need to implement system changes to transmit and/or receive crash data from the new system. A TRCC working group met in 2018-2019 to review the existing crash forms, MMUCC requirements and current agency needs for crash data. A document was developed that has been shared with the vendor and every effort will be made to incorporate the necessary changes.

During FFY 2023, Bipartisan Infrastructure Bill funds (Section 405(c)) 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 2023, the number of enforcement agencies, including the New York State Police (NYSP), collecting and transmitting crash and/or ticket data to DMV increased to 522 from October 2022 to October 2023. An additional four agencies run the TraCS software but are not currently transmitting data. Currently, approximately 95% of the TSLED and AA citations and 78% of the police-reported crashes are being sent to DMV electronically through XML. An additional 17% of police-reported crashes are sent to DMV via PDF to AIS for import. In addition, over 1,200 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to DMV. The collecting and/or transmitting of 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 405(c).

During FFY 2023, the NYSP continue the rollout of Niche RMS, law enforcement records management system. NYSP will use Niche RMS to replace SJS and TraCS for the NYSP, as well as other NYSP legacy systems. NYSP continues to work with DMV to resolve some transmission and data issues with the Niche software. NYSP is expected to complete its rollout to field units in all Troops by the end of 2024. Once fully implemented, the number of TraCS users will decrease but the number of agencies transmitting data electronically will not.

In FFY 2023, 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 implemented its new location coding system, CLEAR. The new CLEAR system utilizes 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 2023 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 2023, 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 2023, DOH completed their 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.

Improvement of Driver License Data System

The DMV automated Driver License File contains approximately 29 million records, approximately 16.6 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.

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.

DMV implemented the Entry Level Driver Training program in February 2022 that provides for additional requirements for Commercial Driver's License (CDL) drivers whose permits are issued after February 7, 2022. This program requires drivers to 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.

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.

During FFY 2023, DMV implemented a new Vehicle Inspection program – NYVIP3. A feature of the new program involves an increase to the number of characters on the inspection sticker and the inclusion of the vehicle identification number on the sticker. This change will help prevent the stickers from being counterfeited or stolen. As of January 1, all inspection stations are using the new stickers.

Improvement of Roadway Data Systems

During FFY 2023, 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 has implemented their new CLEAR system that combined their ALIS, SIMS and PIES systems into a single system. CLEAR also accepts a direct feed from RIS and will accept annual updates. The new system will store both crash data and images, to be used to manage and analyze crash data and to serve as a safety information management system.

Development and Use of Data Integration and Data Linkages

The NYS Unified Court System continued pursuing the development of the *Implementation of E-Plea System for Local Courts* in FFY 2023. This project will now be developed and implemented by a vendor due to continuing resource issues and competing projects. 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 completed their work on the *Impaired Driver Data Warehouse Integration of UCMS Data* in FFY 2023. 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 2023, with ITSMR providing the 2019 - 2022 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.

In FFY 2023, ITSMR staff continued work on their *Traffic Safety Statistical Repository (TSSR)* project. Conducted with Section 405c funding, this project has enabled ITSMR to maintain and upgrade 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). The TSSR environment was updated to SAS Visual Analytics software that will which provides high availability, faster in-memory processing, and handles more users and data. Still new TSSR features including a dashboard page to facilitate quick user access to a visual display of key crash statistics were under development, accounting to users' needs. Online documentation was updated, and user activity continues to be monitored and tracked.

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 2023, 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 (405(b)), State Traffic Safety Information System Improvements (405(c)), Impaired Driving Countermeasures (405(d)), Motorcyclist Safety (405(f)) and Non-Motorized Safety (405(h)).

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 2023 GTSC conducted activities to improve traffic safety in partnership with the Saint Regis Mohawk Tribe which included participation on their local road safety plan. 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 2023

❖ **Drivers Age 20 or Younger Involved in Fatal Crashes (AIS): Decrease the 5-year rolling average for 2019-2023 to 91.9**
Status: Not Met
From 2017 to 2020, the five-year moving average number of drivers under age 21 involved in fatal crashes followed a downward trend, from 103.4 to 92.8. Since 2021 this trend has reversed and there were and there have been annual increases from 94.0 in 2020 to 95.8 in 2022.

Adjustments Planned for Upcoming HSP to Reduce Drivers Age 20 or Younger Involved in Fatal Crashes

Projects that focus on raising awareness among teens of the dangers of engaging in unsafe driving behaviors will be considered for funding as Community Traffic Safety Programs. Public awareness and educational activities that focus on educating parents about New York's graduated license laws and providing them with the tools to encourage safe driving by their teens will also be funded.

Local outreach and education programs that focus on young drivers will be considered for funding. An example of a successful initiative in this area is the Students Against Destructive Decisions (SADD) Statewide Coordinator grant. This grant provides support to the numerous SADD chapters across New York State for the provision of peer-to-peer traffic safety initiatives. Outreach efforts that focus on educating parents on ways to keep teen drivers safe are also eligible for funding. Coalitions and other groups that engage in teen driving safety outreach and promote the implementation of proven and promising strategies to improve the safety of this high-risk driving population are also eligible for funding.

COMMUNITY TRAFFIC SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2023

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 2023 HSP. 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 2024 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Community-Based Highway Safety Programs

Clinton County Sheriff's Office

The Clinton County Sheriff's Office has a community-based highway safety grant that covers various aspects of traffic safety. The Sheriff's office uses outlets such as the media and SADD to disseminate highway safety messages. A traffic safety specialist has remained on the County's Safe Kids Board to participate in traffic safety education for young children including pedestrian safety and child passenger safety. The traffic safety specialist also resides on Clinton County's Traffic Safety Board. Clinton County's traffic safety program has also worked with CV-TEC's security and law program to provide their high school-aged students with information regarding safe driving. Traffic Safety Presentations were also held before prom season at Beekmantown Central High School, highlighting distracted driving, occupant protection, seat belts, and driving while intoxicated.

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 2023, the Center provided traffic safety-related training both virtually and in-person throughout their community. 2,506 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 community members. 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. 179 people were educated in their low-income seat distribution program and 118 seats were distributed. Training was provided to 252 people within the refugee community.

Teen and Young Adult Safe Driving Program – Putnam County Youth Bureau

The Putnam County Youth Bureau developed a new Teen and Young Adult Safe Driving Program. The program included outreach and education to improve teen and young adult driver safety through the expansion of the Simulated Impaired Driving Experience (SIDNE) Program in area high schools and the Parents As Driving Partners Program. This program included a Teen Driving Court for drivers under the

age of 18. A driver education diversion program was developed and specifically addressed drivers ages 16 to 21.

The Teen Driving Court, an extension of Putnam County Youth Court, expanded existing partnerships with the Town of Carmel Court and the Putnam County Probation Department to include courts in the Towns of Kent, Philipstown, Putnam Valley and Southeast and the Villages of Brewster and Cold Spring. Participants appeared before their peers who acted as judges, jurors, defense attorneys and prosecutors.

The Putnam County Teen and Young Adult Safe Driving Program worked with school districts, community organizations and youth to develop presentations and activities that would spotlight youth traffic safety and engage youth in addressing issues about teen driving safety. In 2023 the Youth Bureau hosted two Highway Safety Peer-led Educational Presentations. 691 people signed Parents As Driving Partners agreements, and 570 students attended SIDNE presentations.

Statewide Implementation of Traffic Safety Initiatives

Drowsy Driving

The number of fatalities involving drowsy drivers was 633 or 1.6% of total fatalities nationwide in 2020, according to the National Highway Traffic Safety Administration (NHTSA). 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 2023. 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 fifteen City University of New York and State University of New York college campuses. 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 2023, 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 was expanded this year and reached almost 30,000 participants. Using a hybrid approach with virtual and in-person events, advocates remained active and engaged in helping to spread the message of traffic safety at a variety of driver's education schools, programs, Family, Career and Community Leaders of America (FCCLA) clubs of New York State, the New York State Public High School Athletic Association (NYSPHAA) and their athlete leaders, traffic courts and Victim Impact Panels, Injury Prevention Programs and groups, and alternative learning programs.

Commercial Motor Vehicle Safety

New York State Truck Safety & Education Symposium and Safety Exhibition

The 2023 NYS Truck Safety & Education Symposium and Safety Exhibition was held on April 3-5, 2023. The symposium provided the trucking industry with pertinent and timely information on regulatory updates by FMCSA, NYSDOT, NYSDMV and NYSP, as well as various presentations by speakers involved in the trucking industry. Once again, GTSC set up a booth with safety education and outreach materials specifically geared towards the CMV driver. Topics included avoiding drunk, drugged, distracted, and drowsy driving, low bridge strike mitigation, the Move Over law and load securement. A keynote address on the impact of impaired driving was delivered by victim advocacy speaker, Marianne Angelillo.

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 2023 the symposium was postponed due to the GHSA annual meeting being held in New York. In FFY 2024 the symposium will be held in Lake Placid on October 21-24.

Younger Driver Outreach and Education

Students Against Destructive Decisions (SADD)

For FFY 2023, GTSC continued its effective partnership with SADD. Building off the successes of their FFY 2021 grant, SADD now has 230 registered clubs across the state.

SADD conducted 216 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 developed a unique partnership with AAA Northeast to provide their marijuana impaired driving prevention program, ShiftingGears, to SADD chapters at no cost. Students, law enforcement, community partners and more now have the option to be trained as trainers in this program, an evidence-based curriculum which has been evaluated by Brown University, to help engage and inform their communities on the dangers of marijuana-impaired driving and prevention. This partnership has been brought to the national level, resulting in SADD National having an exclusive partnership with AAA Northeast to disseminate this program to SADD's network across the country. Working together, GTSC and SADD are leading the way in regional and national partnerships to increase efforts to address impaired driving issues.

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 22% of New York's licensed drivers.

GTSC continues its participation in the multi-state Aging Road User Collaborative. This provided an ongoing opportunity to share information, best practices, and upcoming events with other members. For FY 2023 and beyond GTSC has also begun efforts to promote, invigorate, and strengthen CarFit via increased CarFit tech training to staff as well as promoting CarFit check events amongst grantees and other partners.

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 attention on vulnerable road users, especially in diverse communities with underserved populations. During FFY 2023, GTSC provided opportunities for grantees and partners to conduct outreach on re-establishing or making new connections with those community-based organizations in the underserved communities, whose members are overrepresented in crashes. The goal is to create opportunities to engage with the groups most affected by fatal and serious injury crashes. GTSC wants to engage with vulnerable road users from diverse communities in an equitable manner and develop a more inclusive highway safety strategic plan.

During FFY 2023, GTSC and partners conducted traffic safety outreach to multiple underserved populations in the urban and rural areas of the state, including tribal nations, religious organizations, refugee resettlement areas, economically disadvantaged areas, and a host of diverse ethnic populations. GTSC will work with its partners from across New York to provide education and engagement opportunities related to child passenger safety, distracted driving, pedestrian safety, older driver issues, occupant protection, impairment and other topics related to traffic safety. GTSC continues to encourage creative outreach efforts to develop equitable access to traffic safety initiatives, with its main goal of keeping New York's roadways safe for all users.

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

As another example, 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.

Statewide efforts have also been made to expand traffic safety grant opportunities to non-traditional partners for inclusion in the grant application process. Outreach to those diverse groups is ongoing and the number of grant outreach efforts are increasing. In 2023, 547 grant proposals were submitted.

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 2023, New York was also successful in qualifying for Section 405 National Priority Safety Program funds in Occupant Protection (405(b)), Traffic Records (405(c)), Impaired Driving (405(d)), Motorcycle Safety (405(f)) and Nonmotorized Safety (405(h)). 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 2023

- ❖ 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 and efficient 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 2023 Highway Safety Plan (HSP). 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 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 2023 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 New York State Police (NYSP) and local agencies to deliver the Practical Guidelines for Motorcycle Enforcement training for police officers in FFY 2023.

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 HSP 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 2023, eGrants was used for all aspects of the grants management process. For FFY 2024, 576 grant applications for funding were received and reviewed electronically; 544 of these applications were approved. GTSC completed the review of the FFY 2024 proposals by mid-August 2023.

PROGRAM MANAGEMENT PROJECTS AND ACTIVITIES FUNDED IN FFY 2023

New York State Highway Safety Plan (HSP)

GTSC prepared and submitted New York State's HSP for FFY 2024-2026. In conjunction with the development of the HSP, the GTSC members meet quarterly at the Empire State Plaza in Albany to discuss traffic safety trends and begin planning the next year's HSP. 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 405(b), 405(c), 405(d), 405(f) and 405(h) incentive grant programs.

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 overall timeliness of grant approvals was improved significantly. The 2023 average cycle time for processing a grant application decreased by 5 days from 118 days in 2022 to 113 days in 2023. This represents a 4% decrease in 2023 compared to 2022. All notifications regarding FFY 2024 grant applications were issued by mid-September. Currently, 96% of the grants have completed the NYS contract approval process.

Other specific accomplishments associated with managing the highway safety program in FFY 2023 are listed below:

- A Triennial Highway Safety Strategic Plan allocating $238,875,000 over the next three years for various NHTSA highway safety programs was implemented.
- New York State received the following incentive fund awards:
  - Section 405(b) Occupant Protection - $2,422,541
  - Section 405(b) Supplemental - $153,812
  - Section 405(c) Traffic Records - $2,688,173
  - Section 405(c) Supplemental - $170,677
  - Section 405(d) Impaired Driving - $9,575,685
  - Section405(d) Supplemental - $609,655
  - Section 405(d) Ignition Interlock - $1,155,840
  - Section 405(d) II Supplemental - $73,588
  - Section 405(f) Motorcycle Programs - $294,017
  - Section 405(f) Supplemental - $18,667
  - Section 405(h) Nonmotorized Safety -$1,383,653

- Section405(h) Supplemental - $87,851
- A total of 576 applications for FFY 2024 funding were reviewed; 544 grant applications were approved.
- A total of 1,605 vouchers were processed.
- New York closed out FFY 2022 in December 2022 and expended about $29,661,374.
- As of November 22, 2023, the ratio of unliquidated funds was 2 years for all funds.
- GTSC submitted its FFY 2023 report into the Federal Funding Accountability and Transparency Act data system. The applicant information, funding level and project description were entered for 119 grant projects that received awards greater than $30,000.
- 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 2023, the State of New York posted available grant opportunities for not-for-profits to qualify for upcoming grants in the Grants Gateway Portal. In addition, GTSC reached out to 480 additional not-for-profits to invite them to apply for the grants.
- 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 January 2024 .
- 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 2023, 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. 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 two Safe Travel for All Children (STAC) trainings, where 30 technicians were newly trained on how to safely transport children with special needs

- Held the NYS Child Passenger Safety Conference in Lake Placid, which sold out at 400 attendees. The conference allowed technicians to earn up to 6 continuing education units required for recertification
- 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 2023, 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, new for this year, e-bike safety. 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," video pre-roll ads, banner ads, and mobile advertising were also utilized.

Billboards and Fuel Pump Messages

In FFY 2023, GTSC continued to use billboards to deliver public education and educational campaign messages. The FFY 2023 billboards displayed a buckle up message that reminded motorists to wear their seat belts and a message to slow down.

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 2023, 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 2023 on a rotating basis on both television and radio are listed below:

- Impaired Drivers Take Lives. Think!
- Drugged Driving is Impaired Driving
- 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)
- E-bike safety (for motorists and e-bike riders)

In FFY 2023, there were 79,313 announcements aired on 157 New York State radio stations. The radio spots aired throughout the day, evening and overnight. Television spots ran from October 2022 through September 2023, with a total of 48,400 spots airing on broadcast television stations throughout New York State.

In FFY 2023, GTSC contracted with CTANY for a multi-media, statewide traffic safety program to help support the public awareness and behavioral goals of the NYS HSP. 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 2023 campaign was extensive and delivered millions of online impressions. GTSC's spots aired over 205,400 times on cable and streaming networks which resulted in millions of impressions. The

campaign included TV spots, 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, land weather reports. 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 2023, 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 HSP and the Annual Report. During FFY 2023, the GTSC website hosted 280,000 website views. Analytics on the server hosting the GTSC website provides website view figures rather than total hits.

In FFY 2023, GTSC also continued to enhance the Younger Driver Tool Kit, which offers resources for schools and educators throughout the state. The tool kit is available on the GTSC website and features resources and program ideas on impaired driving, distracted driving, drowsy driving, texting and driving, seat belt use and other traffic safety topics. Information for teens and parents on the Graduated Driver's License and other topics specifically related to young drivers is also provided. The GTSC website features a Law Enforcement Partners Page that is used to communicate information about crackdowns, training, new laws and traffic safety promotions to the state's enforcement community.

