New York State

FFY 2019 HIGHWAY SAFETY ANNUAL REPORT

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

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Governor's Traffic Safety Committee**

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NEW YORK STATE
FFY 2019
HIGHWAY SAFETY ANNUAL REPORT

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FFY 2019 NEW YORK STATE HIGHWAY SAFETY PROGRAM

This Annual Report describes the accomplishments of New York State's highway safety program in FFY 2019 (October 1, 2018-September 30, 2019) and the progress made toward the performance targets established in the FFY 2019 Highway Safety Strategic Plan (HSSP). The preparation of the FFY 2019 HSSP was guided by the federal uniform procedures. The Governor's Traffic Safety Committee (GTSC) provides support for the attainment of the state's highway safety targets through its administration of the federal 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. In FFY 2019, 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). These grant funds are also administered by GTSC.

Key Accomplishments in FFY 2019

❖ The Institute for Traffic Safety Management and Research (ITSMR) continued to expand the online Traffic Safety Statistical Repository (TSSR). In FFY 2019, new county-level crash reports on Young Drivers and Older Drivers were added to the repository. The online traffic data system (www.itsmr.org/tssr) now includes final crash data for 2009-2018 and preliminary crash data for 2019, as well as final ticket data for 2009-2018.

❖ In 2019, New York's seat belt use rate was 94.22%, the highest level to date; 2019 also marked the tenth year in a row that New York's statewide use rate exceeded 90%.

❖ GTSC partnered with JD Motorsports and Xfinity driver Ross Chastain to continue the "Protect Your Melon" occupant protection awareness campaign. During spring and summer 2019, 500,000 watermelons with the "Protect Your Melon" seat belt message were distributed to retail outlets across New York State. Outreach to increase seat belt use among young drivers and motorists at different venues was also conducted as part of this program.

❖ Twenty-eight Standardized Child Passenger Safety Technician Training classes were conducted and 64% of New York's technicians were recertified. New York's recertification rate consistently exceeds the national rate of 55%. Technicians come from a variety of backgrounds including County Sheriff Offices, health departments, non-profits, pupil transportation companies, insurance agencies, Fire/EMS, local police departments and the New York State Police. New York State now has 1,912 technicians, 81 instructors and one instructor candidate.

❖ GTSC approved funding for 141 fitting stations and 141 agencies to conduct car seat check events. These programs resulted in inspections of 12,946 car seats; 89% of these seats were found to be installed incorrectly.

❖ As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 15-21, 2019. GTSC participated in one of the biggest check events of the year, held on National Seat Check Saturday in Albany, NY. During this one event, 135 car seats were inspected, with only one found to be properly installed. New Child Passenger Safety materials were also developed and distributed throughout the state in support of CPS week and in preparation for the new law requiring children to remain in a rear-facing seat until age two.

❖ For the 2019 observation of National Distracted Driving Awareness Month, GTSC hosted a press event at the Truck Safety and Education Symposium in Saratoga Springs, NY. The event, led by GTSC Assistant Commissioner Chuck DeWeese, focused on the dangers of distracted driving, especially in relation to work zone safety. Karen Torres, a victim advocate who lost her father in a work zone crash involving a distracted driver, was a guest speaker at the event. The press event was held during national work zone awareness week in April.

❖ A new public awareness campaign focusing on distracted driving was developed this year. The campaign, which was entitled "What Kind of Driver Are You Raising?", emphasized the essential role that parents and caregivers play in modeling safe driving behaviors for their children. The campaign consisted of several short videos, a Public Service Announcement, billboards, and radio advertisements in both English and Spanish.

❖ With funding from GTSC, the Institute for Traffic Safety Management and Research continued to expand and enhance the state's Drug Recognition Expert (DRE) Data Entry and Management System in FFY 2019. All of the state's 330 DREs have been assigned a tablet and have received training to record and submit their evaluations and toxicology results through the tablet application.

❖ Three DRE Schools were held in FFY 2019, adding 79 new DREs and increasing the total number of DREs in New York State to 330. In addition, 1,015 police officers completed the Advanced Roadside Impaired Driving Enforcement (ARIDE) training program.

❖ At the annual DRE National Conference held in Anaheim, California, in August 2019, New York was recognized for its notable increase in DRE evaluations. New York ranked second in the nation with over 2,400 completed evaluations in 2018.

❖ GTSC partnered with the New York State Police and local enforcement agencies statewide to conduct the third annual "Speed Awareness Week Enforcement Mobilization". The high-visibility enforcement campaigns occurred June 6-12, coinciding with the Montreal High-visibility Grand Prix race, and August 1-7, coinciding with the Annual NASCAR racing event at Watkins Glen International Raceway. Targeted speed enforcement details were deployed in designated high-crash areas. Law enforcement was also provided with tools to help promote the campaign in their community and with the media.

❖ To improve the quality of Police Traffic Services grants, GTSC staff held one-day training sessions on conducting a data-driven problem identification process and developing a corresponding enforcement strategy to address the issue identified. The trainings were held regionally to allow for increased networking and encourage cooperative approaches.

❖ Through a partnership with the NYS Department of Motor Vehicles Communications Office, GTSC's social media content and post quality improved dramatically in FFY 2019. During the year, GTSC messaging reached 3.1 million New Yorkers. The most successful post of the year was a video highlighting the dangers of distracted driving. The video showed the distance traveled by a person who takes their eyes off the road for even a few seconds. Another successful post was a video highlighting the new law that allows school districts to attach stop arm cameras to school buses.

❖ GTSC continued to air public service announcements throughout 2019 via cable and network television, as well as radio. Traffic safety messaging covered a number of topics including impaired driving, distracted driving, motorcycle safety and pedestrian safety. During FFY 2019,

GTSC created a comprehensive distracted driving campaign, which included television, radio, and print media titled "What kind of driver are you raising?" This campaign rolled out these various media types almost simultaneously.

❖ GTSC worked with media outreach stakeholders to create a more comprehensive media plan for FFY 2019. This plan will allow for greater coordination of messaging across the various delivery methods of TV, radio and social media.

❖ New York continued implementing its $110 million Pedestrian Safety Action Plan (PSAP), which addresses pedestrian safety in 20 focus communities in the upstate region and Long Island that have the highest incidences of pedestrian fatalities. Using a "3E approach," comprehensive strategies that include education, enforcement and engineering are being applied to improve pedestrian safety in each of the designated communities.

❖ GTSC planned, promoted and coordinated three 6-hour pedestrian safety train-the-trainer workshops for law enforcement officers in Erie, Orange and Westchester counties. Sixty-two law enforcement officers from 38 police agencies attended the training that was designed to support the enforcement goals in the state's PSAP.

❖ The fourth annual *Operation See! Be Seen!* pedestrian safety enforcement mobilization was conducted in 2019. Participating police issued 1,050 warning cards and 358 tickets for infractions by both pedestrians and motorists during 928 hours of enforcement.

❖ Six Motorcycle Enforcement trainings were held in the following high-risk counties: Albany, Erie, Long Island, Monroe, New York, and Onondaga. A total of 343 State Troopers, police officers and sheriff's deputies representing 53 law enforcement agencies across New York State participated in the Practical Guidelines for Motorcycle Enforcement Training.

❖ For the 2019 observation of National Motorcycle Safety Awareness Month, GTSC hosted a press event in Garden City led by DMV Deputy Commissioner for Policy, Safety & Driver Licensing Janet Ho and featured a speaker who was a motorcycle crash victim.

❖ From April 1 through October 31, 2019, GTSC promoted motorcycle awareness at 157 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.

❖ From May 1 through August 31, 2019, GTSC promoted motorcycle awareness by geotargeting high-risk motorcycle crash locations throughout the state. Individuals who lived in Queens, Monroe and Erie Counties were strategically exposed to interactive motorcycle awareness banners while browsing the internet; this resulted in a total of 9,899,914 impressions and 22,258 "clicks," which led the individuals back to the GTSC webpage.

❖ GTSC conducted two Commercial Vehicle Law Enforcement Awareness Trainings for 75 police officers from 26 police agencies. The training provided a comprehensive approach to best practices and strategies for law enforcement when engaging drivers of CMVs during routine traffic stops. The primary purpose of these trainings is to encourage road patrol officers to be

comfortable when interacting with CMV drivers just as they would be with drivers of passenger vehicles. Since this training was implemented in late 2014, the data show that traffic stop interaction with CMV drivers increases after these regional training sessions.

❖ In partnership with NYSDOT, NYSP and several municipal law enforcement agencies, GTSC participated in several CVSA (Commercial Vehicle Safety Alliance) sponsored inspection campaigns on June 4 and June 6, 2019. The details took place at two NYSDOT Inspection sites in Schodack and Worcester, NY. During these CMV inspection details, drivers were given information on avoiding the four "D's" of driving (Drunk, Drugged, Distracted and Drowsy). Information on avoiding low bridge strikes was also provided.

❖ With funding from GTSC, five National Safety Council Survivor Advocates shared their personal traffic safety messages with nearly 32,000 people. A total of 140 presentations were conducted at high schools, judicial trainings and Victim Impact Panels throughout New York State.

❖ GTSC continued to conduct outreach to the eight federally-recognized Indian Nation tribes in New York State to discuss ways to develop and strengthen sustainable relationships to reduce traffic-related injuries and deaths. In FFY 2019, GTSC provided training and awarded Child Passenger Safety grants to both the Seneca Nation of Indians and the St. Regis Mohawk Tribal Nation. GTSC will continue to engage with vulnerable road users such as tribal nations who are interested in undertaking traffic safety initiatives for their communities.

❖ 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. Working with the National Road Safety Foundation (NRSF), GTSC and its partners announced the first Stay Awake! Stay Alive! public service announcement contest to coincide with Sleep Awareness Week in March. The contest participants created 25-second videos that featured peer-to-peer engagement on the dangers of drowsy/fatigued driving. Prizes were awarded to the top videos.

❖ On March 6, 2019, GTSC and the New York State Sheriffs' Association hosted the second New York State Slow Moving Vehicle Symposium. This biennial event brought over 50 attendees to Onondaga County to discuss and share information on slow moving vehicle and rural road safety. Those present included representatives from farm/agriculture, law enforcement, public health, emergency management, Amish/Mennonite communities, and the fire service.

❖ GTSC staff participated in several CarFit events where senior drivers were educated on 1) how to adjust side view mirrors to minimize blind spots on both sides of their vehicles, 2) the proper adjustment of safety restraints, 3) seat positioning to maintain the appropriate distance from airbags and 4) other modifications to find their best fit for the vehicle they are driving. Consistent with its Older Driver Safety Plan, GTSC also continued to explore opportunities for increased collaboration with traffic safety partners to reach the increasing number of aging road users in the state. In addition, GTSC program reps provided a presentation on the DMV Re-Examination/Referral process to seniors at Shaker Pointe in Watervliet and an Active Aging Fair at the Colonie Elks in Latham

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

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

Data-Driven Problem Identification

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

All local enforcement agencies applying for grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. The Traffic Safety Statistical Repository (TSSR) developed by the Institute for Traffic Safety Management and Research (ITSMR) is available to assist agencies in conducting problem identification at the local level. The TSSR can be accessed through ITSMR's website and at https://www.itsmr.org/tssr. Users of the TSSR have direct online access to New York's motor vehicle crash data from the state's Accident Information System (AIS) for 2009-2018, as well as preliminary data for 2019. The site includes reports on motor vehicle crashes statewide and by individual counties; some data by municipalities within counties are also available. Statewide and county reports with ticket data for 2009-2018 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, conducts outreach to encourage agencies to apply for grant funds. Using the state's priority areas as the framework, GTSC's Police Traffic Services (PTS) grant program is the primary funding effort to direct traffic enforcement grant funds to New York's 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, the Institute for Traffic Safety Management and Research (ITSMR) compiles agency-specific spreadsheets with crash and ticket data for the most recent five years of final data, as well as preliminary data for the most recent year. 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 Police Traffic Services (PTS) grant application. The PTS application narrative outlines New York's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their own problem areas. High-visibility enforcement 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 Adjustment of the TSEP

Continuous oversight and monitoring of the enforcement efforts that are implemented is another important element of New York's TSEP. Enforcement agencies' deployment strategies are 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 Law Enforcement Liaisons if requested, conduct on-site monitoring visits to review the grant activities and discuss with grantees the impact the enforcement activities may be having in their jurisdictions. During monitoring contacts, Program Representatives also reinforce the message that enforcement resources should be deployed to areas at times when problems are known to occur.

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 activities and to determine the agency's eligibility for future awards.

FFY 2019 TSEP Projects and Activities

Evidence-based enforcement activities are included under several of the program areas in the state's HSSP. Descriptions of these activities are provided below. Selected projects conducted in FFY 2019 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 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.

Police Traffic Services (PTS) grants are used to fund projects under $50,000; projects over that threshold are funded with Highway Safety (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 Mobilization conducted in May each year. In addition, agencies are required to report on the numbers of tickets written for Speeding, Aggressive Driving, and Cell Phone Use/Texting violations. In FFY 2019, 242 local police agencies and the NYS Office of Parks and Recreation received PTS grants. (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

Larger police agencies receiving $50,000 or more are awarded Highway Safety (HS-1) grants. The police agencies applying for HS-1 grants must also meet the requirements of the state's evidence-based Traffic Safety Enforcement Program (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 2019, HS-1 grants were awarded to the New York State Police (NYSP), the New York City Police Department (NYPD), the Nassau County Police Department and the Suffolk County Police Department.

Statewide and New York City High-Visibility Focused Enforcement Campaigns
Statewide and New York City enforcement campaigns that focus on a single traffic safety issue or unsafe driving behavior are supported under this project. These include enforcement campaigns undertaken by the NYSP that focus on dangerous behaviors that are prevalent statewide, such as speeding or distracted driving, as well as enforcement 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 Programs

The NYSP receives grant funding to conduct data-driven targeted speed enforcement details throughout the state; over 3,000 details were conducted in FFY 2019. Special high-visibility efforts such as "Operation Work Brake," which is conducted on the New York State Thruway to increase work zone safety, are also conducted. Enforcement campaigns during periods designated as Speed Awareness Weeks are also conducted; local agencies are encouraged to participate in these campaigns.

New York State Police Distracted Driving Program

The NYSP also receives grant funding to conduct targeted enforcement details focusing on distracted driving, in particular cell phone use and texting. More than 1,000 dedicated distracted driving details were conducted in FFY 2019. The NYSP also conducts "Operation Hang Up" campaigns, which focus on motorists who use cell phones and other electronic devices while driving.

(See the Police Traffic Services program area for more details on the enforcement programs conducted by the NYSP in these traffic safety areas.)

Tickets Issued by Agencies Receiving Grant Funding in FFY 2019

The table below presents the ticket data reported by the police agencies that received PTS or HS-1 grants from GTSC in FFY 2019 to conduct enforcement activities. Collectively, these enforcement agencies reported issuing more than 208,000 tickets during grant-funded activities. The local enforcement agencies receiving PTS grants issued 50,175 (24%) of these tickets.

Of the selected traffic violations that agencies receiving grants were encouraged to emphasize, 92,052 (44%) of the tickets were written for speeding violations; approximately three-quarters of these tickets were issued by the NYSP. The NYSP and local grantees also reported that 10,952 tickets for aggressive driving and 12,163 for cell phone/texting violations were issued during grant-funded activities in FFY 2019. PTS grantees wrote 75% of the tickets issued for aggressive driving violations. The NYPD was responsible for 55% of the cell phone/texting tickets and PTS grantees were responsible for 40%.

TICKETS ISSUED DURING GRANT FUNDED ACTIVITIES

	Speeding	Aggressive Driving	Cell Phone/ Texting	Seat Belt/Child Restraint	Other Tickets	TOTAL TICKETS
PTS Local Agency Grantees	15,764	8,255	4,882	5,644	15,630	50,175
NYS Parks & Recreation	24			2,323	619	2,966
Nassau Co. PD	189	1,943	106	33	1,605	3,876
Suffolk Co. PD	277	471	224	469	2,762	4,203
NYPD	5,657	283	246		853	7,039
NYSP	70,141		6,705	20,964	42,084	139,894
TOTAL TICKETS	**92,052**	**10,952**	**12,163**	**29,433**	**63,553**	**208,153**

Source: Grantee FFY 2019 Final Reports submitted to GTSC

Impaired Driving

Impaired Driving Enforcement Grants for Local Police Agencies

To supplement the funding available to police agencies from county STOP-DWI programs, GTSC provides grant funding to support the   development and implementation of innovative impaired driving enforcement strategies by local agencies including publicized enforcement programs such as regional saturation patrols, sobriety checkpoints, roving patrols and sting operations. GTSC also provides support and coordination for local agency participation in the national impaired driving enforcement mobilizations and holiday crackdowns.

Statewide High-Visibility Focused Enforcement Campaigns

Statewide high-visibility impaired driving enforcement campaigns, such as those undertaken by the New York State Police, are supported under this strategy. Each State Police Troop is required to develop a data-driven action plan focusing on the impaired driving issues, high-risk drivers and locations identified in their Troop areas. In addition to participation in the national mobilizations and other holiday impaired driving crackdowns throughout the year, the NYSP use dedicated DWI patrols, sobriety checkpoints and other evidence-based enforcement strategies to implement their action plans. During FFY 2019, the NYSP conducted 1,218 dedicated patrols and 244 fixed sobriety checkpoints resulting in 660 DWI arrests and 69 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 Mobilizations

The National Impaired Driving Enforcement 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 crackdowns on 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 encouraged to participate in the national mobilization as well. In 2019, 26,432 tickets were issued for seat belt and child restraint violations during the mobilization; 26,029 of these tickets were issued by enforcement agencies receiving grant funding from GTSC (See the Occupant Protection program area for more information on the state's participation in the national Click It or Ticket mobilization.)

State Police Buckle Up New York (BUNY) Program

In addition to participating in the national seat belt enforcement mobilization, the NYSP implement BUNY initiatives throughout the year using both fixed and roving occupant protection enforcement details. (Please see the Occupant Protection program area for more information on New York's BUNY program.) A summary of the output from the NYSP BUNY activities is presented in the table below.

NYSP Occupant Protection Enforcement Initiatives

	Number of Details	Seat Belt/Child Restraint Tickets
National Mobilization	261	10,803
Border-to-Border Initiative	1	188
Monthly Enforcement Details	550	3,133
BUNY Summer Initiative	177	4,876
No Empty Chair Campaign	54	203
BUNY in the Parks	91	1,761
TOTAL		**20,964**

Source: NYSP FFY 2019 Final Reports submitted to GTSC

Combined Enforcement

Another enforcement countermeasure that has been shown to be effective is combining seat belt enforcement with enforcement of other traffic violations. For example, the NYSP reported that during the National Seat Belt Enforcement Mobilization more than 33,500 tickets were issued for other VTL 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.

PI&E Support for Enforcement Efforts

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

Motorcycle Safety

Enforcement Efforts to Improve Motorcycle Safety

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

Pedestrian Safety

Enforcement Efforts to Improve Pedestrian Safety

Jurisdictions identified as having high numbers of pedestrian crashes, injuries and fatalities are eligible for funding to conduct high-visibility pedestrian safety education and enforcement 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 2019, the New York State Police and local police agencies across the state participated in the national impaired driving enforcement mobilizations during the Holiday Season (December 13, 2018-January 1, 2019) and Labor Day period (August 14-September 2, 2019). In addition to the national mobilizations, statewide impaired driving crackdowns 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 crackdowns are cooperative efforts involving the State Police, County Sheriffs and local police agencies. The NYS STOP-DWI Foundation encourages county STOP-DWI programs across the state to develop and conduct coordinated county-based high-visibility enforcement efforts during the crackdowns. In FFY 2019, the enforcement activities conducted during the national mobilizations and other crackdowns consisted primarily of multi-agency saturation patrols and sobriety checkpoints. On the county level, each grant-funded enforcement detail was required to include a certified Drug Recognition Expert (DRE). The State Police also incorporated DREs into the details conducted by their troops.

In FFY 2019, the national "Drive Sober or Get Pulled Over" slogan was integrated into the publicity campaign. Publicity is 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 crackdowns at the local level. For example, one county dedicated their enforcement efforts during one of the crackdowns to a victim who was killed in an impaired driving crash in their county.

National Holiday Season Crackdown (12/13/2018 - 1/1/2019) Drive Sober or Get Pulled Over
Results from grant-funded activities:

A total of 91 local police agencies from 32 counties participated in the Holiday Season Crackdown resulting in 38 DWI/DWAI arrests, 10 DWAI-Drug arrests, 42 other arrests and 694 VTL tickets.

During the Holiday Season Crackdown, the New York State Police conducted 26 Sobriety Checkpoints and 121 Dedicated Patrols resulting in 56 DWI arrests, 5 DWAI-Drugs arrests, 58 Penal Law arrests and 1,025 VTL tickets. Nine DRE Evaluations were also conducted. Also during this period, 17 Underage Drinking Identification (UDI) details were conducted. Of the eight bars and 262 retail establishments that were checked, 17 retail establishments were found to be out of compliance.

In total, 109 DWI and DWAI-Drugs arrests were made during the National Holiday Season Crackdown.

National DWI Crackdown Labor Day (8/14/2019-9/2/2019)

Results from grant-funded activities:

A total of 126 local police agencies from 36 counties participated in the Labor Day Crackdown resulting in 71 DWI/DWAI arrests, 9 DWAI-Drug only arrests, 124 other arrests and 1,660 VTL summonses. In addition, 29 counties received a total of 373 requests for DRE Callouts; 351 evaluations were conducted by the DREs who responded.

The State Police conducted 28 checkpoints and 75 Dedicated Patrols resulting in 67 DWI and 8 DWAI-Drugs arrests, 72 Penal Law arrests, 765 VTL Tickets and 13 DRE Evaluations. Six UDI details were conducted on 14 bars and 67 retail locations; eight bars and 12 retail locations were found to be out of compliance.

In total, 232 DWI and DWAI-Drugs arrests were made during the National Labor Day Crackdown.

National Seat Belt Mobilization

Police agencies across New York State participated in the national Click It or Ticket Seat Belt Mobilization conducted May 20-June 2, 2019. The high-visibility Buckle Up New York/Click It or Ticket enforcement campaign incorporated the use of checkpoints, saturation patrols and dedicated roving patrols accompanied by extensive coverage in the media. Multi-agency enforcement activities and nighttime enforcement, where feasible, were encouraged.

The national Click It or Ticket slogan was publicized in spots aired on TV and radio. Media coverage was generated through press conferences and media releases announcing the kick-off of the mobilization. New York's participation in the Border-to-Border initiative demonstrating the state's commitment to working with its neighboring states to increase seat belt compliance was also highly publicized. The "Protect Your Melon" campaign also contributed to the high-visibility campaign. (See the Occupant Protection Program Area for additional information).

All local police agencies receiving a FFY 2019 Police Traffic Services grant from GTSC are required to participate in the national seat belt enforcement mobilization. The Nassau County Police Department, Suffolk County Police Department, New York City Police Department (NYPD), New York State Police, and the New York Office of Parks and Recreation Police also received funding to participate in the annual seat belt mobilization. The collective efforts of these grantees resulted in 26,029 tickets issued (23,544 for adult seat belt violations and 2,485 for child restraint violations).

Other High-Visibility Enforcement Campaigns

In addition to the national mobilizations, several other special high-visibility enforcement campaigns are conducted to address various traffic safety issues. These include the following:

Additional Impaired Driving Crackdowns - Halloween, Thanksgiving, Super Bowl, St. Patrick's Day, Memorial Day, July 4th
Speed Awareness Weeks - June 6-12, 2019 and August 1-7, 2019
Operation Hang Up - November 21-25, 2018 and April 11-15, 2019
Operation See! Be Seen! - June 14-27, 2019

More information on these campaigns is included under the specific program areas.

FFY 2019 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 2019 Highway Safety Strategic Plan (HSSP) and used to track the state's progress are described below.

Core Performance Measures

New York's FFY 2019 HSSP incorporated the 11 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the NHTSA to assess performance and measure the progress of the highway safety program. Ten of the eleven recommended outcome measures relate to fatalities; the source for these measures is the Fatality Analysis Reporting System (FARS). The remaining outcome measure is serious injuries; the source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV).

The source for the one behavioral measure, observed seat belt use, is the state's annual seat belt observation survey. The survey is conducted using a research design developed in accordance with uniform criteria established by NHTSA. The statewide seat belt use rate derived from the 2019 seat belt observation survey is included in this report.

Other Performance Measures

In addition to the core measures NHTSA identified, New York uses other performance measures to track progress in specific program areas. One of these performance measures, Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting, was added to the Police Traffic Services program area to track distracted driving. The second performance measure, Fatalities in Drug-Related Crashes, was added to track the involvement of drugged driving in crashes. Injury performance measures are also tracked, including injuries in alcohol-related crashes and injured motorcyclists, bicyclists and pedestrians. The source for all of these additional measures is New York's AIS crash file.

Process for Setting Performance Targets

Performance targets were set for each of the core performance measures and for the additional measures selected by New York that were included in the FFY 2019 HSSP. New York's methodology for setting its FFY 2019 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS Department of Transportation (NYSDOT) in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 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 2015-2019 average estimated by this forecasting method with the state's key stakeholders. Based

on their experience and knowledge of current traffic safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders adjusted each of the forecasted targets, where warranted, based on what they thought was reasonable.

Method for Assessing Progress

In both the FARS and New York's AIS data systems, 2018 was the most recent complete year of data available to assess the status of each of the performance targets. Based on the actual five-year average for 2014-2018, a determination was made as to whether the average forecasted for the 2015-2019 target for each measure was **met, in progress** or **not met**. If the 2014-2018 average met or exceeded the target forecasted for the 2015-2019 average, then the target was considered to be "**met**". If the 2014-2018 average showed improvement or progress toward the target forecasted for the 2015-2019 average, the target was considered to be "**in progress**". If the 2014-2018 average was part of a fluctuating pattern or a continuation of a negative trend away from the target set for 2015-2019 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**".

The table below presents a summary of the assessment of the core and additional performance measures based on this method.

NEW YORK STATE FFY 2019 PERFORMANCE REPORT ON ALL MEASURES			
CORE PERFORMANCE MEASURES	**Most Current 2014-2018**	**Target 2015-2019**	**STATUS**
C-1 Traffic Fatalities	1,033.4	1,072.1	**Met:** Five-year average traffic fatalities reached an all-time low of 1,033.4 in 2018, exceeding the target of 1,072.1 set for 2019.
C-2 Serious Injuries	11,119.2	10,987.0	**In Progress:** The 5-year average number of persons seriously injured decreased from 11,241.8 in 2017 to 11,119.2 in 2018, indicating progress toward the target of 10,987.0 set for 2019.
C-3 Fatalities per 100 Million VMT	*2013-2017* 0.858	0.858	**Met:** The 5-year average statewide fatality rate decreased from 0.880 to 0.858 per 100 million VMT between 2016 and 2017, reaching and surpassing the target of 0.858 set for 2019.
Rural Fatalities per 100 Million VMT	*2013-2017* 1.674		
Urban Fatalities per 100 Million VMT	*2013-2017* 0.618		
C-4 Unrestrained Passenger Vehicle Occupant Fatalities	160.8	167.4	**Met:** The 5-year average number of unrestrained passenger vehicle occupant fatalities decreased to 160.8 in 2018, exceeding the target of 167.4 set for 2019.
C-5 Alcohol-Impaired Driving Fatalities	303.6	311.0	**Met:** Alcohol-impaired driving fatalities decreased from a 5-year average of 316.0 in 2017 to 303.6 in 2018, demonstrating greater improvement over the target of 311.0 set for 2019.
C-6 Speeding-Related Fatalities	313.4	327.4	**Met:** Speeding-related fatalities decreased from a 5-year average of 330.4 in 2017 to 313.4 in 2018, exceeding the target of 327.4 set for 2019.
C-7 Motorcyclist Fatalities	148.2	150.7	**Met:** The 5-year average number of motorcyclist fatalities declined from 152.4 in 2017 to 148.2 in 2018, exceeding the target of 150.7 set for 2019.
C-8 Unhelmeted Motorcyclist Fatalities	11.8	14.3	**Met:** The 5-year average number of unhelmeted motorcyclist fatalities decreased from 14.0 in 2017 to 11.8 in 2018, exceeding the target of 14.3 set for 2019.
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes	97.6	109.8	**Met:** The 5-year average number of drivers under age 20 involved in fatal crashes decreased from 106.4 in 2017 to 97.6 in 2018, surpassing the target of 109.8 set for 2019.
C-10 Pedestrian Fatalities	278.0	291.5	**Met:** Pedestrian fatalities decreased from a 5-year average of 292.8 in 2017 to 278.0 in 2018, exceeding the target of 291.5 set for 2019.
C-11 Bicyclist Fatalities	39.2	39.4	**Met:** Bicyclist fatalities decreased from a 5-year average of 41.4 in 2017 to 39.2 in 2018, meeting the target of 39.4 set for 2019.
B-1 Seat Belt Use Rate	*2015-2019* 92.9%	94.0%	**In progress:** New York's statewide seat belt use rate increased to a 5-year average of 92.2% in 2018 and increased again to 92.9% in 2019, showing good progress toward the target of 94.0% set for 2019.

ADDITIONAL MEASURES	Most Current 2014-2018	Target 2015-2019	STATUS
Persons Injured in Alcohol-Related Crashes	5,568.2	5,601.8	**Met:** The number of persons injured in alcohol-related crashes decreased from a 5-year average of 5,704.0 in 2017 to 5,568.2 in 2018, exceeding the reduction target of 5,601.8 set for 2019.
Fatalities in Drug-Related Crashes	253.6	221.9	**Not Met:** The 5-year average number of fatalities in drug-related crashes increased from 232.4 in 2017 to 253.6 in 2018, indicating that the target of 221.9 set for 2019 will be difficult to reach.
Fatal & PI Crashes Involving Cell Phone Use or Texting	479.0	437.1	**Not Met:** Fatal and PI crashes involving cell phone use or texting increased from a 5-year average of 468.6 in 2017 to 479.0 in 2018, indicating that the target of 437.1 set for 2019 will be diffficult to achieve.
Motorcyclists Injured in Crashes	4,142.6	4,354.0	**Met:** The 5-year average number of motorcyclists injured in crashes decreased from 4,287.8 in 2017 to 4,142.6 in 2018, exceeding the reduction target of 4,354.0 set for 2019.
Pedestrians Injured in Crashes	15,002.6	14,505.6	**In Progress:** Between 2017 and 2018, the 5-year average number of pedestrians injured in crashes declined from 15,104.8 to 15,002.6, indicating slight progress toward the target of 14,505.6.
Bicyclists Injured in Crashes	5,757.4	5,726.3	**In Progress:** The 5-year average number of bicyclists injured in crashes decreased from 5,861.6 in 2017 to 5,757.4 in 2018, indicating good progress toward the reduction target of 5,726.3 set for 2019.

FFY 2019 Grant Funded Activity Measures

Speeding Tickets   92,052
Seat Belt Tickets   36,190
Impaired Driving Arrests   1,678

Status of Statewide Performance Measures

The following performance targets for New York's statewide highway safety program were established in the state's FFY 2019 HSSP:

❖ Number of traffic fatalities (FARS)
Decrease the 5-year rolling average for 2015-2019 to 1,072.1

❖ Number of serious injuries in traffic crashes (NYS AIS)
Decrease the 5-year rolling average for 2015-2019 to 10,987.0

❖ Fatalities/VMT (FARS, FHWA)
Decrease the 5-year rolling average for 2015-2019 to 0.858

The FARS data indicate that motor vehicle fatalities in New York declined from a five-year moving average of 1,085 in 2017 to 1,033 in 2018. The 2018 average number represents an improvement greater than the target of 1,072.1 set for 2015-2019.

FATALITIES IN MOTOR VEHICLE CRASHES

5 Yr Moving Avg: 1,159 (2014), 1,146 (2015), 1,120 (2016), 1,085 (2017), 1,033 (2018)
Fatalities: 1,041 (2014), 1,136 (2015), 1,041 (2016), 1,006* (2017), 943 (2018)

*Revised based on final FARS data
Source: FARS

SERIOUS INJURIES IN MOTOR VEHICLE CRASHES

5 Yr Moving Avg: 11,892 (2014), 11,547 (2015), 11,445 (2016), 11,242 (2017), 11,119 (2018)
Serious Injuries: 10,874 (2014), 11,077 (2015), 11,501 (2016), 11,148 (2017), 10,996 (2018)
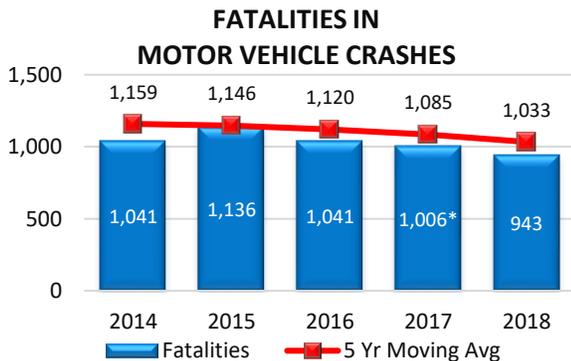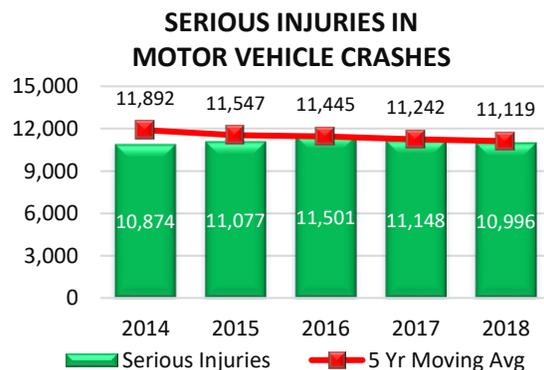
Source: NYS AIS / TSSR

Based on data from New York's AIS, five-year average numbers of serious injuries in crashes dropped between 2014 and 2018. The average number decreased from 11,242 in 2017 to 11,119 in 2018, indicating progress toward the target of 10,987.0 set for 2015-2019.

FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED
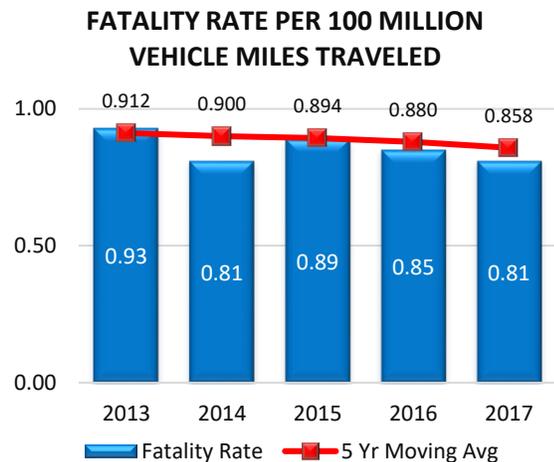
Source: FARS

The third core measure is the statewide fatality rate per 100 million vehicle miles traveled (VMT). The 2018 FARS data for these fatality rates are not yet available. Based on the 2017 FARS data, the statewide fatality rate decreased from a five-year rolling average of 0.880 to 0.858 per 100 million VMT between 2016 and 2017, reaching the target of 0.858 set for 2019.

The FARS data indicate that the five-year average rural and urban fatality rates both decreased slightly in 2017. The five-year average rural fatality rate decreased from 1.676 in 2016 to 1.674 in 2017. Meanwhile, the five-year average urban fatality rate decreased from 0.628 in 2016 to 0.618 in 2017.

RURAL FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED

Source: FARS

URBAN FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED
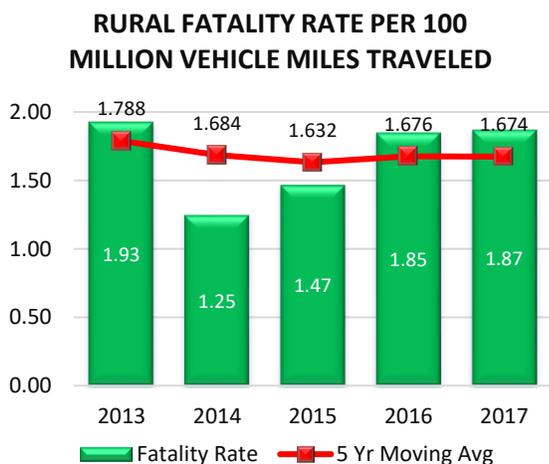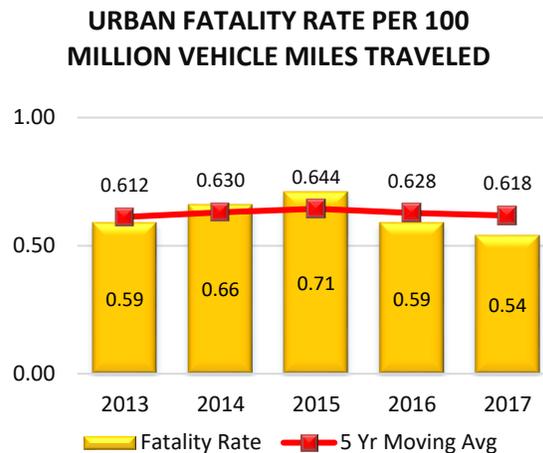
Source: FARS

Program Area Performance Measures

The following sections of this Annual Report describe the individual program areas addressed in the FFY 2019 HSSP. New York used a data-driven approach to identify a comprehensive set of evidence-based strategies for each program area that collectively will contribute to meeting the state's highway safety targets set in the FFY 2019 HSSP. An assessment of the progress made toward the targets set for each of the program area performance measures is included. Selected projects and activities are highlighted. A complete list of the projects approved for funding in the FFY 2019 HSSP and the award amounts are included in Appendix A.

Assessment of Progress Summary

The top priorities for the FFY 2019 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.   All of the targets set for the core performance measures, as well as the additional measures in the FFY 2019 HSSP, were set for the five-year moving averages for 2015-2019. Since 2018 is the most recent FARS data available, the five-year moving averages for 2014-2018 were used to assess progress toward these targets.

Based on the status of the performance targets set in the FFY 2019 HSSP, New York's achievements have been identified, as well as emphasis areas for improvement in the coming year.

Achievements

New York demonstrated improvement in all the core performance measures and in all but two cases met and exceeded the performance targets set in the FFY 2019 HSSP. Based on the five-year moving averages for 2014-2018, the core measures that met or surpassed the 2019 targets were Total Fatalities, Fatalities per 100 Million VMT, Unrestrained Passenger Vehicle Occupant Fatalities, Alcohol-Impaired Driving Fatalities, Speeding-Related Fatalities, Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities, Drivers Age 20 or Younger Involved in Fatal Crashes, Pedestrian Fatalities and Bicyclist Fatalities.

The other two core performance measures showed good progress toward the targets set for 2019 based on the current trend in the moving averages. These included Serious Injuries and the Seat Belt Use Rate. Targets were also met and exceeded in two of New York's non-core performance measures: Persons Injured in Alcohol-Related Crashes and Motorcyclists Injured in Crashes. Good progress was made in the five-year moving average for Bicyclists Injured in Crashes.

Although the five-year average for Pedestrians Injured in Crashes has decreased consistently, based on the progress to date, reaching the goal set for 2015-2019 will be challenging.

Areas for Improvement

While progress has been made in reducing fatalities and injuries in several program areas, the performance targets set for a few measures have not yet been met. Adjustments will be made as needed to ensure that the traffic safety issues requiring more attention are addressed in the coming year.

Pedestrian Fatalities and Injuries

The performance measures tracked for pedestrians reinforces the need for New York to continue its emphasis on improving the safety of non-motorists. While the reduction targeted for Pedestrian Fatalities in FFY 2019 has already been met and exceeded, the number of Pedestrians Injured in crashes has not been declining at the same pace.

To address this issue and better meet the performance targets set for pedestrian safety, the state will focus on those locations identified as having the greatest problems. The largest numbers of crashes involving pedestrians continue to occur in New York City; in 2018, 71% of the pedestrians killed or injured in crashes were hurt in New York City. The New York City Department of Transportation will continue to implement its comprehensive Vision Zero program which includes a number of education initiatives for pedestrians and bicyclists in all age groups. GTSC will support these pedestrian and bicycle

safety efforts by providing funding to the New York City Police Department for a variety of enforcement initiatives such as high-visibility saturation enforcement on roadways with the highest volumes of bicycle traffic and targeted enforcement in high-risk locations identified through data analyses.

The safety of pedestrians in areas of the state outside of New York City will also be emphasized through the implementation of New York's data-driven Pedestrian Safety Action Plan (PSAP). The 20 communities in the Upstate and Long Island areas with the highest numbers of pedestrian fatalities have been designated as focus communities for the implementation of comprehensive programs that include education, enforcement and engineering strategies. Participation in New York's annual high-visibility pedestrian safety enforcement mobilization *Operation See! Be Seen!* and other high-visibility enforcement efforts will also continue to be promoted. GTSC will also continue to support pedestrian and bicycle safety through training for law enforcement officers and by continuing to promote the "share the road" message. In addition, support for efforts to raise public awareness of both pedestrian and bicycle safety through education, communication and outreach efforts at the statewide and local level will continue.

Crashes Involving Cell Phone Use and Texting

Distracted driving is another issue that must continue to be addressed by the state's highway safety program. Based on crash data from New York's AIS, the five-year moving average for fatal and personal injury crashes involving cell phone use and texting has been on a consistent upward trend. Because the involvement of cell phone use and texting in crashes is believed to be underreported, the true scope of this problem may not yet be known. Furthermore, it will be difficult to determine to what extent any future increases in crashes involving these factors are an indication of an increasing problem or rather the result of better reporting. Given these uncertainties, GTSC will continue to rely primarily on its evidence-based Traffic Safety Enforcement Program to address this issue. Police Traffic Services (PTS) grants will continue to be available to law enforcement agencies that can demonstrate through data that distracted driving is a high priority issue in their jurisdictions. In addition, GTSC will continue to focus on raising awareness of the dangers of hand-held cell phone use and texting through its statewide media campaigns and social media.

Drug-Related Crashes

Another traffic safety topic that is receiving increasing attention is the involvement of drug-impaired driving in crashes. New York's AIS crash data indicate that the five-year moving average for fatalities in drug-related crashes has also been on an upward trend, reaching an average of 253.6 for 2014-2018. Drugged driving will continue to be a major priority for GTSC and the state's highway safety community, especially as the state considers the legalization of recreational marijuana.

A number of efforts have been undertaken and will be expanded in the coming year. GTSC will continue to support ARIDE and DRE training to improve the ability of law enforcement officers to detect drug use in drivers. New York's Advisory Council on Impaired Driving will be used to bring the collective knowledge of its membership to support efforts to decrease impaired driving by drugs as well as alcohol. While the goal is to make better progress toward the target set for this performance measure, fatalities in drug-impaired crashes is another traffic safety issue for which the full scope is not yet known. As efforts to improve the detection of drivers operating under the influence of drugs are successful, the numbers of crashes where drug involvement is identified as a contributing factor are likely to increase, affecting the tracking of the performance measure and the achievement of the targets that have been set.

IMPAIRED DRIVING

New York's impaired driving fatality rate is defined as the number of fatalities in motor vehicle crashes involving a driver with a blood alcohol concentration of at least 0.08 percent per one hundred million vehicle miles traveled. Based on FARS data, the fatality rate was 0.24 in 2016 and 0.23 in 2017. Since New York's rate is below 0.30, the state qualifies for federal 405d Impaired Driving grant funds as a low-range state.

IMPAIRED DRIVING FATALITY RATES PER 100M VMT

Year	Rate
2014	0.24
2015	0.25
2016	0.24
2017	0.23
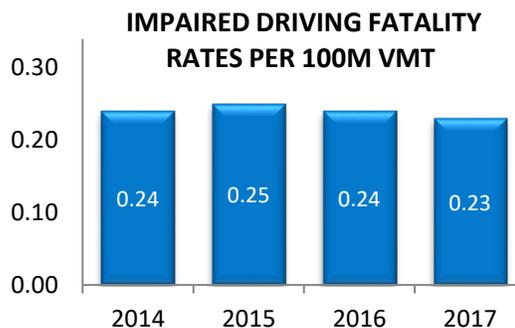
Source: FARS

While New York is among the states with 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 STOP-DWI. Through this program, fines collected from impaired driving offenders are returned to the counties where the violations occurred to support enforcement and other impaired driving programs at the local level.

Are You Ready?

FFY 2019 STOP-DWI Crackdowns

Halloween: October 30-November 4, 2018
Thanksgiving: November 21-25, 2018
Holiday Season (National): December 13, 2018 - January 1, 2019
Super Bowl: February 1-4, 2019
St. Patrick's Day: March 15-18, 2019
Memorial Day: May 24-28, 2019
Fourth of July: July 3-7, 2019
Labor Day (National): August 14-September 2, 2019

As the organization responsible for the oversight of the STOP-DWI program, GTSC is in a position to maximize the opportunities for cooperative efforts, such as statewide enforcement mobilizations in conjunction with national crackdowns and during holiday periods throughout the year.

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

In FFY 2019, the STOP-DWI Foundation continued to maintain its "Have a Plan" mobile app, which is an important resource for the general public and potential impaired drivers.

During the year, the Foundation worked with a contractor to increase awareness through social media. Two infographics: "Cost of a DWI" and "The Good Host Checklist" were developed, as well as a 60-second "NYS STOP-DWI History" motion graphic. The STOP-DWI Foundation also provided a number of training programs throughout FFY 2019 including eleven training sessions on "Street Drugs and Driving—What You Need to Know" and nine on "Courtroom Success—Training for Impaired Driving Crash

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

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

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

Investigators." The attendees at these training sessions included STOP-DWI Coordinators, educators, police officers, probation officers, District Attorneys, Public Defenders, emergency service personnel and treatment professionals.