The GTSC home page features a rotation of traffic safety topics. Four large images rotate though the cycle, with a tag line and link to more information. These topics often tie in with the promotional materials developed for television, radio and billboards. For 2023, 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.
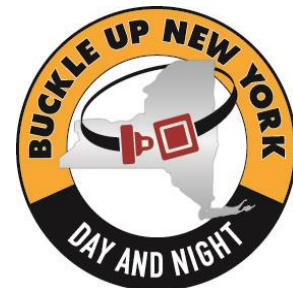
In 2023, GTSC shared the STOP-DWI Foundation's DWI messaging. Banner images were prepared for each of the DWI Crackdowns and GTSC added these images to its homepage rotation. GTSC is also using its website to disseminate the link for the STOP-DWI Foundation's "Have a Plan" mobile app that provides information to help young drivers avoid drinking and driving.

APPENDIX A

New York State
*FFY 2023 Approved Projects Implemented with Expenditures by Program Area   ***As of 01/23/2024. To be revised with updated expenditure totals after FFY 2023 closeout activities are completed.**

Alpha	Project Number	Agency	Title	Requested Amount	Approved Amount	Expended Amount
			Impaired Driving			
AL	HS1-2023-Albany Cty DA-00125-(001)	Albany County District Attorney	Highway Safety Grant 2022/2023 for Albany	$143,350.00	$139,350.00	$117,276.27
AL	HS1-2023-Erie Co Tox Lab-00109-(015)	Erie County Medical Examiners Office Forensic Toxicology	Forensic Toxicology Laboratory	$40,000.00	$40,000.00	$35,348.07
AL	HS1-2023-Mercy Flight -00210-(088)	Mercy Flight Inc	Air Ambulance Involvement In DWI-Prom	$25,550.00	$21,350.00	$17,206.54
AL	HS1-2023-Monroe Co Tox Lab-00098-(028)	Monroe County Medical Examiners Forensic Toxicology Laboratory	Comprehensive Toxicology Testing in DUI	$45,350.00	$45,350.00	$45,155.00
AL	HS1-2023-MADD-00081-(088)	Mothers Against Drunk Driving	MADD Power of Parents & Power of You(th)	$71,076.00	$60,138.00	$43,205.52
AL	HS1-2023-Nassau Co Lab-00182-(030)	Nassau County Medical Examiner's Office	2022-23 NYS HTS DWI Grant	$36,000.00	$36,000.00	$35,834.90
AL	HS1-2023-NYS Police -00034-(099)	New York State Police	Impaired Driving Enforcement	$3,439,500.00	$3,056,273.00	$2,885,562.62
AL	HS1-2023-NYS Police -00117-(099)	New York State Police	Forensic Toxicologist Professional	$52,000.00	$52,000.00	$38,742.85
AL	HS1-2023-NYS Police -00118-(099)	New York State Police	Forensic Toxicology LIMS Improvements	$170,000.00	$170,000.00	$128,720.85
AL	HS1-2023-NYPTI-00014-(088)	NY Prosecutors Training Institute	Prosecutor Training- New York Prosecutors	$276,885.00	$276,885.00	$97,124.61
AL	HS1-2023-NYS DMV-00209-(099)	NYS Department of Motor Vehicles	Operation Prevent - Stop Bad ID	$160,218.00	$160,218.00	$14,979.68
AL	HS1-2023-NYS DCJ-00134-(099)	NYS Division of Criminal Justice Services	Impaired Driver Enforcement - Training and	$716,732.00	$716,732.00	$668,838.56
AL	HS1-2023-NYS DCJ-00189-(099)	NYS Division of Criminal Justice Services	New Ways to Address High Risk and	$257,776.00	$257,776.00	$198,246.13
AL	HS1-2023-NYS DCJ-00198-(099)	NYS Division of Criminal Justice Services	IID Non-Installer Enforcement Project	$160,000.00	$110,000.00	$79,107.35
AL	HS1-2023-NYS DCJ-00222-(099)	NYS Division of Criminal Justice Services	Implementation Assistance for Leandra's	$1,249,029.00	$1,249,029.00	$1,228,374.80
AL	HS1-2023-NYS STOP-DWI Found.-00203-(088)	NYS STOP-DWI Foundation	High Visibility Engagement Campaigns &	$1,332,000.00	$1,332,000.00	$1,256,072.98
AL	HS1-2023-NYS STOP-DWI Found.-00204-(088)	NYS STOP-DWI Foundation	Enhancing the Impaired Driving Enforcement	$1,702,000.00	$1,702,000.00	$1,063,861.71
AL	HS1-2023-NYS STOP-DWI Found.-00205-(088)	NYS STOP-DWI Foundation	Statewide Training & Outreach	$1,918,700.00	$1,350,000.00	$1,290,618.90
AL	HS1-2023-NYS STOP-DWI Found.-00206-(088)	NYS STOP-DWI Foundation	Impaired Driving Review and Report	$317,750.00	$280,750.00	$143,450.89
AL	HS1-2023-NYS UCS-00224-(099)	NYS Unified Court System	Judicial Traffic Safety Education Project	$371,266.00	$371,266.00	$252,040.61
AL	HS1-2023-Onondaga Co Lab-00140-(034)	Onondaga County Health Department Medical Examiner's Office	Forensic Toxicology Driving Under the	$33,000.00	$30,000.00	$28,837.28
AL	HS1-2023-ITSMR-00112-(088)	Research Foundation of SUNY	IMPAIRED DRIVING RESEARCH &	$648,491.00	$648,491.00	$591,400.34
AL	HS1-2023-Suffolk County Tox Lab-00017-(052)	Suffolk County Medical Examiners Office-Toxicology	Suffolk County Medical Examiner-Toxicology	$63,500.00	$63,500.00	$52,203.31
AL	HS1-2023-Westchester Co Lab-00148-(060)	Westchester County Department of Laboratories and Research	HS1-2023-Westchester Co Lab-00148-(060)	$90,000.00	$90,000.00	$78,257.15
			Impaired Driving Total	**$13,320,173.00**	**$12,259,108.00**	**$10,390,466.92**
			Police Traffic Services			
LE	PTS-2023-Albany City PD-00225-(001)	Albany City Police Department	Police Traffic Services	$43,650.00	$42,120.00	$35,135.08
LE	PTS-2023-Albany Co SO-00201-(001)	Albany County Sheriff's Office	Police Traffic Services	$15,345.00	$12,100.00	$7,038.37
LE	PTS-2023-Albion Village PD-00064-(037)	Albion Village Police Department	Police Traffic Services	$3,120.00	$3,120.00	$2,902.63
LE	PTS-2023-Amityville Village PD-00032-(052)	Amityville Village Police Department	Police Traffic Services	$15,576.00	$12,390.00	$7,273.13
LE	PTS-2023-Arcade Village PD-00041-(061)	Arcade Village Police Department	Police Traffic Services	$7,500.00	$2,000.00	$1,551.78
LE	PTS-2023-Ardsley Village PD-00233-(060)	Ardsley Village Police Department	Police Traffic Services	$15,020.00	$7,512.00	$5,920.71
LE	PTS-2023-Attica Village PD-00152-(061)	Attica Village Police Department	Police Traffic Services	$7,800.00	$3,300.00	$0.00
LE	PTS-2023-Auburn City PD-00184-(006)	Auburn City Police Department	Police Traffic Services	$25,500.00	$25,500.00	$24,915.86
LE	PTS-2023-Avon Village PD-00203-(026)	Avon Village Police Department	Police Traffic Services	$4,570.00	$2,610.00	$1,855.17
LE	PTS-2023-Baldwinsville Village PD-00232-(034)	Baldwinsville Village Police Department	Police Traffic Services	$6,372.00	$4,012.00	$2,943.68
LE	PTS-2023-Ballston Spa Village PD -00073-(046)	Ballston Spa Village Police Department	Police Traffic Services	$6,160.00	$3,520.00	$0.00
LE	PTS-2023-Batavia City PD -00242-(019)	Batavia City Police Department	Police Traffic Services	$13,464.00	$13,464.00	$6,272.21

LE	PTS-2023-Beacon City PD -00097-(014)	Beacon City Police Department	Police Traffic Services	$10,230.00	$5,016.00	$3,929.74
LE	PTS-2023-Bedford Town PD -00148-(060)	Bedford Town Police Department	Police Traffic Services	$10,200.00	$9,180.00	$6,408.00
LE	PTS-2023-Bethlehem Town PD -00070-(001)	Bethlehem Town Police Department	Police Traffic Services	$34,320.00	$30,030.00	$30,008.22
LE	PTS-2023-Binghamton City PD -00262-(004)	Binghamton City Police Department	Police Traffic Services	$7,928.00	$6,908.00	$0.00
LE	PTS-2023-Blasdell Village PD -00304-(015)	Blasdell Village Police Department	Police Traffic Services	$10,140.00	$4,056.00	$4,004.00
LE	PTS-2023-Blooming Grove Town PD -00021-(036)	Blooming Grove Town Police Department	Police Traffic Services	$6,080.00	$6,080.00	$5,852.73
LE	PTS-2023-Brant Town PD -00246-(015)	Brant Town Police Department	Police Traffic Services	$12,200.00	$6,480.00	$5,696.04
LE	PTS-2023-Briarcliff Manor Village -00249-(060)	Briarcliff Manor Village Police Department	Police Traffic Services	$25,872.00	$5,880.00	$4,367.36
LE	PTS-2023-Brighton Town PD-00061-(028)	Brighton Town Police Department	Police Traffic Services	$10,428.00	$10,428.00	$10,428.00
LE	PTS-2023-Brockport Village PD -00076-(028)	Brockport Village Police Department	Police Traffic Services	$8,265.00	$8,265.00	$5,013.75
LE	PTS-2023-Broome Co SO -00056-(004)	Broome County Sheriff's Office	Police Traffic Services	$23,300.00	$19,400.00	$19,174.00
LE	PTS-2023-Cairo Town PD -00314-(020)	Cairo Town Police Department	Police Traffic Services	$7,480.00	$2,040.00	$0.00
LE	PTS-2023-Camillus Town & Village P-00081-(034)	Camillus Town & Village Police Department	Police Traffic Services	$24,000.00	$7,598.00	$7,169.20
LE	PTS-2023-Canandaigua City PD -00140-(035)	Canandaigua City Police Department	Police Traffic Services	$10,400.00	$5,980.00	$4,835.33
LE	PTS-2023-Carmel Town PD -00168-(040)	Carmel Town Police Department	Police Traffic Services	$7,656.00	$7,656.00	$0.00
LE	PTS-2023-Catskill Village PD -00149-(020)	Catskill Village Police Department	Police Traffic Services	$13,780.00	$6,032.00	$4,860.49
LE	PTS-2023-Cattaraugus Co SO -00316-(005)	Cattaraugus County Sheriff's Office	Police Traffic Services	$12,600.00	$8,010.00	$8,010.00
LE	PTS-2023-Cayuga Co SO -00266-(006)	Cayuga County Sheriff's Office	Police Traffic Services	$12,900.00	$7,400.00	$4,070.46
LE	PTS-2023-Cayuga Heights Village PD -00160-(055)	Cayuga Heights Village Police Department	Police Traffic Services	$4,032.00	$3,024.00	$2,499.76
LE	PTS-2023-Chautauqua Co SO -00046-(007)	Chautauqua County Sheriff's Office	Police Traffic Services	$22,700.00	$22,700.00	$22,699.08
LE	PTS-2023-Cheektowaga Town PD -00185-(015)	Cheektowaga Town Police Department	Police Traffic Services	$19,438.00	$19,438.00	$19,300.58
LE	PTS-2023-Chemung Co SO -00161-(008)	Chemung County Sheriff's Office	Police Traffic Services	$9,600.00	$6,000.00	$4,017.10
LE	PTS-2023-Chenango Co SO -00302-(009)	Chenango County Sheriff's Office	Police Traffic Services	$4,876.00	$4,876.00	$2,929.99
LE	PTS-2023-Chester Town PD -00237-(036)	Chester Town Police Department	Police Traffic Services	$12,425.00	$8,016.00	$7,032.06
LE	PTS-2023-Cicero Town PD -00079-(034)	Cicero Town Police Department	Police Traffic Services	$18,082.00	$18,082.00	$17,148.18
LE	PTS-2023-Clarkstown Town PD-00205-(044)	Clarkstown Town Police Department	Police Traffic Services	$46,000.00	$29,900.00	$29,900.00
LE	PTS-2023-Clinton Co SO -00062-(010)	Clinton County Sheriff's Office	Police Traffic Services	$14,200.00	$14,200.00	$7,632.31
LE	PTS-2023-Cohoes City PD -00120-(001)	Cohoes City Police Department	Police Traffic Services	$28,652.00	$23,654.00	$19,794.72
LE	PTS-2023-Colonie Town PD -00051-(001)	Colonie Town Police Department	Police Traffic Services	$35,443.00	$35,443.00	$35,443.00
LE	PTS-2023-Columbia Co SO -00255-(011)	Columbia County Sheriff's Office	Police Traffic Services	$36,000.00	$31,320.00	$25,929.79
LE	PTS-2023-Cornell Univ -00154-(088)	Cornell University - Police	Police Traffic Services	$9,920.00	$9,920.00	$0.00
LE	PTS-2023-Corning City PD -00260-(051)	Corning City Police Department	Police Traffic Services	$20,350.00	$20,350.00	$10,684.28
LE	PTS-2023-Cortland City PD-00030-(012)	Cortland City Police Department	Police Traffic Services	$7,000.00	$6,000.00	$5,781.32
LE	PTS-2023-Cortland Co SO -00277-(012)	Cortland County Sheriff's Office	Police Traffic Services	$15,120.00	$10,044.00	$10,044.00
LE	PTS-2023-Crawford Town PD-00265-(036)	Crawford Town Police Department	Police Traffic Services	$11,118.00	$7,037.00	$6,717.67
LE	PTS-2023-Croton on Hudson Vil-00272-(060)	Croton on Hudson Village of	Police Traffic Services	$10,500.00	$7,420.00	$6,782.54
LE	PTS-2023-Delaware Co SO -00127-(013)	Delaware County Sheriff's Office	Police Traffic Services	$14,940.00	$12,240.00	$10,456.24
LE	PTS-2023-Depew Village PD -00066-(015)	Depew Village Police Department	Police Traffic Services	$8,299.00	$8,299.00	$5,231.62
LE	PTS-2023-DeWitt Town PD -00094-(034)	DeWitt Town Police Department	Police Traffic Services	$15,000.00	$14,000.00	$5,879.77
LE	PTS-2023-Dobbs Ferry Village PD -00015-(060)	Dobbs Ferry Village Police Department	Police Traffic Services	$11,645.00	$11,645.00	$11,090.56
LE	PTS-2023-Dryden Village PD -00139-(055)	Dryden Village Police Department	Police Traffic Services	$7,072.00	$5,006.00	$3,357.73
LE	PTS-2023-East Fishkill Town PD -00193-(014)	East Fishkill Town Police Department	Police Traffic Services	$23,850.00	$9,100.00	$5,368.88
LE	PTS-2023-East Greenbush Town PD -00033-(042)	East Greenbush Town Police Department	Police Traffic Services	$17,768.00	$12,410.00	$8,765.12
LE	PTS-2023-East Hampton Town PD -00293-(052)	East Hampton Town Police Department	Police Traffic Services	$11,550.00	$9,660.00	$8,392.91
LE	PTS-2023-East Rochester Village PD -00096-(028)	East Rochester Village Police Department	Police Traffic Services	$4,826.00	$4,826.00	$1,938.64
LE	PTS-2023-Eastchester Town PD-00258-(060)	Eastchester Town Police Department	Police Traffic Services	$16,704.00	$12,876.00	$11,105.47

LE	PTS-2023-Elmira City PD -00083-(008)	Elmira City Police Department	Police Traffic Services	$16,050.00	$10,700.00	$6,840.47
LE	PTS-2023-Elmira Heights Village PD -00268-(008)	Elmira Heights Village Police Department	Police Traffic Services	$3,360.00	$3,360.00	$2,769.04
LE	PTS-2023-Erie Co SO -00069-(015)	Erie County Sheriff's Office	Police Traffic Services	$31,273.00	$16,149.00	$15,718.82
LE	PTS-2023-Essex Co TS-00320-(016)	Essex County Traffic Safety	Police Traffic Services	$5,780.00	$2,516.00	$0.00
LE	PTS-2023-Evans Town PD -00257-(015)	Evans Town Police Department	Police Traffic Services	$8,184.00	$6,200.00	$6,185.74
LE	PTS-2023-Fallsburg Town PD -00250-(053)	Fallsburg Town Police Department	Police Traffic Services	$6,336.00	$4,752.00	$4,752.00
LE	PTS-2023-Freeport Village PD -00071-(030)	Freeport Village Police Department	Police Traffic Services	$19,680.00	$19,680.00	$19,679.08
LE	PTS-2023-Fulton City PD -00292-(038)	Fulton City Police Department	Police Traffic Services	$8,000.00	$8,000.00	$2,448.97
LE	PTS-2023-Fulton Co SO -00035-(018)	Fulton County Sheriff's Office	Police Traffic Services	$19,878.00	$13,812.00	$4,848.78
LE	PTS-2023-Garden City Village PD -00167-(030)	Garden City Village Police Department	Police Traffic Services	$44,286.00	$26,840.00	$26,840.00
LE	PTS-2023-Gates Town PD -00114-(028)	Gates Town Police Department	Police Traffic Services	$7,725.00	$7,500.00	$6,545.39
LE	PTS-2023-Geddes Town PD -00036-(034)	Geddes Town Police Department	Police Traffic Services	$6,240.00	$5,590.00	$5,550.12
LE	PTS-2023-Genesee Co SO -00303-(019)	Genesee County Sheriff's Office	Police Traffic Services	$37,700.00	$20,200.00	$18,698.07
LE	PTS-2023-Geneseo Village PD-00018-(026)	Geneseo Village Police Department	Police Traffic Services	$11,780.00	$11,780.00	$4,646.25
LE	PTS-2023-Geneva City PD-00039-(035)	Geneva City Police Department	Police Traffic Services	$3,600.00	$3,600.00	$1,981.05
LE	PTS-2023-Glen Cove City PD -00093-(030)	Glen Cove City Police Department	Police Traffic Services	$22,550.00	$5,060.00	$5,060.00
LE	PTS-2023-Glenville Town PD -00183-(047)	Glenville Town Police Department	Police Traffic Services	$4,968.00	$4,140.00	$4,059.43
LE	PTS-2023-Goshen Village PD -00155-(036)	Goshen Village Police Department	Police Traffic Services	$8,255.00	$3,510.00	$2,482.06
LE	PTS-2023-Great Neck Estates Villag-00173-(030)	Great Neck Estates Village Police Department	Police Traffic Services	$10,000.00	$4,250.00	$4,250.00
LE	PTS-2023-Greece Town PD -00130-(028)	Greece Town Police Department	Police Traffic Services	$11,700.00	$11,700.00	$9,907.52
LE	PTS-2023-Green Island Village PD -00284-(001)	Green Island Village Police Department	Police Traffic Services	$6,300.00	$3,850.00	$2,385.00
LE	PTS-2023-Greenburgh Town PD -00264-(060)	Greenburgh Town Police Department	Police Traffic Services	$45,666.00	$16,131.00	$11,476.89
LE	PTS-2023-Greene Co SO -00182-(020)	Greene County Sheriff's Office	Police Traffic Services	$16,850.00	$14,870.00	$13,381.47
LE	PTS-2023-Greenwood Lake Village PD -00199-(036)	Greenwood Lake Village Police Department	Police Traffic Services	$9,600.00	$2,800.00	$1,900.25
LE	PTS-2023-Guilderland Town PD -00285-(001)	Guilderland Town Police Department	Police Traffic Services	$24,750.00	$17,550.00	$6,463.33
LE	PTS-2023-Hamburg Town PD -00315-(015)	Hamburg Town Police Department	Police Traffic Services	$16,660.00	$16,660.00	$16,659.12
LE	PTS-2023-Hamburg Village PD -00207-(015)	Hamburg Village Police Department	Police Traffic Services	$5,616.00	$5,616.00	$1,281.13
LE	PTS-2023-Harriman Village PD -00200-(036)	Harriman Village Police Department	Police Traffic Services	$7,920.00	$4,092.00	$4,013.27
LE	PTS-2023-Hastings-on-Hudson Villag-00112-(060)	Hastings-on-Hudson Village Police Department	Police Traffic Services	$9,367.00	$9,367.00	$6,845.80
LE	PTS-2023-Head of Harbor Vil-00142-(052)	Head of the Harbor Village of	Police Traffic Services	$6,776.00	$3,080.00	$0.00
LE	PTS-2023-Hempstead Village PD -00227-(030)	Hempstead Village Police Department	Police Traffic Services	$23,400.00	$23,400.00	$23,400.00
LE	PTS-2023-Homer Village PD -00288-(012)	Homer Village Police Department	Police Traffic Services	$8,823.00	$6,585.00	$2,007.26
LE	PTS-2023-Hornell City PD -00099-(051)	Hornell City Police Department	Police Traffic Services	$6,859.00	$6,859.00	$5,691.40
LE	PTS-2023-Horseheads Village PD -00281-(008)	Horseheads Village Police Department	Police Traffic Services	$4,230.00	$3,060.00	$0.00
LE	PTS-2023-Hudson City PD -00192-(011)	Hudson City Police Department	Police Traffic Services	$11,770.00	$5,500.00	$4,959.49
LE	PTS-2023-Ilion Village PD -00267-(022)	Ilion Village Police Department	Police Traffic Services	$12,880.00	$12,880.00	$392.55
LE	PTS-2023-Irondequoit Town PD -00128-(028)	Irondequoit Town Police Department	Police Traffic Services	$6,150.00	$6,150.00	$6,147.04
LE	PTS-2023-Irvington Village PD -00049-(060)	Irvington Village Police Department	Police Traffic Services	$7,950.00	$7,950.00	$676.57
LE	PTS-2023-Jamestown City PD -00075-(007)	Jamestown City Police Department	Police Traffic Services	$24,697.00	$10,044.00	$9,493.73
LE	PTS-2023-Johnson City Village PD -00294-(004)	Johnson City Village Police Department	Police Traffic Services	$6,608.00	$5,664.00	$1,083.78
LE	PTS-2023-Kenmore Village PD -00306-(015)	Kenmore Village Police Department	Police Traffic Services	$6,450.00	$3,999.00	$1,104.70
LE	PTS-2023-Lackawanna City PD -00117-(015)	Lackawanna City Police Department	Police Traffic Services	$15,888.00	$8,052.00	$7,990.16
LE	PTS-2023-Lake Success Village PD -00040-(030)	Lake Success Village Police Department	Police Traffic Services	$24,000.00	$13,050.00	$13,015.72
LE	PTS-2023-Lakewood Busti PD -00088-(007)	Lakewood Busti Police Department	Police Traffic Services	$8,120.00	$8,120.00	$8,120.00
LE	PTS-2023-Lancaster Town PD -00179-(015)	Lancaster Town Police Department	Police Traffic Services	$10,080.00	$10,080.00	$6,009.48
LE	PTS-2023-Le Roy Village PD -00058-(019)	Le Roy Village Police Department	Police Traffic Services	$5,900.00	$3,000.00	$0.00

LE	PTS-2023-Lewisboro Town PD -00121-(060)	Lewisboro Town Police Department	Police Traffic Services	$8,400.00	$6,720.00	$3,325.32
LE	PTS-2023-Lewiston Town PD -00270-(032)	Lewiston Town Police Department	Police Traffic Services	$19,000.00	$6,000.00	$5,743.15
LE	PTS-2023-Liverpool Village PD -00132-(034)	Liverpool Village Police Department	Police Traffic Services	$5,020.00	$5,020.00	$4,669.27
LE	PTS-2023-Livingston Co SO -00122-(026)	Livingston County Sheriff's Office	Police Traffic Services	$31,500.00	$31,500.00	$31,042.62
LE	PTS-2023-Long Beach City PD -00111-(030)	Long Beach City Police Department	Police Traffic Services	$31,500.00	$24,150.00	$15,717.32
LE	PTS-2023-Lynbrook Village PD -00147-(030)	Lynbrook Village Police Department	Police Traffic Services	$29,000.00	$16,900.00	$16,899.28
LE	PTS-2023-Madison Co SO -00034-(027)	Madison County Sheriff's Office	Police Traffic Services	$15,600.00	$13,000.00	$12,752.09
LE	PTS-2023-Malverne Village PD -00319-(030)	Malverne Village Police Department	Police Traffic Services	$6,426.00	$6,426.00	$2,856.00
LE	PTS-2023-Mamaroneck Village PD -00290-(060)	Mamaroneck Village Police Department	Police Traffic Services	$13,153.00	$11,248.00	$11,248.00
LE	PTS-2023-Manlius Town PD -00206-(034)	Manlius Town Police Department	Police Traffic Services	$18,806.00	$18,806.00	$17,971.46
LE	PTS-2023-Marlborough Town PD -00274-(056)	Marlborough Town Police Department	Police Traffic Services	$25,000.00	$3,000.00	$2,698.52
LE	PTS-2023-Medina Village PD -00271-(037)	Medina Village Police Department	Police Traffic Services	$11,655.00	$6,030.00	$0.00
LE	PTS-2023-Menands Village PD -00291-(001)	Menands Village Police Department	Police Traffic Services	$9,850.00	$4,800.00	$4,371.64
LE	PTS-2023-Middletown City PD -00143-(036)	Middletown City Police Department	Police Traffic Services	$17,200.00	$14,400.00	$14,355.15
LE	PTS-2023-Monroe Co SO -00113-(028)	Monroe County Sheriff's Office	Police Traffic Services	$20,911.00	$19,891.00	$16,182.09
LE	PTS-2023-Monroe Village PD -00244-(036)	Monroe Village Police Department	Police Traffic Services	$7,200.00	$6,048.00	$5,706.05
LE	PTS-2023-Montgomery Co SO -00239-(029)	Montgomery County Sheriff's Office	Police Traffic Services	$7,400.00	$5,000.00	$3,834.20
LE	PTS-2023-Montgomery Town PD -00100-(036)	Montgomery Town Police Department	Police Traffic Services	$5,865.00	$4,140.00	$4,078.18
LE	PTS-2023-Montgomery Village PD -00134-(036)	Montgomery Village Police Department	Police Traffic Services	$4,162.00	$4,161.00	$3,634.19
LE	PTS-2023-Mt. Morris Village PD -00020-(026)	Mt. Morris Village Police Department	Police Traffic Services	$5,085.00	$3,150.00	$3,135.50
LE	PTS-2023-Mt. Pleasant Town PD -00295-(060)	Mt. Pleasant Town Police Department	Police Traffic Services	$8,280.00	$7,360.00	$0.00
LE	PTS-2023-Muttontown Village PD-00202-(030)	Muttontown Village Police Department	Police Traffic Services	$4,244.00	$4,244.00	$4,075.96
LE	PTS-2023-New Hartford Town PD -00082-(033)	New Hartford Town Police Department	Police Traffic Services	$12,100.00	$10,450.00	$10,332.63
LE	PTS-2023-New Paltz Town & Village -00228-(056)	New Paltz Town & Village Police Department	Police Traffic Services	$6,800.00	$3,000.00	$2,968.26
LE	PTS-2023-New Rochelle City PD -00253-(060)	New Rochelle City Police Department	Police Traffic Services	$34,100.00	$21,100.00	$10,805.59
LE	PTS-2023-New Windsor Town PD -00086-(036)	New Windsor Town Police Department	Police Traffic Services	$25,804.00	$19,380.00	$17,491.25
LE	PTS-2023-New York Mills Village PD -00212-(033)	New York Mills Village Police Department	Police Traffic Services	$4,016.00	$4,016.00	$3,907.18
LE	PTS-2023-Newburgh City PD -00052-(036)	Newburgh City Police Department	Police Traffic Services	$32,240.00	$29,240.00	$14,120.19
LE	PTS-2023-Newburgh Town PD-00026-(036)	Newburgh Town Police Department	Police Traffic Services	$11,220.00	$8,976.00	$5,678.83
LE	PTS-2023-Niagara Co SO -00043-(032)	Niagara County Sheriff's Office	Police Traffic Services	$41,204.00	$22,790.00	$21,245.14
LE	PTS-2023-Niagara Falls City PD -00323-(032)	Niagara Falls City Police Department	Police Traffic Services	$8,100.00	$3,960.00	$3,162.47
LE	PTS-2023-Niskayuna Town PD -00247-(047)	Niskayuna Town Police Department	Police Traffic Services	$15,750.00	$12,460.00	$12,303.51
LE	PTS-2023-North Castle Town PD -00092-(060)	North Castle Town Police Department	Police Traffic Services	$24,208.00	$11,570.00	$11,570.00
LE	PTS-2023-North Syracuse Village PD -00187-(034)	North Syracuse Village Police Department	Police Traffic Services	$7,540.00	$7,540.00	$2,524.69
LE	PTS-2023-North Tonawanda City PD -00296-(032)	North Tonawanda City Police Department	Police Traffic Services	$12,096.00	$7,938.00	$7,928.25
LE	PTS-2023-Ogden Town PD -00068-(028)	Ogden Town Police Department	Police Traffic Services	$4,060.00	$2,450.00	$1,710.47
LE	PTS-2023-Ogdensburg City PD -00174-(045)	Ogdensburg City Police Department	Police Traffic Services	$6,200.00	$2,500.00	$843.58
LE	PTS-2023-Old Brookville Village PD -00028-(030)	Old Brookville Village Police Department	Police Traffic Services	$9,184.00	$9,184.00	$8,258.38
LE	PTS-2023-Old Westbury Village PD -00280-(030)	Old Westbury Village Police Department	Police Traffic Services	$45,535.00	$23,966.00	$23,966.00
LE	PTS-2023-Oneida City PD -00177-(027)	Oneida City Police Department	Police Traffic Services	$15,024.00	$15,024.00	$10,188.84
LE	PTS-2023-Oneida Co SO -00027-(033)	Oneida County Sheriff's Office	Police Traffic Services	$11,600.00	$11,600.00	$3,011.86
LE	PTS-2023-Onondaga Co SO -00254-(034)	Onondaga County Sheriff's Office	Police Traffic Services	$45,800.00	$40,000.00	$35,179.16
LE	PTS-2023-Ontario Co SO -00195-(035)	Ontario County Sheriff's Office	Police Traffic Services	$44,935.00	$44,935.00	$32,121.79
LE	PTS-2023-Orange Co SO -00090-(036)	Orange County Sheriff's Office	Police Traffic Services	$22,470.00	$18,774.00	$17,507.16
LE	PTS-2023-Orangetown Town PD-00141-(044)	Orangetown Town Police Department	Police Traffic Services	$20,000.00	$16,000.00	$15,960.30
LE	PTS-2023-Orchard Park Town PD -00191-(015)	Orchard Park Town Police Department	Police Traffic Services	$24,640.00	$11,935.00	$11,803.78