Law enforcement training programs to address drug-impaired driving also continued to be a priority. In FFY 2019, twenty-five 16-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) programs were conducted around the state; a total of 1,015 police officers completed the training.

The much more intensive three-week Drug Recognition Expert (DRE) Certification Program was conducted in January, March and September. A total of 79 new DREs were certified during 2019 bringing the total number of DREs deployed across the state to 330.

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 2019. The system has a web-based application and a tablet 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

Impaired Driving Targets for FFY 2019

❖ Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS): Decrease the 5-year rolling average for 2015-2019 to 311.0

❖ Number of persons injured in alcohol-related crashes: Decrease the 5-year rolling average for 2015-2019 to 5,601.8

❖ Number of fatalities in drug-related crashes: Decrease the 5-year rolling average for 2015-2019 to 221.9

Status of Performance Measures

Based on the most recent FARS data, alcohol-impaired driving fatalities decreased from a five-year moving average of 316 in 2017 to an average of 304 in 2018. This change surpasses the target of 311.0 set for 2015-2019.

The 5-year moving average number of persons injured in alcohol-related crashes declined between 2014 and 2018, from 6,091 to 5,568. The 2018 average exceeds the reduction target of 5,601.8 set for 2015-2019.

ALCOHOL-IMPAIRED DRIVING FATALITIES*

Fatalities / 5-Yr Moving Avg by year:
- 2014: 312 (342)
- 2015: 315 (333)
- 2016: 296 (326)
- 2017: 288** (316)
- 2018: 307 (304)

Legend: Fatalities ■ / 5-Yr Moving Avg ■
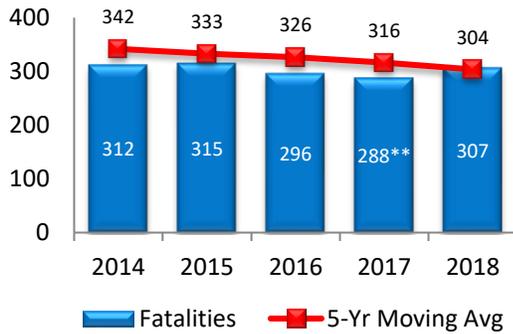
*Based on BAC (.08+) of all involved drivers and motorcycle operators
**Revised based on final FARS data
Source: FARS

PERSONS INJURED IN ALCOHOL-RELATED CRASHES*

Persons Injured / 5-Yr Moving Avg by year:
- 2014: 5,674 (6,091)
- 2015: 5,323 (5,888)
- 2016: 5,857 (5,835)
- 2017: 5,647 (5,704)
- 2018: 5,340 (5,568)

Legend: Persons Injured ■ / 5-Yr Moving Avg ■

*Police-reported Crashes
Source: NYS AIS / TSSR

FATALITIES IN DRUG-RELATED CRASHES*

Fatalities / 5-Yr Moving Avg by year:
- 2014: 188 (209)
- 2015: 264 (213)
- 2016: 267 (226)
- 2017: 235 (232)
- 2018: 314 (254)

Legend: Fatalities ■ / 5-Yr Moving Avg ■
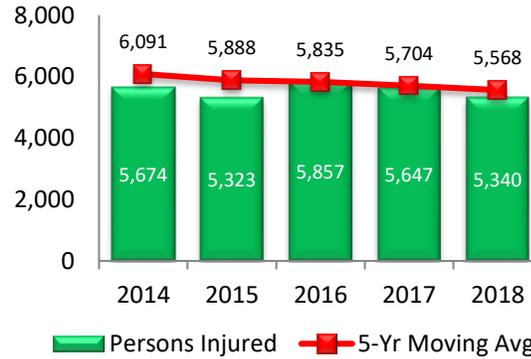
*Police-reported Crashes
Source: NYS AIS / TSSR

Beginning with FFY 2015, the HSSP included a new impaired driving performance measure, fatalities in drug-related crashes. Based on data from New York's AIS, the five-year moving average for these fatalities increased from 232 in 2017 to 254 in 2018, indicating that the target of 221.9 set for 2015-2019 will be difficult to achieve.

IMPAIRED DRIVING ARRESTS

By year:
- 2014: 47,763
- 2015: 44,501
- 2016: 45,176
- 2017: 44,026
- 2018: 41,331
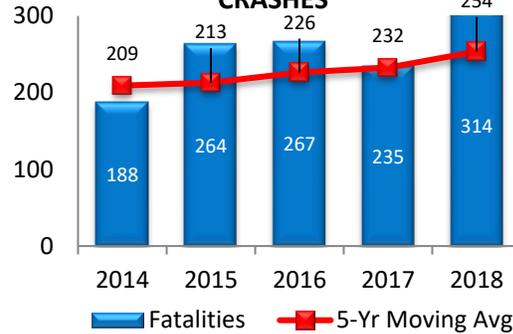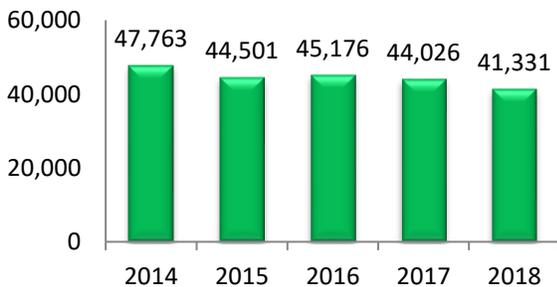
Sources: NYS TSLED System/TSSR and NYPD

Impaired driving arrests include the number of drivers arrested for alcohol-related and drug-related violations under New York's VTL 1192.

Impaired driving arrests have been on a general downward trend in recent years. Between 2014 and 2018, the number of drivers arrested for impaired driving dropped from 47,763 to 41,331, representing a decrease of 13%.

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

Impaired driving is one of the traffic safety issues included in the annual survey of drivers conducted at selected DMV offices beginning in 2010. The first section below provides the results of the questions related to the frequency of drinking and driving and perceptions of the risk of arrest for drinking and driving compiled from the surveys conducted from 2015 to 2019. The second section below presents the results of questions about using drugs and driving that were added to the survey in 2019.

Drinking and Driving

In the past 30 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?	2015	2016	2017	2018	2019
0 times	86.5%	88.6%	86.8%	88.7%	86.3%
1 time	4.7%	4.7%	6.2%	5.8%	6.1%
2 times	5.0%	3.3%	3.3%	2.8%	3.0%
3 times	1.7%	1.1%	1.6%	1.1%	1.1%
4 times	0.6%	0.8%	0.7%	0.6%	1.0%
5 or more times	1.6%	1.4%	1.5%	1.0%	2.4%
What do you think the chances are of someone getting arrested if they drive after drinking?	2015	2016	2017	2018	2019
Always	30.8%	32.7%	31.3%	32.3%	44.7%
Most of the time	29.4%	28.9%	31.1%	27.6%	23.9%
Sometimes	30.9%	30.7%	30.3%	30.9%	25.6%
Rarely	5.3%	3.7%	4.4%	5.7%	2.8%
Never	3.7%	4.0%	2.9%	3.5%	3.0%

Source: 2015-2019 Driver Behavior Surveys

- 86%-89% of the survey respondents in each of the five years said they had not driven within two hours after consuming alcohol in the past 30 days.

- 69% of the respondents in 2019 thought a driver would "always" or "most of the time" be arrested for drinking and driving, compared to 60%-62% in each of the previous years.

Differences by Gender

- Men are consistently more likely than women to drink and drive.

- The proportion of men who reported that they had driven after drinking at least once in the past 30 days was 16% in 2019, up from 13% in 2018.

- The proportion of women who said they had driven after drinking at least once in the past 30 days rose from 9% in 2018 to 11% in 2019.

HAVE DRIVEN WITHIN TWO HOURS AFTER DRINKING AT LEAST ONE TIME IN PAST 30 DAYS BY GENDER

Year	Men	Women
2015	16%	10%
2016	15%	7%
2017	16%	10%
2018	13%	9%
2019	16%	11%
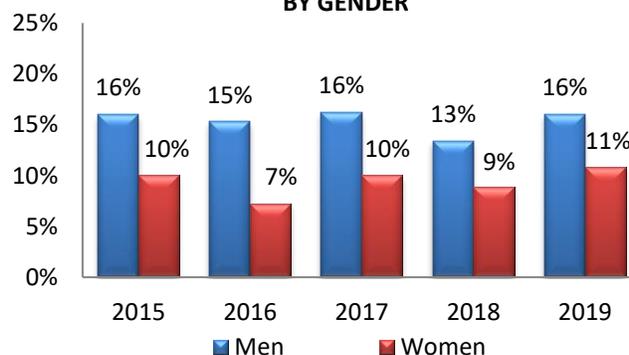
Source: 2015-2019 Driver Behavior Surveys

- Women are more likely than men to perceive a risk of arrest for drinking and driving.

- In 2019, more than two-thirds of men (67%) and more than 7 of 10 women surveyed (71%) thought that someone would get arrested "always" or "most of the time" if they drive after drinking.

PERCEPTION THAT A DRINKING DRIVER WOULD BE ARRESTED "ALWAYS" OR "MOST OF THE TIME" BY GENDER
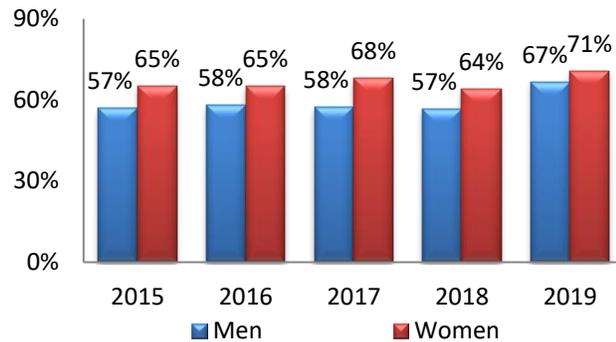
Source: 2015-2019 Driver Behavior Surveys

Differences by Age

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

- The drivers who reported driving within two hours after drinking at least once in the last 30 days included drivers under the legal drinking age. In 2019, 11% of the drivers under 21 years of age reported driving after drinking, down from 20% in 2018.

- Compared to 2018, the proportion of drivers who said they had driven after drinking in 2019 increased in the age groups 45 and older. The greatest increase occurred in the 55-64 age group (from 6% to 15%).

HAVE DRIVEN WITHIN TWO HOURS AFTER DRINKING AT LEAST ONCE IN PAST 30 DAYS BY AGE GROUP: 2018-2019
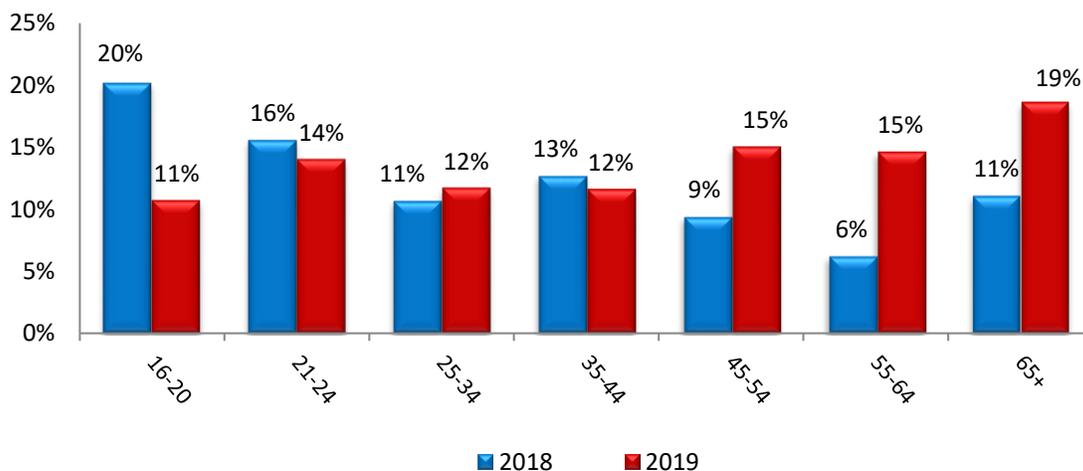
Source: 2018-2019 Driver Behavior Surveys

- In general, the perception of the risk of getting a ticket decreases with age; in 2019, 80% of the drivers ages 16-20 and 75% of those ages 21-24 thought that someone who was drinking and driving would be arrested "always" or "most of the time," compared to 51% of drivers age 65 and older.

- Between 2018 and 2019, the perception of risk of being arrested "always" or "most of the time" for driving after drinking increased among every age group. This perception increased the most among drivers ages 16 to 20 (from 60% to 80%).

PERCEPTION THAT A DRINKING DRIVER WOULD BE ARRESTED "ALWAYS" OR "MOST OF THE TIME" BY AGE GROUP: 2018-2019

Age Group	2018	2019
16-20	60%	80%
21-24	66%	75%
25-34	65%	77%
35-44	61%	72%
45-54	56%	65%
55-64	55%	60%
65+	49%	51%
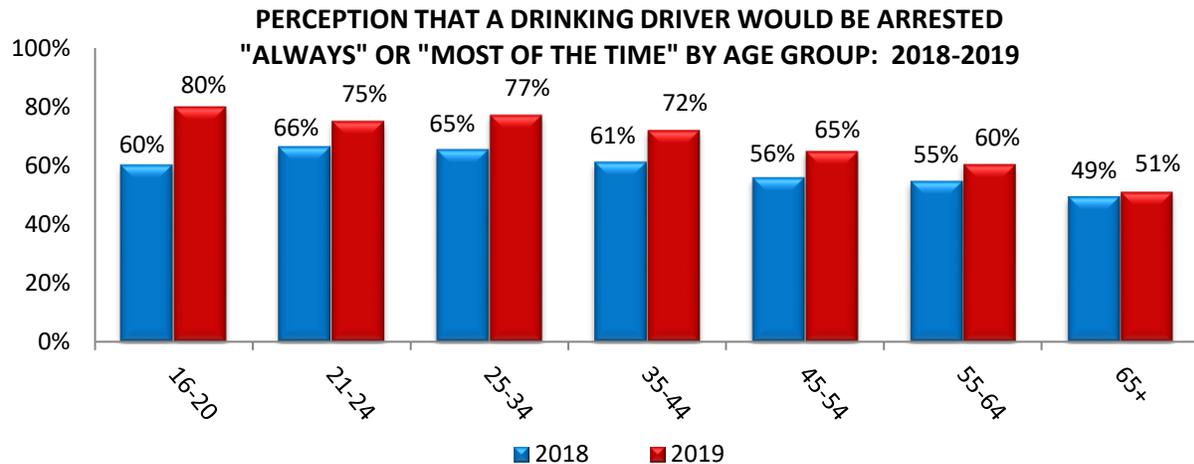
Source: 2018-2019 Driver Behavior Surveys

Drugs and Driving

Several new questions on drugs and driving were added to the annual survey in 2019.

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

	2019
0 times	90.9%
1 time	1.8%
2 times	1.3%
3 times	0.7%
4 times	0.3%
5 or more times	5.0%

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

	2019
0 times	95.5%
1 time	0.7%
2 times	0.6%
3 times	0.4%
4 times	0.2%
5 or more times	2.6%

- 9% of survey respondents in 2019 reported that in the past 30 days they had driven within two hours after using cannabis/marijuana, and 4% reported that they had driven within two hours after using drugs other than cannabis/marijuana.

What do you think the chances are of someone getting arrested if they drive after using cannabis/marijuana?	
	2019
Always	30.4%
Most of the time	18.5%
Sometimes	27.9%
Rarely	17.0%
Never	6.3%

- In 2019, nearly half of the survey respondents (49%) reported that they think someone would get arrested "always" or "most of the time" for driving after using cannabis/marijuana.

Do you think using cannabis/marijuana negatively affects a driver's ability to drive safely…	
	2019
A great deal	63.5%
Somewhat	24.2%
Not at all	12.4%
Do you know that someone can be arrested for driving under the influence of cannabis/marijuana?	
	2019
Yes	77.0%
No	23.0%

- 88% of the drivers surveyed in 2019 reported thinking that using cannabis/marijuana negatively affects a driver's ability to drive safely "a great deal" or "somewhat."

- In 2019, 77% of the drivers surveyed reported knowing that someone can be arrested for driving under the influence of cannabis/marijuana.

Differences by Gender

- In 2019, 7% of the women surveyed said they had driven after using cannabis/marijuana at least once in the past 30 days, compared to 10% of the men surveyed.

- In 2019, 4% of the women surveyed responded that they had driven after using drugs other than cannabis/marijuana at least once in the past 30 days, compared to 5% of the men surveyed.

- In 2019, over half of the female drivers surveyed (52%) thought someone would get arrested "always" or "most of the time" for driving after using cannabis/marijuana, compared to 46% of the male drivers.

- In 2019, 91% of the female drivers and 85% of the male drivers reported thinking that using cannabis/marijuana negatively affects a driver's ability to drive safely "a great deal" or "somewhat."

- 78% of the female drivers and 77% of the male drivers surveyed in 2019 reported knowing that someone can be arrested for driving under the influence of cannabis/marijuana.

HAVE DRIVEN WITHIN TWO HOURS AFTER USING DRUGS AT LEAST ONCE IN PAST 30 DAYS BY GENDER: 2019
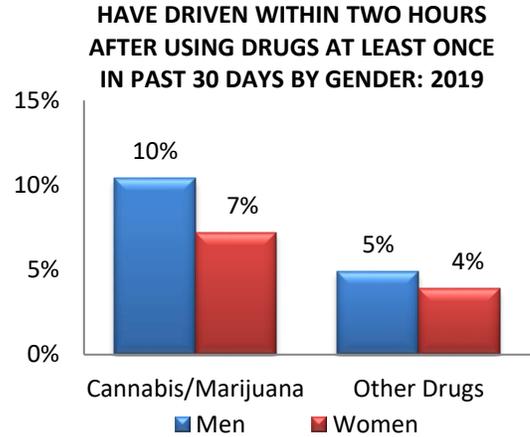
Source: 2019 Driver Behavior Survey

Differences by Age

- Larger proportions of drivers in the younger age groups reported driving within two hours after using cannabis/marijuana at least once in the last 30 days. In 2019, 12% of drivers ages 16-20, 13% of drivers ages 21-24 and 11% of drivers ages 25-34 reported this behavior.

- Drivers ages 55 and older were more likely to report driving within two hours after using drugs other than cannabis/marijuana. In 2019, 6% of those ages 55-64 and 8% of those ages 65 and older reported this behavior, compared to 2%-4% of respondents under the age of 35.

HAVE DRIVEN WITHIN TWO HOURS AFTER USING DRUGS AT LEAST ONCE IN PAST 30 DAYS BY AGE GROUP: 2019
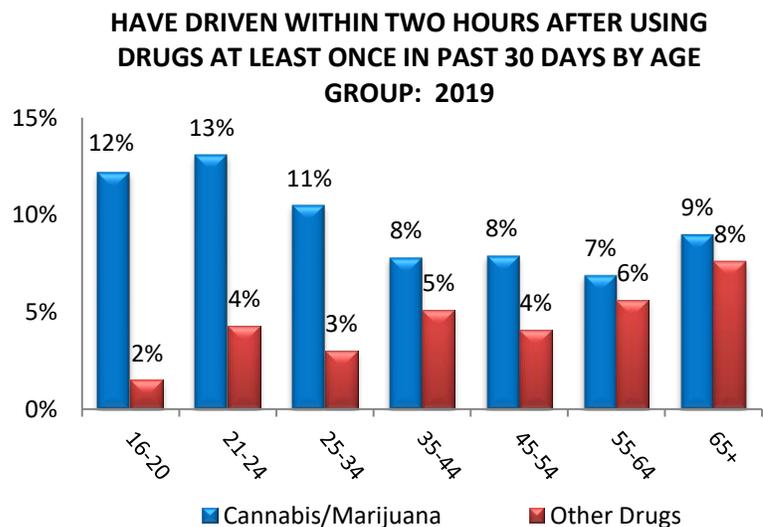
Source: 2019 Driver Behavior Survey

- Among the age groups surveyed, drivers ages 65 and over were least likely to think someone would get arrested "always" or "most of the time" for driving after using cannabis/marijuana (38%).

- 94-95% of the drivers surveyed in 2019 who were ages 16-20 and 45 or older responded that they thought using cannabis/marijuana negatively affects a driver's ability to drive safely "a great deal" or "somewhat." Drivers ages 21-24 were least likely to respond this way (79%).

- In 2019, drivers ages 55-64 were most likely to know that someone can be arrested for driving under the influence of cannabis/marijuana (82%), while drivers ages 16-20 were least likely to know it (62%).

IMPAIRED DRIVING PROJECTS AND ACTIVITIES FUNDED IN FFY 2019

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 2019 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2019 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 2019, 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 State Police, 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 crackdown 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 2019, the counties were asked to develop multi-agency efforts utilizing saturation patrols and checkpoints involving their local DREs. In addition, counties were reimbursed for expenses for DRE call-outs throughout the grant period.

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

Each county tailored its efforts during the crackdowns to the available enforcement personnel and activities significant to their community.

The results reported for the local police agency grant-funded crackdown initiatives in FFY 2019 are as follows:

Halloween Crackdown: 10/26/18–11/1/2018

27 counties and 78 local agencies participated in the Halloween Crackdown resulting in 23 DWI/DWAI arrests, 7 DWAI-Drugs only arrest, 42 other arrests and 463 VTL summonses.

Thanksgiving Crackdown: 11/21/2018–11/25/2018

31 counties and 97 local agencies participated in the Thanksgiving Crackdown period resulting in 41 DWI/DWAI arrests, 5 DWAI-Drugs only arrests, 39 other arrests and 657 VTL summonses.

Holiday Season National Mobilization: 12/14/2018–1/1/2019

32 counties and 91 agencies participated in the Holiday Season Crackdown resulting in 38 DWI/DWAI arrests, 10 DWAI-Drug only arrests, 42 other arrests and 694 VTL summonses.

Super Bowl: 2/2/2019-2/4/2019

20 counties and 50 agencies participated in the Super Bowl Crackdown resulting in 16 DWI/DWAI arrests, 0 DWAI-Drug only arrests, 30 other arrests and 273 VTL summonses.

St. Patrick's Day: 3/15/2019-3/18/2019

40 counties and 140 agencies participated in the St. Patrick's Day Crackdown resulting in 61 DWI/DWAI arrests, 9 DWAI-Drug only arrests, 83 other arrests and 1,063 VTL summonses.

Memorial Day: 5/24/2019-5/27/2019

38 counties and 120 agencies participated in the Memorial Day Crackdown resulting in 59 DWI/DWAI arrests, 13 DWAI-Drug only arrests, 59 other arrests and 1,000 VTL summonses.

Fourth of July: 6/29/2019-7/4/2019

37 counties and 109 agencies participated in the 4th of July Crackdown resulting in 79 DWI/DWAI arrests, 9 DWAI-Drug only arrests, 62 other arrests and 1,020 VTL summonses.

National DWI Crackdown (Labor Day): 8/14/2019-9/2/2019

40 counties and 146 agencies participated in the Labor Day Crackdown resulting in 136 DWI/DWAI arrests, 21 DWAI-Drug only arrests, 157 other arrests and 1,988 VTL summonses.

In addition, 37 counties received a total of 490 requests for a DRE call-out during the crackdowns; 487 evaluations were conducted by the DREs who were deployed.

The New York State Police also participated in each of the holiday impaired driving crackdowns. In total, 144 checkpoints and 517 dedicated impaired driving patrols were conducted resulting in 336 DWI arrests, 45 DWAI Drugs Arrests, 340 Penal Law arrests and 4,470 VTL tickets for other traffic violations. In addition, NYSP DREs conducted 64 drug evaluations during the crackdowns.

Last Drink Location

The NYS Division of Criminal Justice Services (DCJS) and the New York State Police are making information available on the last location where an arrested impaired driver drank, as well as the exact location of the arrest, to all STOP-DWI programs throughout the state. The data are collected through the breath test instruments used at the time of the arrest. The location data are being used by STOP-DWI and law enforcement agencies to develop programs in various counties to work with local

establishments with liquor licenses to prevent intoxicated patrons from being served and then driving from the establishment in an impaired condition. This information also provides an invaluable tool to law enforcement in their targeted impaired driving enforcement efforts.

DCJS Impaired Driver Training and Technology Program

With funding provided by a GTSC grant, the NYS Division of Criminal Justice Services (DCJS) distributed 105 Alco-Sensor FST alcohol screening devices to New York State law enforcement, probation and parole agencies in FFY 2019**.** This equipment provides these agencies with state-of-the-art tools to aid in their impaired driving programs.

A total of 624 evidential breath test devices were repaired and/or certified for use by local law enforcement and all quarterly Last Drink and Arrest Location Reports (inclusive of Leandra's Law Data) were disseminated via eJustice NY. In addition, the software and hardware on all DataMaster DMT instruments used in an evidential capacity in New York State has been fully updated, providing Ethernet connectivity that allows real-time, accurate and secure transmission of impaired driving data to aid in enforcement, adjudication, education and the prevention of impaired driving offenses. The Alcohol Reference Standard was delivered to approximately 400 police agencies statewide on a bi-monthly basis for use in their evidential breath test programs.

In FFY 2019, the DCJS Office of Public Safety (OPS) staff administered, facilitated, documented and/or oversaw the training of 2,476 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 and Breath Analysis Recertification courses.

In addition, 1,297 police officers attended Standardized Field Sobriety Testing courses, including the Standardized Field Sobriety Instructor course and Standardized Field Sobriety Testing student course.

In total, during FFY 2019, the OPS provided quality training to 3,773 municipal law enforcement officers across the state.

Prosecution and Adjudication of DWI Offenders

Prosecutor Training

During FFY 2019, the New York Prosecutors Training Institute (NYPTI) provided training to prosecutors and law enforcement officers on a variety of topics to improve the investigation and prosecution of impaired driving cases throughout New York State. Specific topics included standardized field sobriety tests; crash reconstruction; drugged driving; distracted driving; ethical issues in vehicular crimes prosecutions; trial advocacy training for new prosecutors; and trial technology training for vehicular crimes prosecutors. Most of the live training sessions were recorded to make them available for Continuing Legal Education credit for those unable to attend the live course. Under this project, GTSC also continued to fund two Traffic Safety Resource Prosecutors (TSRPs) to assist New York State prosecutors with impaired driving prosecutions. Hundreds of prosecutors are trained by the TSRPs annually and have access to information from NYPTI and the TSRPs via a statewide listserv, NYPTI's Prosecutors' Encyclopedia and NYPTI's public website www.nypti.org.

Toxicologist Training

The New York State Police 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 New York State Police Forensic Investigation Center were able to receive scientific training from both national and international experts over the past year. The training venues included the Society of Forensic Toxicologists (SOFT) Annual Meeting, the American Academy of Forensic Sciences (AAFS) Annual Meeting, the Northeastern Association of Forensic Scientists (NEAFS) Annual Meeting, and the International Association of Chemical Testing (IACT) Annual Meeting. Staff also attended specific training on drug impaired driving at the Borkenstein Course on the Effects of Drugs on Human Performance. Several online training courses were also taken on basic analytical and forensic topics. These activities are essential to maintaining expert witness qualifications. Additionally, nine scientists participated in an online course to prepare them for the forensic toxicology certification exam.

Being active members of the forensic toxicology profession allows NYSP staff to serve in critical roles shaping the future of forensics on both a state and national level. NYSP Toxicology staff are members of the National Institute of Standards and Technology (NIST) Organization of Scientific Area Committees (OSAC) Toxicology Subcommittee, which is developing standards of practice for forensic toxicology; the National Safety Council's Alcohol, Drugs and Impairment Division, which publishes guidelines for DUID laboratories; the SOFT/AAFS Drugs & Driving Committee, which is assisting labs in meeting those published guidelines; the SOFT/AAFS Oral Fluid Committee, which is helping DUID testing incorporate oral fluid as a specimen option; and the IACT Training Committee, which provides high quality breath and blood alcohol training.

Improvement of Toxicology Services for Impaired Driving Enforcement

Forensic toxicology services are essential to the effective enforcement of New York's impaired driving laws. The volume and complexity of the testing needed to support the state's impaired driving investigations has far exceeded the resources available within the laboratories. GTSC is supporting the toxicology labs throughout New York by updating aging laboratory equipment and investing in toxicologist training. GTSC has partnered with the New York State Police Crime Laboratory (the largest provider of impaired driving toxicology services in the state) to develop a sustainable staffing model that will provide the necessary toxicology services throughout the state. Due to the lengthy hiring process and intense training program, the benefits of this partnership will develop over the next several years. Outcomes will include faster turn-around times for lab results, an increase in the number of drugs that can be detected and the addition of quantitative services. During FFY 2019, the median turn-around time for toxicology cases at the NYSP laboratory remained stable and well within speedy trial deadlines. In addition, the laboratory validated new drug screening instrumentation and lowered screening thresholds to meet published DUID laboratory guidelines. The NYSP lab also added testing for buprenorphine (Suboxone*) and tramadol in blood.

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" was signed into law in New York State on November 18, 2009. One of the key provisions of this important law, effective December 18, 2009,

made DWI with a child under 16 years of age in a motor vehicle a Class E felony offense. A second provision of Leandra's Law is the requirement that individuals convicted of DWI must install an ignition interlock device (IID) in any motor vehicle they "own or operate." The Division of Criminal Justice Services (DCJS) Office of Probation and Correctional Alternatives (OPCA) is responsible for developing regulations and monitoring the implementation of the IID program.

Leandra's Law was updated in 2013 to include a number of important changes: requiring a minimum IID installation period of 12 months; allowing IIDs installed in advance of sentencing to be applied to the required installation period; confirming that the law applies to Youthful Offenders in full; and requiring offenders who do not install an IID to assert under oath that they do not own and will not operate a vehicle. Major activities conducted in FFY 2019 are described below.

- The annual Qualified Manufacturers Audit of their Installation/Service Providers was initiated, requiring the Qualified Manufacturers to audit all locations in the state in order to ensure compliance with the regulatory provisions that govern their work.

- OPCA staff conducted on-site visits to probation departments and conditional discharge monitors, where they held discussions with each team, reviewed DWI case files and provided feedback to help guide best practices.

- Using maps provided by the Office of Information Technology Services (ITS), an OPCA representative communicated with manufacturers as needed to address any gaps in service coverage within a circle encompassing a 50-mile radius from the location of each provider.

- OPCA staff participated in the Ignition Interlock Enforcement trainings that took place in the following New York State counties/jurisdictions. A total of 122 attendees were trained across all locations: Otsego, Allegany, New York City, and St. Lawrence.

- OPCA staff conducted, in collaboration with the New York State Qualified Manufacturers, a series of four webinars entitled "NYS Qualified Manufacturers of Ignition Interlock Devices Website Demonstration and Overview." A total of 268 attendees were trained during these webinars.

- In August 2019, OPCA hosted the Tenth Annual New York State Ignition Interlock Conference, with over 110 people in attendance. In addition to a review of national and state statistics, the agenda included the topic of A4 Restriction Removal Pilot Project, Methods and Tactics to address DWI Recidivism and an appearance by the Driver Alcohol Detection System for Safety (DADSS).

- OPCA staff continued to work collaboratively with other agencies in the furtherance of the state's Ignition Interlock Program.

Prevention, Communications, Public Information and Educational Outreach

STOP-DWI Foundation Training and 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 14,932 mobile app downloads since its inception in August 2014.

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

The Foundation contracted with Column Five Media to increase awareness through social media. Under this contract, two videos were developed and posted to YouTube. The first one is a text conversation between friends who are planning a night out (https://www.youtube.com/watch?v=3GtuZJP58Bc) and the second is an educational video about DREs (https://www.youtube.com/watch?v=upq0hHyZTQY).
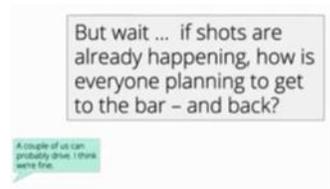
In addition, two new infographics were developed. The infographic below on the left illustrates the costs associated with receiving a DWI. The infographic below on the right is intended to educate party hosts on their responsibilities to ensure their guests get home safely and is available at http://stopdwi.org/content/good-host-checklist.
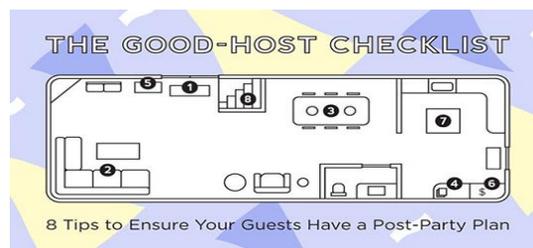
Underage Drinking and Alcohol-Impaired Driving

New York State Police Impaired Driver Identification and Underage Drinking Enforcement Program

In FFY 2019, the New York State Police continued to conduct a comprehensive multifaceted strategy that included the following components: deterrence, detection, officer training, public education and underage enforcement. Each Troop developed specific action plans for targeting impaired driving issues within the Troop. The following is a list of activities that were conducted during the grant period:

- *Underage Drinking Identification Details:* The State Police conducted 197 Underage Drinking Identification (UDI) enforcement details during which 2,826 retail stores and 198 bars and taverns were checked. Of these, 159 bars (80%) and 2,598 retail stores (92%) were in compliance. The details resulted in 262 arrests for violations of the ABC law and 150 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, 244 fixed sobriety checkpoints were conducted, resulting in 405 DWI, 41 DWAI-Drugs and 424 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, 1,218 dedicated DWI patrols were conducted resulting in 255 DWI, 28 DWAI-Drugs and 281 criminal arrests.

- ***Training:*** State Police DRE instructors assisted with DRE schools conducted in Orange, Nassau, Oneida and Livingston Counties. Additionally, instructors assisted with the field certification training associated with those schools. Members also assisted with instruction at numerous ARIDEs throughout the state at the request of the GTSC, including the NYSP Basic School ARIDE and three NYSP FTO ARIDE trainings. Standardized Field Sobriety Testing training was provided to all recruits attending the Basic School at the New York State Police Academy. Five new NYSP DRE instructors were trained and 25 new SFST instructors were trained including five new lead instructors.

- ***National Holiday Crackdowns:*** During the National Holiday Crackdown and New Year's period (December 14, 2018-January 1, 2019), the State Police conducted 26 sobriety checkpoints resulting in 41 DWI arrests and 3 DWAI-Drugs arrests. The State Police conducted 121 dedicated DWI patrols resulting in 15 DWI arrests, two DWAI-Drugs arrests. Five DRE evaluations were performed. Also during this period, 17 Underage Drinking Identification (UDI) details were conducted; all of the eight bars that were checked, as well as 245 of the 262 retail establishments, were in compliance.

  During the National Labor Day Crackdown (August 14-September 2, 2019), the State Police conducted 28 sobriety checkpoints resulting in 51 DWI arrests and seven DWAI-Drugs arrests. In addition, 75 dedicated patrols were conducted resulting in 16 DWI arrests and one DWAI-Drugs arrest. Thirteen DRE evaluations were performed. Also during this period, 19 Underage Drinking Identification details were conducted. Of the 27 bars and 267 retail locations that were checked, eight bars and 34 retail establishments were out of compliance.

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

Operation Prevent – Stop Bad ID

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

In addition to preventing underage drinkers from obtaining alcohol, a goal of the program is to identify the source(s) of the counterfeit or altered identification documents. Investigations into this aspect of the program seek to shut down the counterfeiting operation or to identify purveyors of fraudulent documents available through the Internet. The DFI has identified numerous websites selling counterfeit driver licenses from all over the world. In FFY 2019, DFI investigators visited 136 establishments/venues that serve alcohol, seized 849 illegal identity documents from patrons who were under the age of 21, and made 809 arrests.

Drugged Driving

Drug Recognition Expert Statewide Coordinator

The Drug Recognition Expert (DRE) program continues to be coordinated in New York by a member of the GTSC staff. 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.

DRE Training Programs

The GTSC staff coordinates the state's Drug Recognition Expert (DRE) program through the DRE Steering Committee. The committee has 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 January, March, May and September 2019; 79 new Drug Recognition Experts were trained and certified. A total of 330 DREs are now deployed across the state.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

The Advanced Roadside Impaired Driving Enforcement (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 Standardized Field Sobriety Testing (SFST) training all police officers in New York receive in the Basic Course for Police Officers and the Drug Recognition Expert (DRE) training courses completed by a relatively select group of officers. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol or a combination of both, in order to reduce the number of impaired driving incidents and crashes which result in serious injuries and fatalities. In FFY 2019, 25 training programs were conducted in various parts of the state; 1,015 police officers completed the ARIDE training this year.

Cooperative Approaches to Reducing Impaired Driving

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

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

Institute for Traffic Safety Management and Research
Impaired Driving Research Projects

Fact Sheets and Research Notes

In FFY 2019, the Institute for Traffic Safety Management and Research (ITSMR) compiled the following Fact Sheets:

- Alcohol-Related Crashes: 2013-2017
- Drug-Related Fatal and Personal Injury Crashes: 2013-2017
- Impaired Driving Crashes and Arrests: 2013-2017
- Aggravated DWI (ADWI) (TSLED only): 2016-2018
- Alcohol and Drugged Driving Arrests (TSLED only): 2013-2017
- Drivers arrested for ADWI with child under age 16 in vehicle: 2015-2018
- Survey of driving behaviors, opinions & perceptions: Impaired Driving 2019
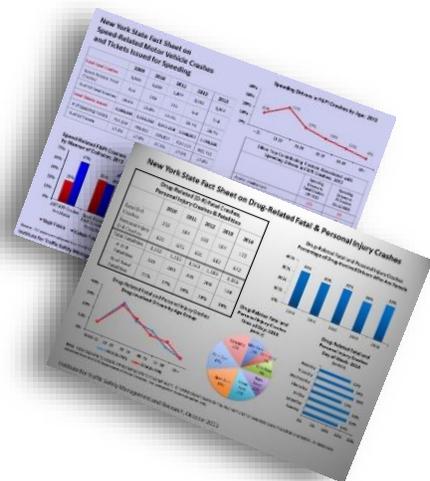
These fact sheets are available on the ITSMR website (www.itsmr.org).

During FFY 2019, ITSMR project staff compiled the following Research Notes, which are also available on ITSMR's website (www.itsmr.org):

- *Impaired Driving Arrests on New York Roadways: A Decade of Change (September 2019)*
- *New York State's Aggravated DWI (ADWI) Law (August 2019)*
- *BAC Testing Rates and BAC Levels of Alcohol-Impaired Drivers on New York Roadways: 2015-2017 (December 2018)*

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

ITSMR continued to expand and enhance the DRE Data Entry & Management System during FFY 2019. The system has a web-based application and a tablet application. The tablet can be used by DREs in the field to submit their evaluations, narratives, and corresponding toxicology results into ITSMR's DRE

database. Three updates to the tablet and web applications were issued during the year: Version 4.7 in January 2019, Version 4.8 in June 2019 and Version 5.0 in August 2019.

Major highlights in Version 4.7 include:

- The ability for a DRE to switch seamlessly between the tablet application and the web application during the evaluation component, using synchronization functionality
- A new Reporting and Query tool, made available to State Coordinators via the web application
- The ability for an instructor to leave notes on a DRE's narrative report, a step toward a fully functional review process
- The integration of a new facesheet issued by IACP

Major highlights in Version 4.8 include:

- A clean, professional new background design
- The ability for an instructor to leave notes within each field of the narrative report
- Changes in evaluation fields and their placement within the application, based on feedback from State Coordinators

Version 5.0 added a dashboard to assist coordinators with managing the program, as well as electronic signatures for both the DRE and the Reviewer.

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. Many older tablets were replaced with current devices.

Documentation including data dictionaries and user guides were prepared or updated for the DRE Data Entry and Management System during FFY 2019.

Training and Technical Support

ITSMR staff continued to provide training and technical support to all DREs using the tablet and web applications during FFY 2019. ITSMR staff assigns DREs their tablets and trains them in the use of the tablet. ITSMR staff participated in the training of new DREs in New Windsor (January), Nassau (March), Clinton (May) and East Avon (September). In addition, ITSMR staff assisted with field certification training in Jacksonville, FL (February) and Phoenix, AZ (June and September 2019).

ITSMR staff continued to troubleshoot technical issues and respond to questions from DREs using the tablet and web applications during FFY 2019. ITSMR staff also continued to maintain/upgrade hardware, software and the applications involved, as needed. Throughout FFY 2019, Atlassian JIRA Desk Support software was used to improve the tracking of technical support requests and provide more efficient service to the DREs.

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 2018, police agencies in New York issued approximately 3,639,000 tickets, a 2% decrease over the approximately 3,725,000 tickets issued in 2017.

The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right. In 2018, the New York City Police Department (NYPD) issued 29% of the tickets, other local police departments issued 26%, 28% were issued by the New York State Police, and county law enforcement agencies issued 17%. The distribution of tickets by enforcement agency type has remained consistent for the past several years.

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2018

County 17%
NYPD 29%
State Police 28%
Other Local 26%
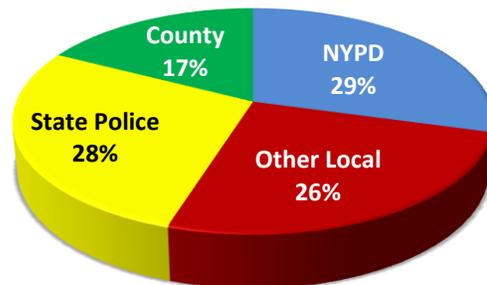
Sources: NYS TSLED and AA systems / TSSR

Each year, a significant portion of GTSC's available grant funds is awarded to law enforcement agencies at the state, county and local level. 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 2019, 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 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 deployed targeted speed enforcement details on roadways identified as having a high incidence of speed-related crashes; both the media and the courts were notified that increased speed enforcement would be occurring.

The New York State Police (NYSP) ran two successful week-long traffic enforcement campaigns targeting speeders called "Speed Awareness Week." One campaign was scheduled for June 6-12 coinciding with the Montreal Grand Prix race and the other was scheduled coinciding with the Annual NASCAR racing event scheduled at Watkins Glen International Raceway during the week of August 1-7. Speed enforcement by the NYSP during this period yielded 25,340 speed-related tickets.

The NYSP conducted another successful set of initiatives during FFY 2019 related to distracted driving, in particular, enforcement of cell phone and texting violations. These initiatives resulted in the NYSP issuing more than 9,700 tickets for cell phone, texting and other Vehicle and Traffic Law violations. One program, called "Operation Hang Up," focused on motorists who use their cell phone and other electronic devices while driving. Two five-day waves in November 2018 and April 2019 resulted in 5,082 tickets for talking and texting while driving.

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. In FFY 2019, two regional training programs were held at the Suffolk County Police Academy and the Zone 5 Regional Law Enforcement Training Academy in Schenectady. A total of 75 officers representing 24 individual police departments from six counties completed the training programs and received certificates of completion.

ASSESSMENT OF PROGRESS

Police Traffic Services Targets for FFY 2019

❖ **Number of speeding-related fatalities (FARS)**
   Decrease the 5-year rolling average for 2015-2019 to 327.4

❖ **Number of fatal and personal injury crashes involving cell phone use and texting (AIS)**
   Decrease the 5-year rolling average for 2015-2019 to 437.1

Status of Performance Measures

SPEEDING-RELATED FATALITIES

* Revised based on final FARS data
Source: FARS
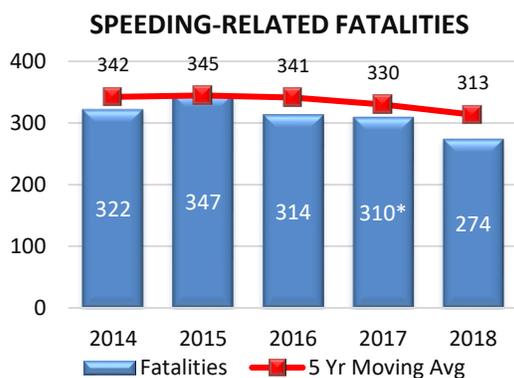
TICKETS ISSUED FOR SPEEDING VIOLATIONS
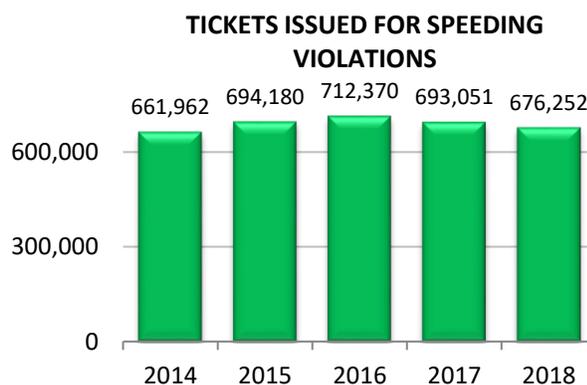
Sources: NYS TSLED and AA systems / TSSR

The five-year moving average for speeding-related fatalities generally declined from 2014 to 2018. The 2018 average of 313 surpassed the target of 327.4 set for 2019. The upward trend in the number of tickets issued for speeding violations between 2014 and 2016 was followed by a decline between 2016 and 2018 (from 712,370 to 676,252). Overall, speeding tickets increased 2% between 2014 and 2018 while speeding-related fatalities decreased 15%.

The second performance measure set for PTS relates to the dangerous behavior of texting or talking on the phone while driving. 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.

Over the five-year period 2014-2018, the five-year average number of fatal and personal injury cell phone crashes has been on an upward trend. Because the average number of these crashes increased 20% (from 399 in 2014 to 479 in 2018), the target of 437.1 set for 2015-2019 may be difficult to reach.