LE	PTS-2023-Orleans Co SO-00106-(037)	Orleans County Sheriff's Office	Police Traffic Services	$8,750.00	$8,750.00	$5,163.71
LE	PTS-2023-Ossining Village PD -00234-(060)	Ossining Village Police Department	Police Traffic Services	$20,160.00	$5,200.00	$4,960.00
LE	PTS-2023-Oswego City PD -00057-(038)	Oswego City Police Department	Police Traffic Services	$13,986.00	$12,510.00	$12,434.59
LE	PTS-2023-Oswego Co SO -00198-(038)	Oswego County Sheriff's Office	Police Traffic Services	$12,060.00	$9,990.00	$9,913.80
LE	PTS-2023-Peekskill City PD -00210-(060)	Peekskill City Police Department	Police Traffic Services	$16,412.00	$13,992.00	$13,980.52
LE	PTS-2023-Penn Yan Village PD -00275-(062)	Penn Yan Village Police Department	Police Traffic Services	$6,525.00	$4,950.00	$1,894.16
LE	PTS-2023-Perry Village PD -00196-(061)	Perry Village Police Department	Police Traffic Services	$3,964.00	$3,370.00	$2,036.48
LE	PTS-2023-Piermont Village PD -00300-(044)	Piermont Village Police Department	Police Traffic Services	$18,700.00	$6,820.00	$6,408.06
LE	PTS-2023-Pleasantville Village PD -00136-(060)	Pleasantville Village Police Department	Police Traffic Services	$8,464.00	$7,912.00	$0.00
LE	PTS-2023-Port Chester Village PD -00297-(060)	Port Chester Village Police Department	Police Traffic Services	$19,314.00	$16,356.00	$11,885.68
LE	PTS-2023-Port Jervis City PD -00236-(036)	Port Jervis City Police Department	Police Traffic Services	$19,152.00	$18,240.00	$18,126.16
LE	PTS-2023-Pt. Washington Police Dis-00194-(030)	Port Washington Police District	Police Traffic Services	$16,675.00	$16,675.00	$16,675.00
LE	PTS-2023-Potsdam Village PD -00162-(045)	Potsdam Village Police Department	Police Traffic Services	$12,150.00	$10,800.00	$10,796.06
LE	PTS-2023-Poughkeepsie City PD -00324-(014)	Poughkeepsie City Police Department	Police Traffic Services	$8,400.00	$4,760.00	$4,699.00
LE	PTS-2023-Poughkeepsie Town PD -00125-(014)	Poughkeepsie Town Police Department	Police Traffic Services	$23,036.00	$20,107.00	$19,403.75
LE	PTS-2023-Putnam Co SO -00158-(040)	Putnam County Sheriff's Office	Police Traffic Services	$16,530.00	$14,964.00	$3,269.86
LE	PTS-2023-Quogue Village PD -00029-(052)	Quogue Village Police Department	Police Traffic Services	$6,400.00	$6,400.00	$6,125.12
LE	PTS-2023-Ramapo Town PD -00308-(044)	Ramapo Town Police Department	Police Traffic Services	$37,536.00	$34,884.00	$34,884.00
LE	PTS-2023-Rensselaer City PD-00072-(042)	Rensselaer City Police Department	Police Traffic Services	$9,980.00	$6,588.00	$6,225.08
LE	PTS-2023-Rensselaer Co SO -00164-(042)	Rensselaer County Sheriff's Office	Police Traffic Services	$16,955.00	$15,534.00	$9,600.92
LE	PTS-2023-Riverhead Town PD -00159-(052)	Riverhead Town Police Department	Police Traffic Services	$22,050.00	$15,960.00	$15,959.76
LE	PTS-2023-Rockland Co SO -00289-(044)	Rockland County Sheriff's Office	Police Traffic Services	$10,620.00	$9,420.00	$0.00
LE	PTS-2023-Rockville Centre PD-00060-(030)	Rockville Centre Police Department	Police Traffic Services	$33,060.00	$9,126.00	$9,126.00
LE	PTS-2023-Rome City PD -00115-(033)	Rome City Police Department	Police Traffic Services	$11,960.00	$11,960.00	$10,640.24
LE	PTS-2023-Rotterdam Town PD -00283-(047)	Rotterdam Town Police Department	Police Traffic Services	$11,424.00	$9,112.00	$9,101.50
LE	PTS-2023-Rye Brook Village PD-00178-(060)	Rye Brook Village Police Department	Police Traffic Services	$11,094.00	$8,428.00	$4,449.56
LE	PTS-2023-Rye City PD -00084-(060)	Rye City Police Department	Police Traffic Services	$8,415.00	$8,415.00	$2,329.30
LE	PTS-2023-Saratoga Co SO -00301-(046)	Saratoga County Sheriff's Office	Police Traffic Services	$28,480.00	$20,160.00	$3,433.57
LE	PTS-2023-Saratoga Springs City PD -00311-(046)	Saratoga Springs City Police Department	Police Traffic Services	$13,750.00	$8,580.00	$4,768.77
LE	PTS-2023-Saugerties Town PD -00059-(056)	Saugerties Town Police Department	Police Traffic Services	$8,400.00	$4,500.00	$499.42
LE	PTS-2023-Scarsdale Village PD -00153-(060)	Scarsdale Village Police Department	Police Traffic Services	$21,500.00	$14,000.00	$6,732.20
LE	PTS-2023-Schenectady City PD -00038-(047)	Schenectady City Police Department	Police Traffic Services	$45,240.00	$43,976.00	$40,700.31
LE	PTS-2023-Schodack Town PD -00305-(042)	Schodack Town Police Department	Police Traffic Services	$9,541.00	$7,520.00	$6,871.68
LE	PTS-2023-Schoharie Village PD -00317-(048)	Schoharie Village Police Department	Police Traffic Services	$6,072.00	$951.00	$788.35
LE	PTS-2023-Scotia Village PD -00077-(047)	Scotia Village Police Department	Police Traffic Services	$5,440.00	$5,440.00	$5,334.07
LE	PTS-2023-Seneca Co SO -00031-(050)	Seneca County Sheriff's Office	Police Traffic Services	$4,200.00	$4,200.00	$1,544.10
LE	PTS-2023-Seneca Falls Twn PD-00222-(050)	Seneca Falls Town Police Department	Police Traffic Services	$8,480.00	$4,505.00	$0.00
LE	PTS-2023-Sleepy Hollow PD -00063-(060)	Sleepy Hollow Police Department	Police Traffic Services	$8,170.00	$4,128.00	$0.00
LE	PTS-2023-Solvay Village PD -00197-(034)	Solvay Village Police Department	Police Traffic Services	$7,696.00	$7,696.00	$5,824.41
LE	PTS-2023-Southampton Town PD -00188-(052)	Southampton Town Police Department	Police Traffic Services	$45,886.00	$9,287.00	$9,153.36
LE	PTS-2023-Southold Town PD -00104-(052)	Southold Town Police Department	Police Traffic Services	$9,450.00	$7,050.00	$3,769.44
LE	PTS-2023-Spring Valley Village PD -00307-(044)	Spring Valley Village Police Department	Police Traffic Services	$15,312.00	$14,442.00	$14,425.08
LE	PTS-2023-St. Lawrence Co SO -00157-(045)	St. Lawrence County Sheriff's Office	Police Traffic Services	$15,996.00	$6,020.00	$6,020.00
LE	PTS-2023-Steuben Co SO -00080-(051)	Steuben County Sheriff's Office	Police Traffic Services	$8,190.00	$8,190.00	$5,203.75
LE	PTS-2023-Stony Point Town PD -00017-(044)	Stony Point Town Police Department	Police Traffic Services	$7,560.00	$7,560.00	$7,399.92
LE	PTS-2023-Suffern Village PD -00124-(044)	Suffern Village Police Department	Police Traffic Services	$10,000.00	$10,000.00	$9,933.26

LE	PTS-2023-Suffolk Co SO -00263-(052)	Suffolk County Sheriff's Office	Police Traffic Services	$35,500.00	$21,148.00	$8,827.52
LE	PTS-2023-Sullivan Co SO -00251-(053)	Sullivan County Sheriff's Office	Police Traffic Services	$11,758.00	$11,758.00	$3,361.45
LE	PTS-2023-SUNY Oswego Police-00156-(099)	SUNY Police Oswego State University	Police Traffic Services	$8,172.00	$5,388.00	$4,731.33
LE	PTS-2023-Syracuse City PD -00181-(034)	Syracuse City Police Department	Police Traffic Services	$43,120.00	$43,120.00	$43,119.56
LE	PTS-2023-SUNY Farmingdale Police*-00135-(099)	SUNY Farmingdale Public Safety	Police Traffic Services	$7,156.00	$5,860.00	$4,855.68
LE	PTS-2023-Ticonderoga Town PD -00146-(016)	Ticonderoga Town Police Department	Police Traffic Services	$7,500.00	$4,750.00	$1,180.37
LE	PTS-2023-Tioga Co SO -00240-(054)	Tioga County Sheriff's Office	Police Traffic Services	$15,750.00	$10,530.00	$8,099.70
LE	PTS-2023-Tompkins Co SO -00248-(055)	Tompkins County Sheriff's Office	Police Traffic Services	$10,240.00	$7,680.00	$7,416.74
LE	PTS-2023-Tonawanda City PD -00102-(015)	Tonawanda City Police Department	Police Traffic Services	$18,518.00	$9,991.00	$9,499.32
LE	PTS-2023-Tonawanda Town PD -00022-(015)	Tonawanda Town Police Department	Police Traffic Services	$17,834.00	$16,428.00	$16,066.88
LE	PTS-2023-Troy City PD -00282-(042)	Troy City Police Department	Police Traffic Services	$23,400.00	$18,980.00	$18,178.30
LE	PTS-2023-Tuckahoe Village PD -00044-(060)	Tuckahoe Village Police Department	Police Traffic Services	$9,517.00	$9,516.00	$8,349.25
LE	PTS-2023-Tuxedo Town PD -00318-(036)	Tuxedo Town Police Department	Police Traffic Services	$10,000.00	$5,440.00	$3,279.69
LE	PTS-2023-Ulster Co SO -00166-(056)	Ulster County Sheriff's Office	Police Traffic Services	$26,400.00	$17,710.00	$5,331.96
LE	PTS-2023-Utica City PD -00047-(033)	Utica City Police Department	Police Traffic Services	$19,250.00	$17,050.00	$17,035.46
LE	PTS-2023-Vestal Town PD -00109-(004)	Vestal Town Police Department	Police Traffic Services	$8,750.00	$6,500.00	$6,495.69
LE	PTS-2023-Wappingers Falls Village -00309-(014)	Wappingers Falls Village Police Department	Police Traffic Services	$3,440.00	$2,220.00	$0.00
LE	PTS-2023-Warren Co SO -00189-(057)	Warren County Sheriff's Office	Police Traffic Services	$35,920.00	$31,040.00	$27,403.47
LE	PTS-2023-Warsaw Village PD -00211-(061)	Warsaw Village Police Department	Police Traffic Services	$5,159.00	$3,659.00	$0.00
LE	PTS-2023-Washington Co SO -00065-(058)	Washington County Sheriff's Office	Police Traffic Services	$17,040.00	$11,024.00	$10,314.79
LE	PTS-2023-Washingtonville Village P-00137-(036)	Washingtonville Village Police Department	Police Traffic Services	$7,834.00	$4,487.00	$4,009.81
LE	PTS-2023-Waterford Town & Village -00045-(046)	Waterford Town & Village Police Department	Police Traffic Services	$8,477.00	$5,194.00	$5,159.54
LE	PTS-2023-Waterloo Village PD -00273-(050)	Waterloo Village Police Department	Police Traffic Services	$8,381.00	$7,499.00	$2,413.91
LE	PTS-2023-Watertown City PD-00119-(023)	Watertown City Police Department	Police Traffic Services	$8,858.00	$3,674.00	$1,884.92
LE	PTS-2023-Watervliet City PD-00042-(001)	Watervliet City Police Department	Police Traffic Services	$22,145.00	$15,070.00	$13,599.03
LE	PTS-2023-Watkins Glen Village PD -00269-(049)	Watkins Glen Village Police Department	Police Traffic Services	$39,900.00	$2,520.00	$0.00
LE	PTS-2023-Wayne Co SO -00172-(059)	Wayne County Sheriff's Office	Police Traffic Services	$6,971.00	$6,560.00	$5,082.01
LE	PTS-2023-Webster Town PD -00110-(028)	Webster Town Police Department	Police Traffic Services	$8,050.00	$3,080.00	$2,683.76
LE	PTS-2023-Wellsville Village PD -00180-(002)	Wellsville Village Police Department	Police Traffic Services	$4,800.00	$2,200.00	$989.65
LE	PTS-2023-West Seneca Town PD -00286-(015)	West Seneca Town Police Department	Police Traffic Services	$23,877.00	$18,950.00	$18,823.64
LE	PTS-2023-Westchester Co Dept of PS-00213-(060)	Westchester County Department of Public Safety	Police Traffic Services	$40,548.00	$40,548.00	$38,819.36
LE	PTS-2023-Westhampton B. V. PD-00085-(052)	Westhampton Beach Village Police Department	Police Traffic Services	$6,000.00	$5,000.00	$4,341.27
LE	PTS-2023-White Plains Dept PS-00214-(060)	White Plains Department Public Safety	Police Traffic Services	$39,050.00	$35,360.00	$33,025.44
LE	PTS-2023-Whitestown Town PD -00126-(033)	Whitestown Town Police Department	Police Traffic Services	$4,300.00	$4,042.00	$3,747.93
LE	PTS-2023-Woodbury Town PD -00261-(036)	Woodbury Town Police Department	Police Traffic Services	$9,960.00	$7,138.00	$7,067.61
LE	PTS-2023-Wyoming Co SO -00175-(061)	Wyoming County Sheriff's Office	Police Traffic Services	$11,020.00	$7,076.00	$885.51
LE	PTS-2023-Yates Co SO -00105-(062)	Yates County Sheriff's Office	Police Traffic Services	$9,405.00	$4,653.00	$1,136.51
LE	PTS-2023-Yonkers City PD -00019-(060)	Yonkers City Police Department	Police Traffic Services	$36,480.00	$32,064.00	$32,064.00
LE	PTS-2023-Yorkville Village PD-00118-(033)	Yorkville Village Police Department	Police Traffic Services	$15,180.00	$4,050.00	$4,041.54
PT	HS1-2023-Nassau Co PD -00228-(030)	Nassau County Police Department	Nassau County Police Department	$162,500.00	$162,500.00	$158,281.05
PT	HS1-2023-NYPD -00089-(077)	New York City Police Department	Highway Patrol PTS/STEP	$331,217.00	$302,280.00	$290,862.75
PT	HS1-2023-NYS Police -00028-(099)	New York State Police	Law Enforcement Liaison	$258,580.00	$256,580.00	$222,027.80
PT	HS1-2023-NYS Police -00031-(099)	New York State Police	Distracted Driving Enforcement	$667,640.00	$616,140.00	$605,588.88
PT	HS1-2023-NYS Police -00032-(099)	New York State Police	Ensuring Safe Speed	$3,000,940.00	$2,492,300.00	$2,459,765.85
PT	HS1-2023-NYS Police -00035-(099)	New York State Police	CRISIS	$533,298.00	$533,298.00	$533,296.10
PT	HS1-2023-NYS Assoc of Chiefs of Po-00170-(088)	NYS Association of Chiefs of Police, Inc.	NYSACOP Traffic Safety Services	$273,130.00	$234,850.00	$161,617.78