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

	2014	2015	2016	2017	2018
F & PI Crashes	435	436	497	526	501
5 Yr Moving Avg	399	416	446	469	479
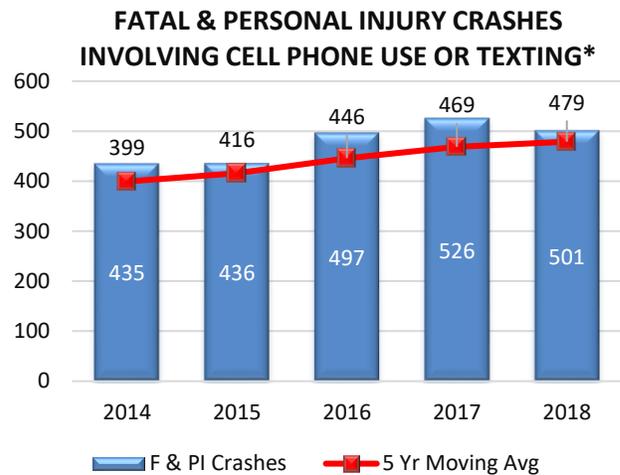
*Police-reported crashes
Source: NYS AIS

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 drivers conducted annually at five Department of Motor Vehicles offices. The table below shows the results of the questions related to the frequency of speeding behavior and the perceptions of the risk of being ticketed for speeding compiled from the surveys conducted 2015-2019.

How often do you drive more than 5 mph over the speed limit?	2015	2016	2017	2018	2019
Always	12.5%	11.5%	12.4%	10.2%	11.9%
Most of the time	23.3%	26.1%	26.0%	27.8%	25.0%
Sometimes	38.1%	38.9%	37.4%	37.4%	39.6%
Rarely	15.4%	12.9%	13.4%	15.3%	13.9%
Never	10.7%	10.7%	10.8%	9.3%	9.7%
What do you think the chances are of getting a ticket if you drive more than 5 mph over the speed limit?	2015	2016	2017	2018	2019
Always	9.2%	8.3%	10.0%	9.4%	10.4%
Most of the time	14.2%	13.5%	14.1%	14.8%	14.7%
Sometimes	37.4%	37.9%	34.3%	37.2%	35.0%
Rarely	30.2%	30.3%	31.7%	29.8%	30.0%
Never	9.0%	9.9%	9.9%	8.8%	9.8%

Source: 2015-2019 Driver Behavior Surveys

- 36%-38% of the drivers surveyed each year, 2015-2019, reported that they "always" or "most of the time" drive more than 5 mph over the speed limit.

- In 2019, 25% of the drivers thought they would "always" (10%) or "most of the time" (15%) get a ticket for driving more than 5 mph over the speed limit, up from 23% in 2015.

- 39%-42% of the drivers surveyed each year thought they would "rarely" or "never" be ticketed for driving more than 5 mph over the speed limit.

- The perception of the risk of getting a ticket for speeding is lower than the perception for other violations. In the 2019 Driver Behavior survey, 69% of the respondents thought a driver would "always" or "most of the time" be arrested if they were driving after drinking and 55% thought a driver would "always" or "most of the time" get a ticket if they failed to use their seat belt. In comparison, 25% of the respondents thought they would "always' or "most of the time" get a ticket for driving more than 5 mph over the speed limit.

Differences by Gender

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

DRIVERS WHO "ALWAYS" OR "MOST OF THE TIME" DRIVE MORE THAN 5 MPH OVER THE SPEED LIMIT BY GENDER

Source: 2015-2019 Driver Behavior Surveys

PERCEPTION OF RISK OF GETTING A SPEEDING TICKET "ALWAYS" OR "MOST OF THE TIME" BY GENDER
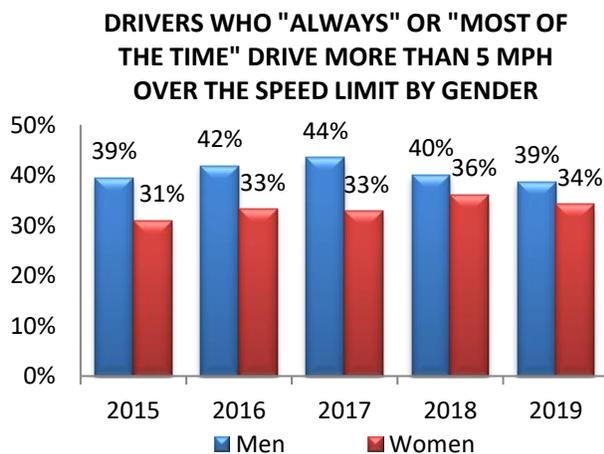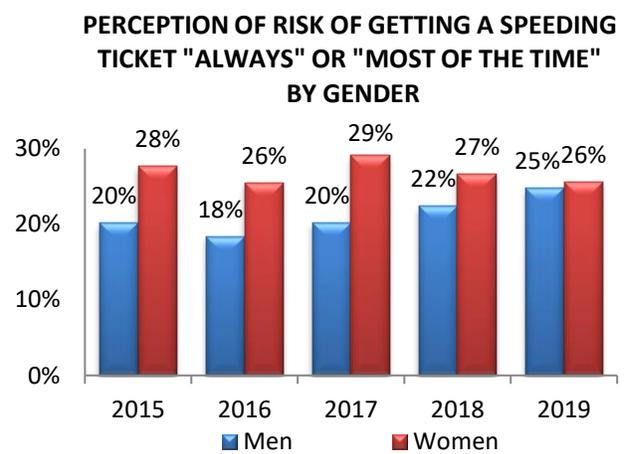
Source: 2015-2019 Driver Behavior Surveys

- Men are more likely than women to speed. In the five surveys conducted 2015-2019, 31%-36% of the female drivers said they drive more than 5 mph over the speed limit "always" or "most of the time" compared to 39%-44% of the male drivers.

- Women consistently perceive a greater risk of getting a ticket for speeding than men, though the gap narrowed in 2018 and 2019; in 2019, 25% of the men and 26% of the women thought they would "always" or "most of the time" get a ticket for driving more than 5 mph over the speed limit.

Differences by Age

DRIVERS WHO "ALWAYS" OR "MOST OF THE TIME" DRIVE MORE THAN 5 MPH OVER THE SPEED LIMIT BY AGE GROUP

Age Group	2018	2019
16-20	40%	45%
21-24	48%	42%
25-34	44%	37%
35-44	35%	36%
45-54	34%	41%
55-64	30%	32%
65+	38%	28%
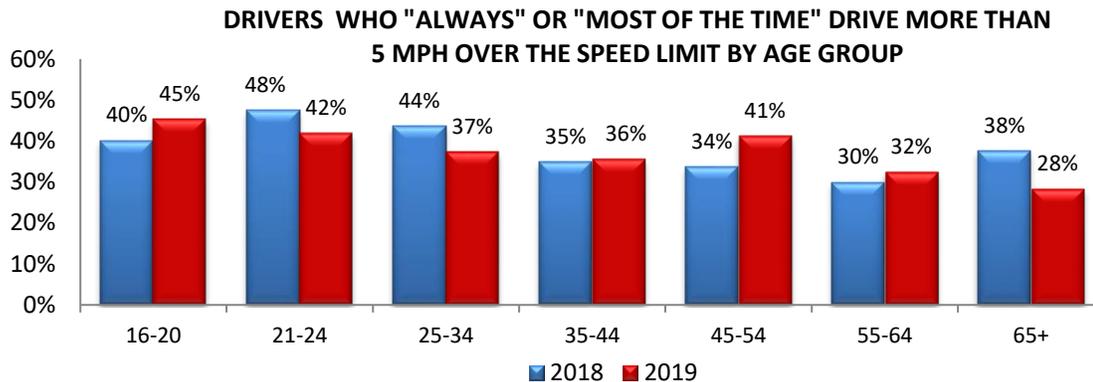
Source: 2018-2019 Driver Behavior Surveys

- In 2018, drivers ages 21-24 were the most likely to report that they "always" or "most of the time" drive more than 5 mph over the speed limit (48%); in 2019, drivers age 16-20 were most likely to report speeding (45%).

- Drivers ages 55-64 were the least likely to report that they exceed the speed limit "always" or "most of the time" in 2018 (30%); drivers in the oldest age group, 65 and over, were the least likely to report speeding in 2019 (28%).

PERCEPTION OF RISK OF GETTING A SPEEDING TICKET "ALWAYS" OR "MOST OF THE TIME" BY AGE GROUP

Age Group	2018	2019
16-20	26%	22%
21-24	29%	31%
25-34	29%	31%
35-44	25%	27%
45-54	20%	25%
55-64	18%	16%
65+	21%	15%
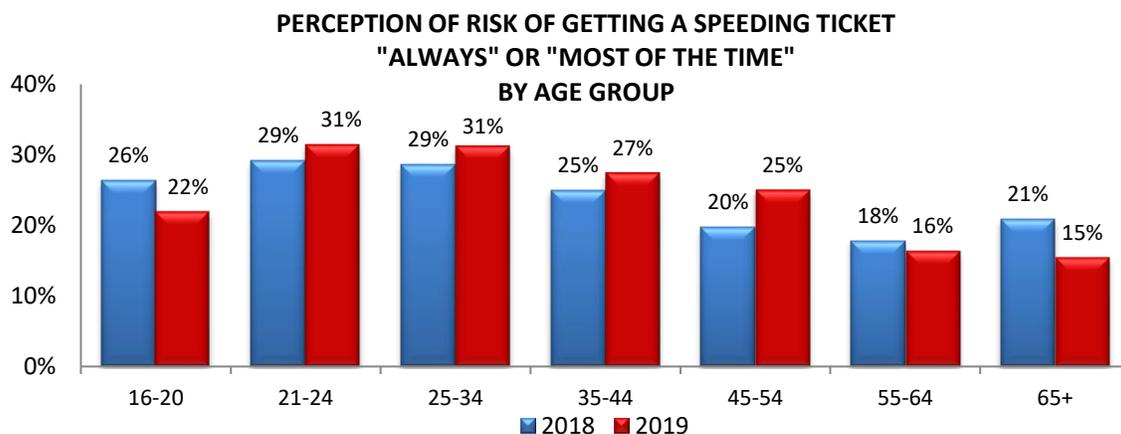
Source: 2018-2019 Driver Behavior Surveys

- In 2019, the perception of the risk of getting a speeding ticket "always" or "most of the time" for driving more than 5 mph over the speed limit was highest among drivers ages 21-24 and 25-34 (each 31%) and lowest among drivers ages 65 and older (15%).

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. Beginning in 2012, a series of questions on distracted driving was included in the annual driver behavior survey conducted at five DMV offices. The questions focused on behaviors related to using hand-held cell phones to text and talk while driving and perceptions of the risk of being ticketed for this behavior. The drivers were also asked their opinion about the effect of texting on a driver's ability to drive safely.

How often do you send or receive text messages while driving?	**2015**	**2016**	**2017**	**2018**	**2019**
Always	3.2%	2.9%	3.8%	3.6%	3.2%
Most of the time	4.6%	5.1%	5.6%	4.1%	5.0%
Sometimes	19.1%	19.7%	21.0%	20.2%	17.6%
Rarely	21.3%	23.0%	21.9%	22.4%	22.4%
Never	51.7%	49.3%	47.6%	49.7%	51.7%
How often do you talk on a cell phone while driving?	**2015**	**2016**	**2017**	**2018**	**2019**
Always	3.4%	2.9%	5.2%	4.1%	2.1%
Most of the time	4.8%	5.5%	7.1%	6.9%	4.1%
Sometimes	23.9%	20.9%	23.7%	22.9%	21.1%
Rarely	25.9%	28.9%	26.3%	27.9%	25.6%
Never	42.0%	41.7%	37.7%	38.2%	47.2%

Source: 2015-2019 Driver Behavior Surveys

- Over the period, 2015-2019, 8%-9% of the drivers each year reported that they "always" or "most of the time" send or receive text messages while driving; 18%-21% said "sometimes" and 21%-23% said "rarely."

- 48%-52% of the respondents each year said they never text while driving.

- Compared to drivers who text, a larger proportion of respondents said that they talk on a cell phone while driving. In 2019, 53% reported that they talk on a cell phone while driving; 6% said they "always" or "most of the time" talk on a cell phone while driving, 21% said "sometimes" and 26% said "rarely."

- 38%-47% of the respondents each year said they never talk on a cell phone while driving.

Since New York's law allows the use of hands-free cell phones, a question about the use of hand-held cell phones while driving was included in the surveys beginning in 2013. The responses below are limited to those who answered that they talk on a cell phone while driving at least "rarely."

When you talk on a cell phone while driving, how often do you use a hand-held phone?					
	2015	**2016**	**2017**	**2018**	**2019**
Always	20.8%	17.0%	16.5%	17.0%	16.9%
Most of the time	13.5%	11.4%	8.7%	8.2%	9.3%
Sometimes	16.8%	15.7%	16.4%	14.7%	12.8%
Rarely	23.4%	24.5%	27.5%	23.3%	23.0%
Never	25.5%	31.4%	30.9%	36.9%	37.9%

Source: 2015-2019 Driver Behavior Surveys

- In general, declining proportions of respondents reported using a hand-held device in violation of the law "always" or "most of the time" when they talk on a cell phone while driving (from 34% in 2015 to 25% in 2018 and 26% in 2019).

- 38% of the respondents in 2019 said they never use a hand-held phone when they talk on a cell phone while driving, up from 26% in 2015.

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

What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?					
	2015	**2016**	**2017**	**2018**	**2019**
Always	20.6%	22.1%	21.3%	22.5%	29.0%
Most of the time	26.3%	25.9%	26.2%	26.9%	26.2%
Sometimes	32.8%	31.9%	33.8%	31.8%	25.6%
Rarely	12.4%	12.4%	12.0%	12.6%	9.6%
Never	7.9%	7.7%	6.7%	6.2%	9.6%
What do you think the chances are of getting a ticket if you text while driving?					
	2015	**2016**	**2017**	**2018**	**2019**
Always	24.3%	25.1%	25.1%	25.5%	29.9%
Most of the time	21.1%	23.4%	20.7%	22.0%	22.3%
Sometimes	32.4%	29.6%	32.2%	29.6%	26.9%
Rarely	14.3%	13.5%	14.9%	15.8%	12.6%
Never	7.8%	8.4%	7.1%	7.0%	8.4%

Source: 2015-2019 Driver Behavior Surveys

- The perception of risk of getting a ticket for cell phone violations "always" or "most of the time" increased from 47% in 2015 to 55% in 2019.

- Similarly, the proportion of survey respondents who thought drivers would be ticketed "always" or "most of the time" for texting violations increased from 45% in 2015 to 52% in 2019.

The final question on this topic assessed perceptions of the dangers of texting while driving. As indicated in the table below, perceptions of the risk associated with texting while driving remained consistent between 2015 and 2019.

Do you think texting affects a driver's ability to drive safely…	2015	2016	2017	2018	2019
A great deal	84.3%	82.7%	80.8%	83.0%	85.2%
Somewhat	11.8%	13.3%	14.8%	12.5%	10.1%
Not at all	3.9%	4.0%	4.4%	4.5%	4.7%

Source: 2015-2019 Driver Behavior Surveys

- 81%-85% of the respondents each year thought that texting affects a driver's ability to drive safely "a great deal" and another 10%-15% said a driver's ability is "somewhat" affected. Only 4%-5% thought that texting has no effect on driving ability.

Differences by Gender

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

DRIVERS WHO TALK ON A CELL PHONE WHILE DRIVING BY GENDER

Source: 2015-2019 Driver Behavior Surveys

WHEN TALKING ON A CELL PHONE, DRIVERS WHO "ALWAYS" OR "MOST OF THE TIME" USE A HAND-HELD PHONE BY GENDER
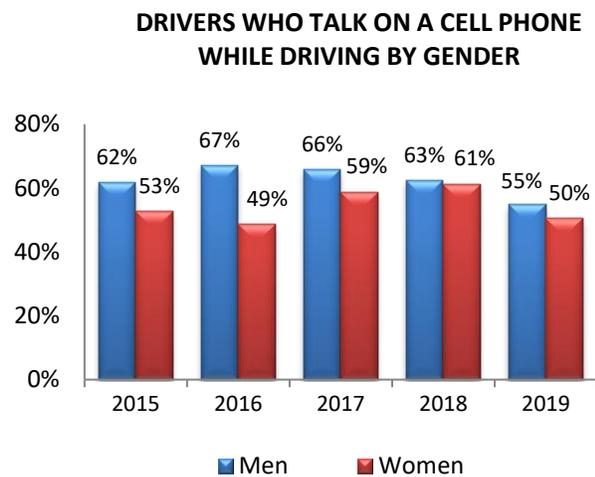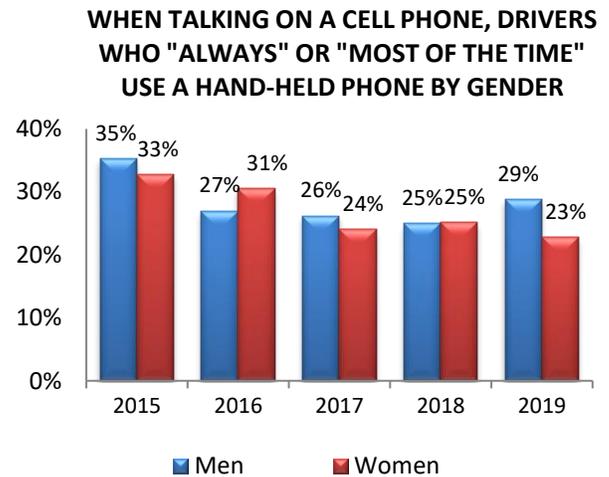
Source: 2015-2019 Driver Behavior Surveys

- Men continue to be more likely than women to talk on a cell phone while driving; however, the gap remained narrow in 2019, when 55% of men and 50% of women reported talking on a cell phone while driving.

- Of those who said they talk on a cell phone while driving, 29% of men and 23% of women in 2019 said they use a hand-held device. These proportions have declined since 2015, from 35% to 29% for men and from 33% to 23% for women.

- Compared to cell phone use, smaller proportions of both men and women text while driving. In 2019, 51% of men reported texting while 55% of men reported using a cell phone while driving; 46% of women reported texting and 50% of women reported using a cell phone while driving.

DRIVERS WHO SEND OR RECEIVE TEXT MESSAGES WHILE DRIVING BY GENDER
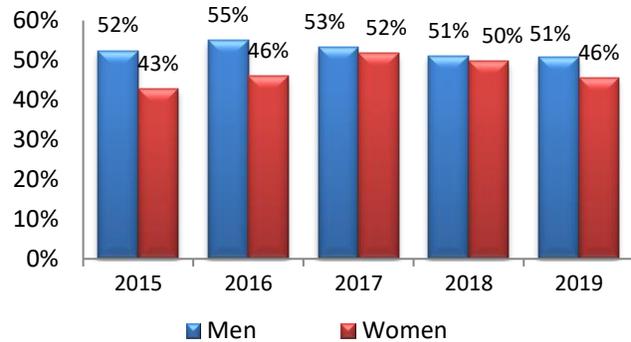
Source: 2015-2019 Driver Behavior Surveys

PERCEPTION OF THE RISK OF GETTING A TICKET "ALWAYS" OR "MOST OF THE TIME" FOR TALKING ON A HAND-HELD CELL PHONE WHILE DRIVING BY GENDER
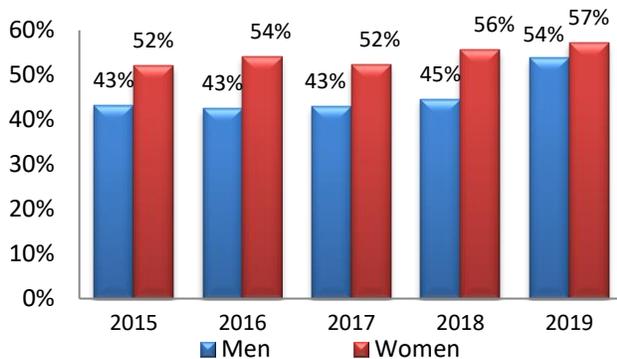
Source: 2015-2019 Driver Behavior Surveys

PERCEPTION OF THE RISK OF GETTING A TICKET "ALWAYS" OR "MOST OF THE TIME" FOR TEXTING WHILE DRIVING BY GENDER
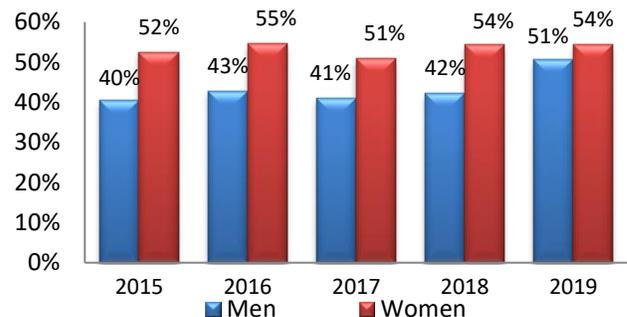
Source: 2015-2019 Driver Behavior Surveys

- The perception of risk of getting a ticket for either talking on a hand-held cell phone or texting while driving was higher among female drivers. In 2019, 57% of women thought a driver would be ticketed "always" or "most of the time" for talking on a hand-held cell phone compared to 54% of men.

- Similarly, in 2019, 54% of women thought a driver would be ticketed "always" or "most of the time" for texting compared to 51% of men.

**PERCEPTION THAT TEXTING AFFECTS ABILITY TO DRIVE
SAFELY "A GREAT DEAL"
BY GENDER**
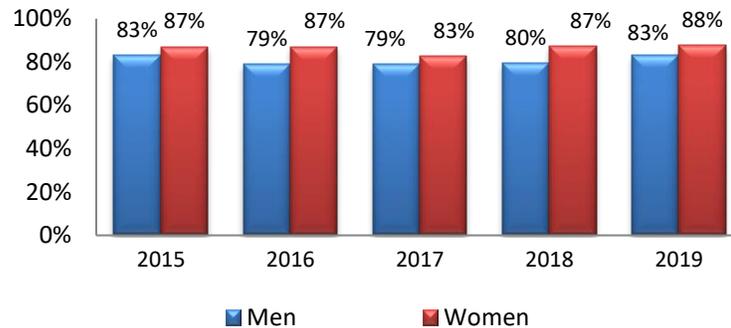
Source: 2015-2019 Driver Behavior Surveys

- In each of the five years, 2015-2019, the large majority of both men and women thought texting affected a driver's ability to drive safely "a great deal" (83% and 88%, respectively, in 2019).

Differences by Age

**DRIVERS WHO "ALWAYS/MOST OF THE TIME"
TALK ON A CELL PHONE OR TEXT WHILE DRIVING
BY AGE GROUP: 2019**
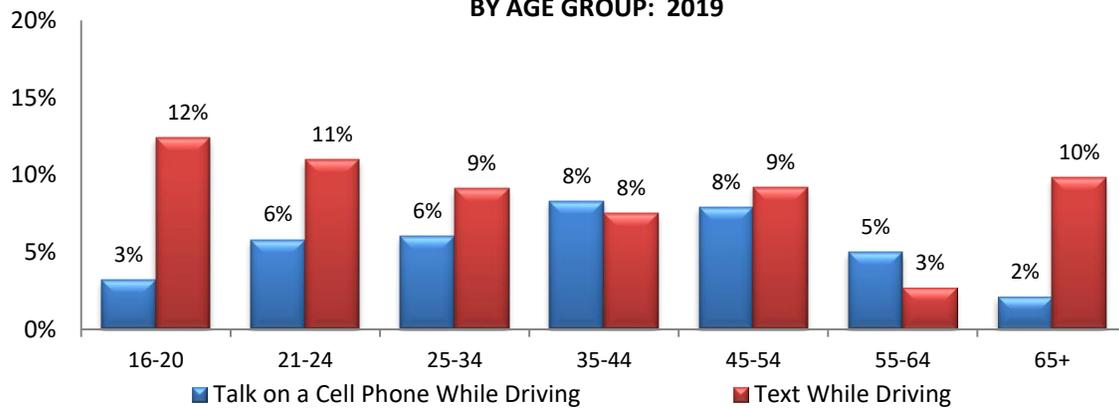
Source: 2019 Driver Behavior Survey

- In 2019, drivers in most of the age groups were more likely to text while driving than to talk on a cell phone. Drivers under the age of 25 were the most likely to text while driving; drivers ages 35-54 were more likely than those in other age groups to talk on a cell phone while driving.

**PERCEPTION THAT DRIVERS WOULD RECEIVE A TICKET
"ALWAYS" OR "MOST OF THE TIME"
FOR TALKING ON A HAND-HELD CELL PHONE OR TEXTING WHILE DRIVING
BY AGE GROUP: 2019**
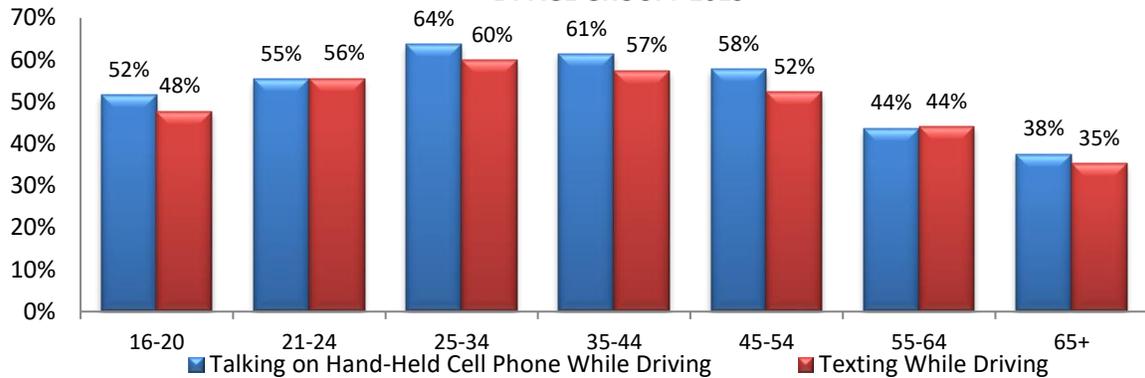
Source: 2019 Driver Behavior Survey

- For most of the age groups, the perception of risk of being ticketed for talking on a hand-held phone was the same as or slightly higher than the perception of risk of being ticketed for texting while driving.

- Respondents 55 years of age and older had a lower perception of the risk of getting a ticket for talking on a hand-held cell phone or for texting while driving than drivers in the younger age groups.

**PERCEPTION THAT TEXTING AFFECTS
ABILITY TO DRIVE SAFELY "A GREAT DEAL"
BY AGE GROUP: 2018-2019**
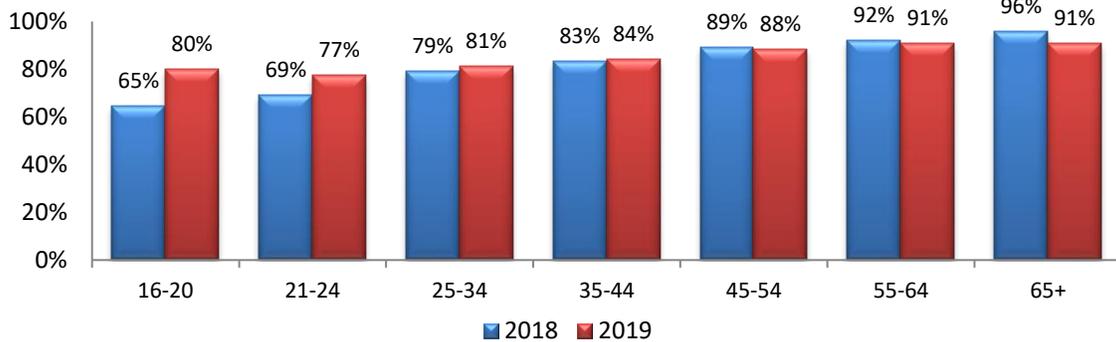
Source: 2018-2019 Driver Behavior Surveys

- In 2019, the proportion of drivers who thought texting affects the ability to drive safely "a great deal" generally increased with age, ranging from a low of 77% among drivers ages 21-24 to a high of 91% among drivers 55 and older.

- The perception that texting affects a driver's ability to drive safely remained relatively consistent for the different age groups between 2018 and 2019, except for drivers ages 16-20 and drivers ages 21-24. Among drivers ages 16-20 and drivers ages 21-24, the proportions who thought texting affected driving a great deal increased from 65% to 80% and from 69% to 77%, respectively.

POLICE TRAFFIC SERVICES PROJECTS AND ACTIVITIES FUNDED IN FFY 2019

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 2019 HSSP. The PTS grant program provided funding to law enforcement agencies to conduct enforcement of the Vehicle and Traffic Law. This objective is consistent with New York State's ongoing commitment to reduce motor vehicle crashes and their resulting injuries and fatalities. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2019 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Traffic Violations

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

Police Traffic Services Grants

Through its PTS grant program, GTSC awarded 242 grants to municipal and county police agencies in FFY 2019. The award amounts for PTS grants must be less than $50,000; in FFY 2019, PTS awards ranged from approximately $2,000 to $45,000.

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 and pedestrian safety and occupant restraint use.
All agencies receiving a PTS grant are required to participate in the 14-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).*

Law enforcement agencies in the 20 jurisdictions identified as focus communities in New York's Pedestrian Safety Action Plan (PSAP) who receive PTS grants are encouraged to participate in the state's annual *Operation See! Be Seen*! high visibility pedestrian enforcement 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 2019, the 242 local agencies receiving PTS grants issued over 50,000 tickets for traffic violations. The largest number were issued for speeding violations, followed by violations related to aggressive driving.

TICKETS ISSUED BY PTS GRANTEES DURING
GRANT-FUNDED ACTIVITIES

Speeding	15,764
Aggressive Driving	8,255
Distracted Driving (Cell Phone/Texting)	4,882
Seat Belt/Child Restraint	5,644
Other Tickets	15,630
TOTAL TICKETS	**50,175**

Examples of the projects funded under the PTS grant program in FFY 2019 are provided below.

- The Town of New Windsor is a heavily traveled traffic corridor in the Hudson Valley region of Orange County covering 27 square miles with a population of just over 27,000 residents. During the FY 2019 grant year, the Town of New Windsor Police Department with 49 full-time officers continued to deliver a strong and consistent enforcement program that resulted in steady ticket performance and crash reductions. Particularly noteworthy was the agency's participation in the national Click It or Ticket campaign; with just 41 hours of grant-funded enforcement, the police department issued 140 tickets, including 58 tickets for seat belt and child restraint violations. Total crashes in the town have dropped each year between 2013 and 2017—representing a total decline of nearly 16%. During this same period, personal injury crashes were reduced to 155, representing a 15% decrease. There were zero fatal crashes in 2017, which is a first since 2013. In recognition of its excellence as a GTSC partner and traffic safety champion, the Town of New Windsor Police Department was awarded the 2019 GTSC Chair Award at the New York Highway Safety Annual Fall Symposium.

- The 58-square-mile Town of Guilderland borders New York's capital city of Albany. It is home to 35,000 residents and is served by a 36-officer municipal police department. In addition to Guilderland's proximity to intersecting Interstate highways I-90 & I-87, some of the busiest state highway business and commuting corridors in the region traverse the Town. Guilderland also hosts one of the largest shopping malls in the northeast, Crossgates Mall. These dynamics and compounding traffic safety issues are all considered in the department's comprehensive, data-driven, model Police Traffic Services grant program. Features of the program include high-visibility enforcement, a focus on the primary crash contributing factors of speeding and aggressive driving, traffic safety education and awareness outreach, and an emphasis on the role of traffic safety as a quality-of-life priority in the community. Guilderland's 396 police-reported crashes in 2017 represent its lowest total since 2013 and a 10% decrease from the prior year's total. The department's enforcement efforts have also strongly influenced Guilderland's 20% reduction in personal injury crashes in 2017, with 147 reported; this is also its lowest total since 2013. The number of fatal crashes in 2017, just 2, equals the 5-year average. Showing its sustained focus on traffic law enforcement, the department issued 4,675 total tickets in 2017, representing a 64% increase from 2013. In addition, their 1,567 tickets issued for speeding in 2017 represent a 95%

increase above the 2013 total. The department also issued 209 tickets for seat belt and child restraint violations, a total that is almost double the number issued in 2013. The Town of Guilderland Police Department exemplifies one of many outstanding GTSC partner agencies and traffic safety champions in their efforts to reduce crashes and save lives.

- Clinton County is in the northeastern corner of New York State and occupies over 1,100 square miles. It borders Canada and contains 81,000 residents. Police-reported fatal and personal injury crashes countywide dropped significantly from 2017 (329) to 2018 (309). The traffic enforcement efforts of the Sheriff's Office have likely assisted in this decline. The agency issued 1,478 tickets in 2018 which is well above the totals from 2016 (1,243), 2017 (1,094), and the 5-year average (1,361). The Clinton County Sheriff's Office has been a PTS grant recipient for many years and uses those funds to target the most common crash locations on the most prevalent days and times.

- Oswego County sits on the east end of Lake Ontario and covers an area of 1,300 square miles while being home to 122,000 residents. The Oswego County Sheriff's Office, a PTS grant recipient for the last four fiscal years, issued 3,613 total tickets in 2018, which is the highest total in three years. The traffic enforcement efforts of the Sheriff's Office can be seen in a countywide crash reduction. Police-reported fatal and personal injury crashes in the county dropped from 523 in 2017 to 483 in 2018, a reduction of 8%.

New York State Police Speed Enforcement Program

In FFY 2019, 20,031 hours of NYSP overtime were allotted for targeted speed enforcement in conjunction with a number of initiatives including Safe Schools Week and Operation Work Brake, which is conducted on the New York State Thruway. During the year, 3,118 speed enforcement details were conducted and 33,372 speeding tickets and 12,685 tickets for other violations were written. In addition, 41 impaired driving arrests and 260 criminal arrests were made.

Speed Awareness Week: GTSC invited law enforcement partners to participate in its second annual "Speed Awareness Week" – a high-visibility enforcement 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 community 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. One was conducted June 6-12, 2019 to coincide with the Montreal Grand Prix race and the other was conducted August 1-7, 2019 to coincide with the annual NASCAR racing event held at Watkins Glen International Raceway. A total of 25,340 speed-related tickets were issued including 6,465 during targeted speed enforcement details.

New York State Police Distracted Driving Program

During FFY 2019, the NYSP conducted several successful initiatives related to distracted driving focusing on enforcement of cell phone and texting violations. Over 6,400 hours of overtime were used to conduct 1,022 distracted driving details around the state, resulting in more than 9,700 tickets issued for distracted driving and other Vehicle and Traffic Law violations.

The NYSP also conducted an additional distracted driving traffic enforcement program called "Operation Hang Up." Motorists who use their cell phones and other electronic devices while driving are the focus of the program. In FFY 2019, "Operation Hang Up" was implemented during two periods: November 21-25, 2018, and April 11-15, 2019. Total FFY 2019 details yielded 5,082 tickets for talking and texting while driving.

TICKETS ISSUED BY STATE POLICE DURING DISTRACTED DRIVING DETAILS IN FFY 2019

VTL Violation	
1225C (Cell Phone)	3,005
1225D (Texting)	2,077
Total 1225 C&D	**5,082**
Other VTL	4,705
Total 1225 & Other VTL	**9,787**

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. Curriculum development and instruction has been a collaborative endeavor by GTSC in partnership with the Suffolk County Police Department's Motor Carrier Safety Section, New York State Department of Transportation's Motor Carrier Compliance Bureau, and the Federal Motor Carrier Safety Administration (FMCSA).

The fundamental goal of the training is 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 are established through data analysis that identifies counties overrepresented in commercial motor vehicle crashes. Training instructors continually 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 FMCSA "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.

During FFY 2019, GTSC and its partners hosted two regional training programs at the Suffolk County Police Academy in Brentwood and the Zone 5 Regional Law Enforcement Training Academy in Schenectady. A total of 75 police officers representing 24 individual police departments from six counties attended the trainings and received certificates of completion.

Below 100 Training

The mission of the Below 100 officer safety training is to influence law enforcement culture by providing innovative training and awareness through presentations, social media, and webinars on identifying the leading causes and current trends in preventable line-of-duty deaths and injuries. The program is built around five tenets that serve as core concepts that are changing police culture and saving lives. These tenets include Wear Your Belt; Wear Your Vest; Watch Your Speed; WIN--What's Important Now? and Remember, Complacency Kills! In FFY 2019, GTSC in cooperation with its Law Enforcement Liaisons from the NYS Association of Chiefs of Police (NYSACOP) and the NYS Sheriff's Association hosted Below 100 trainings on March 13th in Allegany County, April 16th at the Erie County Law Enforcement Training Academy in Williamsville, and on May 22nd in Rensselaer County; 171 municipal, county, state, and federal officers and public safety officials representing multiple agencies from over 11 counties throughout the state attended the training.

Empire State Law Enforcement Traffic Safety Conference (ESLETS)

In 2019, the NYSP hosted the 17th annual Empire State Law Enforcement Traffic Safety Conference in Saratoga. With support from GTSC, this forum was developed with a "by law enforcement for law enforcement" focus. The conference provided training to almost 300 law enforcement and traffic safety professionals from across New York State. Attendees received instruction on contemporary traffic safety issues and trends in enforcement and technology; ESLETS also provided the opportunity to network with representatives from 81 police agencies. The planning committee for the annual conference includes representatives from the NYSP, GTSC, NYS Sheriffs' Association and NYSACOP.

Communications and Outreach

Statewide Law Enforcement Liaison Program

GTSC provides funding for three Law Enforcement Liaisons (LELs) who represent the three principal segments of the New York State law enforcement community: the local police through NYSACOP; the elected Sheriffs through the NYS Sheriffs' Association; and the NYSP. The LELs are responsible for promoting 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 enforcement campaigns promoted by NHTSA.

MOTORCYCLE SAFETY

While the number of motorcycle registrations declined slightly between 2014 and 2018, the number of motorcycle licenses issued increased by four percent between 2014 and 2018. The sustained popularity of motorcycles for both transportation and recreation and the vulnerability of motorcyclists underscore the need for an effective Motorcycle Safety Program to address safety issues on NYS highways.

NEW YORK STATE
REGISTERED MOTORCYCLES AND MOTORCYCLE LICENSES

	2014	2015	2016	2017	2018	2014-2018 % Change
Registered Motorcycles	345,627	350,037	350,420	347,536	344,688	-0.3%
Motorcycle Licenses	719,983	735,742	750,461	754,601	751,837	4.4%

Source: NYS DMV Driver License and Registration files / TSSR

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

As part of a comprehensive approach to improving motorcycle safety, GTSC has provided support for police officer training, statewide awareness campaigns and numerous educational activities for both motorcyclists and other motorists. One of the most successful programs continues to be a specialized

training program for law enforcement officers developed through the collaboration of GTSC, New York State Police (NYSP), NYS Association of Chiefs of Police (NYSACOP) and the DMV Motorcycle Safety Program Office (MSO). In FFY 2019, the Practical Guidelines for Motorcycle Enforcement Training was provided to 343 enforcement officers representing 53 different police agencies.

In FFY 2019, the Motorcycle Safety Workgroup, which includes representatives from GTSC, DMV, NYS Department of Health, MSF, ITSMR, the NYSP and local law enforcement, continued to collect data for use in developing new countermeasures and campaign messaging to reach the state's diverse riding population. A survey was disseminated to 10,000 motorcyclists to collect information on the perceptions of current campaigns in 2018. GTSC is working with the Department of Health (DOH) to analyze and tag the results. The results will be used to develop a new campaign slogan, new PSAs and other educational materials.

ASSESSMENT OF PROGRESS

Motorcycle Safety Targets for FFY 2019

❖ Number of motorcyclist fatalities (FARS): Decrease the 5-year rolling average for 2015-2019 to 150.7
❖ Number of unhelmeted motorcyclist fatalities (FARS): Decrease the 5-year rolling average for 2015-2019 to 14.3
❖ Number of motorcyclists injured in crashes: Decrease the 5-year rolling average for 2015-2019 to 4,354.0
❖ Number of crashes involving a motorcycle and another vehicle in high-risk counties: Decrease the number to 1,505.0 in 2019

Status of Performance Measures

The five-year moving average for motorcyclist fatalities declined steadily from 2014 to 2018, reaching 148 in 2018. Thus, the reduction target of 150.7 set for 2015-2019 was met and exceeded. The downward trend in unhelmeted motorcyclist fatalities continued in 2018 when the five-year moving average reached 12, exceeding the goal of 14.3 set for 2015-2019.

MOTORCYCLISTS INJURED IN CRASHES

Bar values (Motorcyclists Injured): 2014: 4,237; 2015: 4,208; 2016: 4,342; 2017: 4,099; 2018: 3,827
5 Yr Moving Avg: 2014: 4,787; 2015: 4,626; 2016: 4,535; 2017: 4,288; 2018: 4,143

Legend: Motorcyclists Injured — 5 Yr Moving Avg

Source: NYS AIS / TSSR
Source: FARS

UNHELMETED MOTORCYCLIST FATALITIES

Bar values (Fatalities): 2014: 21; 2015: 15; 2016: 9; 2017: 9; 2018: 5
5 Yr Moving Avg: 2014: 16; 2015: 16; 2016: 15; 2017: 14; 2018: 12

Legend: Fatalities — 5 Yr Moving Avg

Source: FARS

Data from New York's AIS / TSSR show that the downward trend in the 5-year average for motorcyclists injured in crashes continued in 2018 reaching 4,143. This reduction shows that the target of 4,354.0 set for 2015-2019 has already been surpassed.

CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE IN HIGH-RISK COUNTIES
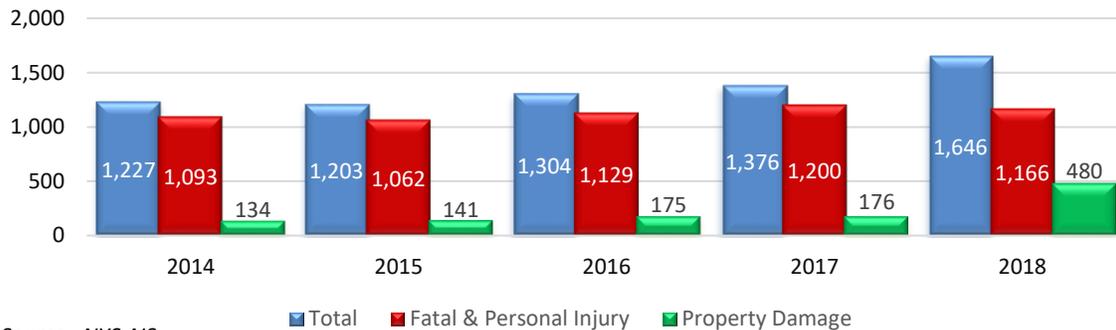
Source: NYS AIS

The number of crashes involving a motorcycle and another motor vehicle in high-risk counties, defined as counties that collectively accounted for more than half of these crashes in 2018, rose from 1,227 in 2014 to 1,646 in 2018, an increase of 34%. Much of this increase is due to recent changes made to the Police Accident Report form regarding the capture and reporting of property damage crashes, resulting in a significant increase in the number of property damage crashes in 2018 compared to previous years. A more accurate determination of change can be determined through analyses of fatal and personal injury crashes over time. Between 2014 and 2018, fatal and personal injury crashes increased from 1,093 to 1,166, an increase of 7%.

In the table below, the state's counties are presented in rank order based on the number of crashes involving a motorcycle and another motor vehicle that occurred in 2018. In addition, the number of motorcycle registrations in each county are shown for comparison purposes. High-risk counties for 2018 are highlighted.

CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE BY COUNTY: 2018

	Total Crashes	% of Total	Cumulative %	MC Registrations	% of Total
TOTAL NYS	3,110			344,688	
KINGS	493	15.9%	15.9%	11,807	3.4%
QUEENS	448	14.4%	30.3%	14,318	4.2%
NEW YORK	280	9.0%	39.3%	7,719	2.2%
BRONX	216	6.9%	46.2%	4,803	1.4%
SUFFOLK	209	6.7%	52.9%	31,574	9.2%
NASSAU	184	5.9%	58.8%	18,322	5.3%
ERIE	134	4.3%	63.2%	21,262	6.2%
MONROE	119	3.8%	67.0%	16,324	4.7%
WESTCHESTER	119	3.8%	70.8%	13,475	3.9%
ONONDAGA	85	2.7%	73.5%	11,477	3.3%
ORANGE	81	2.6%	76.1%	10,342	3.0%
RICHMOND	63	2.0%	78.2%	6,137	1.8%
ALBANY	53	1.7%	79.9%	7,159	2.1%
NIAGARA	43	1.4%	81.3%	7,636	2.2%

DUTCHESS	41	1.3%	82.6%	8,392	2.4%
ONEIDA	40	1.3%	83.9%	7,502	2.2%
ROCKLAND	39	1.3%	85.1%	4,747	1.4%
ULSTER	38	1.2%	86.3%	7,103	2.1%
SARATOGA	33	1.1%	87.4%	9,052	2.6%
RENSSELAER	26	0.8%	88.2%	5,590	1.6%
BROOME	25	0.8%	89.0%	5,609	1.6%
WARREN	25	0.8%	89.8%	3,045	0.9%
SCHENECTADY	24	0.8%	90.6%	4,945	1.4%
CHAUTAUQUA	21	0.7%	91.3%	5,071	1.5%
CLINTON	17	0.5%	91.8%	3,460	1.0%
GREENE	17	0.5%	92.4%	2,812	0.8%
OSWEGO	17	0.5%	92.9%	5,189	1.5%
WASHINGTON	16	0.5%	93.4%	3,335	1.0%
FULTON	15	0.5%	93.9%	2,705	0.8%
JEFFERSON	14	0.5%	94.4%	4,081	1.2%
WAYNE	14	0.5%	94.8%	4,570	1.3%
PUTNAM	13	0.4%	95.2%	3,402	1.0%
CHEMUNG	12	0.4%	95.6%	2,798	0.8%
CORTLAND	12	0.4%	96.0%	1,994	0.6%
ONTARIO	10	0.3%	96.3%	4,080	1.2%
MADISON	9	0.3%	96.6%	3,009	0.9%
COLUMBIA	8	0.3%	96.9%	2,601	0.8%
ESSEX	8	0.3%	97.1%	1,631	0.5%
MONTGOMERY	8	0.3%	97.4%	2,404	0.7%
STEUBEN	8	0.3%	97.7%	4,206	1.2%
SULLIVAN	8	0.3%	97.9%	3,084	0.9%
CAYUGA	7	0.2%	98.1%	3,105	0.9%
LIVINGSTON	7	0.2%	98.4%	2,847	0.8%
ST. LAWRENCE	7	0.2%	98.6%	4,377	1.3%
TOMPKINS	7	0.2%	98.8%	2,802	0.8%
SCHOHARIE	6	0.2%	99.0%	1,738	0.5%
GENESEE	5	0.2%	99.2%	2,388	0.7%
CATTARAUGUS	4	0.1%	99.3%	3,498	1.0%
SENECA	4	0.1%	99.4%	1,285	0.4%
ALLEGANY	2	0.1%	99.5%	1,856	0.5%
CHENANGO	2	0.1%	99.5%	2,424	0.7%
DELAWARE	2	0.1%	99.6%	2,038	0.6%
HERKIMER	2	0.1%	99.7%	2,980	0.9%
ORLEANS	2	0.1%	99.7%	1,615	0.5%
TIOGA	2	0.1%	99.8%	1,937	0.6%
WYOMING	2	0.1%	99.9%	1,955	0.6%

LEWIS	1	0.0%	99.9%	1,379	0.4%
OTSEGO	1	0.0%	99.9%	2,419	0.7%
SCHUYLER	1	0.0%	100.0%	1,026	0.3%
YATES	1	0.0%	100.0%	1,084	0.3%
FRANKLIN	0	0.0%	100.0%	1,836	0.5%
HAMILTON	0	0.0%	100.0%	335	0.1%

MOTORCYCLE SAFETY PROJECTS AND ACTIVITIES IN FFY 2019

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 2019 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2019 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. In FFY 2019 the MSF signed a third five-year contract with the NYS DMV to deliver the program through September 2024. The DMV MSO continues to be responsible for oversight measures that ensure the NYSMSP's objectives are maintained.

All MSF-sponsored training sites participating in the NYSMSP offer the 18-hour Basic Rider Course® (BRC) and most offer the 8-hour Basic Rider Course 2 License/Waiver Course (BRC2-LW).

The BRC, geared towards beginning riders, 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. Successful completion of the course enables graduates to waive the DMV road test when applying for a motorcycle license.

The BRC2-LW is a condensed version of the BRC and is geared toward riders who have had a motorcycle permit for at least one year and have on-road experience and basic street riding skills. Riders use their own motorcycle for this intensive training program. The BRC2-LW provides the same road test waiver benefit as the BRC.

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. The BRC and BRC2-LW are the most commonly attended courses in the MSF curriculum suite. Other courses include the BRC2, Introductory Motorcycle Experience, Basic Bike-Bonding Rider Course, Ultimate Bike-Bonding Rider Course and Advanced Rider Course.

Motorcycle rider training is provided throughout the year, weather and range conditions permitting. The number of active training ranges and class offerings can be expanded and contracted throughout the year based on public demand and weather conditions. The year-round training capacity, the number of training sites and their ability to expand and contract has led to a decrease in the wait time for available courses and more convenient training options for students. Nearly 258,000 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 2019 observation of National Motorcycle Safety Awareness Month, GTSC hosted a press event on May 2 in Garden City, at the Cradle of Aviation Museum. Joining DMV Deputy Commissioner for Policy, Safety & Driver Licensing Janet Ho and Lt. Michael Franco of the Nassau County Police Department at the event were representatives from the NYSMSP, victim advocates, local traffic safety board members, law enforcement agencies and members of various motorcycle rider groups. GTSC and the DMV announced a campaign to reduce crashes between cars and motorcycles as part of Motorcycle Safety Awareness Month. This event also featured motorcycle crash victim Sandy LaPlante. A motorcycle riding demonstration took place after the event for photographs and filming.

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

In FFY 2019, presentations were made in 48 different high schools largely through driver education classes. The number of students reached during the full grant year was 2,228. This is a 25.6% increase over the 1,773 students reached the previous year. In total, 72 educational classes were offered in fourteen counties across the state. Additionally, 5,950 lawn signs and 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. New counties reached through specific requests included Cortland, Fulton, Saratoga and Niagara. NYS Association of Traffic Safety Boards (ATSB) Regional VPs also accepted banners and signs for use at events and programs within their regions.

During FFY 2019, several public information and education projects and activities promoting motorcycle safety were conducted. Some of these programs are highlighted below.

- Through a collaborative effort involving DMV, GTSC and the New York State Broadcasters Association, 30-second TV non-commercial sustaining announcements (NCSAs) were aired promoting the message "Share the Road With Motorcycles."

- The NYS Department of Transportation used variable message signs to promote the "Watch for Motorcycles" slogan. The messages were posted on various sections of the interstates and high crash corridors throughout the campaign and during large motorcycle events. NYS DOT also used variable message signs in construction areas to caution motorcyclists of resurfacing and grooved pavement conditions.

- On October 18, Colonie Police Department Investigator Jason DePaulo attended a meeting at the National Highway Traffic Safety Administration (NHTSA) in Washington with a small group of other law enforcement representatives from across the country. The group was invited to share their motorcycle programs and to assist NHTSA in developing a four-hour online training program to educate officers on the topic of motorcycle enforcement and safety.

- The DMV MSO distributed materials produced to raise awareness of motorcycle safety including "Watch for Motorcycles!", "Look Twice Save a Life" and "Don't Drink and Ride" lawn signs and information cards.

- The NYSMSP and GTSC staffed display booths at public events to disseminate information and educational materials. At the Americade event in Lake George held in June, motorcycle safety training was promoted and "Watch for Motorcycles" and other motorcycle safety awareness materials were distributed to the thousands of attendees. The NYSMSP also provided the MSF Ultimate Bike Bonding Course (UBBC) free of charge to experienced Americade riders. Good bike bonding helps riders automate their physical skills so they can devote more attention to road and traffic conditions (searching and evaluating).

- The NYSMSP staffed a large display booth throughout the weeklong New York State Fair in August to provide information on the availability of rider training courses, the importance of wearing personal protective gear and raising motorist awareness of the need to share the road safely with motorcyclists.

- The NYSMSP also staffed a display booth at the International Motorcycle Show in New York City to promote motorcycle safety, rider training and motorist awareness.

- During the year, the State Police conducted educational details, with the largest being at the International Motorcycle Show and the International Auto Show in New York City. The Troopers also conducted courtesy motorcycle inspections where they pointed out violations without issuing tickets. Other events attended by the motorcycle unit included the New York State Fair, county fairs and various other motorcycle shows; members of the unit also made presentations at local motorcycle shops.

- From April 1 through September 30, GTSC promoted motorcycle awareness at 157 fuel filling stations located exclusively in New York City and Long Island. These locations were selected due to having the highest number of motorcycle crashes involving motorcycles and another motor vehicle. The motorcycle awareness messages were affixed to fuel pump toppers and nozzle handles throughout the riding season and represented a unique opportunity to reach the targeted audience, the general motoring public.

- From May 1 through August 31, 2019, GTSC promoted motorcycle awareness by geotargeting high-risk motorcycle crash locations throughout the state. Individuals who live in Queens, Monroe and Erie Counties were strategically exposed to interactive motorcycle awareness banner advertisements on the internet; this resulted in a total of 9,899,914 ad impressions and 22,258 "clicks," which led the individuals back to the GTSC webpage.

- GTSC worked with Quick Series Publishing to customize a 43-page motorcycle safety guidebook. These pocket-sized, laminated guides cover a comprehensive list of safety items that pertain to motorcyclists, such as licensing and 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. A total of 3,123 copies of the Smart Riding guides were distributed during FFY 2019. These guides were sent to various motorcycle riding groups, victim advocates, defensive driving educators and individual riders. They were also distributed at the International Motorcycle Show and other big events held throughout the state.

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.

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 2019, the State Police coordinated 81 education details, many of which were held at high profile events such as the Americade Motorcycle Rally in Lake George, the International Motorcycle and Auto Shows in New York City, county fairs and similar venues. Over 207,000 individuals attended these motorcycle safety and awareness events, which resulted in the distribution of 6,284 safety publications and 469 courtesy safety inspections.

Local Motorcycle Enforcement Programs

The Suffolk County Police Department Highway Patrol Bureau's Motorcycle Section conducted a number of activities to improve motorcycle safety in the county, including non-grant-funded checkpoints and other enforcement efforts. During FFY 2019, six educational presentations were made targeting motorcycle safety. Three of the presentations were conducted at Sachem High School's driver education class. Two presentations were made for the American Bikers Aimed Toward Education (ABATE) group on April 7 and August 13. The Suffolk County Police Department also

presented at the antique motorcycle show and stunt jump in Manorville on September 1. At each presentation, the Suffolk County Police Department motorcycle section interacted with the motorcycle riding community and disseminated information regarding safety, statistics, and enforcement. Eleven enforcement sessions were conducted during FFY 2019. Patrols were assigned to high-crash locations. A total of 130 tickets were issued during FFY 2019, including 32 helmet violations, 11 license or registration violations, 15 inspection violations, 7 equipment violations, 52 moving violations, and 13 other motorcycle safety-related violations.

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 State Police, 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 2019, six Motorcycle Enforcement trainings were held in the following high-risk counties: Albany, Erie, Suffolk, Monroe, New York and Onondaga. A total of 343 troopers, police officers and sheriff's deputies representing 53 law enforcement agencies across New York State participated in the Practical Guidelines for Motorcycle Enforcement Training.

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, Department of Health, as well as DMV and other state agencies.

The Workgroup has identified a number of areas to pursue in search of new and innovative ideas to put into practice. In 2018, the Workgroup disseminated a survey to 10,000 licensed and registered New York State motorcyclists to gather their opinions and perceptions of the current safety and awareness campaigns. This survey, sent electronically, received 1,159 responses. The majority of respondents were male (90%) and more than half of the respondents had at least 16 years of riding experience (54%). GTSC continues to work with the Department of Health to analyze the results of this survey. The data will be used to inform the development of new campaign messaging as well as other innovative educational materials.

NON-MOTORIZED (PEDESTRIANS AND BICYCLISTS)

Each year from 2014 to 2018, pedestrians accounted for 24% to 29% of the total number of persons killed in motor vehicle crashes in New York State. In 2018, 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

	2014	2015	2016	2017	2018
Total Fatalities	1,041	1,136	1,041	1,006*	943
Pedestrian Fatalities	25%	27%	29%	24%	28%

Revised based on final FARS data
Source: FARS

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

In FFY 2019, New York continued to implement the state's $110 million Pedestrian Safety Action Plan (PSAP) to confront pedestrian safety challenges across upstate New York and on Long Island. The PSAP incorporates a "3E's approach" to pedestrian safety by applying comprehensive strategies that include education, enforcement and engineering to 20 designated "focus communities" where pedestrian fatalities are the highest. During the past year, the state's fourth annual high-visibility pedestrian safety enforcement mobilization *Operation See! Be Seen!* was conducted. For the first week of the mobilization, police agencies in the focus communities were encouraged to issue warnings and distribute educational materials; in week two, tickets for infractions were issued to both pedestrians and motorists who were violating the law. Participating police agencies reported using 928 enforcement hours, issuing 1,052 warning cards and 358 tickets for infractions such as pedestrians crossing on a steady "DO NOT WALK" signal and motorists failing to yield the right-of-way to a pedestrian in a crosswalk.

To support the goals of the PSAP, GTSC continued to deploy and deliver its recently developed pedestrian safety train-the-trainer workshop for law enforcement. Three six-hour training sessions were delivered to 62 law enforcement officers representing 38 police agencies.

New York City continues to be the most dangerous region in the state for pedestrians; in 2018, 42% of the state's pedestrian fatalities occurred within the five boroughs of New York City. The largest proportion of bicyclist fatalities occurred Upstate (37%).

PEDESTRIAN & BICYCLIST FATALITIES BY REGION: 2018

	Pedestrian Fatalities	Bicyclist Fatalities
New York City	42%	30%
Long Island	24%	33%
Upstate	34%	37%
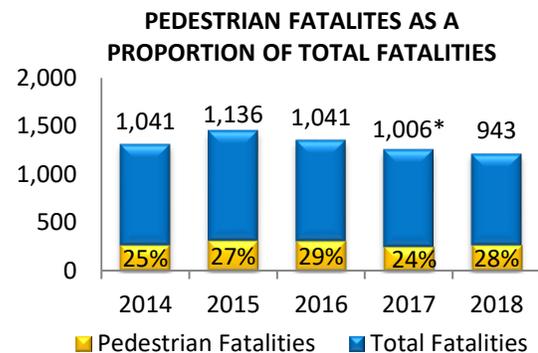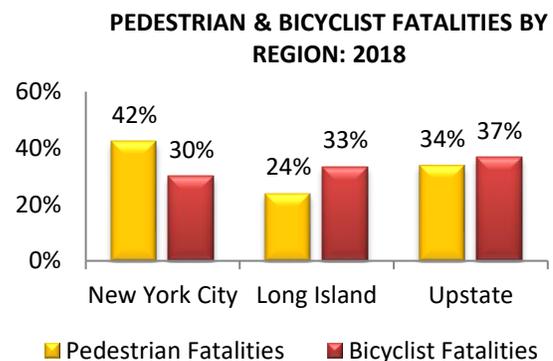
Source: NYS AIS / TSSR

In FFY 2019, the New York City Department of Transportation (NYCDOT) continued to address pedestrian and bicycle safety issues through a number of activities associated with the City's Vision Zero initiative. Educational outreach programs were conducted at 580 schools and senior centers in designated priority areas in all five boroughs. For example, the NYCDOT conducted a number of programs for students including a banner design project where students designed original artwork to address traffic safety concerns around their school, a theater program that brought teenagers together for interactive traffic safety skits and discussion workshops, and a "We're Walking Here" PSA and poster design competition among schools. Bicycle safety programs included education on the use and proper fitting of bicycle helmets and spring "Cycle Eyes" events which educate bicyclists about the importance of watching out for and being visible to pedestrians with low vision and other disabilities. Older adults were the focus of programs such as walking clubs that were developed to teach older pedestrians how to identify safe walking routes and practice safe walking skills.

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 were distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks and crossing with the light.

ASSESSMENT OF PROGRESS

Pedestrian Safety Performance Targets for FFY 2019

❖ Number of pedestrian fatalities (FARS): Decrease the 5-year rolling average for 2015-2019 to 291.5

❖ Number of pedestrians injured in crashes: Decrease the 5-year rolling average for 2015-2019 to 14,505.6

Status of Performance Measures

PEDESTRIAN FATALITIES

Fatalities (5 Yr Moving Avg): 2014: 264 (299); 2015: 311 (300); 2016: 307 (304); 2017: 246* (293); 2018: 262 (278)

Legend: Fatalities | 5 Yr Moving Avg

*Revised based on final FARS data
Source: FARS

PEDESTRIANS INJURED

Pedestrians Injured (5 Yr Moving Avg): 2014: 14,906 (15,714); 2015: 13,413 (15,179); 2016: 15,346 (15,110); 2017: 15,581 (15,105); 2018: 15,767 (15,003)

Legend: Pedestrians Injured | 5 Yr Moving Avg
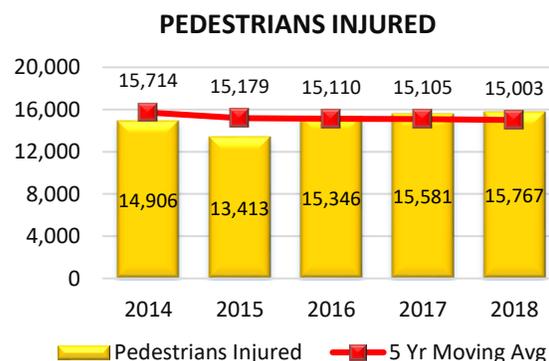
Source: NYS AIS / TSSR

Based on FARS data, the five-year average for pedestrian fatalities in New York State fluctuated between 2014 and 2018 but declined overall by 7%. The 2018 five-year average of 278 met and exceeded the target of 291.5 set for 2015-2019.

Based on the state's AIS crash data, there was a gradual downward trend in the 5-year average number of pedestrians injured in the last 5 years (from 15,714 in 2014 to 15,003 in 2018). Because the yearly numbers of pedestrians injured have been increasing since 2015, it may be difficult to reach the 5-year average target of 14,505.6 pedestrians injured set for 2015-2019.

Bicycle Safety Performance Targets for FFY 2019

❖ Number of bicyclist fatalities (FARS): Decrease the 5-year rolling average for 2015-2019 to 39.4

❖ Number of bicyclists injured in crashes: Decrease the 5-year rolling average for 2015-2019 to 5,726.3

Status of Performance Measures

Based on FARS data, the five-year moving average number of bicyclist fatalities decreased from 45 in 2014 to 39 in 2018, reaching the target of 39.4 set for 2015-2019.

Although the five-year moving average number of bicyclists injured in motor vehicle crashes fluctuated between 2014 and 2018, there was an overall decrease of 3%, from 5,931 in 2010-2014 to 5,757 in 2014-2018. This decrease shows good progress toward the target of 5,726.3 set for 2015-2019.

BICYCLIST FATALITIES

Source: FARS

BICYCLISTS INJURED
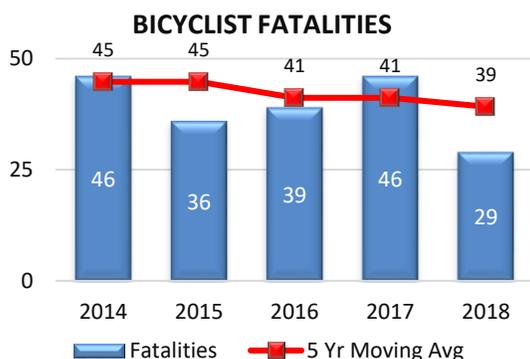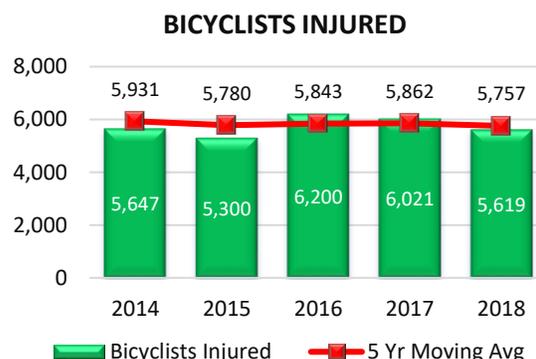
Source: NYS AIS / TSSR

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2019

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 2019 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2019 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Education, Communication and Outreach

Walk to School Day/Walk This Way

Walk to School Day is a national event that gives communities across the country an opportunity to join together in walking to school. It is part of the movement for year-round safe routes to school, and encourages walking as a healthy way for kids and families to make their school commute. Across New York State, 73 schools held Walk to School Day events on October 10, 2018. GTSC supported a Walk to School Day event in Albany at the Sheridan Preparatory Academy. Over 390 students in grades Pre-K-5 attended. The following agencies were involved in planning the event: Albany County Department of Public Works Traffic Safety Education, Albany Police Department, City of Albany School District, AAA Hudson Valley, GTSC, and NYSDOH. Outdoor and indoor activities were conducted. Upon arriving to school, AAA's Otto the Auto and the Albany Police Department mounted units greeted students. Willie the Whistle and a safety sing-along concluded the morning pedestrian safety program. Reflective wrist wraps and educational materials were provided to all students and teachers.

National Bike to School Day

Modeled after the Walk to School Day event, the eighth annual National Bike to School Day was celebrated on May 8, 2019, with participation from 46 schools across New York State. The following agencies and groups collaborated on planning and organizing events statewide:

- NYSDOT
- GTSC
- NYSDOH
- Association of New York State Metropolitan Planning Organizations
- New York State Association of Traffic Safety Boards
- American Automobile Association (AAA)

The NYSDOH, along with members of the Albany County Department of Public Safety, Albany Police Department, City of Albany School District, GTSC and AAA held a Bike to School Day event at the Arbor Hill Elementary School in Albany. Students arrived at the school on their bikes and were greeted by Mayor Kathy M. Sheehan, the Albany City Police Department's mounted units and AAA's Otto the Auto. Over 300 students in grades Pre-K - 5 then attended an indoor assembly promoting bicycling and general traffic safety. Bicycle safety educational materials and reflective items were distributed to all students.

Community-Based Programs in Pedestrian and Bicycle Safety

New York City Department of Transportation – Vision Zero Education Initiatives

Multi-Session Programs

In FFY 2019, Vision Zero age-appropriate educational and outreach programs were provided at 400 schools and 180 senior centers. The programs were conducted 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 Pedestrian Safety Action Plan. In addition, 86 multi-language presentations were provided to parents at health centers, head starts, schools and public assistance centers. Outreach to schools included meetings with principals and school staff and walking tours to identify issues around 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.

More than 142,800 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 2019:

- Parent workshops (Grades Pre-K-5)
- Let's Take a Walk (Grades K-2)
- Safety Smarts (Grades K-2)
- 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)
- Safety by Design (Grades 6-10)
- Take Action Against Distraction (Grade 8)
- Behind the Wheel (Grades 11-12)
- Senior Vision Zero Workshops

Over the past three years, Vision Zero Education Initiatives have helped reduce the annual number of traffic fatalities by 15% and pedestrian fatalities by 17%. Outreach campaigns to drivers through Street

Teams, and in coordination with the NYPD and other partners, have reduced pedestrian fatalities by 25% during the evening hours in the fall and winter when it gets darker earlier.

Street Teams and Community Outreach

Street Teams engaged with community residents and business owners in 25 precincts located in high-risk corridors in all five boroughs of New York City to gather information about their traffic safety concerns. Additional outreach was conducted at 56 community health fairs. Events included NYPD Harmony Days, District 22 Family Fun Night, Elmhurst Hospital Fair, BedStuy Campaign Against Hunger, Old Navy Safe Kids Day, Queens Library Fair, Queens Botanical Garden Festival, and National Night Out. NYC DOT teams staffing these events handed out tens of thousands of multi-modal Vision Zero printed educational materials to pedestrians, drivers and bicyclists.

Driver Outreach

The NYCDOT set up information tables and conducted 34 Vision Zero outreach events for the public at Yankee Stadium, York College, St. George Terminal, 86th Street & Lexington Ave., Grand Concourse, Parsons Blvd., 59th Street & Lexington Ave., Staten Island DMV, MCU Park, Richmond County Bank Ballpark, and Citifield. Combined with the efforts from the NYPD and other City agencies, over one million copies of the educational materials were distributed.

Family Life Theater

In partnership with the Education Department, interactive traffic safety skits and discussion workshops were provided for teenagers at 90 schools. In addition, English and Spanish versions of the program were delivered to older adults at 25 senior centers in partnership with the Department for the Aging. Traffic safety educational materials were distributed to attendees during each event. The programs for seniors were very successful in generating discussions of pedestrian safety issues among older adults.

We're Walking Here

Students in over 100 NYC schools participated in the "We're Walking Here" competition, which included a variety of traffic safety activities designed to fit into math, science or English classroom curricula. Participating schools also entered a competition to create PSAs and posters about walking and pedestrian safety. This year's winners were:

- First Place, Video Category: P.S. 90 – Edna Cohen School, Brooklyn
- Second Place, Video Category: IS 141 – Shakespeare Academy, Queens
- Third Place, Video Category: Frank Sinatra School of the Arts High School
- First Place, Poster Category: PS 59 – Harbor View School, Staten Island
- Second Place, Poster Category: St. Christopher's School, Staten Island
- Third Place, Poster Category: Sacred Heart Catholic Academy of Bayside, Queens
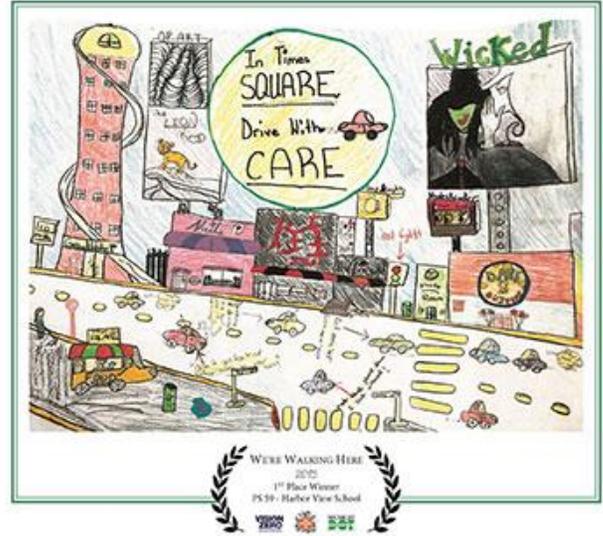
The winning entries can be viewed at: https://www1.nyc.gov/html/dot/html/pedestrians/walkingschools.shtml.

Grandparents Safety Days

Grandparents Safety Day events, provided in partnership with Safe Kids NYC and the New York City Traffic Safety Board, were conducted at 10 hospitals and senior centers throughout the five boroughs. Approximately 3,000 older adults attended the events and received Streetwise and pedestrian safety informational materials. During the spring and summer, NYCDOT also distributed multi-lingual postcards for New Yorkers aged 60 and older, outlining the five main tips on how to stay safe while navigating New York City streets: Make sure you can be seen; Pay attention; Look before crossing; Use the signal; and Avoid crossing midblock. The postcards were distributed by DOT Street Teams, the NYPD and NYC Traffic Safety Board Members.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

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

In FFY 2019, GTSC, NYSDOH and NYSDOT continued to play key roles in pedestrian safety guided by the New York State PSAP. The $110 million initiative details the state's "3E" (Engineering, Enforcement and Education) approach to addressing pedestrian safety challenges across upstate New York and on Long Island.

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

Engineering

The NYSDOT has completed pedestrian safety site evaluations at 2,082 unsignalized midblock crosswalks and 2,177 signalized crosswalks on State-maintained routes in urban areas statewide. The design and construction of crosswalk safety improvements consisting of such proven countermeasures as high-visibility crosswalk markings and related signage; extended signal crossing times; countdown timers; and leading pedestrian intervals to reduce conflicts between pedestrians and vehicles are ongoing. Eleven construction contracts were awarded in 2017 with a total value of approximately $25 million. Some of those contracts are ongoing. Ten additional construction contracts were scheduled to be awarded in 2019 with a total value of approximately $36 million. Four contracts totaling approximately $12 million are planned for 2020. Improvements at more than 1,900 crosswalks have been completed so far. In addition, approximately $40 million in funding was distributed in 2018 to local municipalities for similar work on locally maintained crosswalks in urban areas. Evaluation, design, and construction of improvements at sites on the local system are also underway.

Enforcement

GTSC took the lead in funding and coordinating enforcement efforts to support the goals of the PSAP. In FFY 2019, GTSC conducted the state's fourth annual *Operation See! Be Seen!* pedestrian safety enforcement mobilization over the period June 14-27, 2019. GTSC worked with police agencies covering the 20 designated PSAP "focus communities" to allocate a portion of their PTS grant to fund additional patrols during the high-visibility enforcement blitz.

Grantees were encouraged to issue warning cards and educational materials prepared by the NYSDOH to pedestrians and drivers found to be violating the law during the first week of the campaign, and citations during the second week. Police agencies were also encouraged to build a pedestrian safety enforcement component into future grant applications in order to support the five-year plan.

Participating law enforcement documented 2,577 interactions with the public during which time educational pedestrian safety tip cards were disseminated. A total of 1,052 warning cards and 358 tickets were issued for infractions such as pedestrians crossing on a steady "DO NOT WALK" signal and failure to yield the right-of-way to a pedestrian in a crosswalk during 928 hours of dedicated enforcement.

Education

The NYSDOH continues to serve on the PSAP team carrying out Public Information and Education strategies including developing and maintaining outreach materials, statewide and targeted awareness activities, and providing technical support to communities to develop local educational initiatives. In FFY 2019, NYSDOH continued to promote the use and distribution of *See! Be Seen!* educational materials developed to support pedestrian safety education and enforcement efforts. Over 58,000 *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 15 languages: Arabic, English, Spanish, Burmese, Haitian Creole, Hindu, Karen, Kinyarwanda, Nepali, Russian, Simplified Chinese, Somali, Swahili, Vietnamese and Yiddish. Over 36,780 materials were distributed to pedestrian safety partners.
- Pedestrian Vehicle and Traffic Law Quick Reference Guide for law enforcement.
- *"Obey the Law"* warning cards for law enforcement.
- Pedestrian Safety PowerPoint presentations for a variety of target audiences, including children, older adults and community leaders.
- *"Vehicle and Traffic Law for Pedestrians and Drivers"* PowerPoint presentation. The presentation breaks down each section of the law and provides talking points. The presentation is available for partner use to support community education and awareness activities.
- *"Judicial"* Fact Sheet for courts.
- Pedestrian Safety Games.
- Distraction, Visibility, Intersections, Midblock Crossing and Enforcement Public Service Announcements (PSA).

In FFY 2019, two PSAs entitled "Visibility" and "Midblock Crossing" aired during targeted media buys in October and November 2018 and June 2019, respectively. The "Visibility" media campaign encourages pedestrians to be safe and visible, particularly while walking at dusk, dawn or after dark. Messaging posted at bus shelters and social media was included in the media buy providing additional outreach along corridors in the PSAP focus communities. The media campaign ran October 22-November 18, 2018.

The "Midblock Crossing" PSA aired June 10-27, 2019, prior to the *Operation See! Be Seen!* mobilization; DOH social media posts were also used to raise public awareness.

The fifth and final PSA developed as part of the PSAP, "X-Ray Vision", focuses on obstructed views between pedestrians and motorists. The video was filmed in October 2019 and is anticipated to air in June 2020.

To view the full PSAP, public service announcements, and associated *See! Be Seen!* materials, visit http://ny.gov/pedsafety.

Walk-Bike New York Symposium

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

During FFY 2019, the planning committee worked on the location, scheduling and program content for the upcoming 2020 symposium. Staff members from the Institute for Traffic Safety Management and Research (ITSMR) will coordinate the event to be held in Rochester, June 11-12, 2020. The symposium will focus on various disciplines involved in pedestrian and bicycle safety and provide participants with the necessary tools to work together to create walkable and bikeable communities. Presentations are expected to cover topics such as bicycle and pedestrian education, enforcement and engineering safety initiatives, local project highlights, safe bike routes for youth, and bike tourism programs in New York State.

Pedestrian Safety Training Workshops for Law Enforcement

In FFY 2019, in conjunction with NHTSA, GTSC planned, promoted and coordinated three six-hour pedestrian safety training workshops for law enforcement officers; the trainings were held in Erie County in November and in Westchester and Orange counties in May.

The development of the train-the-trainer course was a collaboration between state and federal partners undertaken to support the enforcement goals outlined in the state's PSAP. Officers participating in the training learned about the state's plan to address pedestrian injuries and fatalities, relevant Vehicle and Traffic Laws, pedestrian crash issues and data. They were also given tools and strategies for the effective implementation of pedestrian education and enforcement countermeasures. A total of 62 law enforcement officers from 38 police agencies attended the training classes.

GTSC continues to develop a roster of in-state law enforcement trainers who could assist the state with future deliveries of this course. GTSC plans to offer additional courses in several PSAP-identified "focus communities" around the state beginning in the spring of 2020.

Westchester County – Plan4Safety Community Grant Program

The goal of the Plan4Safety Community Grant Program is to reduce the number of crashes, injuries and fatalities in Westchester County by educating road users about safe behaviors on the road. Bicycle safety is among the many topics that the Westchester County Traffic Safety Office addresses in its educational programs. From April through September 2019, 12 bicycle safety presentations were conducted at schools, camps, childcare centers, churches and libraries. These programs focused on safe riding practices, bicycle fit, helmet fit and usage, being visible to traffic, and following the rules of the road. Participants watched "I'm no Fool on Wheels" or "Bike Safety with Bill Nye the Science Guy" videos that provided information on being safe not only

while biking, but also while enjoying other wheel-sports. Students received educational brochures that will help them remember to follow the safety rules while they are riding their bicycles or scooters or using roller-skates or skateboards. In total, dedicated bicycle safety events reached over 3,000 students across Westchester County in FFY 2019.

The Westchester County Traffic Safety Office also promoted safe biking and helmet use during annual "Bike and Skate Sundays," when parts of Bronx River Parkway were closed to automobile traffic and open to bicyclists and skaters. Westchester County Police and members of the Bicycle Safety Committee provided bicycle and helmet fittings, safety inspections and free bicycle repairs. An estimated 2,000 bicyclists rode on the parkway, and numerous riders stopped to check helmet fit and bicycle fit and to pick up safety materials.

Westchester County traffic safety educators also promoted the importance of pedestrian safety. Ten pedestrian safety programs for adults and seniors were offered, and more than 300 children participated in six safe walking programs for kids. The safety themes discussed included safe ways to cross the street, the need to walk on the left if there are no sidewalks available, and the importance of staying alert and being visible to traffic.

Westchester County Traffic Safety also promoted GTSC's *See! Be Seen!* Pedestrian Safety Enforcement Mobilization. Educational tip cards in English and Spanish were distributed at libraries, senior centers, and at graduations and community events in Westchester's three PSAP "focus communities": New Rochelle, White Plains and Yonkers.

Finally, Westchester County Traffic Safety developed a program that combines pedestrian safety education with education on riding public buses. As part of this initiative, educational materials, such as brochures with information about pedestrian safety, were distributed to riders of Bee Line buses.

Broome County Bicycle and Pedestrian Safety Outreach

During FFY 2019, Broome County Traffic Safety conducted 14 bicycle and pedestrian safety outreach programs reaching 1,173 people. These programs targeted young children and adolescents at elementary schools, recreation centers and head starts. Participants learned basic bike safety tips, rules of the road and the proper fitting of a helmet through visuals of crashed helmets and a "melon drop" demonstration. All participants received educational materials.

Broome County Traffic Safety also partnered with the Deposit Elementary School to implement the New York State Bicycling Coalition's Walk Safe, Bike Safe Elementary School Physical Education Curriculum. A representative from the coalition trained the Program Coordinator and physical education teacher on a few of the curriculum modules during the Pre-K-5th grade physical education classes. The goal of these modules was to teach students bicycle and

pedestrian safety concepts without the use of bikes or elaborate equipment/materials and instead through interactive games and materials found in a standard physical education class. For example, students learned different traffic safety rules by playing "Simon Says" or the importance of visibility by participating in a relay race that involved selecting brightly colored objects. Approximately 100 students participated in the program and those that did not have helmets received new ones from the Program Coordinator. The long-term goal will be to slowly implement this curriculum into all the elementary school districts and train the other physical education teachers in Broome County so that schools can incorporate bicycle and pedestrian safety education year-round. In FFY 2019, Broome County Traffic Safety distributed 58 bicycle helmets during its educational and outreach events.

Lastly, Broome County Traffic Safety implemented a bicycle and pedestrian safety poster campaign in each of the county's 37 elementary schools. Multiple posters were created, each with a bicycle or pedestrian safety message specifically geared toward young children. 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. Posters were distributed to all elementary schools in the county for use during National Bike Safety Month in May.

Monroe County Pedestrian and Bicycle Safety Program

The Monroe County Office of Traffic Safety offers bicycle and pedestrian safety programs for children and adults. In FFY 2019, the program provided 153 school presentations that reached 4,715 young students. The Office of Traffic Safety teamed up with physical education staff at the Council Rock Primary School in the Brighton Central School District on a program to educate students on the importance of biking and walking safely. An online video was produced which students were encouraged to watch at home with their parents before National Bike to School Day on May 8, 2019. The video reinforced the traffic safety lessons the children received in class. A total of 783 students participated in this training during their physical education classes at school.

The Office of Traffic Safety also conducted six bicycle skills clinics reaching 450 young riders. The training at each rodeo focused on six bicycle-handling skills: brake check, tight cornering, slow race, figure eight, slalom/rock dodge and hand signals.

Rockland County Department of Health Pedestrian and Bicycle Safety Program

The Rockland County Department of Health (RCDOH) project focused on providing education on the NYS Vehicle and Traffic Laws pertaining to pedestrian safety to the ethnically and religiously diverse population in the Town of Ramapo, one of the state's PSAP "focus communities". The RCDOH developed a program for secondary school students in the East Ramapo Central School District and conducted outreach efforts with the community at large that incorporated law-based programming and interventions.

During FFY 2019, 17 pedestrian safety awareness programs were offered in nine schools reaching an estimated 3,500 students. Each class focused on a pertinent pedestrian or bicycle safety law. Topics included how and where to safely cross the road, crossing intersections attentively, walking facing traffic, understanding traffic signals, safe walking at night, using sidewalks, safe walking where no sidewalks exist, correct bicycle helmet fitting, and not texting or wearing headphones while bicycling. A total of 160 students also signed a "youth pledge" to obey the laws and be responsible pedestrians and cyclists.

The RCDOH also provided eight hour-long community-based presentations reaching nearly 150 people at senior centers and through Head Start organizations. Attendees learned about applicable pedestrian safety laws during these programs and were provided with reflectors and educational materials.

The final piece of Rockland County DOH's outreach plan consisted of billboard messaging. *See! Be Seen!* banners with safety tips for pedestrians and bicyclists were created and hung at 41 bus shelters in the Town of Ramapo in an effort to reach riders of public transportation.

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

In FFY 2019, the NYCDOT provided 24,911 bicycle helmets at 15 bicycle safety events across five boroughs. NYCDOT's bicycle safety program also featured the spring "Cycle Eyes" initiative, which raises awareness about the importance of bicyclists watching out for and being visible to pedestrians with low vision and other disabilities. The spring "Get There" bike awareness campaign, which encourages safe practices among the growing number of bike commuters in the City, was also featured. During these events, bike safety education was provided and bike lights and bells were distributed. Events were held in high bike traffic areas including the Queensboro Bridge, the Williamsburg Bridge, Queens Boulevard and the Manhattan Greenway.

Bike and Pedestrian Safety at Summer Streets (New York City DOT)

In FFY 2019, the New York City DOT Safety Education Program continued to provide a Safety Zone at the three Summer Street Saturday events for families to raise awareness of bicycle, pedestrian and passenger safety. The Safety Zone, which is open to adults and children, includes four stations: pedestrian, car, truck and bicycle. After receiving a passport to the Safety Zone, each child or adult stopped to complete an activity at each station before finishing at the Safety Wheel. After completing the activities, each participant spun the Safety Wheel, answered a question and received a prize.

Enforcement of Traffic Violations

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

Suffolk County Police Department Pedestrian Education and Enforcement

During FFY 2019, the Suffolk County Police Department (SCPD) utilized funding from its PTS grant award to devote substantial resources to pedestrian safety education and enforcement in support of the state's PSAP. The Suffolk County towns of Brookhaven, Islip, Babylon and Huntington are designated PSAP "focus communities" based on pedestrian crash volume. From 2009 to 2013, there were more than 2,000 fatal and personal injury pedestrian crashes in these four towns.

As a result, the SCPD aggressively engaged the public throughout the two-week *Operation See! Be Seen!* mobilization period in June 2019. The agency dedicated over 360 enforcement hours, which resulted in over 750 individual interactions with pedestrians and motorists. SCPD's Community Relations Bureau distributed several thousand tip cards and posters throughout the communities during the educational phase of the campaign. Additionally, the SCPD Highway Patrol conducted a pedestrian decoy operation in a high pedestrian traffic area. Officers focused on violations that contribute to pedestrian crashes. During the campaign, SCPD issued 144 warning cards and nine tickets to drivers found to be violating the state's pedestrian safety laws.

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, warnings were issued to pedestrians who failed to use crosswalks and comply with pedestrian crossing signals.

During *Operation See! Be Seen!* White Plains PD officers distributed educational pamphlets provided by the state along with 39 warning cards and issued 60 summonses for violations of the NYS Vehicle and Traffic Law pertaining to pedestrian safety. In total, during the FFY 2019 project period, the White Plains PD conducted pedestrian safety enforcement operations on 26 different dates, issuing 145 summonses to drivers who did not yield to pedestrians in a crosswalk. Additionally, 24 summonses were issued for other traffic violations, including unlicensed operation of a motor vehicle and speeding.

Town of Ramapo Police Department Pedestrian Decoy Program

In FFY 2019, the Ramapo Police Department (RPD) continued its Pedestrian Decoy Program. The program was created in response to numerous motor vehicle crashes involving pedestrians or bicyclists, many of which resulted in serious injuries. During the year, special details were conducted where a police officer in plain clothes attempted to cross a roadway safely using a designated crosswalk. A marked police vehicle stopped motorists who did not yield to the pedestrian as required by law. During the *Operation See! Be Seen!* mobilization period, the RPD issued 99 warning cards to drivers and pedestrians who failed to comply with New York's pedestrian safety laws.

To further emphasize compliance with pedestrian safety laws, the RPD conducted a similar operation in September around the time of the Jewish high holidays when a heavy concentration of the town's Orthodox population is on foot; 50 warning cards and 18 tickets were issued during this detail. Finally, the RPD continued its reward program for youth who exhibited safe pedestrian and bicycling behaviors and its efforts to increase awareness and enforcement of the state's current pedestrian and bicycle safety laws.

Schenectady County Sheriff's Office and City of Schenectady Police Department Pedestrian Safety Joint Operations

In FFY 2019, the Schenectady County Sheriff's Office (SCSO) and the City of Schenectady Police Department (SPD) teamed-up to educate the public on the state's pedestrian safety laws. A joint pedestrian safety decoy operation was conducted on the heavily traveled Broadway corridor in Schenectady, a designated PSAP "focus community". In preparation for the operation, the *See! Be Seen!* slogan was displayed on electronic variable message boards, "State Law: Yield to Pedestrian" signage was placed at appropriate pedestrian crossings and *See! Be Seen!* posters were placed in public buildings. Before the enforcement operation began, an educational detail was deployed; 50 vehicles

and two pedestrians were stopped and issued tip cards and warning citations for various pedestrian safety law violations. A day later, the SCSO and SPD conducted a joint pedestrian enforcement operation with a plainclothes officer acting as a decoy in a marked crosswalk. During the three-hour detail, 65 vehicles were stopped and 58 tickets issued, including 50 to motorists who failed to yield for a pedestrian in a crosswalk.

New York City Pedestrian and Bicyclist Safety Enforcement

With the assistance of GTSC, the NYPD used FFY 2019 funding from the NYC Pedestrian and Bicyclist Safety Enforcement grant to increase awareness of and compliance with traffic laws. The 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. The 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.
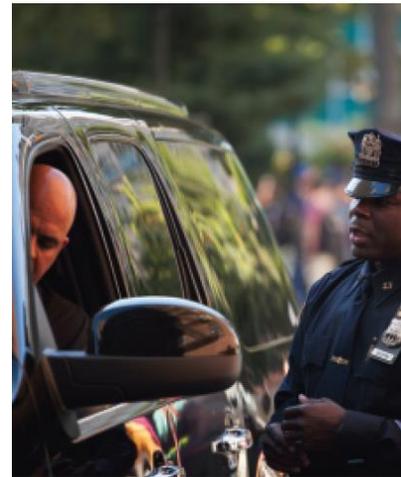
The goal of this program is to reduce the number of traffic fatalities that occur annually in New York City by increasing police visibility and communication within high-risk neighborhoods in the city's five boroughs. The following results were reported for the three enforcement programs conducted during 2019.

Failure to Yield Enforcement

Between July and September of 2019, 75 operations were conducted at five locations in Manhattan; 547 summonses were written. The summonses were for 145 vehicles failing to yield to pedestrians, 30 bicycles failing to yield to pedestrians, and 372 various other hazardous violations.

Speed Enforcement

From January to September of 2019, speed enforcement was conducted at nine selected off-highway locations throughout the City. During this period, there were a total of 1,366 summonses issued, with 1,238 speed summonses and 128 other hazardous violations issued.

Bicycle Enforcement

Throughout the spring and summer of 2019, the Patrol Services Bureau conducted bicycle enforcement at top crash locations that have been determined through data research to involve a high number of bicycles. During the summer, 1,303 summonses were issued for various hazardous moving violations committed by bicycle operators.

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

In FFY 2019, the Institute for Traffic Safety Management and Research (ITSMR) completed a one-page fact sheet on Pedestrians in Motor Vehicle Crashes: 2012-2017, which is posted on the ITSMR website (www.itsmr.org).

OCCUPANT PROTECTION

In 2019, motorists in New York continued to demonstrate a high level of seat belt compliance with the statewide usage rate rising to 94% in the annual survey conducted in June. 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. To further strengthen the law, beginning November 1, 2017, seat belt use is required for taxi and livery drivers and any passengers age 16 and over riding in the front seat of these vehicles.