PT	HS1-2023-NYS DCJ-00083-(099)	NYS Division of Criminal Justice Services	Police Training for Highway Safety	$96,300.00	$96,300.00	$93,764.23
PT	HS1-2023-NYS Sheriff's Assoc.-00144-(088)	NYS Sheriff's Association	New York State Sheriffs' Association Liaisons	$344,472.00	$336,472.00	$301,663.78
PT	HS1-2023-Suffolk Co PD -00195-(052)	Suffolk County Police Department	Safe Driving Enforcement 2023	$189,858.00	$189,858.00	$189,856.92
			Police Traffic Services Total	**$9,466,234.00**	**$7,853,066.00**	**$7,084,743.23**
		Motorcycle Safety				
MC	HS1-2023-Broome Co SO -00126-(004)	Broome County Sheriff's Office	Motorcycle Safety & Awareness Grant	$2,000.00	$2,000.00	$464.36
MC	HS1-2023-NYS Police -00033-(099)	New York State Police	Motorcycle Education Program	$103,250.00	$101,250.00	$94,340.51
MC	HS1-2023-NYS Assoc TSB-00041-(088)	NYS Assoc of Traffic Safety Boards Programs Inc	Motorcycle Awaness and Education	$107,760.00	$107,760.00	$106,131.80
MC	HS1-2023-Suffolk Co PD -00137-(052)	Suffolk County Police Department	2023 Motorcycle Safety Enforcement and	$45,860.00	$45,860.00	$45,859.00
			Motorcycle Safety Total	**$258,870.00**	**$256,870.00**	**$246,795.67**
		Pedestrian, Bicycle and Wheel-Sport Safety				
PS	HS1-2023-Albany Co DOH-00237-(001)	Albany County Department of Health	See!BeSeen!	$25,000.00	$25,000.00	$25,000.00
PS	HS1-2023-Brighton Town PD-00050-(028)	Brighton Town Police Department	Pedestrian / Bicycle Safety enforcement and	$7,250.00	$6,250.00	$6,250.00
PS	HS1-2023-Brockport Village PD -00171-(028)	Brockport Village Police Department	Smith Street Bridge Safety Improvement	$3,178.00	$3,178.00	$0.00
PS	HS1-2023-Brookhaven Town-00147-(052)	Brookhaven, Town of	Bicycle Rodeos	$6,902.00	$5,402.00	$1,591.37
PS	HS1-2023-Buffalo City-00199-(015)	Buffalo, City of	City of Buffalo PAL Bike Helmet Safety	$15,000.00	$5,500.00	$0.00
PS	HS1-2023-Cameron Comm-00103-(028)	Cameron Community Ministries Inc	Cameron's Bike & Pedestrian Safety Program	$33,839.00	$8,180.00	$0.00
PS	HS1-2023-Cattaraugus Co SO -00218-(005)	Cattaraugus County Sheriff's Office	Cattaraugus County Sheriff's Office Traffic	$2,000.00	$1,500.00	$1,426.95
PS	HS1-2023-Cayuga Co. Health-00216-(006)	Cayuga County Dept of Health & Human Services	Cayuga County Bike, Pedestrian and	$15,079.00	$15,079.00	$14,561.80
PS	HS1-2023-Cohoes City PD -00178-(001)	Cohoes City Police Department	General Highway Safety Grant	$13,300.00	$11,235.00	$10,781.55
PS	HS1-2023-Comm Outreach-00193-(044)	Community Outreach Center	Always be Careful	$15,330.00	$15,330.00	$9,830.00
PS	HS1-2023-Dutchess County DBCH-00066-(014)	Dutchess County Dept of Behavioral & Comm Health	Watch Out For Me! Pedestrian Safety	$49,287.00	$49,287.00	$49,285.03
PS	HS1-2023-East Rochester Village PD -00079-(028)	East Rochester Village Police Department	See and Be Seen - Pedestrian Safety in East	$4,864.00	$4,864.00	$2,108.81
PS	HS1-2023-Freeport Village PD -00055-(030)	Freeport Village Police Department	Pedestrian Safety and Education	$16,389.00	$16,389.00	$16,389.00
PS	HS1-2023-Fulton City PD -00194-(038)	Fulton City Police Department	Bicycle Safety Education and Enforcement	$2,500.00	$2,000.00	$0.00
PS	HS1-2023-Goshen Village PD -00091-(036)	Goshen Village Police Department	BICYCLE SAFETY AWARENESS PROGRAM	$2,970.00	$1,000.00	$777.18
PS	HS1-2023-Greece Town PD -00095-(028)	Greece Town Police Department	2023 Highway Safety Grant	$9,000.00	$7,000.00	$0.00
PS	HS1-2023-Gobike Buffalo-00166-(088)	Green Options Buffalo	Equitable Road Safety Education in Erie and	$90,135.00	$90,135.00	$43,328.94
PS	HS1-2023-HRI/NYS DOH-00201-(088)	Health Research Inc/NYS DOH	NYS Pedestrian Safety Media Campain	$1,000,000.00	$1,000,000.00	$990,743.03
PS	HS1-2023-Hornell City PD -00208-(051)	Hornell City Police Department	"Keep Your Head in the Game" Wheeled	$1,600.00	$1,300.00	$1,199.84
PS	HS1-2023-Irondequoit Town PD -00100-(028)	Irondequoit Town Police Department	Pedestrian Enforcement and Education	$8,000.00	$6,500.00	$6,489.40
PS	HS1-2023-LIJ Medical Ctr-00186-(030)	Long Island Jewish Medical Center	Cohen Children's Medical Center Traffic	$49,145.00	$49,145.00	$46,725.36
PS	HS1-2023-Monroe Co SO -00090-(028)	Monroe County Sheriff's Office	MCSO Pedestrian Enforcement/Education	$12,800.00	$11,100.00	$8,993.18
PS	HS1-2023-Nachas Health Family-00217-(024)	Nachas Health & Family Network Inc	Keeping our Young Safely Riding on the Road	$33,000.00	$10,000.00	$4,750.00
PS	HS1-2023-Nassau Co PD -00229-(030)	Nassau County Police Department	See, Be Seen	$50,000.00	$50,000.00	$50,000.00
PS	HS1-2023-NY Bicycling Coalition In-00177-(088)	New York Bicycling Coalition, Inc.	Bicycling Safety Campaign 2023	$182,802.00	$182,802.00	$27,378.50
PS	HS1-2023-NYPD -00087-(077)	New York City Police Department	Pedestrian and Cyclist Enforcement Grant	$236,716.00	$236,716.00	$236,716.00
PS	HS1-2023-NYS Police -00036-(099)	New York State Police	Pedestrian Enforcement	$107,000.00	$107,000.00	$106,939.00
PS	HS1-2023-Newburgh City PD -00135-(036)	Newburgh City Police Department	City of Newburgh Bike/Helmet Safety Project	$20,000.00	$5,500.00	$3,728.28
PS	HS1-2023-NY Coalition Safety Belt-00213-(088)	NY Coalition For Safety Belt Use	Nassau and Suffolk Counties	$135,375.00	$135,375.00	$92,892.50
PS	HS1-2023-Oswego City PD -00099-(038)	Oswego City Police Department	Oswego Community Bicycle Safety Program	$1,500.00	$1,000.00	$990.50
PS	HS1-2023-Ramapo Town PD -00227-(044)	Ramapo Town Police Department	Pedestrian Enforcement and Education	$11,424.00	$11,424.00	$11,424.00
PS	HS1-2023-Rochester City PD -00082-(028)	Rochester City Police Department	RPD 2023 Pedestrian Safety Program	$60,800.00	$54,600.00	$49,626.64

PS	HS1-2023-Rockland DOH-00136-(044)	Rockland County Department of Health	Pedestrian & Bicycling Safety & Driver	$52,635.00	$46,635.00	$41,821.66
PS	HS1-2023-Schenectady City PD -00094-(047)	Schenectady City Police Department	Pedestrian/Bike and Automobile Crash	$32,600.00	$31,150.00	$0.00
PS	HS1-2023-Schenectady Co SO -00244-(047)	Schenectady County Sheriff's Office	Pedestrian Safety, Education, & Awareness	$16,500.00	$7,000.00	$7,000.00
PS	HS1-2023-UR Injury Free Coal.-00019-(028)	University of Rochester	Walk and Bike Safely	$76,965.00	$75,755.00	$58,656.10
PS	HS1-2023-White Plains Dept PS-00113-(060)	White Plains Department Public Safety	Pedestrian Safety Initiative	$15,500.00	$15,500.00	$14,512.94
			Pedestrian, Bicycle and Wheel-Sport Safety Total	**$2,416,385.00**	**$2,305,831.00**	**$1,941,917.56**
		Occupant Protection				
BU	HS1-2023-NYPD -00088-(077)	New York City Police Department	Safety Restraint Enforcement Grant (BUCKLE	$408,269.00	$382,000.00	$354,523.02
BU	HS1-2023-NYS Police -00029-(099)	New York State Police	Buckle Up New York	$443,030.00	$409,000.00	$395,147.34
BU	HS1-2023-NYS Pks/Rec/Hist Prsv-00225-(099)	NYS Office of Parks, Recreation, and Historical Preserve	S1-2022-NYS Pks/Hist Prsv	$43,000.00	$43,000.00	$0.00
CS	CPS-2023-Albany TSB-00027-(001)	Albany County Traffic Safety Board	Child Passenger Safety Program	$39,000.00	$39,000.00	$38,592.89
CS	CPS-2023-Albany Med. Col.-00089-(088)	Albany Medical College	Child Passenger Safety Program	$29,900.00	$29,000.00	$23,629.55
CS	CPS-2023-Albion Village PD-00069-(037)	Albion Village Police Department	Child Passenger Safety Program	$2,500.00	$2,500.00	$1,850.70
CS	CPS-2023-Amityville Village PD-00150-(052)	Amityville Village Police Department	Child Passenger Safety Program	$2,000.00	$1,600.00	$1,000.00
CS	CPS-2023-Arcade Village PD-00176-(061)	Arcade Village Police Department	Child Passenger Safety Program	$2,315.00	$2,315.00	$1,410.08
CS	CPS-2023-Ardent Solutions-00065-(088)	Ardent Solutions, Inc.	Child Passenger Safety Program	$16,750.00	$16,750.00	$12,863.82
CS	CPS-2023-Ardsley Village PD-00172-(060)	Ardsley Village Police Department	Child Passenger Safety Program	$8,000.00	$3,800.00	$0.00
CS	CPS-2023-Attica Village PD-00106-(061)	Attica Village Police Department	Child Passenger Safety Program	$10,000.00	$4,800.00	$0.00
CS	CPS-2023-Batavia FD-00093-(019)	Batavia City Fire Department	Child Passenger Safety Program	$6,000.00	$4,900.00	$1,692.21
CS	CPS-2023-Boro Park-00084-(024)	Boro Park Jewish Community Council	Child Passenger Safety Program	$40,000.00	$10,000.00	$10,000.00
CS	CPS-2023-Briarcliff Manor Village -00051-(060)	Briarcliff Manor Village Police Department	Child Passenger Safety Program	$3,500.00	$2,500.00	$598.10
CS	CPS-2023-Brookhaven Town-00162-(052)	Brookhaven, Town of	Child Passenger Safety Program	$8,380.00	$3,700.00	$1,780.14
CS	CPS-2023-Broome Co Health-00091-(004)	Broome County Health Dept	Child Passenger Safety Program	$15,824.00	$15,824.00	$15,579.76
CS	CPS-2023-Buffalo City-00230-(015)	Buffalo, City of	Child Passenger Safety Program	$10,000.00	$1,000.00	$0.00
CS	CPS-2023-Camillus Town & Village P-00181-(034)	Camillus Town & Village Police Department	Child Passenger Safety Program	$2,350.00	$2,350.00	$0.00
CS	CPS-2023-Canandaigua City PD -00272-(035)	Canandaigua City Police Department	Child Passenger Safety Program	$3,000.00	$1,900.00	$1,410.86
CS	CPS-2023-Carthage Area Hosp.-00033-(023)	Carthage Area Hospital Inc	Child Passenger Safety Program	$1,300.00	$1,300.00	$1,041.30
CS	CPS-2023-Cath Charity Onon-00195-(034)	Catholic Charities of the Roman Catholic Diocese of Syracuse	Child Passenger Safety Program	$7,395.00	$7,395.00	$6,891.13
CS	CPS-2023-Catholic Health -00028-(015)	Catholic Health System, Inc.	Child Passenger Safety Program	$21,950.00	$21,000.00	$20,560.00
CS	CPS-2023-Catskill Village PD -00248-(020)	Catskill Village Police Department	Child Passenger Safety Program	$1,200.00	$1,100.00	$1,091.04
CS	CPS-2023-Cattaraugus Co SO -00239-(005)	Cattaraugus County Sheriff's Office	Child Passenger Safety Program	$4,000.00	$2,300.00	$1,419.89
CS	CPS-2023-Cayuga/Seneca Action -00131-(088)	Cayuga/Seneca Community Action Agency, Inc.	Child Passenger Safety Program	$21,155.00	$21,000.00	$18,194.16
CS	CPS-2023-Chatham Village PD -00102-(011)	Chatham Village Police Department	Child Passenger Safety Program	$7,350.00	$3,000.00	$48.98
CS	CPS-2023-Chautauqua CSEV-00044-(007)	Chautauqua Children's Safety Education Village, Inc.	Child Passenger Safety Program	$6,510.00	$3,800.00	$3,738.88
CS	CPS-2023-Chenango Co SO -00266-(009)	Chenango County Sheriff's Office	Child Passenger Safety Program	$7,250.00	$4,000.00	$2,290.66
CS	CPS-2023-Chester Town PD -00128-(036)	Chester Town Police Department	Child Passenger Safety Program	$1,600.00	$1,600.00	$0.00
CS	CPS-2023-Child & Family Resources-00218-(035)	Child & Family Resources, Inc.	Child Passenger Safety Program	$4,500.00	$4,600.00	$4,500.00
CS	CPS-2023-Child & Family Resources-00256-(062)	Child & Family Resources, Inc.	Child Passenger Safety Program	$3,250.00	$3,250.00	$3,249.48
CS	CPS-2023-Cicero Town PD -00076-(034)	Cicero Town Police Department	Child Passenger Safety Program	$2,180.00	$1,980.00	$1,830.89
CS	CPS-2023-Clinton Co SO -00061-(010)	Clinton County Sheriff's Office	Child Passenger Safety Program	$6,400.00	$6,000.00	$3,659.98
CS	CPS-2023-Columbia Co SO -00198-(011)	Columbia County Sheriff's Office	Child Passenger Safety Program	$3,000.00	$3,000.00	$1,879.24
CS	CPS-2023-Comm Outreach-00246-(044)	Community Outreach Center	Child Passenger Safety Program	$6,750.00	$6,350.00	$5,195.00
CS	CPS-2023-Cornell Coop Livingston -00249-(026)	Cornell Cooperative Extension of Livingston County	Child Passenger Safety Program	$21,599.00	$21,599.00	$20,050.08
CS	CPS-2023-Cornell Coop Saratoga Co-00126-(046)	Cornell Cooperative Extension of Saratoga County	Child Passenger Safety Program	$26,000.00	$26,000.00	$11,910.80
CS	CPS-2023-Cornell Univ -00153-(055)	Cornell University - Police	Child Passenger Safety Program	$1,800.00	$1,800.00	$309.94
CS	CPS-2023-Corning City PD -00058-(051)	Corning City Police Department	Child Passenger Safety Program	$3,500.00	$1,750.00	$1,222.87

CS	CPS-2023-Cortland City PD-00179-(012)	Cortland City Police Department	Child Passenger Safety Program	$7,380.00	$2,000.00	$1,385.56
CS	CPS-2023-Cortland County HD-00189-(012)	Cortland County Health Department	Child Passenger Safety Program	$11,098.00	$11,098.00	$10,164.01
CS	CPS-2023-Cortland Co SO -00259-(012)	Cortland County Sheriff's Office	Child Passenger Safety Program	$2,300.00	$1,500.00	$1,298.84
CS	CPS-2023-Crawford Town PD-00210-(036)	Crawford Town Police Department	Child Passenger Safety Program	$3,150.00	$2,500.00	$1,903.18
CS	CPS-2023-Croton on Hudson Vil-00232-(060)	Croton on Hudson Village of	Child Passenger Safety Program	$250.00	$250.00	$0.00
CS	CPS-2023-Deerpark Town PD -00191-(036)	Deerpark Town Police Department	Child Passenger Safety Program	$1,000.00	$1,000.00	$0.00
CS	CPS-2023-Delaware Co PH-00116-(013)	Delaware County Public Health	Child Passenger Safety Program	$25,000.00	$23,500.00	$18,644.77
CS	CPS-2023-Dix Hill FD-00154-(052)	Dix Hills Fire District	Child Passenger Safety Program	$2,560.00	$2,560.00	$1,090.76
CS	CPS-2023-Dutchess Co TSB-00088-(014)	Dutchess County Traffic Safety Board	Child Passenger Safety Program	$25,057.00	$18,000.00	$17,472.00
CS	CPS-2023-EAC inc-00159-(088)	EAC INC	Child Passenger Safety Program	$27,500.00	$25,000.00	$22,977.31
CS	CPS-2023-East Hampton Town PD -00279-(052)	East Hampton Town Police Department	Child Passenger Safety Program	$6,500.00	$3,100.00	$0.00
CS	CPS-2023-East Hampton Vil. PD -00213-(052)	East Hampton Village Police Department	Child Passenger Safety Program	$1,500.00	$1,500.00	$0.00
CS	CPS-2023-EPIC-00211-(088)	EPIC - Every Person Influences Children	Child Passenger Safety Program	$22,119.00	$13,400.00	$11,468.50
CS	CPS-2023-Erie Co SO -00055-(015)	Erie County Sheriff's Office	Child Passenger Safety Program	$12,000.00	$4,875.00	$3,804.00
CS	CPS-2023-Essex Co SO -00170-(016)	Essex County Sheriff's Office	Child Passenger Safety Program	$3,000.00	$3,000.00	$0.00
CS	CPS-2023-Essex Co TS-00278-(016)	Essex County Traffic Safety	Child Passenger Safety Program	$3,620.00	$3,220.00	$0.00
CS	CPS-2023-Family Woodstock-00107-(056)	Family of Woodstock Inc	Child Passenger Safety Program	$3,860.00	$3,750.00	$0.00
CS	CPS-2023-Franklin Co TSB-00098-(017)	Franklin County Traffic Safety Board	Child Passenger Safety Program	$1,850.00	$1,850.00	$983.86
CS	CPS-2023-Fulton Co Health-00052-(018)	Fulton County Public Health	Child Passenger Safety Program	$5,261.00	$5,261.00	$3,839.00
CS	CPS-2023-Gates Vol. Amb. Svc., Inc-00094-(028)	Gates Volunteer Ambulance Service Inc	Child Passenger Safety Program	$6,600.00	$6,600.00	$2,194.34
CS	CPS-2023-Geddes Town PD -00043-(034)	Geddes Town Police Department	Child Passenger Safety Program	$1,800.00	$1,800.00	$350.00
CS	CPS-2023-Genesee Co SO -00267-(019)	Genesee County Sheriff's Office	Child Passenger Safety Program	$2,000.00	$2,000.00	$110.00
CS	CPS-2023-Geneva City PD-00175-(035)	Geneva City Police Department	Child Passenger Safety Program	$1,000.00	$1,000.00	$0.00
CS	CPS-2023-Glenville Town PD -00111-(047)	Glenville Town Police Department	Child Passenger Safety Program	$3,600.00	$3,600.00	$2,099.92
CS	CPS-2023-Goshen Village PD -00118-(036)	Goshen Village Police Department	Child Passenger Safety Program	$1,360.00	$1,360.00	$1,173.60
CS	CPS-2023-Greenburgh Town PD -00038-(060)	Greenburgh Town Police Department	Child Passenger Safety Program	$3,279.00	$3,000.00	$1,556.11
CS	CPS-2023-Greene Co SO -00164-(020)	Greene County Sheriff's Office	Child Passenger Safety Program	$2,760.00	$2,760.00	$0.00
CS	CPS-2023-Greenwood Lake Village PD -00233-(036)	Greenwood Lake Village Police Department	Child Passenger Safety Program	$1,100.00	$1,100.00	$896.28
CS	CPS-2023-Hamilton Co Health-00212-(021)	Hamilton County Public Health Nursing Service	Child Passenger Safety Program	$3,700.00	$3,700.00	$2,254.73
CS	CPS-2023-Homer Village PD -00265-(012)	Homer Village Police Department	Child Passenger Safety Program	$9,450.00	$2,000.00	$899.90
CS	CPS-2023-Hudson City PD -00260-(011)	Hudson City Police Department	Child Passenger Safety Program	$5,500.00	$5,000.00	$3,930.00
CS	CPS-2023-Ilion Village PD -00205-(022)	Ilion Village Police Department	Child Passenger Safety Program	$4,000.00	$4,000.00	$110.00
CS	CPS-2023-Integrated Com Oswego-00037-(038)	Integrated Community Planning of Oswego County Inc	Child Passenger Safety Program	$14,100.00	$13,000.00	$8,451.27
CS	CPS-2023-Irvington Village PD -00147-(060)	Irvington Village Police Department	Child Passenger Safety Program	$2,000.00	$1,625.00	$1,123.89
CS	CPS-2023-Jefferson Co SO -00075-(023)	Jefferson County Sheriff's Office	Child Passenger Safety Program	$9,700.00	$2,800.00	$1,262.89
CS	CPS-2023-Jericho Rd CHC-00177-(015)	Jericho Road Ministries Inc	Child Passenger Safety Program	$40,000.00	$9,000.00	$9,000.00
CS	CPS-2023-Kaleida Health-00217-(015)	Kaleida Health	Child Passenger Safety Program	$10,000.00	$10,000.00	$7,920.00
CS	CPS-2023-Kent Town PD -00255-(040)	Kent Town Police Department	Child Passenger Safety Program	$8,500.00	$1,800.00	$974.59
CS	CPS-2023-Le Roy Village PD -00081-(019)	Le Roy Village Police Department	Child Passenger Safety Program	$3,759.00	$2,300.00	$0.00
CS	CPS-2023-Lewis Co Opportunities, I-00137-(025)	Lewis County Opportunities, Inc.	Child Passenger Safety Program	$2,500.00	$2,500.00	$2,386.56
CS	CPS-2023-Lewisboro Town PD -00133-(060)	Lewisboro Town Police Department	Child Passenger Safety Program	$1,225.00	$1,225.00	$200.00
CS	CPS-2023-Lewiston Town PD -00140-(032)	Lewiston Town Police Department	Child Passenger Safety Program	$6,000.00	$1,800.00	$1,282.68
CS	CPS-2023-LIJ Medical Ctr-00216-(030)	Long Island Jewish Medical Center	Child Passenger Safety Program	$18,668.00	$18,668.00	$10,021.97
CS	CPS-2023-Lynbrook Village PD -00134-(030)	Lynbrook Village Police Department	Child Passenger Safety Program	$9,050.00	$1,800.00	$606.00
CS	CPS-2023-Madison Co DOH-00099-(027)	Madison County DOH	Child Passenger Safety Program	$5,000.00	$5,000.00	$4,831.84
CS	CPS-2023-Mamaroneck Village PD -00268-(060)	Mamaroneck Village Police Department	Child Passenger Safety Program	$7,500.00	$1,000.00	$960.95