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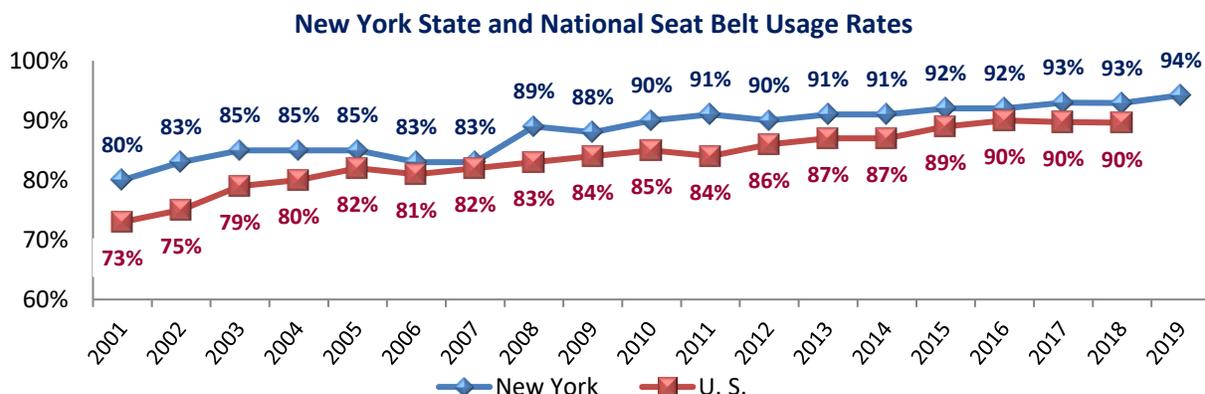
Much of New York's success in maintaining a high rate of compliance can be attributed to the continued implementation of high visibility enforcement efforts through the state's Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The highlight of the BUNY/CIOT program each year is the strong participation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

This year, GTSC continued the "Protect Your Melon" occupant protection educational campaign featuring professional race car driver Ross Chastain. Approximately 500,000 watermelons with the campaign slogan were distributed to retail outlet stores throughout the state. Special displays were set up in more than 30 stores to increase awareness. A number of special outreach events were also conducted to raise awareness of the importance of seat belt use among key high risk groups.

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 2017, New York's occupant restraint law was also amended to increase the safety of children. Effective November 2019, children up to age two are required to ride in an appropriate rear-facing car seat.

In FFY 2019, GTSC awarded 167 CPS grants to maintain the state's active network of child seat inspection 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 child safety seats for low-income families and continue to expand accessibility to child passenger safety education and services among the state's underserved populations.

In FFY 2019, GTSC supported the operation of 141 child safety seat inspection stations and approved funding for 141 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 12,946 car seats being inspected—89% 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. A total of 36 trainings (both certification and renewal courses) were held in FFY 2019 and approximately 63.7% of New York's technicians were recertified—as compared to the national recertification rate of 55.3%. New York State now has 1,912 certified technicians, 81 instructors and 1 instructor candidate.

As in previous years, New York joined the national celebration of Child Passenger Safety week, September 15-21, 2019. GTSC participated in one of the largest check events of the year, held on National Seat Check Saturday in Albany, NY. This single event resulted in 135 car seats being inspected, of which only 1 was found to be properly installed. A total of 66 car seat check events were planned statewide throughout the week, including 39 on Saturday, to help parents ensure their children's restraints were safely fitted and correctly installed.

ASSESSMENT OF PROGRESS

Occupant Protection Targets for FFY 2019

❖ Observed seat belt use for passenger vehicles, front seat outboard occupants (survey): Increase the 5-year rolling average for 2015-2019 to 94.0%

❖ Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS): Decrease the 5-year rolling average for 2015-2019 to 167.4

Status of Performance Measures

New York's seat belt use rate has been at 90% or above since 2010. In 2019, the five-year moving average rate rose to 93%, nearly reaching the target of 94% set for 2015-2019.

The five-year average number of unrestrained passenger vehicle occupants killed in crashes maintained a steady downward trend from 185 in 2014 to 161 in 2018, surpassing the target of 167 set for 2015-2019.

SEAT BELT USE RATES

Annual Rate: 2015: 92%, 2016: 92%, 2017: 93%, 2018: 93%, 2019: 94%

5 Yr Moving Avg: 2015: 91%, 2016: 91%, 2017: 92%, 2018: 92%, 2019: 93%

Legend: Annual Rate, 5 Yr Moving Avg
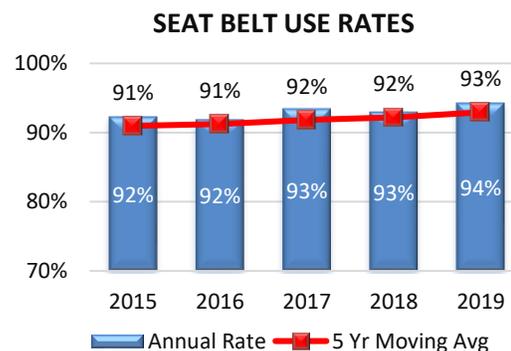
Source: NYS Seat Belt Observation Surveys

UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

Data points (Fatalities bars):
- 2014: 155
- 2015: 173
- 2016: 151
- 2017: 172*
- 2018: 153

5 Yr Moving Avg:
- 2014: 185
- 2015: 181
- 2016: 174
- 2017: 167
- 2018: 161

Legend: Fatalities / 5 Yr Moving Avg

*Revised based on final FARS data
Source: FARS

TICKETS ISSUED FOR VIOLATIONS OF THE SEAT BELT LAW

- 2014: 197,986
- 2015: 174,087
- 2016: 162,483
- 2017: 162,076
- 2018: 159,906
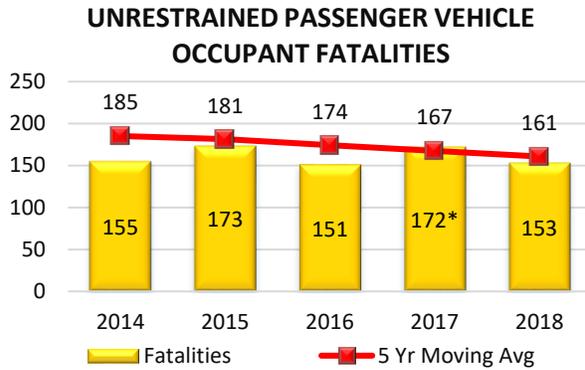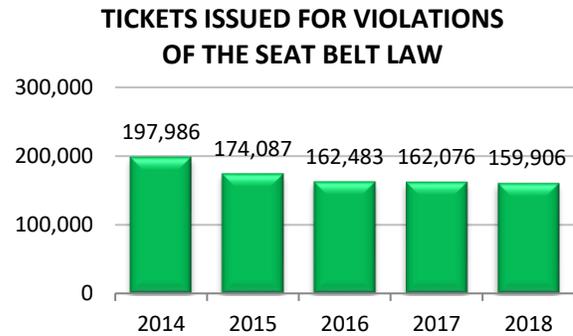
Sources: NYS TSLED and AA systems / TSSR

The number of seat belt tickets issued continued on a downward trend in 2018. Compared to 2014 when 197,986 tickets were issued for seat belt violations, 159,906 tickets were issued in 2018, a decrease of 19%. The decline in the number of tickets is likely due to reductions in highway safety funding and competing priorities for enforcement resources. Despite the drop in enforcement, the state's seat belt use rate rose to 94% in 2019.

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

Seat belt use was one of the traffic safety topics included in New York's annual driver behavior surveys conducted at five Department of Motor Vehicles offices beginning in 2010. The table below provides the responses to questions regarding the frequency of seat belt use and the perception of the risk of being ticketed for the five most recent surveys conducted 2015-2019. Additional charts include the results of analyses of these questions by gender and age.

Source: 2015-2019 Driver Behavior Surveys

How often do you use a seat belt when you drive or ride in a car, van, sport utility vehicle or pickup truck?	2015	2016	2017	2018	2019
Always	86.9%	86.7%	86.0%	87.9%	91.5%
Most of the time	7.6%	8.1%	8.9%	7.1%	6.4%
Sometimes	3.4%	3.6%	3.3%	2.9%	1.4%
Rarely	1.0%	0.6%	0.7%	1.0%	0.5%
Never	1.1%	1.1%	1.0%	1.1%	0.3%

What do you think the chances are of getting a ticket if you don't wear a seat belt?	2015	2016	2017	2018	2019
Always	25.6%	27.3%	27.8%	29.1%	27.1%
Most of the time	27.7%	25.8%	25.8%	23.7%	27.9%
Sometimes	30.0%	30.5%	30.5%	32.2%	27.9%
Rarely	11.9%	10.4%	11.4%	10.3%	12.0%
Never	4.8%	5.9%	4.6%	4.7%	5.2%

- Reported restraint use increased in 2019, when 92% of the respondents reported that they "always" wear a seat belt and 6% wear one "most of the time" when driving or riding in a vehicle. Less than 1% "rarely" or "never" buckle up.

- In 2019, 17% of the respondents thought that someone would "rarely" (12%) or "never" (5%) get a ticket for failing to wear a seat belt, consistent with earlier years.

- The perception of the risk of getting a ticket for violating the seat belt law has increased slightly over the five years; in 2019, 55% thought someone would receive a ticket "always" (27%) or "most of the time" (28%) compared to 53% in 2015.

Differences by Gender

- Reported restraint use by women remained slightly higher than restraint use by men. by men and increased to 92% in 2019.

- In 2019, reported restraint use increased to 92% among women and 91% among men.

DRIVERS WHO "ALWAYS" WEAR A SEAT BELT IN A VEHICLE BY GENDER
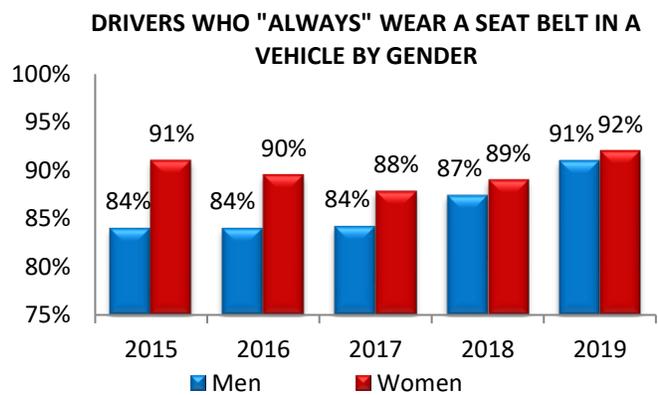
Source: 2015-2019 Driver Behavior Surveys

- From 2015 to 2019, women were more likely than men to think they would "always" or "most of the time" get a ticket if they are not wearing a seat belt.

- In 2019, the perception of the risk of receiving a seat belt ticket remained steady at 53% among men. The proportion of women who thought they would "always" or "most of the time" get a ticket for failing to wear a seat belt increased from 53% in 2018 to 57% in 2019.
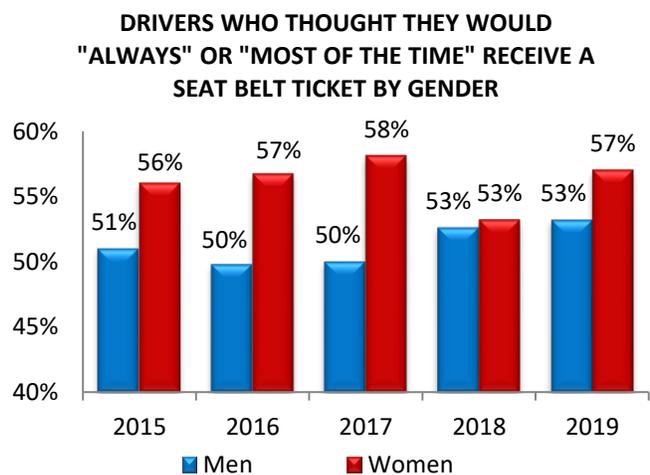
DRIVERS WHO THOUGHT THEY WOULD "ALWAYS" OR "MOST OF THE TIME" RECEIVE A SEAT BELT TICKET BY GENDER

Source: 2015-2019 Driver Behavior Surveys

Differences by Age

DRIVERS WHO "ALWAYS" WEAR THEIR SEAT BELT IN A VEHICLE BY AGE GROUP
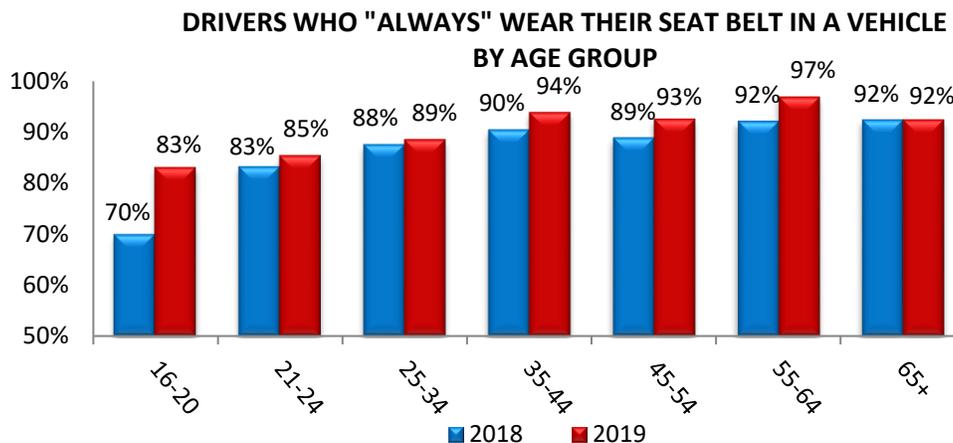
Source: 2018-2019 Driver Behavior Surveys

- In general, reported seat belt use increases with age; in 2019, 83%-89% of the drivers in the age groups under 35 reported they always buckle up when driving or riding in a vehicle compared to 92%-97% of the drivers in each of the age groups 35 years and older.

- The largest increase in reported use occurred in the 16-20 age group; in 2019, 83% said they "always" buckle up in a vehicle compared to 70% in 2018.

- Between 2018 and 2019, an increase in reported seat belt usage occurred in the age group 55-64 (92% to 97%), making it the most compliant age group.

PERCEPTION THAT SOMEONE WOULD "ALWAYS" OR "MOST OF THE TIME" GET A TICKET FOR NOT WEARING A SEAT BELT BY AGE GROUP
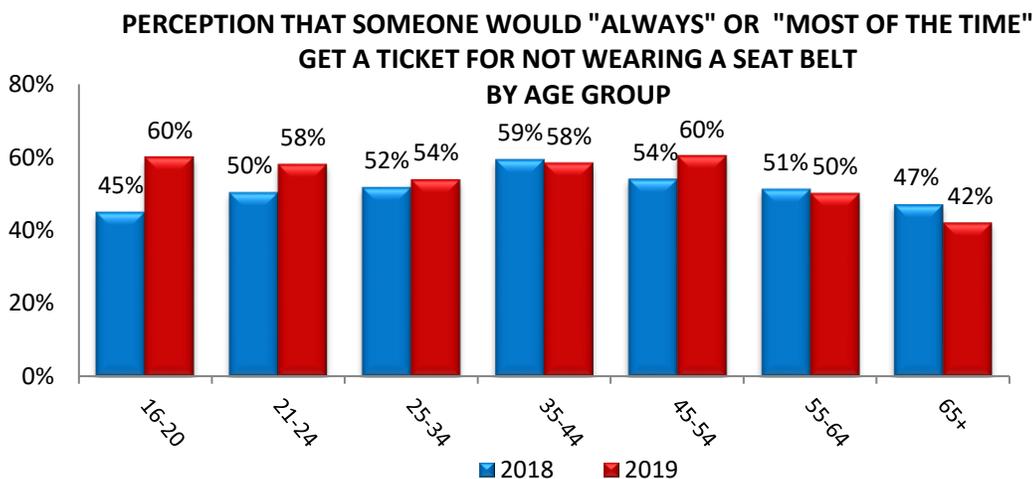
Source: 2018-2019 Driver Behavior Surveys

- In 2019, the proportion of drivers who thought that someone who did not wear a seat belt would get a ticket "always" or "most of the time" ranged from a low of 42% for the 65 and over age group to a high of 60% for the 16-20 and 45-54 age groups.

- Between 2018 and 2019, the perception of risk of getting a seat belt ticket increased among those in the 16-20, 21-24 and 45-54 age groups (45-60%, 50-58% and 54-60%, respectively).

OCCUPANT PROTECTION PROJECTS AND ACTIVITIES FUNDED IN FFY 2019

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 2019 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2019 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, zero tolerance and a vigorous public information and education (PI&E) campaign which are all major components of the Buckle Up New York/Click It or Ticket 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. The number of seat belt and child restraint citations issued during grant-funded activities in FFY 2019 was 26,029.

Buckle Up New York/Click It or Ticket

The high-visibility enforcement and PI&E campaign, BUNY/CIOT, consists of several proven components:

- *High visibility enforcement 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. As a result, the perceived risk of receiving a ticket for non-compliance is high.

- *Seat belt mobilizations:* A statewide 14-day seat belt mobilization is conducted in May/June in conjunction with the national enforcement initiative. The mobilizations consist of high visibility enforcement, intensive media campaigns and PI&E activities.

- *Nighttime enforcement*: Police agencies have begun to conduct enforcement efforts during nighttime hours to reach low-use populations of motorists. The most obvious difficulty in implementing this strategy is being able to see into the vehicles to detect noncompliance. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light and using additional lighting to enhance nighttime surveillance capabilities. In FFY 2019, law enforcement agencies across the country participated in a four-hour Border-to-Border checkpoint detail during the hours of 4pm-8pm to increase compliance during diminished light hours.

- **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. The GTSC and the State Police have produced a roll call DVD for police agencies that stresses the importance of seat belt use by all law enforcement personnel. The DVD is available to any police agency upon request. This year, 25 additional copies of the roll call video were sent to police agencies.

- **Dedicated roving patrols:** Staffing levels, training requirements and other constraints occasionally limit a law enforcement agency's ability to conduct fixed seat belt checkpoints. Agencies are encouraged to use dedicated roving patrols throughout the year and to supplement fixed checkpoints during the enforcement 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 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. GTSC created two 30-second PSAs with survivor advocates and also designed images specific to areas where data indicated a higher rate of unrestrained fatal and injury crashes. Both tools were used as part of the GTSC weekly social media post. Targeted messaging was included as part of the boosted promotion surrounding the May mobilization and the August "Protect Your Melon" outreach in the Watkins Glen region.

- **Reporting and evaluation:** Law enforcement agencies that receive grant funding are required to report their seat belt enforcement 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 2019, the GTSC provided 242 Police Traffic Services (PTS) grants to municipal and county law enforcement departments. Additional law enforcement agencies received HS-1 grants to enforce the state's seat belt laws as well as other types of traffic violations; these agencies included the Nassau County Police Department, Suffolk County Police Department, New York City Police Department (NYPD), New York State Police and the New York State Office of Parks and Recreation. Each of these agencies also participated in the national seat belt mobilization.

Prior to the mobilization, GTSC sent a letter to all agencies in the state encouraging them to participate in the BUNY enforcement waves regardless of grant funding. During the two-week mobilization in May 2019, nearly 24,000 seat belt tickets and more than 2,500 child restraint tickets were issued, just slightly below the total number of tickets issued in the 2018 mobilization. Almost all of the tickets issued (26,029 of 26,432), were written by officers from agencies receiving GTSC grant funding.

TICKETS ISSUED DURING THE MAY 2018 AND 2019 BUNY/CIOT MOBILIZATIONS

	May 21-June 3, 2018	May 20-June 2, 2019
Tickets for Seat Belt Violations	24,391	23,895
Tickets for Child Restraint Violations	2,184	2,537
Total Safety Restraint Tickets Issued	**26,575**	**26,432**

State Police Buckle Up New York Program

New York State Troopers issued 10,044 adult seat belt and 774 child restraint citations during the national seat belt enforcement mobilization, representing over 40% of the total law enforcement activity for the two-week BUNY/CIOT mobilization period.

In another enforcement effort, the New York State Police partnered with the New York State Park Police for a statewide "BUNY in the Parks" occupant restraint initiative. A press release announcing the event was distributed to statewide media outlets on July 12, prior to the 30-day campaign. Approximately 91 joint fixed and roving details were conducted between July 13 and August 12 throughout the state in proximity to state parks where lower levels of child restraint and seat belt use were observed. These interagency checkpoints resulted in 1,154 seat belt and 2,527 child restraint tickets being issued.

Day-to-day enforcement is the foundation of the State Police occupant restraint enforcement efforts, and this "around-the-clock" activity has been substantial. From October 1, 2018 to September 30, 2019, State Troopers issued 46,048 adult and child safety restraint tickets statewide. Monthly enforcement details continued to play an important role in the overall occupant protection program with 550 additional fixed or roving seat belt details being conducted in FFY 2019.

Throughout the year, the State Police also continued its extensive occupant protection public information and education activities. The Traffic Services Section updated and distributed a variety of informational and promotional materials at numerous venues, including the New York State Fair. Materials that provided information on the special seat belt requirements for young drivers and their passengers, as well as other provisions of New York's Graduated Driver Licensing Law, were distributed to both parents and law enforcement.

Radio public service announcements were disseminated statewide and media outlets were encouraged to broadcast these messages, particularly during the weeks preceding the Buckle Up New York enforcement wave. The educational component included 106 Rollover simulator and Convincer demonstrations that reached a total of approximately 52,000 at various locations including schools, county fairs and press events.

Communications and Outreach

Support for Enforcement Efforts

High visibility communications and outreach are essential for an effective seat belt enforcement 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 2019, GTSC continued to support communications, outreach and other public information and education efforts to publicize high visibility enforcement 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.
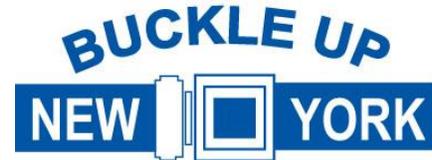
Education of the General Public and High-Risk Groups

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. The involvement of groups such as medical personnel, educators and law enforcement who regularly interact with the public and are in a position to assist with these educational efforts continue to be encouraged.

In FFY 2019, GTSC continued the statewide "Protect Your Melon" occupant protection educational campaign. As part of this program, the GTSC partnered with JD Motorsports and Xfinity racecar driver Ross Chastain to promote restraint use, particularly among males ages 18-34 and pickup truck drivers who historically have demonstrated lower restraint use.

From May through August, approximately 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. As part of the outreach efforts, Ross Chastain interacted with students at the West Seneca East and West high schools in Erie County with education about the importance of seat belt use and through hands-on "Battle of the

Belts" competitions. He was also a speaker at the Buckle Up New York kick-off press event held at West Seneca East prior to the student activities. In August, Chastain interacted with patrons at the Watkins Glen State Park and at the DMV exhibit at Watkins Glen International just prior to the NASCAR Xfinity race.

CHILD PASSENGER SAFETY

New York's occupant restraint law covers all front seat occupants and children up to age 16 riding in the back seat of vehicles. Children under the age of four must be in a federally-approved child safety seat and 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. In FFY 2018, the law was amended to require children from birth up to age two to ride in a rear-facing car seat. This new requirement which will take effect in November 2019 is intended to increase the safety of the youngest passengers riding in vehicles and reduce the number of severe injuries and fatalities in a crash. 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 Child Passenger Safety focus on public awareness; education and instruction for parents and caregivers on the proper installation and use of child safety seats; training for technicians and instructors to provide these services to the public; child safety seat distribution programs; and child 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 child safety seat, provide instruction on proper installation and replace unsafe seats.

- Awareness Training conducted to educate the public on all aspects of Child Passenger Safety.

- 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 child safety seats are supplied, free of charge, to qualified low-income families. In-classroom education is also provided in addition to hands-on installation practice, to empower caregivers to correctly select and install appropriate car seats for their children in the future.

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

In FFY 2019, GTSC awarded 167 CPS grants to local agencies, compared to 166 in FFY 2018. Many grantees provided multiple programs and services. In FFY 2019, 141 agencies received funding to operate fitting stations, 35 agencies were funded to conduct CPS awareness trainings, 141 agencies were funded to conduct car seat check events and 60 agencies received funding for child safety 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 public information and education to encourage seat belt and proper child restraint use. GTSC provides educational materials and other support to state and local agencies, child passenger safety technicians and the general public on child passenger safety issues and serves as the state's clearinghouse for information regarding child passenger safety training classes, child safety seat check events and other child passenger safety activities. GTSC's CPS Coordinator oversees the information on permanent fitting stations, seat check events, training classes, technician and instructor updates and public information materials, all of which are updated regularly on www.safeny.ny.gov and on the "Frequently Asked Questions" page of the DMV website.

"Know for Sure" Campaign

In FFY 2019, New York continued to promote the national child passenger safety 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-12 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 used and installed by parents and caregivers. To assist in the dissemination of the Know for Sure message, 2,500 quick reference bookmarks were purchased and distributed at car seat check events and fitting stations. New York State also added a focus of the new rear-facing law to the campaign.

In FFY 2019, GTSC continued its collaboration with the New York State Department of Health (NYSDOH) Bureau of Occupational Health and Injury Prevention and the CPS Advisory Board to promote the tool kit for the "Know for Sure" message. This tool kit was developed to assist grantees, technicians and instructors who are responsible for seat check events, distribution centers, public awareness classes and permanent fitting stations. The Child Passenger Safety tool kit includes the following information:

Tweens – Never Give Up Until They Buckle Up
1. Seat Belt Safety for Tweens at safercar.gov
2. Tips to keep Tweens Safe in Vehicles (pdf)
3. Under 13 Tip Card (pdf)
- Under 13 Tip Card – English (pdf)
- Under 13 Tip Card – Spanish (pdf) at NYSDOH
- Under 13 Tip Card – French (pdf) at NYSDOH
4. Under 13: Back seat and buckled up! at NYSDOH

Know for Sure… Is Your Child in the Right Car Seat?
1. Car Seat Safety at safercar.gov
2. 4 Steps 4 Kids (pdf) at NYS Department of Health
3. Stacking Toy Poster (pdf)
4. Baby Bottle Poster (pdf)
5. Spanish Athlete Poster (pdf)
6. Spanish White House Poster (pdf)

7. I'm Safe in the Car Backseat Bingo Game
8. Know For Sure window cling sun shade
9. Order form for Know for Sure Campaign Materials (pdf)

The tool kits from past campaigns also remain on the www.safeny.ny.gov website for future use.

Child Passenger Safety Awareness Training

The trend for agencies to offer more CPS awareness training classes continued in FFY 2019. While the 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 2019, 35 agencies received funding to conduct CPS awareness classes. These awareness classes were held throughout the state and reached over 3,050 participants. The majority of the participants were parents, expectant parents and caregivers. The other participants included foster parents, day care providers, law enforcement officers, health care professionals and bus drivers.

Again this year, many grantees purchased and used the latest version of the CPS video "Don't Risk Your Child's Life" which is updated each year. The video includes information on the American Academy of Pediatrics' (AAP) recommendation to keep infants rear facing until age two or until the highest recommended weight allowed by the manufacturer is reached.

NYS Child Passenger Safety Advisory Board

The New York State Child Passenger Safety (CPS) Advisory Board advises the GTSC on child passenger safety issues and promotes a higher level of skill, knowledge and participation by technicians and instructors to improve child passenger safety in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2019 included the following:

- Members of the board coordinated a total of 36 technician certification/renewal courses.

- Child passenger safety information and news for technicians and instructors continued to be provided through the GTSC website www.safeny.ny.gov and via direct outreach.

- Members of the Advisory Board worked to plan the 2020 CPS Technical Conference, which will be held at the Lake Placid Conference Center in Lake Placid, NY, May 5-7, 2020.

- GTSC provided the regional coordinators with an updated list of all technicians and instructors on a quarterly basis.

- The Advisory Board coordinated the events and the publicity campaign for Seat Check Saturday that kicked off Child Passenger Safety Week in New York State.

- The Advisory Board completed work on the creation of a new continuing education unit curriculum which was distributed in FFY 2019.

- A flyer to encourage technician recertification was developed and distributed to all technicians and instructors.

- The Advisory Board ordered and distributed Visual Guides for Child Passenger Safety to parents and caregivers throughout New York State.

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

- The Advisory Board continued its efforts to educate CPS professionals, parents and caregivers on the new law taking effect in November 2019 mandating that children remain in rear facing car seats up to the age of two.

Child Safety Seat Inspection Stations

In FFY 2019, GTSC continued to support the operation of inspection stations where parents and other caregivers can receive instruction on the proper installation and use of child safety seats. To receive mini-grant funding, grantees must have certified technicians available to staff the inspection 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 Child Passenger Safety Program into areas where access to CPS education and instruction was previously lacking. Projects that focus on serving high-risk populations within the state such as low-income and minority communities are also important to ensure access throughout the state.

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 Child Passenger Safety logos.

Permanent Child Safety Seat Fitting Stations

In FFY 2019, GTSC continued to support the operation of child safety seat fitting stations. Currently there are 296 permanent fitting stations in New York State, 141 of which are supported by grant funds. The grant-funded agencies operating fitting stations reported that 7,405 child safety seats were inspected in FFY 2019 and only 802 of those seats were installed correctly. Approximately 1,478 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.safeny.ny.gov.

ACTIVITIES AT PERMANENT FITTING STATIONS FFY 2015-2019

Year	Seats inspected	Seats given away
2015	13,899	4,536
2016	12,218	3,987
2017	8,686	1,555
2018	8,448	1,437
2019	7,405	1,478
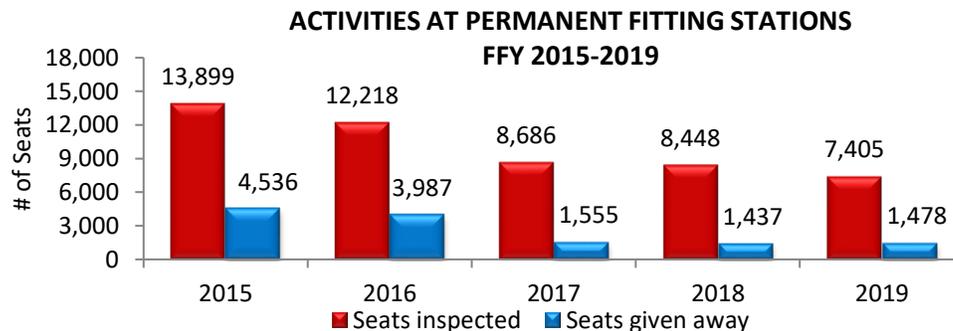
Fitting stations in New York State have remained very active. In most cases, seats are inspected by appointment. Listed below are some of the most active fitting stations and the number of seats inspected at their facilities in FFY 2019 and the number of seats given away.

- Albany County Traffic Safety Board: 1,164 inspections and 32 seats given away

- Dutchess County Traffic Safety Board: 416 inspections and 37 seats given away

- Long Island Jewish Medical Center/Northwell Health: 324 inspections and 11 seats given away

- North Tonawanda City Police Department: 305 inspections and 65 seats given away

- Batavia City Fire Department: 234 inspections and 23 seats given away

- Niagara County Sheriff's Office: 179 inspections and 102 seats given away

- EAC INC: 170 inspections and 0 seats given away

- Gates Volunteer Ambulance Service, Inc.: 168 inspections and 1 seat given away

Car Seat Check Events

Child Safety Seat Check Events

In FFY 2019, 141 agencies were approved to conduct car seat check events. The types of misuse found during car seat check events are summarized in the table below.

MISUSE PROBLEMS ENCOUNTERED DURING INSPECTIONS IN FFY 2019

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 continued to be failing to install the car seat tightly and not securing the harness straps snugly over the child. Again this year, many children six and seven years of

age were 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 Seat Check Week and Seat Check Saturday

As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 15-21, 2019. The goal each year is to remind caregivers to keep children properly restrained in a child safety seat that meets their weight and height requirements.

This year, 66 check events were held across the state where a total of 959 seats were checked and 199 seats were provided to replace outdated, recalled or inappropriate seats. On National Seat Check Saturday observed on September 21, GTSC staff participated in the event held at Crossgates Mall in conjunction with the Albany County Traffic Safety Awareness Weekend. A total of 135 seats were inspected for proper installation at this event and only 1 seat was found to be installed correctly. To support other agencies throughout the state participating in National CPS Week, GTSC worked with *I'm Safe* to customize the *Know for Sure* CPS bookmarks as well as comprehensive Visual Car Seat Guides. A total of 2,125 visual guides and 2,500 bookmarks were ordered and distributed.

Recruitment and Training of Child Passenger Safety Technicians

Certified Technician Training Program

In 1999, New York's CPS technician program began with 98 certified technicians and nine instructors. Today, the program has grown to 1,912 Certified Technicians and 81 CPS Instructors. While other states have lost technicians, New York has been able to maintain a stable number of certified technicians.

The CPS grants awarded by GTSC support technician training classes and cover recertification fees for technicians and instructors. In FFY 2019, 28 Standardized Child Passenger Safety Technician Training classes were conducted, producing 369 new certified technicians. Seven Renewal Testing Trainings were held where 30 certified technicians regained their certification.

Technicians come from a variety of backgrounds, with the largest proportions representing local police agencies, County Sheriff Offices, health and social service agencies, Fire/EMS and the New York State Police.

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. Continuing Education Units are available for

those who attend these classes. According to Safe Kids Worldwide, 63.7% of New York's technicians were recertified during FFY 2019, a slight reduction from the previous year. New York's recertification rate consistently exceeds the national rate of 55.3%.

Child Safety Seat Education and Distribution Programs

Child Safety Seat Distribution Programs

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

Child safety seat education & 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 a 60-90-minute educational component and demonstrate the installation of the appropriate child restraint system for each person requesting a child safety seat. In FFY 2019, 60 agencies in New York were awarded funding to operate a child safety seat education & distribution program and a total of 5,221 seats were distributed to families in need.
The child safety seat education & distribution program conducted by the Albany County Traffic Safety Board is one of the largest programs in the state. The Albany County Traffic Safety Board partners with the Alpha Pregnancy Care Council of Albany County to serve people in need in their two locations at Albany and Cohoes. A total of 425 car seats were distributed to qualifying low-income families who attended the information sessions on the proper installation of the child safety seat by certified Child Passenger Safety 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, the Institute for Traffic Safety Management and Research (ITSMR) conducts New York State's annual observational survey of seat belt use. Twelve counties and 10 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 2019 survey was conducted in June following the national seat belt mobilization May 21–June 3. The statewide use rate was measured at 94%, surpassing the rate for 2018. By maintaining a use rate of at least 90%, New York meets the NHTSA criteria for a "high use" state and will be eligible again for federal 405b Occupant Protection grant funds in FFY 2021.

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. The programs that are funded 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 2019, GTSC conducted activities to improve traffic safety for the St. Regis Mohawk Tribal Nation and the Seneca Nation of Indians (SNI). GTSC also held its second Slow Moving Vehicle Symposium and conducted outreach and education to local and rural health partners at the Annual Rural Health Conference in September 2019. GTSC will continue its outreach to develop traffic safety initiatives in additional 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

Community Traffic Safety Programs Target for FFY 2019

The core outcome measure for tracking progress in the Community Traffic Safety Programs area is drivers under age 21 involved in fatal crashes. The following performance target was set in the FFY 2019 Highway Safety Strategic Plan:

❖ Number of drivers age 20 or younger involved in fatal crashes (FARS): Decrease the 5-year rolling average for 2015-2019 to 109.8

Since 2014, the five-year moving average number of drivers under age 21 involved in fatal crashes has been on a downward trend, reaching 98 in 2018. This average exceeds the target of 109.8 set for 2015-2019.
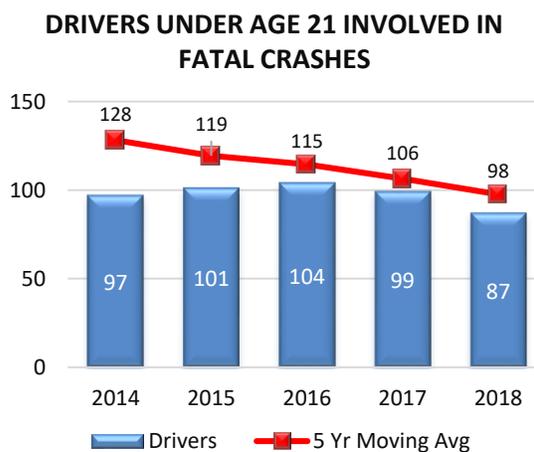
DRIVERS UNDER AGE 21 INVOLVED IN FATAL CRASHES

Year	Drivers	5 Yr Moving Avg
2014	97	128
2015	101	119
2016	104	115
2017	99	106
2018	87	98

Source: FARS

COMMUNITY TRAFFIC SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2019

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 2019 HSSP. Included under the strategies below are descriptions of selected Community Traffic Safety projects that highlight the activities undertaken in this program area. The complete list of projects implemented in FFY 2019 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Community-Based Highway Safety Programs

Westchester Medical Center

Westchester Medical Center (WMC) received funding in FFY 2019 to conduct elementary school level pedestrian safety educational outreach. WMC educated elementary school (grades K-5) pedestrians on pedestrian/driver etiquette through the Encore! Performing Arts Inc. program. Encore! is a non-profit performance group with more than 30 years of experience presenting interactive, developmentally appropriate performances for children and family audiences on pedestrian safety.

During FFY 2019, WMC and Encore! reached 5,925 school-age children in grades K-5. Twenty-one performances were held in the White Plains, New Rochelle, and Yonkers school systems. At each event, the children completed a questionnaire to evaluate effectiveness. Pre-event results show that an average of 70% of students gave correct answers. The post-event survey results averaged 99% correct responses. At the end, children were given See! Be Seen! Cards. In addition, a poster of See! Be Seen! was given to each school to display to reinforce the learning throughout the school year.

WMC received more than 100 cards from children thanking The Safety Crew Team for teaching them how to cross the street and saying that they planned to share the information with their families.
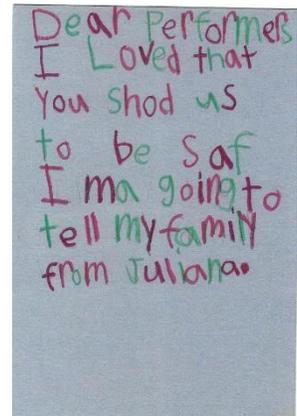
Albany County Department of Public Works

The Albany County DPW had another successful year of conducting traffic safety educational programs to prevent injuries and deaths due to crashes. Their comprehensive traffic safety plan addresses a multitude of safety priorities such as pedestrian, bicycle, teen driver, older driver, occupant restraint & child passenger safety, and preventing impaired and distracted driving.

This year, they conducted a large-scale interactive traffic safety/child passenger safety display at the annual Hannaford Kidz Expo at the Empire State Plaza. About 8,000 people attend this event each year, making it the perfect time to interact with and educate families. The DPW also held their 35th Annual Albany County Traffic Safety Awareness Weekend in conjunction with National Seat Check Saturday. This event ran all day Saturday and Sunday, September 21 & 22, 2019. Several police departments conducted an interactive traffic safety display including Fatal Vision goggles to show the dangers of impaired driving. Other agencies disseminated pertinent traffic safety information including the Albany

Council for the Blind to promote awareness of visually impaired pedestrians, the Capital District Transportation Committee (CDTC) to teach about the engineering aspects of traffic safety and conduct surveys of the general public on traffic safety issues, and AAA Hudson Valley to promote the awareness of younger driver issues. In addition, the South Colonie School Transportation Department was present to teach about school bus safety.

For International Bike to School Day and International Walk to School Day, the DPW conducted numerous classroom presentations and bicycle rodeos and several large-scale bike and pedestrian safety assemblies at schools. The Traffic Safety Coordinator, Bill Van Alstyne, capped off each event with a one-of-a-kind musical performance that includes unique traffic safety songs he composed. This musical component gets the students excited about learning the important aspects of traffic safety. Approximately 1,142 youths were educated at these events.

Albany County DPW also coordinates one of the largest Child Passenger Safety Programs in the state. In FFY 2019, they provided 250 low-income families with child restraint education as well as free car seats. An additional 605 seats were inspected through the network of fitting stations and car seat check events. Only 4% of the seats that came in were installed correctly, highlighting the need for these types of programs and education.

Broome County Department of Health – Teen Traffic Safety Day

The Broome County Department of Health's Teen Traffic Safety Day event held in FFY 2019 was attended by more than 600 students from 20 schools. The event was developed in collaboration with the Broome County STOP-DWI Program and sponsored by State Farm Insurance. This event, which began in 2010 as a small Battle of the Belts competition at one local high school, has grown into a full day of traffic safety activities and educational speakers. The event that is now held in the Floyd L Maines Veterans Memorial Arena is open to all high school students, staff and parents.

Teen Traffic Safety Day Activities included the following:
- Distracted Driving and GTSC Panel Speaker Karen Torres
- Battle of the Belts Competition provided by Broome County Traffic Safety Program
- Seat Belt Demonstrations provided by the New York State Police Troop C
- Share the Road Tractor Trailer Display provided by the Trucking Association of NY
- Amy Stock Memorial Trailer provided by the Otsego County Sheriff's Office
- Bicycle Loading Demonstration on Buses provided by BC Transit
- Fast Pitch with Fatal Vision Goggles
- Pedestrian Signal Display provided by NYS Department of Transportation
- Traffic Safety Education provided by local State Farm Insurance Agent Mark Anderson

- Pedal Cart Course and B Devils Slap Shot Den with Fatal Vision Goggles provided by Broome County STOP-DWI Program
- Distract-A-Match Game and Traumatic Brain Injury Education provided by the Brain Injury Association of NYS
- Distracted Driving Simulator Goggles provided by AT&T "It Can Wait" Campaign
- Distractor and Impaired Driving Simulators provided by the Save a Life Tour
- STOP-DWI Impaired Driving Panel Display provided by Broome County STOP-DWI Program
- Sign the Teen Traffic Safety Day Safe Driving Poster
- Turn Around, Don't Drown presentation provided by Adaptive Driving Services, Inc.
- Let's Not Meet by Accident interactive trauma presentation provided by United Health Services Hospitals
- Motorcycle Safety Educational Speaker Bruce LaPorte

Driving in the Safe Lane Project

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

During FFY 2019, 60 daytime and evening programs and 10 full/half-day events were presented at public and private schools in Nassau County reaching over 15,500 parents, students, teachers and community members in the county's culturally diverse areas. The programs for teens and their parents were held at the schools in the evening, often in conjunction with driver education courses. To encourage teens to attend, school parking privileges and other incentives were offered. Speakers included members of the law enforcement and medical communities, parents of crash victims and teens performing community service because of traffic-related offenses.

The safe driving message was reinforced through a variety of other daytime programs and events including "Grim Reaper Days," "Good Decisions Days," school and community health fairs, assembly presentations and educational speakers. These full and half-day programs offered a variety of hands-on activities that demonstrate the dangers of impaired and distracted driving behaviors and the importance of making good decisions. During the school events, many students and faculty signed the Driving in the Safe Lane pledge banner and took a turn using fatal vision goggles while driving a non-motorized pedal kart to simulate impaired driving.

New York Coalition for Transportation Safety – Safety Education Programs

The NY Coalition for Transportation Safety produces pedestrian and bicycle safety education programs in Nassau and Queens County. NY Coalition staff use demographics and crash rates to identify areas that would most benefit from safety education programs. One such location is the Village of Hempstead in Nassau County. This village encompasses only about 3 square miles but is the most densely populated village in New York. It has 55,806 residents, according to the U.S. Census Bureau. Twenty-six percent of the population is under the age of 18 and 26% is 45 years of age or older.

The New York State Pedestrian Safety Action Plan has identified this village as having one of the highest pedestrian crash rates in Nassau County. Based on this assessment, the NY Coalition began focusing education efforts on seniors, as they are more likely to be severely injured when struck by a motor vehicle. Several subsidized senior housing units within the village have residents with disabilities. These buildings are on heavily trafficked streets with widely spaced traffic signals. Pedestrian safety education programs were conducted with the residents of the buildings because few of them drive and most have to walk to all transportation, shops, or recreation. The objective was to help them improve their walking IQ so they would make better decisions about when and where to walk. The pedestrian safety education program ultimately graduated to a walking event that kicked off Mobility Week, September 14 to 21, 2019.

Prior to the day of the event, the NY Coalition staff walked the most frequented route into the village center and assessed it for pedestrian safety. The Director of Sustainability from Greenman Pederson, an engineering firm, was then invited to make suggestions for improving the roadway design to make it safer for pedestrians.

On the day of the event, more than 30 people from the senior housing complex walked seven-tenths of a mile from their building into the heart of the Village of Hempstead. This group included several people with disabilities who were able to identify roadway obstacles that impeded their ability to walk. Several breaks were taken along the route to discuss street markings, or the lack thereof, signal timing and speeding vehicles. At these breaks, walkers were given examples of a redesign of the roadway, produced by the Sustainability Director, so they could actually see how the route could be made safer and more attractive to walk.

The Village of Hempstead Police Department watched over the group for the entire walk and were instrumental in the delivery of this program.

Niagara County Traffic Safety Fair

In FFY 2019, the Niagara County Office of Traffic Safety held its 23rd Annual Traffic Safety Fair. The Traffic Safety Fair was revamped this year to make it more hands-on and engaging to the students. In a departure from lectures, a breakout session format was created for students to engage with different safety agencies and advocates throughout Niagara County. Students were given a "passport" to take to each agency booth to have stamped for a chance to win a prize. This got the students not only to go to each table but also to interact with the different agencies to get the stamp. Many students and teachers provided feedback stating that the fair was great and many of the questions they had were answered. The purpose of this program has always been to target the newest drivers and make them aware of not only the danger of drinking and driving but also safety issues such as distracted driving, seat belt use, railroad crossing dangers, and DOT and construction safety issues. The event started with a traffic stop demonstration and presentation before the two separate breakout sessions and ended with the impact speaker to bring the fun of the day back to the seriousness of the safety topics that were covered.

Livingston County – Cornell Cooperative Extension of Livingston County, Mount Morris, NY

In FFY 2019, Cornell Cooperative Extension (CCE) continued its comprehensive and robust Community Traffic Safety Education plan for all Livingston County residents. The newly appointed CCE Traffic Safety Coordinator collaborated with other traffic safety education providers and the Traffic Safety Education Advisory Board on the development of the plan, which is intended to help save lives and prevent injuries in the Livingston County area.