CS	CPS-2023-Manlius Town PD -00280-(034)	Manlius Town Police Department	Child Passenger Safety Program	$1,298.00	$1,298.00	$1,209.83
CS	CPS-2023-Bassett Healthcare-00062-(039)	Mary Imogene Bassett Hospital	Child Passenger Safety Program	$3,050.00	$2,250.00	$2,244.14
CS	CPS-2023-Middletown City PD -00251-(036)	Middletown City Police Department	Child Passenger Safety Program	$5,843.00	$4,500.00	$1,128.68
CS	CPS-2023-Mohawk Valley Refugee-00071-(033)	Mohawk Valley Resource Center for Refugees	Child Passenger Safety Program	$36,000.00	$21,000.00	$20,879.03
CS	CPS-2023-Monroe Co TS-00024-(028)	Monroe County Traffic Safety	Child Passenger Safety Program	$16,500.00	$16,500.00	$15,919.49
CS	CPS-2023-Montgomery Co Health-00122-(029)	Montgomery County Public Health	Child Passenger Safety Program	$2,280.00	$2,280.00	$1,492.93
CS	CPS-2023-Montgomery Co SO -00252-(029)	Montgomery County Sheriff's Office	Child Passenger Safety Program	$2,200.00	$1,000.00	$0.00
CS	CPS-2023-Montgomery Town PD -00186-(036)	Montgomery Town Police Department	Child Passenger Safety Program	$6,300.00	$1,500.00	$0.00
CS	CPS-2023-Montgomery Village PD -00113-(036)	Montgomery Village Police Department	Child Passenger Safety Program	$8,500.00	$3,200.00	$2,448.52
CS	CPS-2023-Mt. Pleasant Town PD -00207-(060)	Mt. Pleasant Town Police Department	Child Passenger Safety Program	$4,500.00	$3,500.00	$0.00
CS	CPS-2023-Nachas Health Family-00264-(024)	Nachas Health & Family Network Inc	Child Passenger Safety Program	$27,000.00	$9,000.00	$0.00
CS	CPS-2023-New Castle Town PD -00161-(060)	New Castle Town Police Department	Child Passenger Safety Program	$2,500.00	$1,500.00	$0.00
CS	CPS-2023-New Paltz Town & Village -00282-(056)	New Paltz Town & Village Police Department	Child Passenger Safety Program	$1,800.00	$1,800.00	$0.00
CS	CPS-2023-NYC DOT-00178-(077)	New York City DOT	Child Passenger Safety Program	$21,695.00	$21,695.00	$16,701.86
CS	CPS-2023-Harlem Hosp Inj Prev-00136-(077)	New York City Health & Hospital Corp	Child Passenger Safety Program	$39,370.00	$6,600.00	$0.00
CS	CPS-2023-Newburgh City PD -00054-(036)	Newburgh City Police Department	Child Passenger Safety Program	$14,000.00	$3,700.00	$1,589.32
CS	CPS-2023-Niagara Co SO -00026-(032)	Niagara County Sheriff's Office	Child Passenger Safety Program	$30,000.00	$17,000.00	$13,402.00
CS	CPS-2023-Niagara Falls City PD -00285-(032)	Niagara Falls City Police Department	Child Passenger Safety Program	$2,200.00	$2,200.00	$1,314.10
CS	CPS-2023-Niskayuna Town PD -00254-(047)	Niskayuna Town Police Department	Child Passenger Safety Program	$2,500.00	$1,800.00	$599.00
CS	CPS-2023-NCPPC-00121-(088)	North Country Prenatal/Perinatal Council Inc	Child Passenger Safety Program	$4,300.00	$4,300.00	$0.00
CS	CPS-2023-North Evans Fire Dist-00073-(015)	North Evans Fire District	Child Passenger Safety Program	$3,500.00	$3,000.00	$2,555.00
CS	CPS-2023-North Syracuse Village PD -00155-(034)	North Syracuse Village Police Department	Child Passenger Safety Program	$2,300.00	$2,300.00	$510.00
CS	CPS-2023-North Tonawanda City PD -00258-(032)	North Tonawanda City Police Department	Child Passenger Safety Program	$3,400.00	$3,400.00	$1,248.67
CS	CPS-2023-NY Coalition Safety Belt-00227-(088)	NY Coalition For Safety Belt Use	Child Passenger Safety Program	$6,000.00	$5,600.00	$3,044.52
CS	CPS-2023-Oneida Co Health-00064-(033)	Oneida County Health Dept	Child Passenger Safety Program	$15,000.00	$9,500.00	$8,638.01
CS	CPS-2023-Oneida Co SO -00035-(033)	Oneida County Sheriff's Office	Child Passenger Safety Program	$2,405.00	$2,405.00	$0.00
CS	CPS-2023-Onondaga Co SO -00197-(034)	Onondaga County Sheriff's Office	Child Passenger Safety Program	$3,100.00	$2,600.00	$1,480.35
CS	CPS-2023-Ontario Co SO -00199-(035)	Ontario County Sheriff's Office	Child Passenger Safety Program	$2,500.00	$1,500.00	$459.83
CS	CPS-2023-Orange Co-00082-(036)	Orange County Dept of Emergency Services	Child Passenger Safety Program	$7,893.00	$7,518.00	$5,192.22
CS	CPS-2023-Orchard Park Town PD -00048-(015)	Orchard Park Town Police Department	Child Passenger Safety Program	$2,500.00	$2,500.00	$1,303.83
CS	CPS-2023-Orleans Co SO-00105-(037)	Orleans County Sheriff's Office	Child Passenger Safety Program	$2,720.00	$2,500.00	$2,102.87
CS	CPS-2023-Ossining Village PD -00190-(060)	Ossining Village Police Department	Child Passenger Safety Program	$1,300.00	$1,300.00	$1,300.00
CS	CPS-2023-Otsego TSB-00281-(039)	Otsego County Traffic Safety Board	Child Passenger Safety Program	$8,000.00	$8,000.00	$0.00
CS	CPS-2023-Peekskill City PD -00143-(060)	Peekskill City Police Department	Child Passenger Safety Program	$1,375.00	$1,375.00	$1,375.00
CS	CPS-2023-Perinton Ambulance-00135-(028)	Perinton Volunteer Ambulance Corps Inc	Child Passenger Safety Program	$2,500.00	$2,000.00	$0.00
CS	CPS-2023-Perry Village PD -00168-(061)	Perry Village Police Department	Child Passenger Safety Program	$2,500.00	$2,000.00	$0.00
CS	CPS-2023-Port Chester Village PD -00261-(060)	Port Chester Village Police Department	Child Passenger Safety Program	$6,150.00	$1,150.00	$0.00
CS	CPS-2023-Port Jervis City PD -00257-(036)	Port Jervis City Police Department	Child Passenger Safety Program	$2,825.00	$2,825.00	$1,800.17
CS	CPS-2023-Poughkeepsie City PD -00286-(014)	Poughkeepsie City Police Department	Child Passenger Safety Program	$3,500.00	$1,650.00	$1,191.32
CS	CPS-2023-Pound Ridge Town PD -00269-(060)	Pound Ridge Town Police Department	Child Passenger Safety Program	$11,500.00	$3,900.00	$0.00
CS	CPS-2023-Putnam Co SO -00139-(040)	Putnam County Sheriff's Office	Child Passenger Safety Program	$2,100.00	$1,200.00	$1,056.90
CS	CPS-2023-Quogue Village PD -00040-(052)	Quogue Village Police Department	Child Passenger Safety Program	$300.00	$300.00	$0.00
CS	CPS-2023-Rensselaer City PD-00138-(042)	Rensselaer City Police Department	Child Passenger Safety Program	$3,000.00	$2,100.00	$1,203.75
CS	CPS-2023-Richmond Med Ctr-00148-(043)	Richmond University Medical Center	Child Passenger Safety Program	$7,000.00	$3,000.00	$1,894.28
CS	CPS-2023-Rockland Co SO -00253-(044)	Rockland County Sheriff's Office	Child Passenger Safety Program	$1,800.00	$1,800.00	$0.00
CS	CPS-2023-Rosendale Town PD -00234-(056)	Rosendale Town Police Department	Child Passenger Safety Program	$2,000.00	$1,500.00	$0.00

CS	CPS-2023-Rotterdam Town PD -00149-(047)	Rotterdam Town Police Department	Child Passenger Safety Program	$5,000.00	$4,000.00	$3,999.84
CS	CPS-2023-Rye Brook Village PD-00203-(060)	Rye Brook Village Police Department	Child Passenger Safety Program	$2,000.00	$2,000.00	$600.00
CS	CPS-2023-Saugerties Town PD -00095-(056)	Saugerties Town Police Department	Child Passenger Safety Program	$2,000.00	$2,000.00	$365.00
CS	CPS-2023-Schoharie Co Health-00152-(048)	Schoharie County Health Department	Child Passenger Safety Program	$2,500.00	$2,500.00	$1,826.56
CS	CPS-2023-Scotia Village PD -00092-(047)	Scotia Village Police Department	Child Passenger Safety Program	$1,800.00	$1,000.00	$497.00
CS	CPS-2023-Seneca Cty Health-00072-(050)	Seneca County Health Department	Child Passenger Safety Program	$6,000.00	$6,000.00	$4,014.02
CS	CPS-2023-Seneca Co SO -00132-(050)	Seneca County Sheriff's Office	Child Passenger Safety Program	$2,700.00	$2,700.00	$1,594.80
CS	CPS-2023-Seneca Falls Twn PD-00194-(050)	Seneca Falls Town Police Department	Child Passenger Safety Program	$4,000.00	$2,500.00	$1,200.66
CS	CPS-2023-Sleepy Hollow PD -00063-(060)	Sleepy Hollow Police Department	Child Passenger Safety Program	$3,000.00	$1,000.00	$0.00
CS	CPS-2023-Southampton Town PD -00123-(052)	Southampton Town Police Department	Child Passenger Safety Program	$12,500.00	$5,200.00	$2,688.76
CS	CPS-2023-Spring Valley Village PD -00209-(044)	Spring Valley Village Police Department	Child Passenger Safety Program	$5,983.00	$3,200.00	$2,107.97
CS	CPS-2023-St Luke's Hosp-00284-(036)	St Luke's Cornwall Hospital	Child Passenger Safety Program	$3,350.00	$2,750.00	$928.28
CS	CPS-2023-St. Lawrence Co Com. Srvc-00262-(045)	St. Lawrence County Community Services	Child Passenger Safety Program	$13,970.00	$10,520.00	$9,382.14
CS	CPS-2023-St. Regis Mohawk-00090-(017)	St. Regis Mohawk Tribe	Child Passenger Safety Program	$3,000.00	$3,000.00	$2,500.00
CS	CPS-2023-Steuben Co SO -00034-(051)	Steuben County Sheriff's Office	Child Passenger Safety Program	$10,700.00	$10,700.00	$10,070.18
CS	CPS-2023-Stony Point Town PD -00108-(044)	Stony Point Town Police Department	Child Passenger Safety Program	$2,000.00	$1,850.00	$1,250.00
CS	CPS-2023-Suffolk Co PD -00245-(052)	Suffolk County Police Department	Child Passenger Safety Program	$10,192.00	$3,600.00	$2,585.98
CS	CPS-2023-Suffolk Co SO -00166-(052)	Suffolk County Sheriff's Office	Child Passenger Safety Program	$6,150.00	$4,500.00	$2,197.25
CS	CPS-2023-Sullivan Co-00036-(053)	Sullivan County	Child Passenger Safety Program	$15,000.00	$15,000.00	$15,000.00
CS	CPS-2023-SUNY Alfred PD-00271-(099)	SUNY Police Alfred State University	Child Passenger Safety Program	$2,352.00	$1,352.00	$0.00
CS	CPS-2023-Tonawanda City PD-00201-(015)	Tonawanda City Police Department	Child Passenger Safety Program	$2,691.00	$2,391.00	$1,420.00
CS	CPS-2023-Tonawanda Town PD -00070-(015)	Tonawanda Town Police Department	Child Passenger Safety Program	$4,705.00	$2,725.00	$0.00
CS	CPS-2023-Troy City PD -00229-(042)	Troy City Police Department	Child Passenger Safety Program	$1,600.00	$1,000.00	$0.00
CS	CPS-2023-Tuckahoe Village PD -00059-(060)	Tuckahoe Village Police Department	Child Passenger Safety Program	$3,000.00	$2,400.00	$1,920.00
CS	CPS-2023-Tuxedo Town PD -00273-(036)	Tuxedo Town Police Department	Child Passenger Safety Program	$3,000.00	$1,300.00	$0.00
CS	CPS-2023-Ulster Co CC-00275-(056)	Ulster Co. Community College	Child Passenger Safety Program	$1,600.00	$1,600.00	$1,147.66
CS	CPS-2023-Ulster Co SO -00192-(056)	Ulster County Sheriff's Office	Child Passenger Safety Program	$6,000.00	$6,000.00	$3,675.00
CS	CPS-2023-UR Injury Free Coal.-00030-(028)	University of Rochester	Child Passenger Safety Program	$5,000.00	$5,000.00	$4,485.50
CS	CPS-2023-Utica City PD -00049-(033)	Utica City Police Department	Child Passenger Safety Program	$2,200.00	$2,220.00	$1,864.17
CS	CPS-2023-VBMC-00130-(088)	Vassar Brothers Medical Center	Child Passenger Safety Program	$10,500.00	$6,500.00	$4,565.66
CS	CPS-2023-Walden Village PD -00129-(036)	Walden Village Police Department	Child Passenger Safety Program	$900.00	$900.00	$0.00
CS	CPS-2023-Wallkill Town PD-00277-(036)	Wallkill Town Police Department	Child Passenger Safety Program	$8,000.00	$3,000.00	$0.00
CS	CPS-2023-Warren Co SO -00208-(057)	Warren County Sheriff's Office	Child Passenger Safety Program	$1,500.00	$1,200.00	$0.00
CS	CPS-2023-Warwick Town PD -00263-(036)	Warwick Town Police Department	Child Passenger Safety Program	$3,300.00	$3,300.00	$0.00
CS	CPS-2023-Washington Co Health-00146-(058)	Washington County Health	Child Passenger Safety Program	$17,000.00	$15,700.00	$295.00
CS	CPS-2023-Washingtonville Village P-00158-(036)	Washingtonville Village Police Department	Child Passenger Safety Program	$2,450.00	$1,850.00	$194.37
CS	CPS-2023-Waterloo Village PD -00214-(050)	Waterloo Village Police Department	Child Passenger Safety Program	$1,950.00	$1,400.00	$0.00
CS	CPS-2023-Wayne Co Health-00171-(059)	Wayne County Public Health	Child Passenger Safety Program	$5,250.00	$5,600.00	$4,400.88
CS	CPS-2023-Wayne Co SO -00145-(059)	Wayne County Sheriff's Office	Child Passenger Safety Program	$6,722.00	$2,050.00	$1,463.80
CS	CPS-2023-White Plains Dept PS-00047-(060)	White Plains Department Public Safety	Child Passenger Safety Program	$5,765.00	$3,050.00	$2,622.59
CS	CPS-2023-Whitestown Town PD -00119-(033)	Whitestown Town Police Department	Child Passenger Safety Program	$1,900.00	$1,900.00	$1,615.76
CS	CPS-2023-Woodbury Town PD-00200-(036)	Woodbury Town Police Department	Child Passenger Safety Program	$1,300.00	$1,300.00	$522.57
CS	CPS-2023-Wyoming Co-00206-(061)	Wyoming County	Child Passenger Safety Program	$3,200.00	$1,500.00	$1,392.63
CS	CPS-2023-Yates Co SO -00104-(062)	Yates County Sheriff's Office	Child Passenger Safety Program	$5,250.00	$2,400.00	$2,385.42
CS	CPS-2023-Yonkers City PD -00142-(060)	Yonkers City Police Department	Child Passenger Safety Program	$5,300.00	$1,400.00	$0.00
OP	HS1-2023-Cornell Coop Saratoga Co-00097-(046)	Cornell Cooperative Extension of Saratoga County	Occupant Protection Education	$75,232.00	$70,232.00	$62,289.00

OP	HS1-2023-EAC inc-00155-(088)	EAC INC	Kids Cars and Consequences	$249,186.00	$188,850.00	$117,424.01
OP	HS1-2023-NYS Police -00030-(099)	New York State Police	Child Passenger Safety	$428,254.00	$371,500.00	$343,780.13
OP	HS1-2023-NYS Assoc TSB-00039-(088)	NYS Assoc of Traffic Safety Boards Programs Inc	Educational Enrichment	$44,400.00	$44,400.00	$30,024.05
OP	HS1-2023-NYS Assoc TSB-00040-(088)	NYS Assoc of Traffic Safety Boards Programs Inc	CPS Statewide Training and National CPS	$217,500.00	$217,500.00	$156,611.50
OP	HS1-2023-NYS Assoc TSB-00042-(088)	NYS Assoc of Traffic Safety Boards Programs Inc	CPS Statewide Conference	$155,500.00	$155,500.00	$100,144.90
			Occupant Protection Total	**$3,335,019.00**	**$2,771,151.00**	**$2,151,130.76**
		Traffic Records				
TR	HS1-2023-HRI/NYS DOH-00202-(088)	Health Research Inc/NYS DOH	Integrating Single and Polysubstance Driving	$215,000.00	$215,000.00	$194,354.91
TR	HS1-2023-NYS Police -00242-(099)	New York State Police	Traffic Enforcement Technology - TraCS	$1,284,831.00	$1,284,831.00	$1,255,410.79
TR	HS1-2023-NYS DMV-00187-(099)	NYS Department of Motor Vehicles	AIS Replacement- CRASH	$6,000,000.00	$5,950,000.00	$112,540.00
TR	HS1-2023-NYS DMV-00188-(099)	NYS Department of Motor Vehicles	FARS Supplemental	$75,000.00	$75,000.00	$74,779.56
TR	HS1-2023-NYS DMV-00226-(099)	NYS Department of Motor Vehicles	Centralized Automated Registration and Title	$250,000.00	$250,000.00	$0.00
TR	HS1-2023-NYS UCS-00233-(099)	NYS Unified Court System	Implementation of E-Plea System for Local	$372,985.00	$372,985.00	$0.00
TR	HS1-2023-ITSMR-00111-(088)	Research Foundation of SUNY	HIGHWAY SAFETY RESEARCH, ANALYSIS, &	$1,087,507.00	$1,087,507.00	$914,256.83
TR	HS1-2023-ITSMR-00114-(088)	Research Foundation of SUNY	E-PLEA SYSTEM FOR LOCAL COURTS	$327,741.00	$327,741.00	$11,442.98
TR	HS1-2023-ITSMR-00120-(088)	Research Foundation of SUNY	TRAFFIC SAFETY DATA SERVICES	$467,211.00	$467,211.00	$407,154.43
TR	HS1-2023-ITSMR-00121-(088)	Research Foundation of SUNY	TRAFFIC SAFETY STATISTICAL REPOSITORY	$398,372.00	$398,372.00	$335,260.39
			Traffic Records Total	**$10,478,647.00**	**$10,428,647.00**	**$3,305,199.89**
		Community Traffic Safety Programs				
CP	HS1-2023-Albany TSB-00015-(001)	Albany County Traffic Safety Board	Taking Responsibility in Traffic Safety	$85,500.00	$85,500.00	$80,000.00
CP	HS1-2023-Ardent Solutions-00146-(088)	Ardent Solutions, Inc.	Mobility Safety Across the Lifespan	$93,634.00	$93,634.00	$81,782.46
CP	HS1-2023-Assoc Community Parent Cn-00157-(030)	Association for the Community Parent Center, Inc	Driving in the Safe Lane: Drunk,Drugged,	$100,000.00	$95,000.00	$94,948.05
CP	HS1-2023-Brookhaven Town-00168-(052)	Brookhaven, Town of	Teen Driver Safety Presentations	$21,810.00	$21,810.00	$11,261.61
CP	HS1-2023-Broome Co Health-00069-(004)	Broome County Health Dept	Broome County Traffic Safety Community	$89,817.00	$89,089.00	$88,717.06
CP	HS1-2023-CTANY-00230-(088)	Cable Telecommunications Association of NY Inc	CTANY 2023 Multi-Media Statewide	$1,250,000.00	$1,250,000.00	$1,246,239.96
CP	HS1-2023-Chautauqua CSEV-00043-(007)	Chautauqua Children's Safety Education Village, Inc.	Chautauqua Child Safety Program	$33,785.00	$33,785.00	$32,980.10
CP	HS1-2023-Clinton Co SO -00052-(010)	Clinton County Sheriff's Office	Clinton County Community based Highway	$36,100.00	$36,100.00	$23,117.58
CP	HS1-2023-Columbia Co SO -00215-(011)	Columbia County Sheriff's Office	Highway Safety 2023	$5,000.00	$5,000.00	$0.00
CP	HS1-2023-Cornell Coop Livingston -00190-(026)	Cornell Cooperative Extension of Livingston County	Traffic Safety Education Program	$56,689.00	$55,984.00	$54,758.48
CP	HS1-2023-Cortland County HD-00027-(012)	Cortland County Health Department	Cortland County Injury Prevention and	$43,573.00	$43,243.00	$42,842.95
CP	HS1-2023-Dutchess Co TSB-00077-(014)	Dutchess County Traffic Safety Board	Community Based Injury & Crash Prevention	$66,761.00	$63,023.00	$52,619.21
CP	HS1-2023-Franklin Co TSB-00023-(017)	Franklin County Traffic Safety Board	Reduction in Crashes and Fatalities	$23,100.00	$21,600.00	$17,904.05
CP	HS1-2023-Geneva City PD-00153-(035)	Geneva City Police Department	Traffic Safety	$1,000.00	$1,000.00	$0.00
CP	HS1-2023-Glenville Town PD -00247-(047)	Glenville Town Police Department	Teen driver safety education	$3,150.00	$3,150.00	$3,139.66
CP	HS1-2023-HRI/NYS DOH-00200-(088)	Health Research Inc/NYS DOH	The NYS Traffic Safety and Public Health	$685,474.00	$685,474.00	$487,771.42
CP	HS1-2023-Integrated Com Oswego-00062-(038)	Integrated Community Planning of Oswego County Inc	Highway and Traffic Safety Education and	$85,135.00	$83,626.00	$73,557.08
CP	HS1-2023-Ithaca City PD -00191-(055)	Ithaca City Police Department	Ithaca Police Traffic Safety Education Project	$4,725.00	$4,725.00	$0.00
CP	HS1-2023-Madison Co SO -00018-(027)	Madison County Sheriff's Office	2023 Highway Safety Grant	$29,363.00	$26,763.00	$25,788.45
CP	HS1-2023-Mohawk Valley Refugee-00059-(033)	Mohawk Valley Resource Center for Refugees	Multi-Cultural Traffic Safety Program	$116,866.00	$116,866.00	$116,752.26
CP	HS1-2023-Monroe Co TS-00013-(028)	Monroe County Traffic Safety	Community Traffic Safety	$106,100.00	$106,100.00	$105,985.43
CP	HS1-2023-Mountain View Prev Svcs-00246-(025)	Mountain View Prevention Services, Inc	GTSC grant	$12,460.00	$12,460.00	$91.20
CP	HS1-2023-NYC DOT-00223-(077)	New York City DOT	Vision Zero Equitable Community Outreach	$876,705.00	$876,705.00	$857,185.62
CP	HS1-2023-Operation Lifesaver Inc-00068-(088)	New York Operation Lifesaver Inc	Operation Lifesaver	$67,500.00	$67,500.00	$67,499.90
CP	HS1-2023-NYSPTA-00243-(088)	New York State Congress of Parents & Teachers	Every Child Travels Safely	$51,255.00	$44,964.00	$37,230.78
CP	HS1-2023-Niagara Co SO -00016-(032)	Niagara County Sheriff's Office	Traffic Safety Education Programs	$85,072.00	$83,572.00	$79,176.32
CP	HS1-2023-NY Coalition Safety Belt-00180-(088)	NY Coalition For Safety Belt Use	Queens/Nassau Counties Traffic Safety	$124,350.00	$124,350.00	$116,069.24

CP	HS1-2023-NYS Broadcasters Assoc-00164-(088)	NYS Broadcasters Association	Highway Safety Grant - Media Outreach	$2,065,000.00	$2,065,000.00	$2,033,770.34
CP	HS1-2023-NYS DMV-00011-(099)	NYS Department of Motor Vehicles	GTSC Grant	$3,869,632.00	$3,869,632.00	$668,370.85
CP	HS1-2023-NYS DMV-00192-(099)	NYS Department of Motor Vehicles	Highway Safety Grant 2023 for NYS DMV	$60,000.00	$53,000.00	$0.00
CP	HS1-2023-Onondaga Co SO -00172-(034)	Onondaga County Sheriff's Office	Highway Safety Grant 2023	$52,900.00	$47,650.00	$6,960.75
CP	HS1-2023-Orange Co-00207-(036)	Orange County Dept of Emergency Services	Orange County Traffic Safety Program	$75,240.00	$75,240.00	$46,578.22
CP	HS1-2023-Orchard Park Town PD -00149-(015)	Orchard Park Town Police Department	Driver Safety Education	$22,000.00	$13,500.00	$10,515.90
CP	HS1-2023-Outdoor Adv. Found. of NY-00070-(088)	Outdoor Advertising Foundation of NY	Billboards Drive The Message Home	$110,000.00	$110,000.00	$103,175.00
CP	HS1-2023-Putnam CO Youth Bureau-00232-(040)	Putnam County Youth Bureau	Putnam County Teen and Young Adult Driver	$115,161.00	$99,161.00	$89,313.63
CP	HS1-2023-RF SUNY-Stony Brook-00234-(099)	Research Foundation of SUNY -Stony Brook U	Pilot of a Sleep and Health Educational	$161,805.00	$133,320.00	$104,632.79
CP	HS1-2023-SADD-00236-(088)	SADD Inc	New York SADD: Strengthening SADD's	$386,091.00	$252,314.00	$200,457.38
CP	HS1-2023-St. Lawrence Co Com. Srvc-00181-(045)	St. Lawrence County Community Services	Being Safe on Rural Roads is Everyone's	$85,611.00	$84,876.00	$82,483.44
CP	HS1-2023-Steuben Co SO -00044-(051)	Steuben County Sheriff's Office	Steuben County Sheriff's Office Highway	$8,200.00	$8,200.00	$2,757.48
CP	HS1-2023-Ulster Co CC-00110-(056)	Ulster Co. Community College	Ulster County Traffic and Highway Safety	$49,685.00	$49,685.00	$27,161.68
CP	HS1-2023-Westchester Co DPW/TS-00038-(060)	Westchester County DPW/Traffic Safety	Westchester's Plan4Safety Community	$198,627.00	$198,627.00	$196,299.93
CP	HS1-2023-YMCA OF KI-00156-(056)	YMCA of Kingston & Ulster Co	Vulnerable Road User Safety Education for	$72,663.00	$63,814.00	$62,775.42
RS	HS1-2023-Cornell U Coll Ag& Life-00161-(088)	Cornell University - College of Agriculture and Life Sciences	Work Zone Packages for Local Highway and	$59,118.00	$59,118.00	$59,022.18
SB	HS1-2023-NY Assoc for Pupil Transp-00185-(088)	NY Association for Pupil Transportation	NYAPT Stop for the Bus Initiative 2023	$18,500.00	$8,500.00	$7,081.23
			Community Traffic Safety Programs Total	**$11,565,157.00**	**$11,322,660.00**	**$7,498,775.09**
		Program Management				
PA	HS1-2023-GTSC-Agency-00012-(099)	NYSGTSC	Planning and Administration	$1,509,173.00	$1,502,173.00	$407,417.59
			Program Management Total	**$1,509,173.00**	**$1,502,173.00**	**$407,417.59**
		Time Extensions				
TE	HS1-2021-OASAS Foundation-00084-(099)	OASAS/Research Found.Mental Hygiene Inc	Impaired Driver Data Warehouse Integration	N/A	N/A	N/A
			Time Extensions Total	**N/A**	**N/A**	**N/A**
			Grand Total	**$52,349,658.00**	**$48,699,506.00**	**$33,026,446.71**

New York State

FFY 2023 Approved Projects Not Implemented with Explanation

The below grants represent those that were approved for funding by GTSC, but did not initiate any activities or expend funds in FFY 2023. This list is subject to change as the closeout process continues. GTSC maintains information in its online eGrants system related to these projects and, due to efficiencies, has not listed each unique situation here.