Thirteen "Bicycle/Wheeled Sports Rodeo" events were presented in the 2019 grant year with assistance from the County Health Department, the Sheriff's Office, and other law enforcement agencies. More than 1,750 attendees participated in the rodeos that were held at various recreation and daycare locations.

The format of this year's rodeo events included an introduction to bicycle/wheeled sports safety, with an emphasis on the proper use of safety helmets. Large, full-color flash cards were used to facilitate a student-driven "question and answer" session with large groups of students of similar ages. Students were asked questions such as why are helmets important and what does a helmet protect? Student volunteers from the crowd then demonstrated how to wear a helmet properly. Students were also

presented with information on the "ABCs" for inspecting their bike, and how to share roadways safely with motorists, including a review of common road signs they should be familiar with and why.

A CarFit event was held on Friday, September 21, 2019, at the Lakeville Training Grounds in conjunction with Noyes Health's Fall Prevention event. CarFit technicians and coordinators representing Noyes Health, the Livingston County Office of the Aging, and the Livingston County Department of Health supported the event. Technicians provided education to 10 "older drivers." Personnel from several Livingston County agencies and Noyes Health celebrated the event as one of the most successful CarFit events in the area in recent years. Additionally, the following milestones were achieved through this Community Traffic Safety Education & Outreach Program:

- 11 Child Safety Seat Check Events
- 10 Permanent Fitting Stations
- 6 Hours of CPS Awareness Education Programming
- 2 New CPS Technicians Certified

Statewide Implementation of Traffic Safety Initiatives

Drowsy Driving

According to the National Sleep Foundation, 71% of drivers ages 18-29 are likely to be driving drowsy. Drowsy driving is common among teenagers and college-age students due to sports/extracurricular activities that are scheduled later, 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 2019. 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, the NYS Departments of Health (NYSDOH), Motor Vehicles (DMV) and Transportation (DOT), the NYS Thruway Authority, New York State Police, 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 the NYPDD, GTSC conducted outreach and education on the dangers of drowsy driving to students on college campuses across the state. GTSC used the established curriculum developed by the Stony Brook University School of Health Technology and Management, and a victim advocate who lost her sister in a drowsy driving-related crash, to provide education and awareness to younger drivers. The goal of the outreach was to change social norms on sleep impairment and relay the message that drowsy driving cannot be ignored and is a dangerous, preventable behavior that can result in injury and death.

The National Road Safety Foundation has partnered with GTSC in the younger driver outreach for college students to participate in public service announcement (PSA) contests to create simple messaging about drowsy driving awareness. The winning PSAs can be viewed here: http://www.nrsf.org/contests/stayawakestayalive. Peer to peer engagement has met with great

success, and 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 and remind drivers to "Stay Awake! Stay Alive!"

Statewide Communications and Outreach

Survivor Advocate Program

FFY 2019 marked year seven of the National Safety Council's Survivor Advocate grant to raise awareness about the dangers of distracted driving, impaired driving and unsafe driving behaviors.

Underwritten by GTSC, this funding supports a Speakers 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 a distracted driving crash and Karen Torres, whose father was killed by a distracted driver, form the Speakers Bureau. In FFY 2019, over 34,000 students, teens and motorists heard their personal stories about the impact a traffic crash can have on a family. This core group of speakers provided 130 presentations to schools, victim impact panels and other traffic safety professionals.

Commercial Motor Vehicle Safety

New York State Truck Safety & Education Symposium and Safety Exhibition

GTSC once again participated in the NYS Truck Safety & Education Symposium and Safety Exhibition held in Saratoga Springs on April 9-10, 2019. This year's symposium conveniently coincided with National Work Zone Awareness Week, which provided for a timely reminder for truck drivers to remain attentive not only in and around work zones but also to move over and slow down for law enforcement, emergency vehicles, tow trucks, and other service vehicles. This event dovetailed with the overall message to professional drivers to avoid the four "D's" of driving: drunk driving, drugged driving, distracted driving, and drowsy driving. To reinforce the dangers of distracted and drowsy driving, keynote speaker Karen Torres shared her story on the tragic consequences of driving distracted while GTSC Program Representative Maureen Kozakiewicz offered a presentation on the risks of drowsy driving. Additional speakers gave presentations on topics such as technology in trucking, collision reconstruction, NYS rest break and minimum wage standards for the industry, entry-level driver training and a crash preventability demonstration. The symposium ended with the traditional informational and educational law enforcement round table.

New York State Annual Highway Safety Symposium Coordination

At the request of GTSC, the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards, the Institute for Traffic Safety Management and Research (ITSMR) is responsible for coordinating the annual New York State Highway Safety Symposium sponsored by the three organizations. A member of the ITSMR staff serves as the 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 symposium budget and managing the symposium account, including the receipt of registration fees and the payment of symposium expenses

- Managing the symposium registration process; preparing the call for papers, save the date cards, the symposium program and all other written materials; identifying vendors and organizing the exhibit areas; and developing contracts for special services and speakers

During this fiscal year, the symposium was held October 15-18, 2018, in Lake Placid. The planning and majority of preparations for the next symposium scheduled for October 21-24, 2019, in Albany were completed. For both events, ITSMR continued the use of an online registration and payment service that resulted in increased convenience for the traffic safety partners and greater efficiency for administering the registration and invoicing operations.

Younger Driver Outreach and Education

New York State Public High School Athletic Association (NYSPHSAA)

For FFY 2019, GTSC continued its partnership with the New York State Public High School Athletic Association (NYSPHSAA). The organization is the governing body of interscholastic sports for most public schools in New York and works directly with athletic directors at 786 high schools throughout the school year. Their mission is to foster the quest for excellence by creating an educational and competitive experience within an atmosphere of sportsmanship. These core values align nicely with safe teen driving education and outreach among student-athletes.

Research conducted by the Governors Highway Safety Association (GHSA) in 2015 identified coaches as positive influencers for safe teen driving. To reach this demographic, NYSPHSAA invites GTSC to regional Athletic Director meetings to discuss the importance of safe teen driving. Traffic safety educational material, Graduated Driver License pamphlets, and Coaches Care program information are provided for distribution to coaches in their respective school districts. The outreach has led to discussions among coaches and athletes about the importance of ensuring that it is not only a winning season but also a safe one.

Access to the NYSPHSAA network has also expanded the hands-on education and outreach opportunities in school districts across the state. Integrating traffic safety components into physical education classes through the Battle of the Belts competitions has increased student awareness about the importance of seat belt use. Many partner schools have embraced the information shared by NYSPHSAA and have scheduled GTSC-funded Survivor Advocate traffic safety presentations for the student body.

The benefits of this collaboration are also boosted at state championship sporting events. Each student-athlete, coach, and referee ID badge has a safe teen driver slogan. Traffic safety public service announcements are made, Coaches Care banners are displayed and when possible, electronic bulletin boards include a safe teen driver message. NYSPHSAA also provides space at these events for community traffic safety partners to conduct outreach to participants and spectators.

Younger Driver Tool Kit

GTSC's Younger Driver Tool Kit, located on the www.safeny.ny.gov website, continues to be a popular resource for teen safe driving advocates. Each week the tool kit receives approximately 200-250 hits and inquiries from educators and other stakeholders regarding traffic safety materials, presenters or programs. Content for the webpage is continually updated to cover current trends and expand outreach.

Older Driver Outreach and Education

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

In FFY 2019, GTSC and its partners participated in numerous CarFit events, serving hundreds of mature drivers in Albany, Allegany, Broome, Cattaraugus, Livingston, Schenectady and Steuben counties. CarFit, created by the American Society of Aging and developed in collaboration with the American Automobile Association (AAA), the American Association of Retired Persons (AARP) and the American Occupational Therapy Association (AOTA), educates mature drivers on finding the safest fit in their personal vehicles.

GTSC also continued to engage potential partners such as area agencies on aging to expand outreach to senior drivers in places where the data indicated a need. These efforts included participation in an Annual Active Aging Fair at the Colonie Elks Lodge in Latham on September 19, as well as providing a presentation on the DMV Re-Exam/Referral process to a group of seniors at an adult living facility in Watervliet on September 26. This presentation was followed by an afternoon CarFit session where approximately 20 seniors were engaged.

Outreach to Minority and Other Underserved Populations

Ensuring that traffic safety messages and programs not only extend throughout all areas of the state but also reach all segments of the population requires special ongoing initiatives that focus on minority communities, rural roadway users and other underserved populations.

During FFY 2019, GTSC and its partners conducted traffic safety outreach to multiple underserved populations in the rural areas of the state including tribal nations. They conducted grant activities for the St. Regis Mohawk Tribal Nation and the Seneca Nation of Indians (SNI) with Child Passenger Safety (CPS), distracted driving, pedestrian safety, older driver and occupant protection education as well as other related traffic safety activities. GTSC will continue outreach to develop traffic safety initiatives in additional territories.

The Allegany County Amish Safety Advisory Board was established in December 2016 to identify safety issues for the Amish on the roadways, 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

GTSC conducted its second NYS Slow Moving Vehicle Symposium in 2019 to discuss the ongoing outreach that has occurred since the 2016 symposium in rural communities throughout New York State. Using another avenue to discuss the important linkages that rural road safety has on access to rural healthcare, staff from GTSC conducted outreach and education to local and rural health partners by disseminating information at the Annual Rural Health Conference in September 2019. Because the majority of highway fatalities occur on rural roadways, GTSC will continue to engage these partners.

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 nearly $2.3 million in 405c traffic records funding for FFY 2019. 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 2019 were undertaken by agencies at the state and local levels, including GTSC, the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, the Office of Court Administration, the Office of Alcoholism and Substance Abuse Services, the Metropolitan Planning Organizations (MPOs), and the Institute for Traffic Safety Management and Research (ITSMR).

The strategies implemented in this program area and the progress made during FFY 2019 in attaining the performance goals and objectives are summarized below.

ASSESSMENT OF PROGRESS

Traffic Records Targets for FFY 2019

❖ To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from the baseline of 8.64 days (April 1, 2017-March 31, 2018) to 8.21 days (April 1, 2018 – March 31, 2019).

❖ 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 89.77% (April 1, 2017-March 31, 2018) to 94.26% (April 1, 2018 – March 31, 2019).

❖ To reduce the mean number of days from the date a citation is issued under TSLED to the date the citation is entered into the TSLED database from the baseline of 14.53 days (April 1, 2017-March 31, 2018) to 13.80 days (April 1, 2018 – March 31, 2019).

❖ 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 24.81 days (April 1, 2017-March 31, 2018) to 23.57 days (April 1, 2018 – March 31, 2019).

❖ To reduce the mean number of days from the date a citation is issued under the AA (Administrative Adjudication) system to the date the citation is entered into the AA database from the baseline of 12.93 days (April 1, 2017-March 31, 2018) to 12.28 days (April 1, 2018 – March 31, 2019).

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 2019.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS PERFORMANCE TARGETS			
Performance Attributes & Measures	**Baseline Period** April 1, 2017-March 31, 2018	**Performance Period** April 1, 2018-March 31, 2019	**Targets** April 1, 2018-March 31, 2019
Accident Information System (AIS)			
Timeliness - Crashes			
Mean # of days from crash date to date crash report is entered into AIS	8.64 days	9.04 days	8.21 days
Completeness			
Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	89.77%	86.96%	94.26%
TSLED System			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into TSLED database	14.53 days	10.50 days	13.80 days
Timeliness – Citations			
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	24.81 days	22.36 days	23.57 days
Administrative Adjudication System			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into AA database	12.93 days	5.99 days	12.28 days

The table above shows that the target set for the AIS timeliness measure was not met. As indicated in the table, the mean number of days from the date of the crash to the date the crash report was entered into AIS increased slightly from 8.64 days in the baseline period (April 1, 2017-March 31, 2018) to 9.04 days in the performance period (April 1, 2018-March 31, 2019). The slight increase can be attributed to the increase in Property Damage Only crashes DMV began receiving in late 2017 due to a change on the Police Accident Report form.

The goal established with regard to completeness related to the AIS also was not met. The percentage of crash records with no missing data in the critical data element of Roadway Type dropped from 90% in the baseline period to less than 87% in the performance period. This decline primarily reflects changes made in the location coding process. Up until fall 2017, reportable crashes that came in to DMV that could not be located through ALIS went through a manual location coding process, which was very successful in determining crash location. In fall 2017, this manual part of the process was turned off due to the increased volume of reportable crash reports coming in. This increased volume was the result of 1) a new business rule that no longer allowed the option of "Unknown" for the property damage

amount, making many more crashes reportable and 2) an increased volume of crash reports coming in from New York City. To process the increased volume of reportable crashes in a more timely manner, the manual part of the location coding process was turned off and all reportables were passed through the automated process. However, the automated process, in turn, could not locate many of the crashes that would have been located if a manual process had been in place, resulting in a decrease in the percentage of crash records with no missing data in the critical data element of Roadway Type.

The table above shows that progress continues to be made in the timeliness of the TSLED citation data, dropping from 14.53 days during the baseline period to 10.50 days during the performance period, exceeding the goal set in the FFY 2019 strategic plan. This progress can be attributed primarily to the multi-year project *TraCS Electronic Crash and Ticketing System* which has increased the number of citations transmitted electronically by continuing to expand the electronic capture and transmittal of crash, citation and disposition data at all jurisdictional levels. Currently, approximately 95% of both the TSLED and Administrative Adjudication (AA) citations are captured and transmitted to DMV electronically via TraCS.

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

The table above also shows that progress has been made with respect to the timeliness of the AA citation data, dropping from 12.93 days during the baseline period to 5.99 days during the performance period, far exceeding the goal set in the FFY 2019 strategic plan. The progress attained with regard to this performance measure can be attributed primarily to projects supported by DMV.

In FFY 2019, the Traffic Records Coordinating Council (TRCC) continued to assist with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. The Institute for Traffic Safety Management and Research (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 2020* 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 2020 plan was developed and became an integral part of New York's FFY 2020 application for traffic records funding under Section 405c of the FAST Act. New York has been awarded $2.3 million for FFY 2020.

In FFY 2019, ITSMR also continued to be responsible for the verification of the crash data in DMV's Accident Information System (AIS) and for querying and extracting information from the AIS. ITSMR has

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

In addition, ITSMR continues to annotate and update the data dictionary and other database documentation materials for the AIS, as warranted. ITSMR is also responsible for the maintenance of the state's Traffic Safety Statistical Repository (TSSR) which is accessible through ITSMR's website (www.itsmr.org/TSSR) and allows users to generate a number of statistical summary reports. As of December 1, 2019, the TSSR provides access to the state's finalized crash and ticket data for the years 2009-2018 and the preliminary data for 2019. 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 CODES (Crash Outcome Data Evaluation System) database and with DOT to obtain more timely information on qualifying fatal and personal injury crashes involving large trucks and buses.

ITSMR continues to be responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP) and the Commercial Vehicle Safety Plan (CVSP) required for the receipt of federal highway safety funds by GTSC and DOT. In FFY 2019, ITSMR also provided data and assisted in the preparation of the 405 grant applications and reports that were required for the receipt of several different categories of incentive funds available under the FAST Act.

TRAFFIC RECORDS PROJECTS AND ACTIVITIES FUNDED IN FFY 2019

Statewide Coordination of Traffic Records Systems Improvements

New York's Traffic Records Coordinating Council (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 2019, these efforts resulted in the preparation of the *NYS Traffic Safety Information Systems Strategic Plan: FFY 2020.* 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 2019 are summarized below.

Improvement of Crash and Citation/Adjudication Systems

During FFY 2019, FAST Act funds (Sections 405c and 402) 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 2019, the number of enforcement agencies, including the State Police, collecting and transmitting crash and/or ticket data to DMV electronically continued to go up, increasing from 496 in October 2018 to 507 in October 2019. This increase in the number of police agencies collecting and/or transmitting crash and ticket data to DMV is the result of the project titled *TraCS Electronic Crash and Ticketing System*, which has been funded in recent years under Section 405c. In addition, DMV and GTSC worked with NYPD to implement a temporary solution allowing PDFs of the NYC Police Accident Reports (PARS) to be submitted electronically to DMV. Currently, approximately 95% of the TSLED and Administrative Adjudication (AA) citations and 75% of the police-reported crashes are being sent to DMV electronically. In addition, 1,300 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to DMV.

In FFY 2019, various agencies and organizations continued efforts to improve the quality and access to the state's crash and ticket data. DMV continued to make improvements to the state's crash and ticket records systems through the development and implementation of both hardware and software applications. NYS DOT continues its efforts to replace their outdated systems, including ALIS, SIMS (Safety Information Management System) and PIES (Post-Implementation Evaluation System), with its new updated system CLEAR (Crash Location and Engineering Analysis Repository). The new CLEAR system will utilize the latest software, querying and GIS tools to improve the accuracy, accessibility and analysis of crash location information throughout the state. ITSMR continued its efforts to develop new reports and add functionality to the TSSR. Many of these projects were funded under Section 405c.

To facilitate the development of the electronic transfer process with NYPD and the necessary changes to AIS to accept and process the data, work also continued on the *NYPD Electronic Accident Report Submission* project in FFY 2019. The primary objectives of this project include data analysis, coding changes, workflow changes and batch job changes.

Two FFY 2018 projects undertaken to improve the state's crash and ticket records systems continued in FFY 2019. The *ALIS Upgrade and Integration* project is designed to upgrade the ArcGIS server software, allowing users to access the ALIS application with modern, safe web browsers while improving the data and workflows within the system*.* The *Expansion of the Traffic Safety Statistical Repository (TSSR)* 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 2019, DOH sustained its efforts to capture and report information from pre-hospital patient care reports (PCRs) electronically. DOH receives approximately 250,000 electronic submissions per month for a total of about 3 million per year. In addition, DOH is still receiving several thousand records annually mostly from small rural services who are still using paper PCRs. Through DOH's NY State Bridge database system, New York captures all 82 required NEMSIS (National Emergency Medical Services Information System) compliant data elements and transmits those data to the national data set. In addition to the required elements, the database captures 126 other data elements.

In FFY 2019, DOH continued working on the project titled *Incorporating EMS Data into CODES.* The project is designed to link PCR data with AIS data, emergency department (ED) discharge data, hospitalization discharge data and trauma registry data, providing more information on the true impact

of motor vehicle-related injuries in NYS. Currently, 2017 is the most recent year for which New York has linked some of these files.

Improvement of Driver License Data System

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

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

Improvement of Vehicle Data Systems

DMV is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The file contains approximately 30 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 duplicative data.

DMV has initiated the DMV Modernization Project that will focus on transforming and modernizing many of its legacy systems, including the Driver License, Vehicle and Ticketing systems. Some of the goals of this project are to enhance data integrity and effectiveness of their systems, processes and products; increase collaboration with other agencies; provide quality customer service and consumer protection; and promote traffic safety. This is a long-term project that may take up to 10 years to fully implement.

Improvement of Roadway Data Systems

During FFY 2019, NYSDOT continued its efforts to expand the collection of traffic volume data on the local highway system, 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, and develop linkage protocols for selected data systems, including SIMS, RIS (Roadway Inventory System), Bridge Data Management System (BDMS),

and the 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.

Development and Use of Data Integration and Data Linkages

During FFY 2019, the NYS Unified Court System continued their work on the project titled *UCMS Automated Drug Conviction Reporting to DMV.* This project will expand the Universal Case Management System (UCMS) to electronically transmit drug conviction cases that have a companion license suspension to DMV. This will eliminate the need for court staff to manually produce and submit MV 510D forms to DMV, resulting in more timely and complete data pertaining to drug-related license suspensions being captured on the driver license record.

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

New York continued its CODES initiative in FFY 2019, with ITSMR providing the 2017 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. During FFY 2019, DOH continued its Section 405c-funded project to integrate NYS EMS data into CODES. This project will provide the traffic safety community more information on the true impact of motor vehicle-related injuries in New York State.

In FFY 2019, ITSMR continued to work on its *Expansion of the Traffic Safety Statistical Repository (TSSR)* project. Being conducted with Section 405c funding, this project has enabled ITSMR to expand and enhance the data reporting capabilities in the TSSR, a data repository that provides access to motor vehicle crash data and traffic ticket data to the public via the internet (www.itsmr.org/TSSR). The TSSR was expanded to include rate-related crash data based on NYS demographic data such as population, vehicle miles traveled, number of licensed drivers and number of vehicle registrations. New reports and exporting capabilities were also added.

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.safeny.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 of 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 2019, research continued to support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support has been provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems were also supported. ITSMR provides research and evaluation support to DMV and GTSC and its partners. ITSMR's services include the following:

- The design and conduct of research and evaluation studies for DMV and GTSC, including studies mandated by the State Legislature

- Responses to all data requests in accordance with policies and procedures established by DMV and GTSC. The data provided in response to such requests meet a myriad of needs, from supporting internal planning efforts to providing data to the media on various highway safety issues. ITSMR also responds to *ad hoc* requests for highway safety data and provides information that combines data from various records systems, including ticket, crash and driver history data.

- Provision of critical data services and analytical support that enable GTSC to fulfill the requirements for receipt of federal highway safety funds under the 402 Highway Safety Program

- Assistance in implementing a performance-based planning process, a requirement of the 402 Highway Safety Program since the mid-1990s

- Data analyses and preparation of documentation demonstrating New York's compliance with grant award criteria

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

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) 402 program. In FFY 2019, New York was also successful in qualifying for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Nonmotorized Safety (405h). Within this framework, GTSC works with its partners and networks to conduct a data-driven process to identify highway safety problems in New York State and collectively develop evidence-based strategies and programs to address these areas of concern.

ASSESSMENT OF PROGRESS

Program Management Targets for FFY 2019

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

Status of Performance Measures

GTSC was successful in meeting the targets related to the management of the state's 402 and incentive grant programs presented in the FFY 2019 Highway Safety Strategic Plan (HSSP). The first group of targets related to identifying traffic safety problems and setting goals and priorities, promoting evidence-based enforcement, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program. These targets were collectively met through GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

In order to make efficient and effective use of the limited resources available to address the state's traffic safety priorities, GTSC continued to promote enhanced communication and coordination among GTSC agencies resulting in many important initiatives. For example, GTSC agencies are continuing with the "Data Integration Project" with a long-range goal of creating one integrated, modern, cost-efficient, accessible repository of crash-related data for all New York State agencies and traffic safety partners to meet operating needs, improve safety and reduce fatal and serious injury crashes in New York State.

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 e-grant 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 www.safeny.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). In addition, GTSC staff members collaborate with the STOP-DWI Association and the Association of Traffic Safety Boards to develop timely and informative traffic safety workshops at the annual symposium.

GTSC also met its goal to expand 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 2019 included training sessions on DWI laws and other topics for prosecutors, judges, and law enforcement officers. In addition, GTSC continued to provide Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement officers. GTSC staff also continued to partner with the State Police and local agencies to deliver the Practical Guidelines for Motorcycle Enforcement training, Pedestrian Safety training and Commercial Motor Vehicle training for police officers in FFY 2019.

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

In FFY 2019, eGrants was used for all aspects of the grants management process. A total of 617 grant applications for FFY 2019 funding were received and reviewed electronically; 545 of these applications were approved. GTSC completed the review of the FFY 2020 proposals by mid-August 2019.

PROGRAM MANAGEMENT PROJECTS AND ACTIVITIES FUNDED IN FFY 2019

New York State Highway Safety Strategic Plan (HSSP)

GTSC prepared and submitted New York State's Highway Safety Strategic Plan (HSSP) for FFY 2020. In conjunction with the development of the HSSP, the GTSC members met at the Empire State Plaza Concourse in Albany in the fall of 2018. Each agency highlighted 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 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 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 402 program, GTSC manages and provides administrative support for STOP-DWI, as well as Section 405b, 405c, 405d, 405f and 405h incentive grant programs.

GTSC has continued to use a personal approach in administering the highway safety program. GTSC staff members are available and serve as resources in assisting local agencies in program development. A total of 80 formal grant program monitoring visits by GTSC Program Representatives were conducted in FFY 2019 and an additional 1,075 telephone monitoring contacts were completed. The Law Enforcement Liaisons (LELs) often accompany the Program Representatives on formal monitoring visits to police agencies. Program Representatives and LELs remain in contact with grantees through phone and email. In addition, the GTSC program staff and LELs participate in local traffic safety board meetings, advisory meetings, community recognition programs and traffic safety events.

Another priority of GTSC has been to streamline the grant application and approval process while still maintaining compliance with all federal and state requirements. In FFY 2016, GTSC undertook a LEAN project that focused on the entire grant award process. By adopting the LEAN principles with its emphasis on customer value, the timeliness of grant approvals was improved significantly. The 2019 average cycle time for processing a grant application was commensurate with 2018's grants, both at 107 days. This represents a reduction of 44 days, or 29%, compared to 151 days in FFY 2016. All notifications regarding FFY 2020 grant applications were issued by mid-August. Currently, 94% of the grants have completed the NYS contract approval process.

Other specific accomplishments associated with managing the highway safety program in FFY 2019 are listed below:
- A Highway Safety Strategic Plan allocating $58,048,807 for various NHTSA highway safety programs was implemented.
- New York State received the following incentive fund awards:
  - Section 405b Occupant Protection - $1,994,042
  - Section 405c Traffic Records - $2,272,505
  - Section 405d Impaired Driving - $7,834,178
  - Section 405d Ignition Interlock - $943,436

- Section 405f Motorcycle Programs - $248,753
- Section 405h Nonmotorized Safety - $1,415,000

- A total of 613 applications for FFY 2019 funding were reviewed; 544 grant applications were approved.

- A total of 1,583 vouchers were processed.

- New York closed out FFY 2018 in December 2018 and expended $27,619,965.

- As of December 9, 2019, the ratio of unliquidated funds was 1.07 years for all funds.

- GTSC submitted its FFY 2019 report into the Federal Funding Accountability and Transparency Act data system. The applicant information, funding level and project description were entered for 146 grant projects that received awards greater than $25,000.

- New York State continues to fulfill the Governor's promise to reform the State's grant contracting process for not-for-profits. In FFY 2019, the State of New York posted available grant opportunities for not-for-profit organizations to qualify for upcoming grants in the Grants Gateway Portal.

- The Grants Gateway is an online system that allows grantees to browse anticipated and available New York State grant opportunities and submit frequently requested documents in a vendor Data Vault. The Grants Gateway has been expanded to accommodate the full lifecycle of a grant, including:

  - Online application development, submission and award
  - Online contract development and execution
  - Online financial claiming

- 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 2019, GTSC played an important role in planning and delivering several training and educational programs and supported the participation of its staff and highway safety partners in these and other professional development opportunities. Although restrictions on out-of-state travel prevented GTSC staff from participating in some conferences and training opportunities, GTSC was involved in planning several programs and events and provided support for partners to attend. GTSC's training activities in the past year included the following:

- Held the annual Governor's Traffic Safety Committee agency meeting
- Co-sponsored the annual New York State Highway Safety Symposium
- Supported and participated in the delivery of training programs for certified child safety seat technicians, including sponsorship of child safety seat clinics
- Supported Leandra's Law training sessions statewide
- Supported Motorcycle, Pedestrian, Bicycle and Commercial Motor Vehicle enforcement training sessions
- Attended the New York Association for Pupil Transportation annual conference
- 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
- Attended and assisted at the New York State Association of Chiefs of Police Summer Training Conference
- Supported the New York State Truck Safety and Educational Symposium and Safety Exhibition
- Participated in various Governors Highway Safety Association (GHSA) webinars relating to Program Management topics
- 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 and training in several counties
- Participated in NHTSA program training and DMV-sponsored training
- Participated in Excel training sessions
- Attended the Empire State Law Enforcement Traffic Seminar (ESLETS)
- Participated in the New York State Leadership Development Program

Plan for Public Information & Education

Statewide Public Information & Education

GTSC coordinates statewide public information and 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 2019, 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, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages which were made available on television, radio, billboards, social media and the www.safeny.ny.gov website. Printed materials were also prepared and distributed to support the campaigns. The ongoing partnership with the Cable Telecommunications Association continued to provide GTSC with access to an additional market for the dissemination of safety messaging. Ads were run on cable channels targeting the 18-45 male demographic; social media including web "pushdowns" and "sliders" were also utilized.

Billboards

In FFY 2019, GTSC continued to use billboards to deliver public education and educational campaign messages. Static and digital billboards featuring GTSC's impaired driving, distracted driving and pedestrian safety messages were displayed throughout New York State. Five hundred poster units were broadcast utilizing digital billboards in areas of the state featuring this technology.

Television, Radio and Social Media

Through GTSC's ongoing partnership with the New York State Broadcasters' Association (NYSBA), non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The key campaign messages that were aired in FFY 2019 on a rotating basis on both television and radio are listed below:

- Impaired Drivers Take Lives. Think!
- Drugged Driving is Impaired Driving
- It's Your Community. It's Your Call
- Drinking and Driving Shatters Lives
- Watch for Motorcycles

In FFY 2019, there were 50,063 announcements on 117 New York State radio stations. The spots aired from 5 am through midnight. The television spots aired from October 2018 through September 2019, with a total of 20,380 airings on stations throughout New York State.

In FFY 2019, traffic safety messaging on the GTSC Facebook page reached 3,100,000 viewers. The most successful post of the year was a video highlighting the dangers of distracted driving. The video displayed the distance traveled by a person who took their eyes off the road for a few seconds. The post had a reach of 186,047. Another successful post was a video highlighting the new law, which allows school districts to attach stop-arm cameras to school buses.

In FFY 2019, GTSC contracted with the Cable Telecommunications Association of NY (CTANY) for a multi-media, statewide traffic safety program to help support the public awareness and behavioral goals of the NYS Highway Safety Strategic Plan. 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, and in particular younger males, with TV spots in English and Spanish focusing on pedestrian safety, impaired driving, distracted driving, and motorcycle safety messaging. 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 2019 campaign delivered millions of online impressions, over 83,000 TV spots, plus video pre-roll ads, banner ads and mobile advertising. Custom GTSC on-air sponsorship TV billboards also aired seasonally on local cable stations during news, traffic and weather reports. Additional GTSC spots ran free "autofill" slots during unsold airtime to extend the outreach effort. Rates and special packages (e.g., March Madness, Yankees baseball) were negotiated directly with vendors to maximize GTSC contract dollars. In addition, GTSC received 15-20% bonus TV spots and digital program plus a 15% discount on ad agency rates.

GTSC Website

GTSC continued to use its www.safeny.ny.gov website 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 Highway Safety Strategic Plan and the Annual Report. During FFY 2019, the GTSC website hosted 647,246 website views. Analytics on the server hosting the GTSC website provides website view figures rather than total hits.

In FFY 2019, 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 2019, the topics included Drugged Driving is Impaired Driving, Bicycles are on the Road, Buckle Up Day & Night, Child Passenger Safety Week, Don't Text & Drive, Drive Sober – National, Drowsy Driving, Stay Awake! Stay Alive!, Operation Safe Stop, Buckle Up New York, School Bus Safety, See & Be Seen, Back to School, Red Lights – Watch for Kids, No Empty Chair, Be Smart – Drive Smart, You Text, You Pay – Distracted, Put it Down, Wake Up! and Watch for Motorcycles.

In 2019, GTSC shared the STOP-DWI Foundation's DWI messaging. Banner images were prepared for each of the DWI Crackdowns and GTSC added these images to its homepage rotation. GTSC is also using its website to disseminate the link for the STOP-DWI Foundation's "Have a Plan" mobile app that provides information to help young drivers avoid drinking and driving.

Highway Safety Symposia, Surveys and Studies

Annual NYS Highway Safety Symposium

Each year, GTSC joins the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards in sponsoring the NYS Highway Safety Symposium. With funding from GTSC, the Institute for Traffic Safety Management and Research (ITSMR) coordinates and provides administrative support for the annual meeting. GTSC provides support for several staff members and grantees to attend the statewide symposium which includes training and information-sharing sessions on a wide range of traffic safety topics and typically draws an audience of 300-350 attendees. The FFY 2019 symposium was held October 2018 in Lake Placid; planning for the FFY 2020 symposium in Albany began early in FFY 2019.

Driver Behavior and Attitudinal Survey

The annual driver behavior and attitudinal survey required by NHTSA was conducted by ITSMR in spring 2019. Since 2010, questionnaires have been distributed to customers at five DMV offices in the state. The traffic safety topics covered in the survey are seat belt use, speeding, impaired driving, and cell phone use and texting. Because of the increased concern about drug-impaired driving, new questions were added starting with the 2017 and the 2019 surveys to gauge the extent to which drivers engage in this behavior. ITSMR staff compiled and conducted analyses of the data including trend analyses and analyses of responses by gender and age. The results are presented in this Annual Report under the relevant subject areas.

APPENDIX A

NEW YORK STATE
FFY 2019 APPROVED PROJECTS
IMPLEMENTED

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
					Impaired Driving			
AL	M6OT	AL-2019-006	HS1-2019-Albany Cty DA-00094-(001)	Albany County District Attorney	Albany County Traffic Safety Resource Prosecutor	$ 131,650	$ 131,650	$ 129,080.08
AL	M6OT	AL-2019-013	HS1-2019-New Choices Recovery Cent-00141-(047)	Alcoholism and Substance Abuse Council of Schenectady Inc	Highway Traffic Safety - Impaired Driving	$ 10,116	$ 3,325	$ 2,315.75
AL	M6OT	AL-2019-013	HS1-2019-Cicero Town PD -00086-(034)	Cicero Town Police Department	Town of Cicero Impaired/Distracted Education Program	$ 5,000	$ 4,000	$ 1,936.52
AL	M6OT	AL-2019-009	HS1-2019-Erie Co Tox Lab-00223-(015)	Erie County Medical Examiners Office Forensic Toxicology Laboratory	Forensic Toxicology Laboratory Improvement Program	$ 44,250	$ 40,000	$ 38,363.32
AL	M6OT	AL-2019-013	HS1-2019-Mercy Flight -00153-(088)	Mercy Flight Inc	Air Ambulance Involvement in DWI/Prom Drills	$ 17,730	$ 10,900	$ 8,801.00
AL	M6OT	AL-2019-009	HS1-2019-Monroe Co Tox Lab-00077-(028)	Monroe County Medical Examiners Forensic Toxicology Laboratory	Comprehensive Toxicology Testing in DUI and DUID	$ 81,655	$ 60,020	$ 56,065.00
AL	M6OT	AL-2019-009	HS1-2019-Nassau Co Lab-00145-(030)	Nassau County Medical Examiner's Office	2019 Nassau County-NYS HTS-DWI Grant	$ 46,550	$ 46,550	$ 31,773.78
AL	M6OT	AL-2019-002, AL-2019-004, AL-2019-005, AL-2019-013, AL-2019-014, AL-2019-015	HS1-2019-NYS Police -00014-(099)	New York State Police	Combating impaired Driving and Underage Drinking	$ 5,668,563	$ 2,592,836	$ 2,002,833.01
AL	M6OT	AL-2019-016	HS1-2019-NYS Police -00142-(099)	New York State Police	Professional Development for Forensic Toxicologists	$ 40,000	$ 40,000	$ 35,791.95
AL	M6OT	AL-2019-009	HS1-2019-NYS Police -00143-(099)	New York State Police	Toxicology Information Technology Improvements	$ 150,000	$ 150,000	$ 140,205.25
AL	M6OT	AL-2019-009	HS1-2019-NYS Police -00144-(099)	New York State Police	Toxicology Capacity Enhancement Grant	$ 304,728	$ 304,728	$ 151,496.26
AL	M6OT	AL-2019-016	HS1-2019-NYPTI-00040-(088)	NY Prosecutors Training Institute	Prosecutor Training - NY Prosecutors Training Institute	$ 267,074	$ 260,000	$ 108,402.42
AL	M6OT	AL-2019-014	HS1-2019-NYS DMV-00189-(099)	NYS Department of Motor Vehicles	Operation Prevent - Stop Bad ID	$ 156,474	$ 150,074	$ 129,383.88
AL	M6OT	AL-2019-004, AL-2019-005, AL-2019-015	HS1-2019-NYS DCJ-00101-(099)	NYS Division of Criminal Justice Services	Impaired Driver Enforcement - Training and Technology	$ 817,351	$ 775,000	$ 720,780.99
AL	M6OT	AL-2019-010	HS1-2019-NYS DCJ-00172-(099)	NYS Division of Criminal Justice Services	Implementation Assistance for Leandra's Law	$ 272,299	$ 266,564	$ 260,322.88
AL	M7II	AL-2019-010	HS1-2019-NYS DCJ-00172-(099)	NYS Division of Criminal Justice Services	Implementation Assistance for Leandra's Law	$ 943,436	$ 943,436	$ 943,436.31

Appendix A
New York State
FFY 2019 Approved Projects Implemented with Expenditures by Program Area (through 12/11/2019)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
AL	M6OT	2019-018, AL-2019-006,	HS1-2019-NYS DCJ-00203-(099)	NYS Division of Criminal Justice Services	GTSC New Ways to Address High Risk and Impaired Drivers	$ 199,118	$ 199,118	$ 155,341.47
AL	M6OT	AL-2019-001	HS1-2019-NYS STOP-DWI Found.-00181-(088)	NYS STOP-DWI Foundation	Crackdown Enforcement and DRE Callout	$ 1,098,500	$ 850,000	$ 849,892.00
AL	M6OT	AL-2019-004, AL-2019-015, 2019-003	HS1-2019-NYS STOP-DWI Found.-00192-(088)	NYS STOP-DWI Foundation	Enhancing the Impaired Driving Enforcement Training Programs	$ 487,000	$ 487,000	$ 465,284.30
AL	M6OT	AL-2019-012, 2019-013, AL-2019-003, AL-	HS1-2019-NYS STOP-DWI Found.-00193-(088)	NYS STOP-DWI Foundation	Training and Outreach	$ 410,000	$ 410,000	$ 402,478.54
AL	M6OT	AL-2019-006, 2019-007	HS1-2019-NYS UCS-00222-(099)	NYS Unified Court System	Judicial Traffic Safety Project	$ 320,583	$ 320,583	$ 252,060.24
AL	M6OT	AL-2019-009	HS1-2019-Onondaga Co Lab-00046-(034)	Onondaga County Health Department Medical Examiner's Office	Forensic Toxicology Driving Under the Influence Testing	$ 29,400	$ 29,400	$ 29,368.42
AL8	M6OT	AL-2019-019	HS1-2019-ITSMR-00156-(088)	Research Foundation of SUNY	Impaired Driving Research	$ 587,668	$ 587,668	$ 493,581.58
AL	M6OT	AL-2019-009	HS1-2019-Suffolk County Tox Lab-00019-(052)	Suffolk County Medical Examiners Office-Toxicology	Suffolk County Medical Examiner's Office-Toxicology-DUI/DUID	$ 76,500	$ 59,000	$ 58,465.22
AL	M6OT	AL-2019-009	HS1-2019-Westchester Co Lab-00006-(060)	Westchester County Department of Laboratories and Research	2019 NYS Highway Safety Grant	$ 78,000	$ 60,000	$ 58,891.07
AL	M6OT		HS1-2017-Madison Co. Alcoholism-0C Madison County Council on Alcoholism & Substance Abuse inc					$ (141.31)
			Impaired Driving Total			$ 12,243,645	$ 8,781,852	$ 7,526,209.93
Police Traffic Services								
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Albany City PD-00222-(001)	Albany City Police Department	Police Traffic Services	$ 39,580	$ 38,120	$ 6,158.31
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Albion Village PD-00181-(037)	Albion Village Police Department	Police Traffic Services	$ 6,570	$ 5,130	$ 4,977.90
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Amityville Village PD-00126-(052)	Amityville Village Police Department	Police Traffic Services	$ 9,040	$ 8,588	$ 8,446.84
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Amsterdam City PD-00265-(029)	Amsterdam City Police Department	Police Traffic Services	$ 7,000	$ 7,000	$ 5,868.26
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Arcade Village PD-00123-(061)	Arcade Village Police Department	Police Traffic Services	$ 12,480	$ 3,360	$ 3,308.60
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Auburn City PD-00150-(006)	Auburn City Police Department	Police Traffic Services	$ 29,025	$ 21,996	$ 20,990.84

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Avon Village PD -00258-(026)	Avon Village Police Department	Police Traffic Services	$ 7,850	$ 2,160	$ 2,150.54
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Baldwinsville Village PD - 00172-(034)	Baldwinsville Village Police Department	Police Traffic Services	$ 4,160	$ 3,640	$ 1,875.36
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Batavia City PD -00315-(019)	Batavia City Police Department	Police Traffic Services	$ 17,500	$ 11,400	$ 9,269.96
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Beacon City PD -00055-(014)	Beacon City Police Department	Police Traffic Services	$ 22,455	$ 9,675	$ 8,999.96
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Bethlehem Town PD - 00112-(001)	Bethlehem Town Police Department	Police Traffic Services	$ 35,750	$ 18,084	$ 18,049.20
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Blasdell Village PD -00275-(015)	Blasdell Village Police Department	Police Traffic Services	$ 7,605	$ 3,510	$ 3,510.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Blooming Grove Town PD - 00004-(036)	Blooming Grove Town Police Department	Police Traffic Services	$ 5,200	$ 3,250	$ 3,205.06
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Brant Town PD -00300-(015)	Brant Town Police Department	Police Traffic Services	$ 11,617	$ 4,910	$ 4,885.50
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Brewster Village PD - 00079-(040)	Brewster Village Police Department	Police Traffic Services	$ 4,576	$ 3,640	$ 3,640.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Briarcliff Manor Village - 00329-(060)	Briarcliff Manor Village Police Department	Police Traffic Services	$ 24,190	$ 4,963	$ 4,452.73
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Brighton Town PD-00076-(028)	Brighton Town Police Department	Police Traffic Services	$ 16,060	$ 9,490	$ 9,443.35
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Brockport Village PD - 00075-(028)	Brockport Village Police Department	Police Traffic Services	$ 12,500	$ 7,300	$ 6,753.34
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Broome Co SO -00122-(004)	Broome County Sheriff's Office	Police Traffic Services	$ 26,669	$ 16,000	$ 15,622.58
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Camillus Town & Village P-00021-(034)	Camillus Town & Village Police Department	Police Traffic Services	$ 13,425	$ 10,575	$ 10,174.22

Appendix A
New York State
FFY 2019 Approved Projects Implemented with Expenditures by Program Area (through 12/11/2019)

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Canandaigua City PD - 00267-(035)	Canandaigua City Police Department	Police Traffic Services	$ 10,450	$ 5,500	$ 4,030.44
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Canisteo Villlage PD -00169- (051)	Canisteo Village Police Department	Police Traffic Services	$ 6,755	$ 2,049	$ 1,976.08
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Catskill Village PD -00236- (020)	Catskill Village Police Department	Police Traffic Services	$ 5,658	$ 5,371	$ 4,418.44
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Cattaraugus Co SO -00285- (005)	Cattaraugus County Sheriff's Office	Police Traffic Services	$ 12,240	$ 9,990	$ 8,603.23
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Cayuga Co SO -00188- (006)	Cayuga County Sheriff's Office	Police Traffic Services	$ 11,764	$ 8,320	$ 7,987.59
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Cheektowaga Town PD - 00155-(015)	Cheektowaga Town Police Department	Police Traffic Services	$ 19,459	$ 16,775	$ 16,775.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Chemung Co SO -00070- (008)	Chemung County Sheriff's Office	Police Traffic Services	$ 9,120	$ 6,498	$ 6,391.60
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Chenango Co SO -00266- (009)	Chenango County Sheriff's Office	Police Traffic Services	$ 7,280	$ 7,280	$ 6,588.03
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Chester Town PD -00281- (036)	Chester Town Police Department	Police Traffic Services	$ 10,919	$ 7,015	$ 7,009.54
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Cicero Town PD -00116- (034)	Cicero Town Police Department	Police Traffic Services	$ 14,750	$ 8,760	$ 8,341.53
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Clarkstown Town PD - 00060-(044)	Clarkstown Town Police Department	Police Traffic Services	$ 34,980	$ 19,250	$ 19,074.08
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Clinton Co SO -00017- (010)	Clinton County Sheriff's Office	Police Traffic Services	$ 13,120	$ 11,440	$ 9,032.33
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Cohoes City PD -00215- (001)	Cohoes City Police Department	Police Traffic Services	$ 20,800	$ 12,792	$ 11,980.05
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Colonie Town PD -00065- (001)	Colonie Town Police Department	Police Traffic Services	$ 35,200	$ 35,200	$ 33,763.15

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Columbia Co SO -00072-(011)	Columbia County Sheriff's Office	Police Traffic Services	$ 31,164	$ 26,076	$ 25,923.80
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Cornell Univ -00163-(055)	Cornell University - Police	Police Traffic Services	$ 8,680	$ 8,680	$ 8,679.29
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Corning City PD -00237-(051)	Corning City Police Department	Police Traffic Services	$ 16,240	$ 16,240	$ 16,240.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Cornwall on Hudson V. PD 00134-(036)	Cornwall on Hudson Village Police Department	Police Traffic Services	$ 3,968	$ 2,320	$ 2,150.52
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Cornwall Town PD -00254-(036)	Cornwall Town Police Department	Police Traffic Services	$ 7,320	$ 4,270	$ 3,905.08
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Cortland City PD-00305-(012)	Cortland City Police Department	Police Traffic Services	$ 8,104	$ 5,520	$ 5,513.60
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Cortland Co SO -00061-(012)	Cortland County Sheriff's Office	Police Traffic Services	$ 14,460	$ 7,110	$ 4,680.89
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Crawford Town PD-00118-(036)	Crawford Town Police Department	Police Traffic Services	$ 5,415	$ 4,845	$ 4,835.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Croton on Hudson Vil-00185-(060)	Croton on Hudson Village of	Police Traffic Services	$ 45,798	$ 3,557	$ 3,557.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Deerpark Town PD -00183-(036)	Deerpark Town Police Department	Police Traffic Services	$ 9,321	$ 4,500	$ 3,708.41
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Delaware Co SO -00036-(013)	Delaware County Sheriff's Office	Police Traffic Services	$ 21,028	$ 13,328	$ 13,327.29
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Depew Village PD -00031-(015)	Depew Village Police Department	Police Traffic Services	$ 7,400	$ 6,750	$ 6,746.43
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-DeWitt Town PD -00074-(034)	DeWitt Town Police Department	Police Traffic Services	$ 14,000	$ 11,000	$ 9,039.63
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Dobbs Ferry Village PD -00010-(060)	Dobbs Ferry Village Police Department	Police Traffic Services	$ 11,000	$ 6,375	$ 3,324.62

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LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Freeport Village PD -00015 (030)	Freeport Village Police Department	Police Traffic Services	$ 28,852	$ 15,400	$ 15,400.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Fallsburg Town PD -00144- (053)	Fallsburg Town Police Department	Police Traffic Services	$ 6,960	$ 4,560	$ 4,559.79
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Evans Town PD -00098- (015)	Evans Town Police Department	Police Traffic Services	$ 7,980	$ 5,520	$ 5,462.41
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Essex Co TS-00319-(016)	Essex County Traffic Safety	Police Traffic Services	$ 6,160	$ 3,080	$ 2,534.62
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Erie Co SO -00196-(015)	Erie County Sheriff's Office	Police Traffic Services	$ 25,350	$ 15,000	$ 15,000.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Elmira Heights Village PD - 00111-(008)	Elmira Heights Village Police Department	Police Traffic Services	$ 7,360	$ 3,156	$ 2,952.28
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Elmira City PD -00214- (008)	Elmira City Police Department	Police Traffic Services	$ 11,973	$ 9,160	$ 8,956.44
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Eden Town PD -00120- (015)	Eden Town Police Department	Police Traffic Services	$ 10,800	$ 2,400	$ 2,370.44
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Eastchester Town PD- 00167-(060)	Eastchester Town Police Department	Police Traffic Services	$ 14,915	$ 12,160	$ 3,758.71
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-East Rochester Village PD - 00109-(028)	East Rochester Village Police Department	Police Traffic Services	$ 6,405	$ 4,026	$ 3,923.95
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-East Hampton Town PD - 00158-(052)	East Hampton Town Police Department	Police Traffic Services	$ 11,640	$ 9,700	$ 8,595.73
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-East Greenbush Town PD - 00309-(042)	East Greenbush Town Police Department	Police Traffic Services	$ 6,768	$ 3,055	$ 2,897.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-East Fishkill Town PD - 00256-(014)	East Fishkill Town Police Department	Police Traffic Services	$ 23,430	$ 8,400	$ 7,539.44
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-East Aurora/Aurora PD - 00191-(015)	East Aurora/Aurora Town Police Department	Police Traffic Services	$ 6,720	$ 5,040	$ 1,279.12

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	FHPE	PS-2019-005	PTS-2019-Freeport Village PD -00015-(030)	Freeport Village Police Department	Police Traffic Services	$ 8,878	$ 4,400	$ 4,400.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Fulton City PD -00273-(038)	Fulton City Police Department	Police Traffic Services	$ 7,840	$ 7,840	$ 6,063.17
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Fulton Co SO -00227-(018)	Fulton County Sheriff's Office	Police Traffic Services	$ 24,000	$ 12,480	$ 6,836.26
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Garden City Village PD -00066-(030)	Garden City Village Police Department	Police Traffic Services	$ 25,000	$ 16,000	$ 16,000.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Gates Town PD -00037-(028)	Gates Town Police Department	Police Traffic Services	$ 9,729	$ 5,589	$ 5,589.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Geddes Town PD -00106-(034)	Geddes Town Police Department	Police Traffic Services	$ 6,160	$ 4,984	$ 3,304.22
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Genesee Co SO -00131-(019)	Genesee County Sheriff's Office	Police Traffic Services	$ 44,989	$ 27,030	$ 25,606.30
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Geneseo Village PD-00001-(026)	Geneseo Village Police Department	Police Traffic Services	$ 13,500	$ 12,150	$ 12,144.40
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Geneva City PD-00095-(035)	Geneva City Police Department	Police Traffic Services	$ 3,264	$ 2,346	$ 2,104.93
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Glen Cove City PD -00064-(030)	Glen Cove City Police Department	Police Traffic Services	$ 19,500	$ 15,500	$ 15,500.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Glens Falls City PD -00002-(057)	Glens Falls City Police Department	Police Traffic Services	$ 8,400	$ 6,090	$ 6,090.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Glenville Town PD -00331-(047)	Glenville Town Police Department	Police Traffic Services	$ 5,270	$ 5,270	$ 3,041.88
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Goshen Village PD -00279-(036)	Goshen Village Police Department	Police Traffic Services	$ 5,985	$ 5,481	$ 3,541.44
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Granville Village PD-00225-(058)	Granville Village Police Department	Police Traffic Services	$ 2,908	$ 2,295	$ 1,498.89

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LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Greece Town PD -00094-(028)	Greece Town Police Department	Police Traffic Services	$ 14,400	$ 7,416	$ 7,246.01
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Green Island Village PD - 00156-(001)	Green Island Village Police Department	Police Traffic Services	$ 9,672	$ 5,370	$ 5,340.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Greenburgh Town PD - 00278-(060)	Greenburgh Town Police Department	Police Traffic Services	$ 28,595	$ 12,600	$ 11,905.50
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Greenwood Lake Village PD -00253-(036)	Greenwood Lake Village Police Department	Police Traffic Services	$ 6,528	$ 3,128	$ 460.57
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Guilderland Town PD - 00067-(001)	Guilderland Town Police Department	Police Traffic Services	$ 25,050	$ 25,050	$ 24,484.71
LE	402PT	OP-2019-002, PTS-2019-001	PTS-2019-Hamburg Town PD -00059-(015)	Hamburg Town Police Department	Police Traffic Services	$ 37,249	$ 14,280	$ 14,267.88
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Hamburg Village PD - 00189-(015)	Hamburg Village Police Department	Police Traffic Services	$ 12,678	$ 5,363	$ 4,963.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Harrison Town PD -00009- (090)	Harrison Town Police Department	Police Traffic Services	$ 31,158	$ 13,260	$ 12,914.62
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Hastings-on-Hudson Villag-00226-(090)	Hastings-on-Hudson Village Police Department	Police Traffic Services	$ 6,583	$ 4,980	$ 2,886.24
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Hempstead Village PD - 00255-(030)	Hempstead Village Police Department	Police Traffic Services	$ 18,450	$ 18,450	$ 18,450.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Highlands Town PD - 00219-(036)	Highlands Town Police Department	Police Traffic Services	$ 4,700	$ 3,760	$ 2,802.08
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Homer Village PD -00287-(012)	Homer Village Police Department	Police Traffic Services	$ 4,588	$ 3,811	$ 3,635.04
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Hornell City PD -00102-(051)	Hornell City Police Department	Police Traffic Services	$ 9,082	$ 6,340	$ 4,719.51
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Hudson City PD -00184-(011)	Hudson City Police Department	Police Traffic Services	$ 10,392	$ 4,856	$ 4,805.10

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Hyde Park Town PD -00147-(014)	Hyde Park Town Police Department	Police Traffic Services	$ 19,495	$ 7,000	$ 6,246.46
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Ilion Village PD -00229-(022)	Ilion Village Police Department	Police Traffic Services	$ 13,500	$ 9,540	$ 9,540.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Irondequoit Town PD -00088-(028)	Irondequoit Town Police Department	Police Traffic Services	$ 5,760	$ 5,760	$ 1,423.97
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Ithaca City PD -00160-(055)	Ithaca City Police Department	Police Traffic Services	$ 16,400	$ 9,000	$ 8,384.49
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Jamestown City PD -00045-(007)	Jamestown City Police Department	Police Traffic Services	$ 12,740	$ 8,330	$ 7,699.74
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Jefferson Co SO -00251-(023)	Jefferson County Sheriff's Office	Police Traffic Services	$ 9,400	$ 6,200	$ 6,117.83
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Johnson City Village PD -00212-(004)	Johnson City Village Police Department	Police Traffic Services	$ 5,420	$ 4,162	$ 3,738.43
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Kingston City PD -00282-(056)	Kingston City Police Department	Police Traffic Services	$ 17,981	$ 9,690	$ 2,618.60
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Lake Success Village PD -00175-(030)	Lake Success Village Police Department	Police Traffic Services	$ 15,840	$ 8,800	$ 8,757.27
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Lakewood Busti PD -00228-(007)	Lakewood Busti Police Department	Police Traffic Services	$ 6,120	$ 6,120	$ 5,874.22
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Lancaster Town PD -00026-(015)	Lancaster Town Police Department	Police Traffic Services	$ 8,963	$ 8,400	$ 8,400.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Lewiston Town PD -00194-(032)	Lewiston Town Police Department	Police Traffic Services	$ 19,400	$ 5,700	$ 5,674.35
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Liverpool Village PD -00136-(034)	Liverpool Village Police Department	Police Traffic Services	$ 4,911	$ 4,911	$ 4,908.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Livingston Co SO -00024-(026)	Livingston County Sheriff's Office	Police Traffic Services	$ 33,120	$ 26,000	$ 25,758.00

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LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Long Beach City PD -00146-(030)	Long Beach City Police Department	Police Traffic Services	$ 31,500	$ 18,900	$ 18,900.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Lowville Village PD - 00250-(025)	Lowville Village Police Department	Police Traffic Services	$ 10,400	$ 1,800	$ 1,786.93
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Madison Co SO -00057-(027)	Madison County Sheriff's Office	Police Traffic Services	$ 26,880	$ 10,332	$ 9,987.49
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Mamaroneck Village PD -00308-(060)	Mamaroneck Village Police Department	Police Traffic Services	$ 13,680	$ 12,065	$ 12,065.00
LE	402PT	OP-2019-002, PTS-2019-001	PTS-2019-Manlius Town PD - 00040-(034)	Manlius Town Police Department	Police Traffic Services	$ 15,688	$ 14,463	$ 14,463.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Marlborough Town PD - 00211-(056)	Marlborough Town Police Department	Police Traffic Services	$ 24,304	$ 5,880	$ 5,817.71
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Metro Trans Authority PD-00316-(099)	Metro.Trans. Authority Police Dept.	Police Traffic Services	$ 15,600	$ 15,600	$ 14,205.37
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Middletown City PD - 00206-(036)	Middletown City Police Department	Police Traffic Services	$ 11,792	$ 11,792	$ 11,664.94
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Monroe Co SO -00049-(028)	Monroe County Sheriff's Office	Police Traffic Services	$ 40,122	$ 23,941	$ 23,940.57
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Montgomery Village PD - 00055-(036)	Montgomery Village Police Department	Police Traffic Services	$ 3,120	$ 2,080	$ 916.28
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Mt. Morris Village PD - 00007-(026)	Mt. Morris Village Police Department	Police Traffic Services	$ 6,900	$ 3,036	$ 736.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Muttontown Village PD-00320-(030)	Muttontown Village Police Department	Police Traffic Services	$ 4,280	$ 3,745	$ 3,709.41
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-New Castle Town PD - 00092-(060)	New Castle Town Police Department	Police Traffic Services	$ 6,375	$ 6,375	$ 404.88
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-New Hartford Town PD - 00115-(033)	New Hartford Town Police Department	Police Traffic Services	$ 17,600	$ 8,580	$ 8,486.52

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-New Paltz Town & Village - 00173-(056)	New Paltz Town & Village Police Department	Police Traffic Services	$ 6,708	$ 4,902	$ 4,893.16
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-New Rochelle City PD - 00263-(060)	New Rochelle City Police Department	Police Traffic Services	$ 25,404	$ 21,332	$ 21,261.56
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-New Windsor Town PD - 00068-(036)	New Windsor Town Police Department	Police Traffic Services	$ 24,440	$ 12,370	$ 12,031.51
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-New York Mills Village PD - 00159-(033)	New York Mills Village Police Department	Police Traffic Services	$ 4,030	$ 2,574	$ 2,175.54
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Newburgh City PD -00276-(036)	Newburgh City Police Department	Police Traffic Services	$ 17,444	$ 11,760	$ 11,570.43
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Newburgh Town PD-00005-(036)	Newburgh Town Police Department	Police Traffic Services	$ 11,020	$ 11,020	$ 4,760.50
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Niagara Co SO -00138-(032)	Niagara County Sheriff's Office	Police Traffic Services	$ 25,000	$ 18,000	$ 17,970.41
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Niagara Falls City PD - 00336-(032)	Niagara Falls City Police Department	Police Traffic Services	$ 12,660	$ 6,230	$ 5,071.20
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Niskayuna Town PD - 00252-(047)	Niskayuna Town Police Department	Police Traffic Services	$ 11,152	$ 10,200	$ 9,794.61
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-North Castle Town PD - 00104-(060)	North Castle Town Police Department	Police Traffic Services	$ 9,840	$ 6,150	$ 6,137.28
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-North Greenbush Town PD -00157-(042)	North Greenbush Town Police Department	Police Traffic Services	$ 16,676	$ 12,420	$ 10,033.68
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-North Syracuse Village PD - 00041-(034)	North Syracuse Village Police Department	Police Traffic Services	$ 7,420	$ 3,755	$ 3,645.97
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-North Tonawanda City PD - 00133-(032)	North Tonawanda City Police Department	Police Traffic Services	$ 11,437	$ 10,566	$ 10,546.22
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Ogden Town PD -00011-(028)	Ogden Town Police Department	Police Traffic Services	$ 5,400	$ 2,580	$ 2,570.52

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LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Old Brookville Village PD - 00062-(030)	Old Brookville Police Department	Police Traffic Services	$ 8,856	$ 7,560	$ 7,174.32
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Old Westbury Village PD - 00028-(030)	Old Westbury Village Police Department	Police Traffic Services	$ 13,886	$ 13,100	$ 13,100.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Oneida City PD -00100-(027)	Oneida City Police Department	Police Traffic Services	$ 8,268	$ 6,996	$ 6,514.32
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Oneida Co SO -00177-(033)	Oneida County Sheriff's Office	Police Traffic Services	$ 15,300	$ 11,475	$ 2,653.98
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Oneonta City PD -00035-(039)	Oneonta City Police Department	Police Traffic Services	$ 3,122	$ 2,301	$ 1,822.07
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Onondaga Co SO -00089-(034)	Onondaga County Sheriff's Office	Police Traffic Services	$ 34,485	$ 22,914	$ 22,810.31
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Ontario Co SO -00162-(035)	Ontario County Sheriff's Office	Police Traffic Services	$ 45,384	$ 29,970	$ 27,950.29
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Orange Co SO -00046-(036)	Orange County Sheriff's Office	Police Traffic Services	$ 15,000	$ 12,375	$ 11,988.76
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Orangetown Town PD-00038-(044)	Orangetown Town Police Department	Police Traffic Services	$ 12,000	$ 12,000	$ 11,950.84
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Orchard Park Town PD - 00161-(015)	Orchard Park Town Police Department	Police Traffic Services	$ 26,800	$ 10,050	$ 9,510.16
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Orleans Co SO-00108-(037)	Orleans County Sheriff's Office	Police Traffic Services	$ 9,300	$ 5,592	$ 3,134.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Ossining Village PD- 00210-(060)	Ossining Village Police Department	Police Traffic Services	$ 9,520	$ 5,950	$ 5,919.52
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Oswego City PD -00180-(038)	Oswego City Police Department	Police Traffic Services	$ 10,000	$ 8,000	$ 7,368.18
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Oswego Co SO -00301-(038)	Oswego County Sheriff's Office	Police Traffic Services	$ 16,116	$ 10,668	$ 10,032.57

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Oyster Bay Cove Village P-00165-(030)	Oyster Bay Cove Village Police Department	Police Traffic Services	$ 5,898	$ 4,826	$ 4,811.20
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Peekskill City PD -00029-(060)	Peekskill City Police Department	Police Traffic Services	$ 15,597	$ 12,377	$ 11,963.17
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Penn Yan Village PD -00048-(062)	Penn Yan Village Police Department	Police Traffic Services	$ 5,980	$ 4,900	$ 3,158.59
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Piermont Village PD -00190-(044)	Piermont Village Police Department	Police Traffic Services	$ 9,200	$ 5,000	$ 4,965.62
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Plattsburgh City PD -00269-(010)	Plattsburgh City Police Department	Police Traffic Services	$ 8,880	$ 7,474	$ 4,737.21
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Pleasantville Village PD -00224-(060)	Pleasantville Village Police Department	Police Traffic Services	$ 9,960	$ 5,810	$ 5,643.25
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Port Chester Village PD -00213-(060)	Port Chester Village Police Department	Police Traffic Services	$ 42,100	$ 13,764	$ 13,737.42
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Port Dickinson Village PD -00209-(004)	Port Dickinson Village Police Department	Police Traffic Services	$ 2,000	$ 2,000	$ 1,987.28
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Port Jervis City PD -00271-(036)	Port Jervis City Police Department	Police Traffic Services	$ 13,662	$ 12,627	$ 11,756.72
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Pt. Washington Police Dis-00262-(030)	Port Washington Police District	Police Traffic Services	$ 11,000	$ 11,000	$ 11,000.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Potsdam Village PD -00014-(045)	Potsdam Village Police Department	Police Traffic Services	$ 10,365	$ 5,418	$ 5,174.08
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Poughkeepsie City PD -00334-(014)	Poughkeepsie City Police Department	Police Traffic Services	$ 18,000	$ 9,000	$ 8,823.18
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Poughkeepsie Town PD -00152-(014)	Poughkeepsie Town Police Department	Police Traffic Services	$ 22,256	$ 16,060	$ 15,591.94
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Putnam Co SO -00290-(040)	Putnam County Sheriff's Office	Police Traffic Services	$ 17,920	$ 16,450	$ 11,870.36

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LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Quogue Village PD- 00141- (052)	Quogue Village Police Department	Police Traffic Services	$ 5,600	$ 5,600	$ 5,462.37
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Ramapo Town PD- 00193- (044)	Ramapo Town Police Department	Police Traffic Services	$ 31,920	$ 24,150	$ 24,150.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Rensselaer City PD- 00085- (042)	Rensselaer City Police Department	Police Traffic Services	$ 11,810	$ 6,300	$ 4,983.50
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Rensselaer Co SO- 00325- (042)	Rensselaer County Sheriff's Office	Police Traffic Services	$ 8,500	$ 7,150	$ 6,690.10
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Riverhead Town PD - 00044-(052)	Riverhead Town Police Department	Police Traffic Services	$ 24,500	$ 17,150	$ 17,149.71
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Rockland Co SO -00071- (044)	Rockland County Sheriff's Office	Police Traffic Services	$ 30,660	$ 7,700	$ 7,554.14
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Rockville Centre PD-00195- (030)	Rockville Centre Police Department	Police Traffic Services	$ 33,000	$ 18,180	$ 13,635.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Rome City PD - 00034- (033)	Rome City Police Department	Police Traffic Services	$ 10,400	$ 9,000	$ 9,000.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Rosendale Town PD - 00139-(056)	Rosendale Town Police Department	Police Traffic Services	$ 6,960	$ 2,400	$ 1,672.20
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Rotterdam Town PD - 00137-(047)	Rotterdam Town Police Department	Police Traffic Services	$ 11,445	$ 9,750	$ 9,744.26
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Rye Brook Village PD- 00220-(060)	Rye Brook Village Police Department	Police Traffic Services	$ 12,096	$ 7,140	$ 6,222.92
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Rye City PD -00288-(060)	Rye City Police Department	Police Traffic Services	$ 10,950	$ 5,475	$ 4,874.68
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Sands Point Villlage PD - 00240-(030)	Sands Point Village Police Department	Police Traffic Services	$ 9,000	$ 3,500	$ 3,491.94
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-Saratoga Co SO -00274- (046)	Saratoga County Sheriff's Office	Police Traffic Services	$ 48,000	$ 13,200	$ 12,725.24

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Saratoga Springs City PD - 00023-(046)	Saratoga Springs City Police Department	Police Traffic Services	$ 13,750	$ 8,030	$ 2,071.07
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Saugerties Town PD - 00020-(056)	Saugerties Town Police Department	Police Traffic Services	$ 5,980	$ 4,600	$ 3,449.33
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Scarsdale Village PD - 00203-(060)	Scarsdale Village Police Department	Police Traffic Services	$ 12,000	$ 9,600	$ 9,536.34
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Schenectady City PD - 00121-(047)	Schenectady City Police Department	Police Traffic Services	$ 37,600	$ 32,200	$ 31,794.95
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Schenectady Co SO -00317-(047)	Schenectady County Sheriff's Office	Police Traffic Services	$ 10,500	$ 6,900	$ 5,779.39
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Schodack Town PD -00292-(042)	Schodack Town Police Department	Police Traffic Services	$ 10,411	$ 7,467	$ 7,457.39
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Seneca Falls Twn PD-00313-(050)	Seneca Falls Town Police Department	Police Traffic Services	$ 30,380	$ 4,214	$ 1,924.84
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Southampton Town PD - 00117-(052)	Southampton Town Police Department	Police Traffic Services	$ 40,000	$ 12,650	$ 12,650.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Southampton Village PD - 00069-(052)	Southampton Village Police Department	Police Traffic Services	$ 6,630	$ 5,100	$ 4,357.33
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Southold Town PD -00022-(052)	Southold Town Police Department	Police Traffic Services	$ 13,800	$ 8,400	$ 8,377.64
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Spring Valley Village PD - 00260-(044)	Spring Valley Village Police Department	Police Traffic Services	$ 21,420	$ 11,900	$ 11,804.10
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Springville Village PD - 00078-(015)	Springville Village Police Department	Police Traffic Services	$ 12,288	$ 2,400	$ 2,400.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-St. Lawrence Co SO -00204-(045)	St. Lawrence County Sheriff's Office	Police Traffic Services	$ 6,696	$ 2,376	$ 1,470.51
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Steuben Co SO -00050-(051)	Steuben County Sheriff's Office	Police Traffic Services	$ 10,260	$ 9,630	$ 7,382.52

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LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Stony Point Town PD - 00101-(044)	Stony Point Town Police Department	Police Traffic Services	$ 11,214	$ 8,900	$ 8,799.81
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Suffern Village PD- 00012-(044)	Suffern Village Police Department	Police Traffic Services	$ 14,400	$ 9,000	$ 8,998.32
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Suffolk Co SO -00113-(052)	Suffolk County Sheriff's Office	Police Traffic Services	$ 29,000	$ 22,200	$ 21,565.09
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Sullivan Co SO- 00154-(053)	Sullivan County Sheriff's Office	Police Traffic Services	$ 11,076	$ 7,237	$ 6,670.27
LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001	PTS-2019-SUNY Cortland Police- 00304-(099)	SUNY Cortland University Police	Police Traffic Services	$ 3,800	$ 3,800	$ 3,691.30
LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001	PTS-2019-SUNY Oswego Police- 00235-(099)	SUNY Police Oswego State University	Police Traffic Services	$ 9,106	$ 5,408	$ 5,385.55
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Syracuse City PD - 00073-(034)	Syracuse City Police Department	Police Traffic Services	$ 45,000	$ 45,000	$ 43,121.59
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Tioga Co SO -00171-(054)	Tioga County Sheriff's Office	Police Traffic Services	$ 18,675	$ 18,675	$ 17,878.18
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Tompkins Co SO -00166-(055)	Tompkins County Sheriff's Office	Police Traffic Services	$ 11,515	$ 5,635	$ 5,635.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Tonawanda City PD - 00164-(015)	Tonawanda City Police Department	Police Traffic Services	$ 16,952	$ 9,568	$ 9,466.48
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Tonawanda Town PD - 00132-(015)	Tonawanda Town Police Department	Police Traffic Services	$ 33,280	$ 16,250	$ 15,274.13
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Troy City PD -00182-(042)	Troy City Police Department	Police Traffic Services	$ 28,900	$ 17,400	$ 15,665.40
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Tuckahoe Village PD - 00110-(060)	Tuckahoe Village Police Department	Police Traffic Services	$ 6,230	$ 4,984	$ 4,960.25
LE	402PT	OP-2019-001, OP-2019-002	PTS-2019-Ulster Co SO -00148-(056)	Ulster County Sheriff's Office	Police Traffic Services	$ 19,250	$ 10,175	$ 8,516.27

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Utica City PD -00124-(033)	Utica City Police Department	Police Traffic Services	$ 17,500	$ 15,000	$ 14,189.19
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Vestal Town PD -00280-(004)	Vestal Town Police Department	Police Traffic Services	$ 12,480	$ 5,200	$ 5,154.56
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Walden Village PD -00127-(036)	Walden Village Police Department	Police Traffic Services	$ 8,580	$ 3,960	$ 3,948.61
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Wallkill Town PD-00248-(036)	Wallkill Town Police Department	Police Traffic Services	$ 26,160	$ 6,900	$ 6,409.07
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Walton Village PD -00216-(013)	Walton Village Police Department	Police Traffic Services	$ 6,600	$ 3,000	$ 1,280.00
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Warren Co SO -00231-(057)	Warren County Sheriff's Office	Police Traffic Services	$ 21,340	$ 16,500	$ 16,451.25
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Warsaw Village PD -00052-(061)	Warsaw Village Police Department	Police Traffic Services	$ 8,287	$ 3,896	$ 2,886.50
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Washington Co SO -00077-(058)	Washington County Sheriff's Office	Police Traffic Services	$ 18,520	$ 10,320	$ 10,297.75
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Waterford Town & Village 00025-(046)	Waterford Town & Village Police Department	Police Traffic Services	$ 4,068	$ 4,068	$ 3,733.68
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Waterloo Village PD -00243-(050)	Waterloo Village Police Department	Police Traffic Services	$ 6,570	$ 6,181	$ 1,555.62
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Watertown City PD-00223-(023)	Watertown City Police Department	Police Traffic Services	$ 10,105	$ 6,815	$ 5,444.34
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Watervliet City PD-00051-(001)	Watervliet City Police Department	Police Traffic Services	$ 18,700	$ 16,720	$ 14,360.88
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Watkins Glen Village PD -00084-(049)	Watkins Glen Village Police Department	Police Traffic Services	$ 5,940	$ 3,350	$ 3,293.07
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Wayne Co SO -00099-(059)	Wayne County Sheriff's Office	Police Traffic Services	$ 11,700	$ 9,450	$ 5,470.94

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LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001,	PTS-2019-Webster Town PD - 00083-(028)	Webster Town Police Department	Police Traffic Services	$ 8,400	$ 4,760	$ 4,528.48
LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001,	PTS-2019-Wellsville Village PD - 00261-(002)	Wellsville Village Police Department	Police Traffic Services	$ 6,032	$ 3,600	$ 3,446.16
LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001,	PTS-2019-West Seneca Town PD - 00234-(015)	West Seneca Town Police Department	Police Traffic Services	$ 39,000	$ 14,000	$ 13,933.61
LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001,	PTS-2019-Westchester Co Dept of PS- 00259-(060)	Westchester County Department of Public Safety	Police Traffic Services	$ 45,990	$ 36,000	$ 27,464.21
LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001,	PTS-2019-White Plains Dept PS- 00332-(060)	White Plains Department Public Safety	Police Traffic Services	$ 27,970	$ 27,970	$ 27,625.44
LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001,	PTS-2019-Whitesboro Village PD - 00299-(033)	Whitesboro Village Police Department	Police Traffic Services	$ 21,600	$ 4,500	$ 4,128.98
LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001,	PTS-2019-Whitestown Town PD - 00008-(033)	Whitestown Town Police Department	Police Traffic Services	$ 21,574	$ 4,000	$ 3,825.33
LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001,	PTS-2019-Woodbury Town PD - 00201-(036)	Woodbury Town Police Department	Police Traffic Services	$ 10,650	$ 9,940	$ 2,668.53
LE	402PT	PTS-2019-001, OP-2019-002, OP-2019-001,	PTS-2019-Wyoming Co SO - 00200-(061)	Wyoming County Sheriff's Office	Police Traffic Services	$ 10,600	$ 10,500	$ 8,958.22
LE	402PT	PTS-2019-002, OP-2019-001,	PTS-2019-Yonkers City PD -00242- (090)	Yonkers City Police Department	Police Traffic Services	$ 33,792	$ 33,792	$ 33,753.13
PT	402PT	PTS-2019-007, PTS-2019-001,	HS1-2019-Chautauqua Co SO -00240- (007)	Chautauqua County Sheriff's Office	Crash Reduction Rt. 60	$ 109,021	$ 65,984	$ 25,966.18
PT	402CP	PTS-2019-007	HS1-2019-Madison Co SO -00047- (027)	Madison County Sheriff's Office	2018-2019 Highway Safety Grant	$ 39,957	$ 24,013	$ 23,355.71
PT	402PT	PTS-2019-001, OP-2019-002, OP-2019-001,	HS1-2019-Nassau Co PD - 00057- (030)	Nassau County Police Department	Nassau County Police Department	$ 152,500	$ 147,000	$ 147,000.00
PT	FHPE	PS-2019-003, PS-2019-005	HS1-2019-NYPD- 00005-(077)	New York City Police Department	FY19 NYC Pedestrian & Cyclist Safety Enforcement Grant	$ 217,000	$ 217,000	$ 182,154.26
PT	402PT	PTS-2019-002	HS1-2019-NYPD-00221-(077)	New York City Police Department	NYPD Highway Patrol PTS / STEP for (077)-00221-NYPD-2019-HS1	$ 302,000	$ 302,000	$ 280,228.69

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
PT	402PT	PTS-2019-006, PTS-2019-007	HS1-2019-NYS Police -00008-(099)	New York State Police	Law Enforcement Liaison	$ 238,733	$ 238,733	$ 199,158.73
PT	402PT	PTS-2019-002, PTS-2019-007	HS1-2019-NYS Police -00011-(099)	New York State Police	Distracted Driving Enforcement and Public Awareness Project	$ 559,039	$ 559,039	$ 472,636.67
PT	402PT	PTS-2019-002, PTS-2019-007	HS1-2019-NYS Police -00012-(099)	New York State Police	State Police Ensuring Safe Speed	$ 1,641,239	$ 1,632,239	$ 1,632,213.05
PT	402PT	PTS-2019-005	HS1-2019-NYS Police -00015-(099)	New York State Police	DRONES (Year#2)	$ 259,107	$ 256,107	$ 231,278.21
PT	402PT	PTS-2019-006, PTS-2019-007	HS1-2019-NYS Assoc of Chiefs of Po-00073-(088)	NYS Association of Chiefs of Police, Inc.	NYSACOP - Law Enforcement Liaison IMPACTS Project	$ 159,386	$ 159,386	$ 135,388.95
PT	402PT	PTS-2019-003, PTS-2019-004	HS1-2019-NYS DCJ-00085-(099)	NYS Division of Criminal Justice Services	Police Training for Highway Safety	$ 74,500	$ 72,900	$ 44,450.64
PT	402PT	PTS-2019-002, PTS-2019-007	HS1-2019-NYS Pks/Rec/Hist Prsv-00137-(099)	NYS Office of Parks, Recreation, and Historical Preserve	HS1-2019-NYS Pks/Rec/Hist Prsv-00137-(099)	$ 68,000	$ 65,300	$ 63,007.02
PT	402PT	PTS-2019-006, PTS-2019-007	HS1-2019-NYS Sheriff's Assoc.-00171-(088)	NYS Sheriff's Association	NYSSA Law Enforcement Liaison to the GTSC	$ 206,840	$ 192,340	$ 188,564.18
PT	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	HS1-2019-Suffolk Co PD -00098-(052)	Suffolk County Police Department	Safe Driving Enforcement 2019	$ 176,521	$ 175,016	$ 174,905.98
					Police Traffic Services Total	**$ 7,853,891**	**$ 6,385,334**	**$ 5,775,608.20**
				Motorcycle Safety				
MC	M9MA	MC-2019-002	HS1-2019-Broome Co SO -00191-(004)	Broome County Sheriff's Office	Motorcycle Safety & Awareness Grant	$ 2,000	$ 2,000	$ 1,035.62
MC	M9MA	MC-2019-002	HS1-2019-ABATE LI-00241-(052)	Long Island ABATE, inc	Motorcycle Safety & Awareness	$ 79,700	$ 31,550	$ 3,000.00
MC	402MC	MC-2019-004	HS1-2019-NYS Police -00013-(099)	New York State Police	Statewide Motorcycle Enforcement/Education	$ 96,693	$ 96,693	$ 40,983.40
MC	M9MA	MC-2019-002	HS1-2019-NYS Assoc TSB-00022-(088)	NYS Assoc of Traffic Safety Boards Programs inc	Motorcycle Awareness and Education	$ 72,090	$ 72,090	$ 71,076.26
MC	402MC	MC-2019-004, PTS-2019-001, PTS-2019-007	HS1-2019-Suffolk Co PD -00178-(052)	Suffolk County Police Department	Motorcycle Safety Enforcement and Education 2019	$ 42,620	$ 20,500	$ 20,499.00
					Motorcycle Safety Total	**$ 293,103**	**$ 222,833**	**$ 136,594.28**
				Pedestrian, Bicycle and Wheel-Sport Safety				
PS	FHPE	PS-2019-002, PS-2019-003, PS-2019-004	HS1-2019-Albany Co DOH-00257-(001)	Albany County Department of Health	ACDOH Highway Safety Grant Proposal	$ 25,000	$ 24,829	$ 19,231.79
PS	FHPE	PS-2019-002, PS-2019-003, PS-2019-004	HS1-2019-Allegany Co STOP-DWI-00112-(002)	Allegany County STOP-DWI	STEPS in Safety (Safety on Wheels)	$ 3,000	$ 3,000	$ 191.98
PS	FHPE	PS-2019-002, PS-2019-003, PS-2019-004	HS1-2019-Brookhaven Town-00093-(052)	Brookhaven, Town of	Bicycle Rodeos	$ 7,504	$ 4,960	$ 3,821.00

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Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
PS	402PS	PS-2019-002, PS-2019-003, PS-2019-004	HS1-2019-Buffalo City-00233-(015)	Buffalo, City of	Bike Helmet Safety & Distribution Program	$ 10,000	$ 4,500	$ 4,500.00
PS	402PS	PS-2019-003, PS-2019-004, PS-2019-005	HS1-2019-Cattaraugus Co SO -00176-(005)	Cattaraugus County Sheriff's Office	Cattaraugus County Traffic Safety Education Program	$ 8,960	$ 2,100	$ 2,100.00
PS	FHPE	PS-2019-002, PS-2019-003, PS-2019-004	HS1-2019-Cayuga Co. Health-00131-(006)	Cayuga County Dept of Health & Human Services	Cayuga County Bicycle, Pedestrian and Wheel Sport Safety.	$ 13,387	$ 13,387	$ 13,035.27
PS	402PS	PS-2019-002, PS-2019-004	HS1-2019-Comm Outreach-00029-(044)	Community Outreach Center	Always be Careful	$ 12,220	$ 7,500	$ 5,774.00
PS	FHPE	PS-2019-002, PS-2019-004	HS1-2019-Cornell Coop Warren Co-00032-(057)	Cornell Cooperative Extension of Warren County	Bike Safety Rodeos in Area Schools	$ 8,150	$ 6,750	$ 3,030.21
PS	FHPE	PS-2019-002, PS-2019-003, PS-2019-004	HS1-2019-Dutchess County DBCH-00109-(014)	Dutchess County Dept of Behavioral & Comm Health	Watch Out For Me! Pedestrian Safety Program	$ 51,432	$ 42,932	$ 42,932.00
PS	FHPE	PS-2019-003, PS-2019-004, PS-2019-005	HS1-2019-Elmira City PD -00258-(008)	Elmira City Police Department	Elmira Police Pedestrian/Bicyclist Safety Program	$ 2,500	$ 2,500	$ 1,493.10
PS	402PS	PS-2019-003, PS-2019-004, PS-2019-005	HS1-2019-Fulton City PD -00205-(038)	Fulton City Police Department	Bicycle Safety Education and Enforcement	$ 2,000	$ 2,000	$ 1,995.65
PS	402PS	PS-2019-001, PS-2019-002, PS-2019-004	HS1-2019-Health Quest-00160-(088)	Health Quest Systems, Inc	Bicycle Safety Education Program	$ 3,450	$ 3,450	$ 2,498.50
PS	FHPE	PS-2019-003, PS-2019-005	HS1-2019-Hornell City PD- 00105-(051)	Hornell City Police Department	"Keep Your Head in the Game" Wheeled Sport Safety	$ 1,500	$ 1,200	$ 872.50
PS	FHPE	PS-2019-002, PS-2019-003, PS-2019-004	HS1-2019-Jefferson Co PH Srvcs.-00036-(023)	Jefferson County Public Health Services	Super Safety Citizens	$ 14,418	$ 14,418	$ 11,067.50
PS	402PS	PS-2019-002, PS-2019-004	HS1-2019-Nachas Health Family-00051-(024)	Nachas Health & Family Network Inc	Bicycle Safety Campaign	$ 20,883	$ 3,750	$ 3,750.00
PS	402PS		HS1-2018-NY Bicycling Coalition In-00242-(088)	New York Bicycling Coalition, Inc.			$ 6,340	$ 6,340.00
PS	402PS	PS-2019-001, PS-2019-002, PS-2019-004	HS1-2019-NY Bicycling Coalition In-00255-(088)	New York Bicycling Coalition, Inc.	Transforming NYS Into a Leader in Bicycle/Pedestrian Safety	$ 255,985	$ 221,300	$ 5,396.09
PS	FHPE	PS-2019-001, PS-2019-002, PS-2019-004	HS1-2019-NY Coalition Safety Belt-00244-(088)	NY Coalition For Safety Belt Use	Pedestrian Safety in Nassau & Suffolk Counties	$ 134,000	$ 134,000	$ 29,571.78
PS	402PS	PS-2019-001, PS-2019-004, PS-2019-006	HS1-2019-Parks and Trails NY-00072-(088)	Parks and Trails New York	New York State All Ages and Abilities Bicycle Infrastructure	$ 35,388	$ 29,227	$ 9,087.92

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
PS	FHPE	PS-2019-002, PS-2019-003, PS-2019-004	HS1-2019-Rockland DOH-00028-(044)	Rockland County Department of Health	Pedestrian and Bicycling Safety and Driver Awareness in RC	$ 45,255	$ 45,255	$ 44,946.30
PS	FHPE	PS-2019-002, PS-2019-003, PS-2019-004	HS1-2019-Schenectady Cty PHS-00224-(047)	Schenectady County Public Health Services	Schenectady County Pedestrian Safety Education Project	$ 24,750	$ 24,750	$ 19,069.10
PS	FHPE	PS-2019-003, PS-2019-004	HS1-2019-Steuben Co SO -00059-(051)	Steuben County Sheriff's Office	Steuben County Sheriff's Community Traffic Safety Program	$ 27,500	$ 12,500	$ 4,062.80
PS	FHPE	PS-2019-002, PS-2019-003	HS1-2019-Suffern Village PD -00070-(044)	Suffern Village Police Department	Suffern Pedestrian, Bicycle and Wheeled Sport Safety Program	$ 4,500	$ 2,000	$ 300.00
PS	FHPE	PS-2019-003, PS-2019-004, PS-2019-005	HS1-2019-Troy City PD -00103-(042)	Troy City Police Department	Pedestrian/Bicyclist Education and Enforcement	$ 11,100	$ 6,000	$ 5,957.93
PS	FHPE	PS-2019-002, PS-2019-004	HS1-2019-UR Injury Free Coal.-00055-(028)	University of Rochester	Walking Safely	$ 49,190	$ 42,847	$ 42,823.18
PS	FHPE	PS-2019-003, PS-2019-004, PS-2019-005	HS1-2019-White Plains Dept PS-00151-(060)	White Plains Department Public Safety	Pedestrian Safety Initiative	$ 9,000	$ 9,000	$ 8,646.44
PS	FHPE	PS-2019-001, PS-2019-002, PS-2019-004, PS-2019-006	HS1-2019-WMC NY-00062-(060)	WMC New York Inc	School Age Pedestrian Safety in Westchester County	$ 23,158	$ 23,158	$ 23,058.16
					Pedestrian, Bicycle and Wheel-Sport Safety Total	**$ 804,230**	**$ 693,653**	**$ 315,553.20**
				Occupant Protection				
BU	M1*CP	OP-2019-001, OP-2019-002, OP-2019-003	HS1-2019-NYPD -00185-(077)	New York City Police Department	New York City Safety Restraint Enforcement Program	$ 377,050	$ 377,050	$ 377,050.00
BU	402PT	OP-2019-001, OP-2019-002	HS1-2019-NYS Police -00009-(099)	New York State Police	Buckle Up New York Occupant Protection Enforcement Program	$ 210,919	$ 210,919	$ 194,752.37
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Action For a Better Com.-00009-(028)	Action For a Better Community, Inc.	Child Passenger Safety Program	$ 6,300	$ 6,300	$ 5,474.89
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Albany TSB-00076-(001)	Albany County Traffic Safety Board	Child Passenger Safety Program	$ 36,000	$ 35,000	$ 34,909.80

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Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Albany Med. Col.-00077-(088)	Albany Medical College	Child Passenger Safety Program	$ 35,000	$ 30,000	$ 20,437.35
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Albion Village PD - 00140-(037)	Albion Village Police Department	Child Passenger Safety Program	$ 1,800	$ 1,300	$ 1,276.75
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Amityville Village PD - 00038-(052)	Amityville Village Police Department	Child Passenger Safety Program	$ 2,000	$ 2,000	$ 356.37
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Ardent Solutions-00180-(088)	Ardent Solutions, Inc.	Child Passenger Safety Program	$ 29,750	$ 26,000	$ 25,221.92
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Ardsley Village PD -00188-(060)	Ardsley Village Police Department	Child Passenger Safety Program	$ 3,750	$ 2,000	$ 46.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Ardsley Village PD -00192-(088)	Ardsley Village Police Department	Child Passenger Safety Program	$ 5,500	$ 4,000	$ 46.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Attica Village PD-00106-(061)	Attica Village Police Department	Child Passenger Safety Program	$ 4,200	$ 2,500	$ 95.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Batavia FD-00094-(019)	Batavia City Fire Department	Child Passenger Safety Program	$ 1,900	$ 1,500	$ 1,056.62
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Beacon City PD -00107-(014)	Beacon City Police Department	Child Passenger Safety Program	$ 4,500	$ 2,500	$ 2,454.60
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Bedford Town PD -00085-(060)	Bedford Town Police Department	Child Passenger Safety Program	$ 1,500	$ 1,500	$ 110.00

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Blooming Grove Town PD -00011-(036)	Blooming Grove Town Police Department	Child Passenger Safety Program	$ 500	$ 500	$ 385.57
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Boonville Village PD -00154-(033)	Boonville Village Police Department	Child Passenger Safety Program	$ 5,200	$ 2,500	$ 554.71
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Brookhaven Town-00103-(052)	Brookhaven, Town of	Child Passenger Safety Program	$ 7,468	$ 1,500	$ 1,106.67
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Broome Co Health-00030-(004)	Broome County Health Dept	Child Passenger Safety Program	$ 10,960	$ 10,960	$ 10,764.68
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Camillus Town & Village P-00018-(034)	Camillus Town & Village Police Department	Child Passenger Safety Program	$ 2,000	$ 1,200	$ 749.95
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Canandaigua City PD -00216-(035)	Canandaigua City Police Department	Child Passenger Safety Program	$ 3,500	$ 1,300	$ 554.80
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Carthage Area Hosp.-00012-(023)	Carthage Area Hospital Inc	Child Passenger Safety Program	$ 3,000	$ 3,000	$ 3,000.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cath Charity Onon-00110-(034)	Catholic Charities of the Roman Catholic Diocese of Syracuse	Child Passenger Safety Program	$ 6,500	$ 5,500	$ 5,087.84
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Catholic Health -00017-(015)	Catholic Health System, Inc.	Child Passenger Safety Program	$ 16,939	$ 11,800	$ 11,704.87
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Catskill Village PD -00177-(020)	Catskill Village Police Department	Child Passenger Safety Program	$ 2,000	$ 1,000	$ 800.00

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CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cattaraugus Co SO -00063- (005)	Cattaraugus County Sheriff's Office	Child Passenger Safety Program	$ 5,600	$ 3,000	$ 2,601.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cayuga/Seneca Action - 00031-(006)	Cayuga/Seneca Community Action Agency, Inc.	Child Passenger Safety Program	$ 16,980	$ 16,000	$ 8,509.23
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Chautauqua CSEV-00117- (007)	Chautauqua Children's Safety Education Village, Inc.	Child Passenger Safety Program	$ 3,145	$ 2,000	$ 1,654.90
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Chenango Co SO -00224- (009)	Chenango County Sheriff's Office	Child Passenger Safety Program	$ 10,500	$ 8,000	$ 5,461.85
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Chester Town PD -00200- (036)	Chester Town Police Department	Child Passenger Safety Program	$ 1,500	$ 1,500	$ 1,090.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Child & Family Resources-00141-(035)	Child & Family Resources, Inc.	Child Passenger Safety Program	$ 5,400	$ 3,000	$ 2,142.59
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Child & Family Resources-00144-(062)	Child & Family Resources, Inc.	Child Passenger Safety Program	$ 5,400	$ 3,000	$ 2,989.44
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cicero Town PD -00084- (034)	Cicero Town Police Department	Child Passenger Safety Program	$ 600	$ 500	$ 444.75
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Clinton Co SO -00007- (010)	Clinton County Sheriff's Office	Child Passenger Safety Program	$ 19,000	$ 8,000	$ 6,265.87
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Columbia Co SO -00128- (011)	Columbia County Sheriff's Office	Child Passenger Safety Program	$ 4,000	$ 3,000	$ 2,550.96