Alpha	Project Number	Agency	Title	Requested Amount	Approved Amount	Expended Amount
LE	PTS-2023-Attica Village PD-00152-(061)	Attica Village Police Department	Police Traffic Services	$7,800.00	$3,300.00	$0.00
LE	PTS-2023-Ballston Spa Village PD -00073-(046)	Ballston Spa Village Police Department	Police Traffic Services	$6,160.00	$3,520.00	$0.00
LE	PTS-2023-Binghamton City PD -00262-(004)	Binghamton City Police Department	Police Traffic Services	$7,928.00	$6,908.00	$0.00
LE	PTS-2023-Cairo Town PD -00314-(020)	Cairo Town Police Department	Police Traffic Services	$7,480.00	$2,040.00	$0.00
LE	PTS-2023-Carmel Town PD -00168-(040)	Carmel Town Police Department	Police Traffic Services	$7,656.00	$7,656.00	$0.00
LE	PTS-2023-Cornell Univ -00154-(088)	Cornell University - Police	Police Traffic Services	$9,920.00	$9,920.00	$0.00
LE	PTS-2023-Essex Co TS-00320-(016)	Essex County Traffic Safety	Police Traffic Services	$5,780.00	$2,516.00	$0.00
LE	PTS-2023-Head of Harbor Vil-00142-(052)	Head of the Harbor Village of	Police Traffic Services	$6,776.00	$3,080.00	$0.00
LE	PTS-2023-Horseheads Village PD -00281-(008)	Horseheads Village Police Department	Police Traffic Services	$4,230.00	$3,060.00	$0.00
LE	PTS-2023-Le Roy Village PD -00058-(019)	Le Roy Village Police Department	Police Traffic Services	$5,900.00	$3,000.00	$0.00
LE	PTS-2023-Medina Village PD -00271-(037)	Medina Village Police Department	Police Traffic Services	$11,655.00	$6,030.00	$0.00
LE	PTS-2023-Mt. Pleasant Town PD -00295-(060)	Mt. Pleasant Town Police Department	Police Traffic Services	$8,280.00	$7,360.00	$0.00
LE	PTS-2023-Pleasantville Village PD -00136-(060)	Pleasantville Village Police Department	Police Traffic Services	$8,464.00	$7,912.00	$0.00
LE	PTS-2023-Rockland Co SO -00289-(044)	Rockland County Sheriff's Office	Police Traffic Services	$10,620.00	$9,420.00	$0.00
LE	PTS-2023-Seneca Falls Twn PD-00222-(050)	Seneca Falls Town Police Department	Police Traffic Services	$8,480.00	$4,505.00	$0.00
LE	PTS-2023-Sleepy Hollow PD -00063-(060)	Sleepy Hollow Police Department	Police Traffic Services	$8,170.00	$4,128.00	$0.00
LE	PTS-2023-Wappingers Falls Village -00309-(014)	Wappingers Falls Village Police Department	Police Traffic Services	$3,440.00	$2,220.00	$0.00
LE	PTS-2023-Warsaw Village PD -00211-(061)	Warsaw Village Police Department	Police Traffic Services	$5,159.00	$3,659.00	$0.00
LE	PTS-2023-Watkins Glen Village PD -00269-(049)	Watkins Glen Village Police Department	Police Traffic Services	$39,900.00	$2,520.00	$0.00
PS	HS1-2023-Brockport Village PD -00171-(028)	Brockport Village Police Department	Smith Street Bridge Safety Improvement Project	$3,178.00	$3,178.00	$0.00
PS	HS1-2023-Buffalo City-00199-(015)	Buffalo, City of	City of Buffalo PAL Bike Helmet Safety Program	$15,000.00	$5,500.00	$0.00
PS	HS1-2023-Cameron Comm-00103-(028)	Cameron Community Ministries Inc	Cameron's Bike & Pedestrian Safety Program	$33,839.00	$8,180.00	$0.00
PS	HS1-2023-Fulton City PD -00194-(038)	Fulton City Police Department	Bicycle Safety Education and Enforcement	$2,500.00	$2,000.00	$0.00
PS	HS1-2023-Greece Town PD -00095-(028)	Greece Town Police Department	2023 Highway Safety Grant	$9,000.00	$7,000.00	$0.00
PS	HS1-2023-Schenectady City PD -00094-(047)	Schenectady City Police Department	Pedestrian/Bike and Automobile Crash Education	$32,600.00	$31,150.00	$0.00
BU	HS1-2023-NYS Pks/Rec/Hist Prsv-00225-(099)	NYS Office of Parks, Recreation, and Historical Preserve	S1-2022-NYS Pks/Hist Prsv	$43,000.00	$43,000.00	$0.00
CS	CPS-2023-Ardsley Village PD-00172-(060)	Ardsley Village Police Department	Child Passenger Safety Program	$8,000.00	$3,800.00	$0.00
CS	CPS-2023-Attica Village PD-00106-(061)	Attica Village Police Department	Child Passenger Safety Program	$10,000.00	$4,800.00	$0.00
CS	CPS-2023-Buffalo City-00230-(015)	Buffalo, City of	Child Passenger Safety Program	$10,000.00	$1,000.00	$0.00
CS	CPS-2023-Camillus Town & Village P-00181-(034)	Camillus Town & Village Police Department	Child Passenger Safety Program	$2,350.00	$2,350.00	$0.00
CS	CPS-2023-Chester Town PD -00128-(036)	Chester Town Police Department	Child Passenger Safety Program	$1,600.00	$1,600.00	$0.00
CS	CPS-2023-Croton on Hudson Vil-00232-(060)	Croton on Hudson Village of	Child Passenger Safety Program	$250.00	$250.00	$0.00
CS	CPS-2023-Deerpark Town PD -00191-(036)	Deerpark Town Police Department	Child Passenger Safety Program	$1,000.00	$1,000.00	$0.00
CS	CPS-2023-East Hampton Town PD -00279-(052)	East Hampton Town Police Department	Child Passenger Safety Program	$6,500.00	$3,100.00	$0.00

CS	CPS-2023-East Hampton Vil. PD -00213-(052)	East Hampton Village Police Department	Child Passenger Safety Program		$1,500.00	$1,500.00	$0.00
CS	CPS-2023-Essex Co SO -00170-(016)	Essex County Sheriff's Office	Child Passenger Safety Program		$3,000.00	$3,000.00	$0.00
CS	CPS-2023-Essex Co TS-00278-(016)	Essex County Traffic Safety	Child Passenger Safety Program		$3,620.00	$3,220.00	$0.00
CS	CPS-2023-Family Woodstock-00107-(056)	Family of Woodstock Inc	Child Passenger Safety Program		$3,860.00	$3,750.00	$0.00
CS	CPS-2023-Geneva City PD-00175-(035)	Geneva City Police Department	Child Passenger Safety Program		$1,000.00	$1,000.00	$0.00
CS	CPS-2023-Greene Co SO -00164-(020)	Greene County Sheriff's Office	Child Passenger Safety Program		$2,760.00	$2,760.00	$0.00
CS	CPS-2023-Le Roy Village PD -00081-(019)	Le Roy Village Police Department	Child Passenger Safety Program		$3,759.00	$2,300.00	$0.00
CS	CPS-2023-Montgomery Co SO -00252-(029)	Montgomery County Sheriff's Office	Child Passenger Safety Program		$2,200.00	$1,000.00	$0.00
CS	CPS-2023-Montgomery Town PD -00186-(036)	Montgomery Town Police Department	Child Passenger Safety Program		$6,300.00	$1,500.00	$0.00
CS	CPS-2023-Mt. Pleasant Town PD -00207-(060)	Mt. Pleasant Town Police Department	Child Passenger Safety Program		$4,500.00	$3,500.00	$0.00
CS	CPS-2023-Nachas Health Family-00264-(024)	Nachas Health & Family Network Inc	Child Passenger Safety Program		$27,000.00	$9,000.00	$0.00
CS	CPS-2023-New Castle Town PD -00161-(060)	New Castle Town Police Department	Child Passenger Safety Program		$2,500.00	$1,500.00	$0.00
CS	CPS-2023-New Paltz Town & Village -00282-(056)	New Paltz Town & Village Police Department	Child Passenger Safety Program		$1,800.00	$1,800.00	$0.00
CS	CPS-2023-Harlem Hosp Inj Prev-00136-(077)	New York City Health & Hospital Corp	Child Passenger Safety Program		$39,370.00	$6,600.00	$0.00
CS	CPS-2023-NCPPC-00121-(088)	North Country Prenatal/Perinatal Council Inc	Child Passenger Safety Program		$4,300.00	$4,300.00	$0.00
CS	CPS-2023-Oneida Co SO -00035-(033)	Oneida County Sheriff's Office	Child Passenger Safety Program		$2,405.00	$2,405.00	$0.00
CS	CPS-2023-Otsego TSB-00281-(039)	Otsego County Traffic Safety Board	Child Passenger Safety Program		$8,000.00	$8,000.00	$0.00
CS	CPS-2023-Perinton Ambulance-00135-(028)	Perinton Volunteer Ambulance Corps Inc	Child Passenger Safety Program		$2,500.00	$2,000.00	$0.00
CS	CPS-2023-Perry Village PD -00168-(061)	Perry Village Police Department	Child Passenger Safety Program		$2,500.00	$2,000.00	$0.00
CS	CPS-2023-Port Chester Village PD -00261-(060)	Port Chester Village Police Department	Child Passenger Safety Program		$6,150.00	$1,150.00	$0.00
CS	CPS-2023-Pound Ridge Town PD -00269-(060)	Pound Ridge Town Police Department	Child Passenger Safety Program		$11,500.00	$3,900.00	$0.00
CS	CPS-2023-Quogue Village PD -00040-(052)	Quogue Village Police Department	Child Passenger Safety Program		$300.00	$300.00	$0.00
CS	CPS-2023-Rockland Co SO -00253-(044)	Rockland County Sheriff's Office	Child Passenger Safety Program		$1,800.00	$1,800.00	$0.00
CS	CPS-2023-Rosendale Town PD -00234-(056)	Rosendale Town Police Department	Child Passenger Safety Program		$2,000.00	$1,500.00	$0.00
CS	CPS-2023-Sleepy Hollow PD -00063-(060)	Sleepy Hollow Police Department	Child Passenger Safety Program		$3,000.00	$1,000.00	$0.00
CS	CPS-2023-SUNY Alfred PD-00271-(099)	SUNY Police Alfred State University	Child Passenger Safety Program		$2,352.00	$1,352.00	$0.00
CS	CPS-2023-Tonawanda Town PD -00070-(015)	Tonawanda Town Police Department	Child Passenger Safety Program		$4,705.00	$2,725.00	$0.00
CS	CPS-2023-Troy City PD -00229-(042)	Troy City Police Department	Child Passenger Safety Program		$1,600.00	$1,000.00	$0.00
CS	CPS-2023-Tuxedo Town PD -00273-(036)	Tuxedo Town Police Department	Child Passenger Safety Program		$3,000.00	$1,300.00	$0.00
CS	CPS-2023-Walden Village PD -00129-(036)	Walden Village Police Department	Child Passenger Safety Program		$900.00	$900.00	$0.00
CS	CPS-2023-Wallkill Town PD-00277-(036)	Wallkill Town Police Department	Child Passenger Safety Program		$8,000.00	$3,000.00	$0.00
CS	CPS-2023-Warren Co SO -00208-(057)	Warren County Sheriff's Office	Child Passenger Safety Program		$1,500.00	$1,200.00	$0.00
CS	CPS-2023-Warwick Town PD -00263-(036)	Warwick Town Police Department	Child Passenger Safety Program		$3,300.00	$3,300.00	$0.00
CS	CPS-2023-Waterloo Village PD -00214-(050)	Waterloo Village Police Department	Child Passenger Safety Program		$1,950.00	$1,400.00	$0.00
CS	CPS-2023-Yonkers City PD -00142-(060)	Yonkers City Police Department	Child Passenger Safety Program		$5,300.00	$1,400.00	$0.00
TR	HS1-2023-NYS DMV-00226-(099)	NYS Department of Motor Vehicles	Centralized Automated Registration and Title Sanction System		$250,000.00	$250,000.00	$0.00
TR	HS1-2023-NYS UCS-00233-(099)	NYS Unified Court System	Implementation of E-Plea System for Local Courts		$372,985.00	$372,985.00	$0.00
CP	HS1-2023-Columbia Co SO -00215-(011)	Columbia County Sheriff's Office	Highway Safety 2023		$5,000.00	$5,000.00	$0.00
CP	HS1-2023-Geneva City PD-00153-(035)	Geneva City Police Department	Traffic Safety		$1,000.00	$1,000.00	$0.00
CP	HS1-2023-Ithaca City PD -00191-(055)	Ithaca City Police Department	Ithaca Police Traffic Safety Education Project		$4,725.00	$4,725.00	$0.00
CP	HS1-2023-NYS DMV-00192-(099)	NYS Department of Motor Vehicles	Highway Safety Grant 2023 for NYS DMV		$60,000.00	$53,000.00	$0.00

FFY 2023 Projects Not Approved with Explanation

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. Unless otherwise noted, the below projects did not receive a passing score of 60 points and therefore were not approved or implemented by NYS in FFY 2023.

Alpha	Project Number	Agency	Title	Requested Amount	Approved Amount	Note
LE	PTS-2023-Bronxville Village PD -00101-(060)	Bronxville Village Police Department	Police Traffic Services	$43,860.00	$0.00	See above.
LE	PTS-2023-Canisteo Village PD -00221-(051)	Canisteo Village Police Department	Police Traffic Services	$7,750.00	$0.00	See above.
LE	PTS-2023-Deerpark Town PD -00241-(036)	Deerpark Town Police Department	Police Traffic Services	$5,100.00	$0.00	See above.
LE	PTS-2023-East Aurora/Aurora PD -00224-(015)	East Aurora Village/Aurora Town Police Department	Police Traffic Services	$3,960.00	$0.00	See above.
LE	PTS-2023-Eden Town PD -00276-(015)	Eden Town Police Department	Police Traffic Services	$3,960.00	$0.00	See above.
LE	PTS-2023-Ellicottville Town PD -00145-(005)	Ellicottville Town Police Department	Police Traffic Services	$5,000.00	$0.00	See above.
LE	PTS-2023-Hyde Park Town PD -00226-(014)	Hyde Park Town Police Department	Police Traffic Services	$7,550.00	$0.00	See above.
LE	PTS-2023-Kingston City PD -00322-(056)	Kingston City Police Department	Police Traffic Services	$8,640.00	$0.00	See above.
LE	PTS-2023-Larchmont Village PD -00259-(060)	Larchmont Village Police Department	Police Traffic Services	$6,400.00	$0.00	See above.
LE	PTS-2023-Metro Trans Authority PD-00151-(088)	Metro.Trans. Authority Police Dept	Police Traffic Services	$13,500.00	$0.00	See above.
LE	PTS-2023-New Castle Town PD -00190-(060)	New Castle Town Police Department	Police Traffic Services	$6,375.00	$0.00	See above.
LE	PTS-2023-Oyster Bay Cove Village P-00108-(030)	Oyster Bay Cove Village Police Department	Police Traffic Services	$4,578.00	$0.00	See above.
LE	PTS-2023-Rosendale Town PD -00050-(056)	Rosendale Town Police Department	Police Traffic Services	$3,300.00	$0.00	See above.
LE	PTS-2023-Sands Point Village PD -00133-(030)	Sands Point Village Police Department	Police Traffic Services	$5,000.00	$0.00	See above.
LE	PTS-2023-Springville Village PD -00025-(015)	Springville Village Police Department	Police Traffic Services	$14,592.00	$0.00	See above.
LE	PTS-2023-Whitesboro Village PD -00278-(033)	Whitesboro Village Police Department	Police Traffic Services	$17,225.00	$0.00	See above.
PT	HS1-2023-Carmel Town PD -00127-(040)	Carmel Town Police Department	Town of Carmel Traffic Data Collector Acquisition	$2,680.00	$0.00	See above.
PT	HS1-2023-Cazenovia Vil-00128-(027)	Cazenovia Village of	Traffic calming in Cazenovia school zones	$14,266.00	$0.00	See above.
PT	HS1-2023-Glenville Town PD -00163-(047)	Glenville Town Police Department	Town of Glenville Sacandaga Rd speed reduction plan	$6,445.00	$0.00	See above.
PT	HS1-2023-Livingston Co SO -00123-(026)	Livingston County Sheriff's Office	Livingston County Sheriff's Office Traffic Safety Program	$37,140.00	$0.00	See above.
PT	HS1-2023-Lynbrook Village PD -00108-(030)	Lynbrook Village Police Department	SAD Now	$205,500.00	$0.00	See above.
PT	HS1-2023-Rosendale Town PD -00167-(056)	Rosendale Town Police Department	Variable Message Sign Board for Speed Enforcement	$16,000.00	$0.00	See above.
PT	HS1-2023-Warsaw Village PD -00152-(061)	Warsaw Village Police Department	Police Traffic Services- PTS	$4,500.00	$0.00	See above.
PT	HS1-2023-Yorkville Village PD-00184-(033)	Yorkville Village Police Department	Oriskany Blvd/ Champlin Ave Crackdown	$25,000.00	$0.00	See above.

PS	HS1-2023-Allegany Vil-00169-(005)	Allegany Village	Allegany School Zone Safety	$27,000.00	$0.00	See above.
PS	HS1-2023-Seneca Falls Twn PD-00179-(050)	Seneca Falls Town Police Department	Pedestrian Safety	$3,200.00	$0.00	Application withdrawn.
CS	CPS-2023-Cornell Coop Schenectady-00165-(047)	Cornell Cooperative Extension Assoc. of Schenectady Co.	Child Passenger Safety Program	$10,467.00	$0.00	Not Prequalified.
CP	HS1-2023-Children and Parent-00176-(088)	Children and Parent Resource Group Inc	Life Changing Experience Community Education Project	$100,000.00	$0.00	See above.
CP	HS1-2023-Ossining Village PD -00158-(060)	Ossining Village Police Department	Traffic safety Initiative	$6,300.00	$0.00	See above.
CP	HS1-2023-Partnership for Ontario-00183-(035)	Partnership For Ontario County Inc	JUST Drive 2022/2023	$6,016.00	$0.00	Project closed.
RS	HS1-2023-Medina Village PD -00212-(037)	Medina Village Police Department	Medina PD - Highway Safety - 2023	$12,000.00	$0.00	See above.
RS	HS1-2023-Tuxedo Town PD -00231-(036)	Tuxedo Town Police Department	LEFT TURNING LANE ON ST RT 17 NORTH AT 549 ST RT 17	$200.00	$0.00	See above.