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Comm Outreach-00021-(044)	Community Outreach Center	Child Passenger Safety Program	$ 5,000	$ 4,450	$ 4,450.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cornell Coop Schenectady-00164-(047)	Cornell Cooperative Extension Association of Schenectady County	Child Passenger Safety Program	$ 4,200	$ 3,700	$ 3,560.49
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cornell Coop Livingston -00137-(026)	Cornell Cooperative Extension of Livingston County	Child Passenger Safety Program	$ 25,000	$ 15,500	$ 14,879.03
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cornell Coop Saratoga Co-00133-(046)	Cornell Cooperative Extension of Saratoga County	Child Passenger Safety Program	$ 24,000	$ 13,000	$ 5,082.44
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cornell Univ -00172-(055)	Cornell University - Police	Child Passenger Safety Program	$ 3,165	$ 1,700	$ 1,050.77
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cornerstone-00067-(036)	Cornerstone Family Healthcare	Child Passenger Safety Program	$ 6,000	$ 2,500	$ 2,442.17
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Corning City PD -00090-(051)	Corning City Police Department	Child Passenger Safety Program	$ 3,300	$ 2,000	$ 1,785.36
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cortland County HD-00170-(012)	Cortland County Health Department	Child Passenger Safety Program	$ 11,800	$ 11,000	$ 8,030.31
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Cortland Co SO -00037-(012)	Cortland County Sheriff's Office	Child Passenger Safety Program	$ 3,500	$ 2,000	$ 1,690.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Delaware Co PH-00243-(013)	Delaware County Public Health	Child Passenger Safety Program	$ 20,500	$ 20,500	$ 13,459.21

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CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Dutchess Co TSB-00073- (014)	Dutchess County Traffic Safety Board	Child Passenger Safety Program	$ 15,450	$ 8,000	$ 7,986.44
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-EAC inc-00122-(088)	EAC INC	Child Passenger Safety Program	$ 36,000	$ 25,000	$ 3,084.33
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-East Hampton Town PD - 00066-(052)	East Hampton Town Police Department	Child Passenger Safety Program	$ 4,400	$ 1,500	$ 220.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-EOC of Nassau Co-00150- (030)	Economic Opportunity Commission of Nassau County, inc	Child Passenger Safety Program	$ 40,000	$ 4,000	$ 2,520.89
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-EPIC-00226-(015)	EPIC - Every Person Influences Children	Child Passenger Safety Program	$ 20,141	$ 3,500	$ 3,500.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Erie Co SO - 00255-(015)	Erie County Sheriff's Office	Child Passenger Safety Program	$ 6,000	$ 1,500	$ 1,459.92
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Essex Co PH-00148-(016)	Essex County Public Health	Child Passenger Safety Program	$ 2,093	$ 2,000	$ 2,000.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Essex Co TS-00211-(016)	Essex County Traffic Safety	Child Passenger Safety Program	$ 5,400	$ 3,000	$ 3,000.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Evans Town PD -00097- (015)	Evans Town Police Department	Child Passenger Safety Program	$ 2,000	$ 1,000	$ 771.86
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Family Woodstock-00218- (056)	Family of Woodstock Inc	Child Passenger Safety Program	$ 5,500	$ 1,800	$ 1,573.25

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Fulton Co Health-00155-(018)	Fulton County Public Health	Child Passenger Safety Program	$ 8,000	$ 3,500	$ 3,453.66
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Gates Vol. Amb. Svc., Inc-00034-(028)	Gates Volunteer Ambulance Service Inc	Child Passenger Safety Program	$ 2,200	$ 2,200	$ 688.20
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Genesee Co SO -00185-(019)	Genesee County Sheriff's Office	Child Passenger Safety Program	$ 1,350	$ 1,350	$ 110.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Goshen Village PD -00105-(036)	Goshen Village Police Department	Child Passenger Safety Program	$ 1,998	$ 1,500	$ 260.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Greenwood Lake Village PD -00235-(036)	Greenwood Lake Village Police Department	Child Passenger Safety Program	$ 1,100	$ 500	$ 414.83
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Hamilton Co Health-00013-(021)	Hamilton County Public Health Nursing Service	Child Passenger Safety Program	$ 2,200	$ 2,200	$ 1,842.44
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Health Quest-00093-(088)	Health Quest Systems, Inc	Child Passenger Safety Program	$ 6,000	$ 3,300	$ 3,145.57
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Hudson City PD -00131-(011)	Hudson City Police Department	Child Passenger Safety Program	$ 5,500	$ 1,000	$ 949.02
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Ilion Village PD -00163-(022)	Ilion Village Police Department	Child Passenger Safety Program	$ 15,000	$ 10,000	$ 9,432.03
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Integrated Com Oswego-00189-(038)	Integrated Community Planning of Oswego County inc	Child Passenger Safety Program	$ 11,097	$ 8,000	$ 4,133.80

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CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Jefferson Co SO- 00111- (023)	Jefferson County Sheriff's Office	Child Passenger Safety Program	$ 3,000	$ 1,600	$ 1,255.00
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Lakewood Busti PD- 00173- (007)	Lakewood Busti Police Department	Child Passenger Safety Program	$ 2,000	$ 1,200	$ 1,200.00
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Lewis Co Opportunities, l- 00005-(025)	Lewis County Opportunities, Inc.	Child Passenger Safety Program	$ 4,950	$ 4,750	$ 4,750.00
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-LIJ Medical Ctr-00184- (030)	Long Island Jewish Medical Center	Child Passenger Safety Program	$ 11,561	$ 10,000	$ 6,374.72
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Madison Co DOH-00112- (027)	Madison County DOH	Child Passenger Safety Program	$ 5,100	$ 5,100	$ 5,084.32
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Maimonides med cent- 00210-(024)	Maimonides Medical Center	Child Passenger Safety Program	$ 13,600	$ 3,000	$ 2,974.96
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Manlius Town PD -00036- (034)	Manlius Town Police Department	Child Passenger Safety Program	$ 7,100	$ 3,000	$ 2,964.48
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Bassett Healthcare-00159- (039)	Mary Imogene Bassett Hospital	Child Passenger Safety Program	$ 2,480	$ 2,000	$ 1,283.37
CS	MICPS	OP-2019-009, OP-2019-012	CPS-2019-Middletown City PD - 00059-(036)	Middletown City Police Department	Child Passenger Safety Program	$ 5,000	$ 3,800	$ 3,192.67
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Mohawk Valley Refugee- 00074-(033)	Mohawk Valley Resource Center for Refugees	Child Passenger Safety Program	$ 14,500	$ 14,500	$ 14,500.00

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Monroe Co TS-00006-(028)	Monroe County Traffic Safety	Child Passenger Safety Program	$ 8,500	$ 8,000	$ 7,998.52
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Monroe Village PD -00026-(036)	Monroe Village Police Department	Child Passenger Safety Program	$ 2,300	$ 1,000	$ 800.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Montgomery Co Health-00080-(029)	Montgomery County Public Health	Child Passenger Safety Program	$ 2,025	$ 2,025	$ 1,950.84
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Nachas Health Family-00043-(024)	Nachas Health & Family Network Inc	Child Passenger Safety Program	$ 12,950	$ 5,000	$ 4,990.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-New Paltz Town & Village -00171-(056)	New Paltz Town & Village Police Department	Child Passenger Safety Program	$ 1,500	$ 1,400	$ 982.63
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-NYC DOT-00129-(077)	New York City DOT	Child Passenger Safety Program	$ 27,500	$ 23,000	$ 14,548.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Niagara Co SO -00061-(032)	Niagara County Sheriff's Office	Child Passenger Safety Program	$ 13,000	$ 7,000	$ 6,713.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Niskayuna Town PD -00179-(047)	Niskayuna Town Police Department	Child Passenger Safety Program	$ 3,500	$ 2,500	$ 2,240.12
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-NCPPC-00223-(088)	NORTH COUNTRY PRENATAL/PERINATAL COUNCIL INC.	Child Passenger Safety Program	$ 22,000	$ 1,000	$ 997.82
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-North Evans Fire Dist-00096-(015)	North Evans Fire District	Child Passenger Safety Program	$ 4,900	$ 2,500	$ 2,333.36

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Alpha Program	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-012, OP-2019-009, OP-2019-008, OP-2019-007	CPS-2019-North Syracuse Village PD - 00024-(034)	North Syracuse Village Police Department	Child Passenger Safety Program	$ 2,250	$ 2,000	$ 1,907.38
CS	M1CPS	OP-2019-012, OP-2019-009, OP-2019-008, OP-2019-007	CPS-2019-North Tonawanda City PD - 00091-(032)	North Tonawanda City Police Department	Child Passenger Safety Program	$ 10,000	$ 4,500	$ 4,493.00
CS	M1CPS	OP-2019-012, OP-2019-009, OP-2019-008, OP-2019-007	CPS-2019-Northeast Health- 00056- (042)	Northeast Health Foundation Inc	Child Passenger Safety Program	$ 4,000	$ 1,700	$ 906.74
CS	M1CPS	OP-2019-012, OP-2019-009, OP-2019-008, OP-2019-007	CPS-2019-NY Coalition Safety Belt- 00221-(041)	NY Coalition For Safety Belt Use	Child Passenger Safety Program	$ 7,000	$ 5,500	$ 4,892.50
CS	M1CPS	OP-2019-012, OP-2019-009, OP-2019-008, OP-2019-007	CPS-2019-Oneida Co Health-00033- (033)	Oneida County Health Dept	Child Passenger Safety Program	$ 15,000	$ 10,500	$ 9,612.08
CS	M1CPS	OP-2019-012, OP-2019-009, OP-2019-008, OP-2019-007	CPS-2019-Onondaga Co SO -00055- (034)	Onondaga County Sheriff's Office	Child Passenger Safety Program	$ 6,000	$ 3,500	$ 2,956.95
CS	M1CPS	OP-2019-012, OP-2019-009, OP-2019-008, OP-2019-007	CPS-2019-Ontario Co SO -00225- (035)	Ontario County Sheriff's Office	Child Passenger Safety Program	$ 5,000	$ 3,500	$ 2,933.39
CS	M1CPS	OP-2019-012, OP-2019-009, OP-2019-008, OP-2019-007	CPS-2019-Orange Co-00183-(036)	Orange County Dept of Emergency Services	Child Passenger Safety Program	$ 5,300	$ 3,500	$ 3,409.48
CS	M1CPS	OP-2019-012, OP-2019-009, OP-2019-008, OP-2019-007	CPS-2019-Orange Med Ctr-00213- (036)	Orange Regional Medical Center	Child Passenger Safety Program	$ 5,200	$ 3,500	$ 2,500.00
CS	M1CPS	OP-2019-012, OP-2019-009, OP-2019-008, OP-2019-007	CPS-2019-Orchard Park Town PD - 00071-(015)	Orchard Park Town Police Department	Child Passenger Safety Program	$ 1,800	$ 1,500	$ 1,365.38

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Orleans Co SO-00095-(037)	Orleans County Sheriff's Office	Child Passenger Safety Program	$ 7,000	$ 4,800	$ 4,561.49
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Ossining Village PD -00053-(060)	Ossining Village Police Department	Child Passenger Safety Program	$ 2,160	$ 2,000	$ 2,000.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Otsego TSB-00241-(039)	Otsego County Traffic Safety Board	Child Passenger Safety Program	$ 10,000	$ 8,000	$ 115.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Peekskill City PD -00027-(060)	Peekskill City Police Department	Child Passenger Safety Program	$ 1,450	$ 1,000	$ 1,000.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Poughkeepsie City PD -00229-(014)	Poughkeepsie City Police Department	Child Passenger Safety Program	$ 2,700	$ 1,600	$ 1,597.31
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Quogue Village PD -00078-(052)	Quogue Village Police Department	Child Passenger Safety Program	$ 1,530	$ 1,000	$ 960.49
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Rensselaer City PD-00116-(042)	Rensselaer City Police Department	Child Passenger Safety Program	$ 4,000	$ 1,700	$ 655.08
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Richmond Med Ctr-00098-(043)	Richmond University Medical Center	Child Passenger Safety Program	$ 5,000	$ 2,000	$ 870.99
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Rochester City PD -00060-(028)	Rochester City Police Department	Child Passenger Safety Program	$ 520	$ 520	$ 165.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Rockland Co SO -00125-(044)	Rockland County Sheriff's Office	Child Passenger Safety Program	$ 3,500	$ 2,500	$ 2,489.44

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CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Rome City PD- 00010-(033)	Rome City Police Department	Child Passenger Safety Program	$ 1,300	$ 1,000	$ 800.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Rotterdam Town PD - 00203-(047)	Rotterdam Town Police Department	Child Passenger Safety Program	$ 6,500	$ 4,800	$ 3,208.58
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Saugerties Town PD - 00023-(056)	Saugerties Town Police Department	Child Passenger Safety Program	$ 1,500	$ 1,500	$ 260.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Schoharie Co Health- 00114-(048)	Schoharie County Health Department	Child Passenger Safety Program	$ 7,000	$ 6,000	$ 5,683.79
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Schuyler Co SO -00234-(049)	Schuyler County Sheriff's Office	Child Passenger Safety Program	$ 1,298	$ 1,298	$ 55.00
CS	M1CPS	OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Seneca Cty Health-00139-(050)	Seneca County Health Department	Child Passenger Safety Program	$ 2,760	$ 2,000	$ 1,796.79
CS	M1CPS	OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Seneca Co SO -00247-(050)	Seneca County Sheriff's Office	Child Passenger Safety Program	$ 3,000	$ 1,500	$ 1,500.00
CS	M1CPS	OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Seneca Nation-00204-(005)	Seneca Nation of Indians	Child Passenger Safety Program	$ 39,496	$ 3,000	$ 2,593.17
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Southampton Town PD - 00081-(052)	Southampton Town Police Department	Child Passenger Safety Program	$ 16,700	$ 4,000	$ 4,000.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Spring Valley Village PD - 00197-(044)	Spring Valley Village Police Department	Child Passenger Safety Program	$ 5,259	$ 1,500	$ 1,304.30

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-St. Lawrence Co Com. Srvc-00186-(045)	St. Lawrence County Community Services	Child Passenger Safety Program	$ 11,000	$ 10,000	$ 5,934.01
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-St. Regis Mohawk-00004-(017)	St. Regis Mohawk Tribe	Child Passenger Safety Program	$ 5,000	$ 3,000	$ 2,676.30
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Steuben Co SO -00025-(051)	Steuben County Sheriff's Office	Child Passenger Safety Program	$ 11,500	$ 10,000	$ 9,974.11
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Stony Point Town PD -00083-(044)	Stony Point Town Police Department	Child Passenger Safety Program	$ 3,000	$ 2,500	$ 57.68
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Suffern Village PD -00039-(044)	Suffern Village Police Department	Child Passenger Safety Program	$ 20,000	$ 2,000	$ 756.92
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Suffolk Co SO -00015-(052)	Suffolk County Sheriff's Office	Child Passenger Safety Program	$ 15,000	$ 4,700	$ 4,352.22
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Sullivan Co-00035-(053)	Sullivan County	Child Passenger Safety Program	$ 14,500	$ 13,500	$ 13,498.82
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Tompkins Co SO -00123-(055)	Tompkins County Sheriff's Office	Child Passenger Safety Program	$ 10,000	$ 3,000	$ 3,000.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Tonawanda City PD -00149-(015)	Tonawanda City Police Department	Child Passenger Safety Program	$ 4,300	$ 2,000	$ 1,423.20
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Troy City PD -00120-(042)	Troy City Police Department	Child Passenger Safety Program	$ 2,600	$ 1,700	$ 1,300.00

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Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Tuckahoe Village PD - 00115-(060)	Tuckahoe Village Police Department	Child Passenger Safety Program	$ 5,000	$ 2,000	$ 1,971.34
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Ulster Co CC-00175-(056)	Ulster Co. Community College	Child Passenger Safety Program	$ 6,000	$ 3,500	$ 3,041.01
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Ulster Co SO - 00109-(056)	Ulster County Sheriff's Office	Child Passenger Safety Program	$ 4,500	$ 4,500	$ 3,896.37
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Ulster Town PD - 00104-(056)	Ulster Town Police Department	Child Passenger Safety Program	$ 1,700	$ 1,700	$ 101.00
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-UR Injury Free Coal.-00032-(028)	University of Rochester	Child Passenger Safety Program	$ 2,700	$ 2,700	$ 2,699.40
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Utica City PD - 00088-(033)	Utica City Police Department	Child Passenger Safety Program	$ 2,500	$ 2,000	$ 1,750.89
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Wallkill Town PD-00048-(036)	Wallkill Town Police Department	Child Passenger Safety Program	$ 2,700	$ 1,500	$ 1,474.96
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Warwick Town PD - 00092-(036)	Warwick Town Police Department	Child Passenger Safety Program	$ 1,500	$ 1,000	$ 815.81
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Washington Co Health- 00108-(058)	Washington County Health	Child Passenger Safety Program	$ 13,500	$ 12,800	$ 10,822.37
CS	MICPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Waterloo Village PD - 00238-(050)	Waterloo Village Police Department	Child Passenger Safety Program	$ 2,500	$ 1,500	$ 1,485.00

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Wayne Co Health-00217-(059)	Wayne County Public Health	Child Passenger Safety Program	$ 2,725	$ 2,725	$ 2,725.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Wayne Co SO -00042-(059)	Wayne County Sheriff's Office	Child Passenger Safety Program	$ 3,400	$ 2,000	$ 1,497.38
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-White Plains Dept PS-00169-(060)	White Plains Department Public Safety	Child Passenger Safety Program	$ 3,500	$ 2,000	$ 300.00
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Whitestown Town PD -00016-(033)	Whitestown Town Police Department	Child Passenger Safety Program	$ 5,500	$ 3,400	$ 3,251.31
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Wyoming Co-00254-(061)	Wyoming County	Child Passenger Safety Program	$ 3,000	$ 3,000	$ 2,971.50
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Yates Co SO -00250-(062)	Yates County Sheriff's Office	Child Passenger Safety Program	$ 4,000	$ 2,500	$ 1,897.70
OP	M1CPS	CP-2019-001, CP-2019-005, OP-2019-004	HS1-2019-Cornell Coop Saratoga Co-00115-(046)	Cornell Cooperative Extension of Saratoga County	Occupant Protection/License to Live	$ 80,718	$ 65,618	$ 64,106.43
OP	M1CPS	CP-2019-001, CP-2019-005, OP-2019-004	HS1-2019-EAC inc-00106-(088)	EAC INC	Kids Cars -n- Consequences	$ 115,374	$ 115,374	$ 83,854.78
OP	M1CPS	CP-2019-001	HS1-2019-Harlem Hosp Inj Prev-00238-(077)	New York City Health & Hospital Corp	Car Seat for Kids: The New York City Program, Community Educ	$ 104,660	$ 69,126	$ 45,751.20
OP	M1CPS	CP-2019-003, OP-2019-002, OP-2019-003, OP-2019-004, OP-2019-006	HS1-2019-NYS Police -00010-(099)	New York State Police	CPS Education and Support	$ 273,454	$ 273,454	$ 161,783.52
OP	M1CPS	CP-2019-001, OP-2019-005, OP-2019-006	HS1-2019-NYS Assoc TSB-00020-(088)	NYS Assoc of Traffic Safety Boards Programs inc	Educational Enrichment	$ 40,400	$ 40,200	$ 24,574.35
OP	M1CPS	CP-2019-001, OP-2019-010, OP-2019-011	HS1-2019-NYS Assoc TSB-00021-(088)	NYS Assoc of Traffic Safety Boards Programs inc	CPS Statewide Training and National CPS Week	$ 207,000	$ 207,000	$ 143,880.00

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Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
					Occupant Protection Total	$ 2,580,768	$ 2,062,344	$ 1,604,035.09
Traffic Records								
TR	M3DA	CP-2019-006	HS1-2019-HRI/NYS DOH-00180-(088)	Health Research Inc/NYS DOH	Incorporating Emergency Medical Services Data into CODES	$ 110,000	$ 110,000	$ 62,159.75
TR	M3DA	TR-2019-005	HS1-2019-NYS Police-00183-(099)	New York State Police	Traffic Enforcement Technology - Local Agency Support	$ 1,219,026	$ 1,219,026	$ 831,057.09
TR	M3DA	TR-2019-007	HS1-2019-NYS UCS-00242-(099)	NYS Unified Court System	Automated Drug Conviction Reporting	$ 258,180	$ 258,180	$ 130,716.85
TR	M3DA	TR-2019-008	HS1-2019-OASAS Foundation-00108-(660)	OASAS/Research Found,Mental Hygiene Inc	IDS Integration of the UCMS IID and Treatment Sentence Data	$ 629,711	$ 173,800	$ 60,175.51
TR	402TR	MC-2019-005, Op-2019-013, PS- 2019-006, TR- 2019-010, TR- 2019-011	HS1-2019-ITSMR-00150-(088)	Research Foundation of SUNY	Research, Evaluation & Analytical Support for Traffic Safety	$ 974,844	$ 974,844	$ 597,977.04
TR	402TR	TR-2019-011	HS1-2019-ITSMR-00154-(088)	Research Foundation of SUNY	Data Services for Traffic Safety	$ 414,908	$ 414,908	$ 242,478.50
TR	M3DA	TR-2019-009	HS1-2019-ITSMR-00166-(088)	Research Foundation of SUNY	Expansion of the Traffic Safety Statistical Repository (TSSR)	$ 308,180	$ 308,180	$ 259,992.96
					Traffic Records Total	$ 3,949,849	$ 3,493,938	$ 2,184,557.70
Community Traffic Safety Programs								
CP	M1CPS	CP-2019-001, CP- 2019-005, Op- 2019-004	HS1-2019-Albany TSB-00078-(001)	Albany County Traffic Safety Board	2019 Comprehensive Highway Safety Grant	$ 81,000	$ 81,000	$ 77,109.99
CP	402CP	CP-2019-001, CP- 2019-005, CP- 2019-006	HS1-2019-Ardent Solutions-00170-(088)	Ardent Solutions, Inc.	Mobility Safety Across the Lifespan	$ 79,766	$ 79,766	$ 67,806.59
CP	402CP	CP-2019-001, CP- 2019-005	HS1-2019-Assoc Community Parent Cn-00120-(030)	Association for the Community Parent Center, Inc	Driving in the Safe Lane: Drunk, Drugged, Distracted Driving	$ 60,000	$ 60,000	$ 59,999.94
CP	M6OT	CP-2019-005, AL- 2019-013	HS1-2019-Assoc Community Parent Cn-00120-(030)	Association for the Community Parent Center, Inc	Driving in the Safe Lane: Drunk, Drugged, Distracted Driving	$ 20,000	$ 20,000	$ 19,999.98
CP	402CP	CP-2019-001, CP- 2019-005	HS1-2019-Brookhaven Town-00208-(052)	Brookhaven, Town of	Teen Driver Education Presentations	$ 24,620	$ 24,620	$ 16,132.04
CP	402CP	CP-2019-001	HS1-2019-Broome Co Health-00058-(004)	Broome County Health Dept	Broome County Traffic Safety Educational Outreach Plan	$ 82,920	$ 82,395	$ 81,859.99
CP	402CP	CP-2019-004, Op-2019-004	HS1-2019-CTANY-00104-(088)	Cable Telecommunications Association of NY Inc	CTANY 2019 GTSC Statewide Multi-Media Outreach Campaign	$ 600,000	$ 600,000	$ 594,191.74
CP	M6OT	AL-2019-003, AL- 2019-012	HS1-2019-CTANY-00104-(088)	Cable Telecommunications Association of NY Inc	CTANY 2019 GTSC Statewide Multi-Media Outreach Campaign	$ 375,000	$ 375,000	$ 375,000.00

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CP	402CP	CP-2019-001, CP-2019-005, PS-2019-003	HS1-2019-Chautauqua CSEV-00102-(007)	Chautauqua Children's Safety Education Village, Inc.	Chautauqua Child Safety Program	$ 31,774	$ 18,959	$ 18,959.00
CP	402CP	CP-2019-001, CP-2019-005	HS1-2019-Children and Parent-00083-(088)	Children and Parent Resource Group Inc	Life Changing Experience Community Education Project	$ 100,000	$ 100,000	$ 100,000.00
CP	402CP	CP-2019-001	HS1-2019-Clinton Co SO -00018-(010)	Clinton County Sheriff's Office	Clinton County Community Based Highway Safety Program	$ 31,138	$ 30,435	$ 23,955.21
CP	402CP	CP-2019-001, CP-2019-006, PS-2019-003	HS1-2019-Cornell Coop Livingston -00116-(026)	Cornell Cooperative Extension of Livingston County	Traffic Safety Education supported by Policy	$ 55,091	$ 53,091	$ 42,414.54
CP	402CP	CP-2019-001, OP-2019-004	HS1-2019-Cortland County HD-00173-(012)	Cortland County Health Department	Cortland County Injury Prevention and Traffic Safety Program	$ 43,189	$ 41,189	$ 39,017.55
CP	402CP	CP-2019-001, CP-2019-006, PS-2019-003	HS1-2019-Dutchess Co TSB-00084-(014)	Dutchess County Traffic Safety Board	Multifaceted Injury and Crash Prevention Initiative	$ 65,163	$ 59,863	$ 56,943.64
CP	FHPE	CP-2019-001 PS-2019-003	HS1-2019-Erie Co TS-00260-(015)	Erie County Office of Traffic Safety	Pedestrian Safety Awareness and Harm Reduction	$ 71,057	$ 37,000	$ 9,050.78
CP	402CP	CP-2019-001	HS1-2019-Essex Co TS-00214-(016)	Essex County Traffic Safety	Traffic Safety Task Force	$ 22,000	$ 22,000	$ 22,000.00
CP	402CP	CP-2019-003, CP-2019-005, CP-2019-006, CP-2019-007	HS1-2019-HRI/NYS DOH-00248-(088)	Health Research Inc/NYS DOH	NYS Traffic Safety and Public Health Program	$ 442,264	$ 442,264	$ 333,892.27
CP	FHPE	CP-2019-003, PS-2019-001, PS-2019-004	HS1-2019-HRI/NYS DOH-00248-(088)	Health Research Inc/NYS DOH	NYS Traffic Safety and Public Health Program	$ 148,708	$ 148,708	$ 148,227.99
CP	402CP		HS1-2017-HRI/NYS DOH-00212-(088)	Health Research Inc/NYS DOH				$ (90.56)
CP	402CP	CP-2019-001, CP-2019-005, PS-2019-001	HS1-2019-Integrated Com Oswego-00165-(038)	Integrated Community Planning of Oswego County inc	Community Traffic Safety Program	$ 72,482	$ 64,657	$ 55,834.57
CP	402CP	CP-2019-001, CP-2019-007, PS-2019-001	HS1-2019-Mohawk Valley Refugee-00067-(033)	Mohawk Valley Resource Center for Refugees	MVRCR Multi-Cultural Traffic Safety Program	$ 67,693	$ 67,693	$ 67,616.06
CP	402CP	CP-2019-001, CP-2019-005	HS1-2019-Monroe Co TS-00007-(028)	Monroe County Traffic Safety	Community Traffic Safety	$ 99,900	$ 97,400	$ 91,960.27
CP	402CP	CP-2019-003, CP-2019-005	HS1-2019-Nat Safety Council-00197-(088)	National Safety Council	New York Survivor Advocate Speaker Network Y19	$ 153,003	$ 153,003	$ 128,387.62
CP	402CP	CP-2019-001, CP-2019-006, PS-2019-001, PS-2019-003	HS1-2019-Niagara Co SO -00075-(032)	Niagara County Sheriff's Office	Traffic Safety Education Programs	$ 64,839	$ 64,609	$ 62,719.68

Appendix A
New York State
FFY 2019 Approved Projects Implemented with Expenditures by Program Area (through 12/11/2019)

Alpha Program	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CP	402CP	CP-2019-001, CP-2019-005, CP-2019-006, 2019-007	HS1-2019-NYC DOT-00229-(077)	New York City DOT	Vision Zero Education Initiatives Phase II	$ 520,000	$ 520,000	$ 478,444.88
CP	M1*CP	CP-2019-001, OP-2019-004	HS1-2019-NYC DOT-00229-(077)	New York City DOT	Vision Zero Education Initiatives Phase II	$ 100,310	$ 100,310	$ 141,865.12
CP	402CP	CP-2019-003	HS1-2019-Operation Lifesaver Inc-00099-(088)	New York Operation Lifesaver Inc	Operation Life Saver	$ 67,200	$ 63,200	$ 63,200.00
CP	402CP	CP-2019-003, PS-2019-001	HS1-2019-NYSPTA-00232-(088)	New York State Congress of Parents & Teachers	Every Child Travels Safely 2018-2019	$ 40,000	$ 40,000	$ 25,762.41
CP	402CP	CP-2019-001, CP-2019-005, CP-2019-006, 2019-007	HS1-2019-NY Coalition Safety Belt-00162-(088)	NY Coalition For Safety Belt Use	Queens/Nassau County Traffic Safety Education Programs	$ 120,800	$ 120,800	$ 119,016.43
CP	402CP	CP-2019-004	HS1-2019-NYS Broadcasters Assoc-00064-(088)	NYS Broadcasters Association	Educating The Public on Issues Pertaining to Highway Safety	$ 600,000	$ 301,000	$ 204,321.16
CP	M1CP5	OP-2019-004	HS1-2019-NYS Broadcasters Assoc-00064-(088)	NYS Broadcasters Association	Educating The Public on Issues Pertaining to Highway Safety	$ 100,000	$ 160,000	$ 201,437.81
CP	M6OT	AL-2019-003, AL-HS1-2019-NYS Broadcasters Assoc-00064-(088), 2019-012		NYS Broadcasters Association	Educating The Public on Issues Pertaining to Highway Safety	$ 292,000	$ 340,000	$ 256,225.35
CP	M9MA	MC-2019-002	HS1-2019-NYS Broadcasters Assoc-00064-(088)	NYS Broadcasters Association	Educating The Public on Issues Pertaining to Highway Safety	$	$ 26,000	$ 21,043.11
CP	FHPE	PS-2019-001	HS1-2019-NYS Broadcasters Assoc-00064-(088)	NYS Broadcasters Association	Educating The Public on Issues Pertaining to Highway Safety	$	$ 165,000	$ 271,674.85
CP	402CP	CP-2019-003	HS1-2019-NYS DMV-00002-(099)	NYS Department of Motor Vehicles	Program Grant	$ 1,795,565	$ 1,934,565	$ 1,183,977.73
CP	M1CP5	OP-2019-005	HS1-2019-NYS DMV-00002-(099)	NYS Department of Motor Vehicles	Program Grant	$ 400,000	$ 145,000	$ 141,503.81
CP	M6OT	AL-2019-013, 2019-015, CP-2019-003	HS1-2019-NYS DMV-00002-(099)	NYS Department of Motor Vehicles	Program Grant	$ 400,000	$ 256,000	$ 255,826.99
CP	M9MA	MC-2019-002	HS1-2019-NYS DMV-00002-(099)	NYS Department of Motor Vehicles	Program Grant	$	$ 255,000	$ 247,073.24
CP	FHPE	PS-2019-001, 2019-004	HS1-2019-NYS DMV-00002-(099)	NYS Department of Motor Vehicles	Program Grant	$	$ 5,000	$ 1,311.81
CP	M1CP5	CP-2019-003, CP-2019-004	HS1-2019-NYS DMV-00225-(099)	NYS Department of Motor Vehicles	2019 Comprehensive Traffic Safety Campaign	$ 49,900	$ 49,900	$ 7,228.81
CP	402RS	CP-2019-002	HS1-2019-NYS DOT-00174-(099)	NYS Department of Transportation	TIMposium 2019	$ 30,000	$ 30,000	$ 13,936.72
CP	402RS	CP-2019-002	HS1-2019-NYS DOT-00175-(099)	NYS Department of Transportation	Printing of Training, Outreach and Educational Material 2019	$ 50,000	$ 50,000	$ 46,499.44
CP	402CP	CP-2019-001	HS1-2019-Onondaga Co SO-00061-(034)	Onondaga County Sheriff's Office	Onondaga County Traffic Safety Program	$ 128,639	$ 109,000	$ 105,391.46

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CP	402CP	CP-2019-001, CP-2019-005, CP-2019-006	HS1-2019-Orange Co-00164-(036)	Orange County Dept of Emergency Services	Orange County Traffic Safety Program	$ 64,264	$ 64,264	$ 41,015.70
CP	402CP	CP-2019-005	HS1-2019-Orchard Park Town PD - 00069-(015)	Orchard Park Town Police Department	Teen Driver Safety	$ 19,500	$ 10,500	$ 10,000.00
CP	402CP	CP-2019-004, OP-2019-004	HS1-2019-Outdoor Adv. Found. of NY-00016-(088)	Outdoor Advertising Foundation of NY	Billboards Drive The Message Home	$ 50,000	$ 50,000	$ 50,000.00
CP	M6OT	AL-2019-003, AL-2019-012	HS1-2019-Outdoor Adv. Found. of NY-00016-(088)	Outdoor Advertising Foundation of NY	Billboards Drive The Message Home	$ 55,750	$ 55,750	$ 55,750.00
CP	402CP		HS1-2018-RF SUNY-Stony Brook-00067-(052)	Research Foundation of SUNY -Stony Brook U	Prevention of Drowsy Driving Curriculum Development		$ 23,591	$ 21,610.62
CP	402CP	CP-2019-001, CP-2019-007	HS1-2019-Ulster Co CC-00169-(056)	Ulster Co. Community College	Ulster County Comprehensive Community Traffic Safety Program	$ 84,806	$ 83,106	$ 81,597.32
CP	402CP	CP-2019-001, CP-2019-007	HS1-2019-Westchester Co DPW/TS-00076-(060)	Westchester County DPW/Traffic Safety	Westchester's Plan4Safety Community Traffic Safety Program	$ 204,645	$ 172,605	$ 169,011.57
RS	402RS	CP-2019-002	HS1-2019-Cornell U Coll Ag& Life-00234-(088)	Cornell University - College of Agriculture and Life Sciences	Work Zone Pocket Guides	$ 23,010	$ 23,010	$ 22,057.39
RS	402RS	CP-2019-002	HS1-2019-Cornell U Coll Ag& Life-00235-(088)	Cornell University - College of Agriculture and Life Sciences	Work Zone Equipment Packages	$ 37,099	$ 27,824	$ 27,823.66
					Community Traffic Safety Programs Total	$ 8,104,997	$ 7,983,179	$ 6,757,596.28
				Program Management				
PA	402PA	PM-2019-001, PM-2019-002	HS1-2019-GTSC-Agency-00004-(099)	NYSGTSC	Planning and Administration	$ 905,659	$ 879,659	$ 700,253.82
					Program Management Total	$ 905,659	$ 879,659	$ 700,253.82
				Time Extension				
TE	M3DA	TR-2019-001	HS1-2019-NYS DMV-00089-(099)	NYS Department of Motor Vehicles	AIS System Changes Form 104S (TE HS-2018-00112)(TE 2017)	$ 250,000	$ 250,000	$ 248,092.13
TE	M3DA	TR-2019-004	HS1-2019-NYS DOT-00044-(099)	NYS Department of Transportation	ALIS Upgrade and Integration 2019 (formerly 2018-039)	$ 250,000	$ 229,497	$ 44,144.01
BU	402PT	OP-2019-001, OP-2019-002, OP-2019-003, PTS-2019-007	HS1-2018-NYS Police -00193-(099)	New York State Police	Occupant Protection Enforcement Program Buckle Up New York	$ 90,616	$ 90,616	$ 38,342.00
AL	M6OT	AL-2019-002, AL-2019-004, AL-2019-005, AL-2019-013, AL-2019-014, AL-2019-015	HS1-2018-NYS Police -00199-(099)	New York State Police	Combatting Impaired Driving and Underage Drinking	$ 65,038	$ 65,038	$ 24,980.00

APPENDIX B

NEW YORK STATE
FFY 2019 APPROVED PROJECTS
NOT IMPLEMENTED

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Ballston Spa Village PD -00298-(046)	Ballston Spa Village Police Department	Police Traffic Services	$ 19,517	$ 4,228	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Bath Village PD -00232-(051)	Bath Village Police Department	Police Traffic Services	$ 3,692	$ 3,692	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Bedford Town PD -00105-(060)	Bedford Town Police Department	Police Traffic Services	$ 6,804	$ 6,804	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Caledonia Village PD -00149-(026)	Caledonia Village Police Department	Police Traffic Services	$ 3,336	$ 1,529	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Chittenango Village PD -00107-(027)	Chittenango Village Police Department	Police Traffic Services	$ 3,600	$ 1,500	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Deposit Village PD -00328-(004)	Deposit Village Police Department	Police Traffic Services	$ 1,872	$ 1,728	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Larchmont Village PD -00335-(060)	Larchmont Village Police Department	Police Traffic Services	$ 8,708	$ 5,460	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Lewisboro Town PD -00293-(060)	Lewisboro Town Police Department	Police Traffic Services	$ 42,315	$ 4,370	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Lynbrook Village PD -00119-(030)	Lynbrook Village Police Department	Police Traffic Services	$ 20,250	$ 14,400	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Mechanicville City PD -00063-(046)	Mechanicville City Police Department	Police Traffic Services	$ 15,000	$ 2,700	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Medina Village PD -00239-(037)	Medina Village Police Department	Police Traffic Services	$ 12,300	$ 4,182	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Montgomery Town PD -00033-(036)	Montgomery Town Police Department	Police Traffic Services	$ 5,040	$ 5,040	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Nassau Village PD -00170-(042)	Nassau Village Police Department	Police Traffic Services	$ 2,025	$ 1,890	$ -

APPENDIX B
New York State
FFY2019 Approved Projects Not Implemented

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Somerset Town PD-00296-(032)	Somerset Town of	Police Traffic Services	$ 542	$ 542	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-SUNY Albany Police-00145-(001)	SUNY Albany University Police	Police Traffic Services	$ 5,760	$ 2,400	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-SUNY UB Police-00003-(099)	SUNY University Buffalo Police	Police Traffic Services	$ 7,840	$ 4,480	$ -
LE	402PT	OP-2019-001, OP-2019-002, PTS-2019-001	PTS-2019-Whitehall Village PD-00312-(058)	Whitehall Village Police Department	Police Traffic Services	$ 8,052	$ 2,420	$ -
CS	M1CPS	OP-2019-007, OP-2019-009, OP-2019-008, 2019-012	CPS-2019-Bath Village PD-00161-(051)	Bath Village Police Department	Child Passenger Safety Program	$ 1,700	$ 1,200	$ -
CS	M1CPS	OP-2019-007, OP-2019-009, OP-2019-008, 2019-012	CPS-2019-Briarcliff Manor Village-00054-(060)	Briarcliff Manor Village Police Department	Child Passenger Safety Program	$ 5,000	$ 1,500	$ -
CS	M1CPS	OP-2019-007, OP-2019-009, OP-2019-008, 2019-012	CPS-2019-Chautauqua Co SO-00246-(007)	Chautauqua County Sheriff's Office	Child Passenger Safety Program	$ 5,645	$ 1,500	$ -
CS	M1CPS	OP-2019-007, OP-2019-009, OP-2019-008, 2019-012	CPS-2019-Croton on Hudson Vil-00130-(060)	Croton on Hudson Village of	Child Passenger Safety Program	$ 8,000	$ 1,000	$ -
CS	M1CPS	OP-2019-007, OP-2019-009, OP-2019-008, 2019-012	CPS-2019-Dix Hill FD-00160-(052)	Dix Hills Fire District	Child Passenger Safety Program	$ 1,675	$ 1,675	$ -
CS	M1CPS	OP-2019-007, OP-2019-009, OP-2019-008, 2019-012	CPS-2019-Dobbs Ferry Village PD-00002-(060)	Dobbs Ferry Village Police Department	Child Passenger Safety Program	$ 3,325	$ 2,000	$ -
CS	M1CPS	OP-2019-007, OP-2019-009, OP-2019-008, 2019-012	CPS-2019-Geneva City PD-00113-(035)	Geneva City Police Department	Child Passenger Safety Program	$ 1,495	$ 1,000	$ -
CS	M1CPS	OP-2019-007, OP-2019-009, OP-2019-008, 2019-012	CPS-2019-Glenville Town PD-00248-(047)	Glenville Town Police Department	Child Passenger Safety Program	$ 2,750	$ 1,500	$ -
CS	M1CPS	OP-2019-007, OP-2019-009, OP-2019-008, 2019-012	CPS-2019-Greenburgh Town PD-00242-(060)	Greenburgh Town Police Department	Child Passenger Safety Program	$ 2,000	$ 1,000	$ -

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Hempstead Town PS-00258-(030)	Hempstead Town Office of Public Safety	Child Passenger Safety Program	$ 4,350	$ 1,000	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Hornell City PD -00212-(051)	Hornell City Police Department	Child Passenger Safety Program	$ 2,500	$ 1,000	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Irvington Village PD -00240-(060)	Irvington Village Police Department	Child Passenger Safety Program	$ 1,600	$ 1,600	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Lewisboro Town PD -00245-(060)	Lewisboro Town Police Department	Child Passenger Safety Program	$ 400	$ 400	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Montgomery Village PD -00072-(036)	Montgomery Village Police Department	Child Passenger Safety Program	$ 850	$ 650	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Mt. Pleasant Town PD -00208-(060)	Mt. Pleasant Town Police Department	Child Passenger Safety Program	$ 4,200	$ 3,000	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-New Castle Town PD -00057-(060)	New Castle Town Police Department	Child Passenger Safety Program	$ 2,000	$ 1,500	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Niagara Falls City PD -00239-(032)	Niagara Falls City Police Department	Child Passenger Safety Program	$ 1,500	$ 1,300	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-North Greece Fire Dist-00008-(028)	North Greece Fire District	Child Passenger Safety Program	$ 4,500	$ 4,500	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Oneida Co SO -00132-(033)	Oneida County Sheriff's Office	Child Passenger Safety Program	$ 1,200	$ 800	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Rye Brook Village PD-00178-(060)	Rye Brook Village Police Department	Child Passenger Safety Program	$ 1,000	$ 1,000	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Saratoga Co SO -00232-(046)	Saratoga County Sheriff's Office	Child Passenger Safety Program	$ 8,000	$ 1,500	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, OP-2019-012	CPS-2019-Schenectady Co SO -00231-(047)	Schenectady County Sheriff's Office	Child Passenger Safety Program	$ 1,500	$ 800	$ -

APPENDIX B
New York State
FFY2019 Approved Projects Not Implemented

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, 2019-012	CPS-2019-Southampton Village PD - 0045-(052)	Southampton Village Police Department	Child Passenger Safety Program	$ 1,553	$ 1,000	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, 2019-012	CPS-2019-SUNY Alfred PD-00044-(099)	SUNY Police Alfred State University	Child Passenger Safety Program	$ 3,000	$ 1,500	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, 2019-012	CPS-2019-Syracuse City PD -00047-(034)	Syracuse City Police Department	Child Passenger Safety Program	$ 13,000	$ 4,500	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, 2019-012	CPS-2019-Tuxedo Town PD -00249-(036)	Tuxedo Town Police Department	Child Passenger Safety Program	$ 5,000	$ 1,000	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, 2019-012	CPS-2019-Walden Village PD - 00146-(036)	Walden Village Police Department	Child Passenger Safety Program	$ 2,500	$ 1,500	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, 2019-012	CPS-2019-Warren Co SO -00214-(057)	Warren County Sheriff's Office	Child Passenger Safety Program	$ 2,550	$ 1,050	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, 2019-012	CPS-2019-Watkins Glen Village PD - 00124-(049)	Watkins Glen Village Police Department	Child Passenger Safety Program	$ 2,000	$ 2,000	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, 2019-012	CPS-2019-Whitehall Village PD - 00236-(058)	Whitehall Village Police Department	Child Passenger Safety Program	$ 800	$ 800	$ -
CS	M1CPS	OP-2019-007, OP-2019-008, OP-2019-009, 2019-012	CPS-2019-Woodbury Town PD - 00157-(036)	Woodbury Town Police Department	Child Passenger Safety Program	$ 2,000	$ 750	$ -
TR	M3DA	TR-2019-003	HS1-2019-NYS DMV-00068-(099)	NYS Department of Motor Vehicles	FARS Supplemental	$ 35,000	$ 35,000	$ -
CP	FHPE	CP-2019-001, PS-2019-003	HS1-2019-Geneva City PD-00133-(035)	Geneva City Police Department	Highway Safety Grant	$ 610	$ 610	$ -
CP	402CP	CP-2019-001	HS1-2019-St. Lawrence Co Com. Srvc-00182-(045)	St. Lawrence County Community Services	RURAL ROADS, RURAL RISKS	$ 75,892	$ 75,892	$ -
CP	402CP	CP-2019-006	HS1-2019-Watkins Glen Village PD - 00117-(049)	Watkins Glen Village Police Department	Carfit program	$ 3,400	$ 1,600	$ -
TE	402RS	CP-2019-002	HS1-2019-NYS DOT-00042-(099)	NYS Department of Transportation	Steer It Clear It/TIMS (Formerly HSI-2018-00036)	$ 50,000	$ 50,000	$ -

Alpha	Federal Program	Planned Activity	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
TE	M3DA	TR-2019-002	HS1-2019-NYS DMV-00088-(099)	NYS Department of Motor Vehicles	NYPD Elec Accident Report Submission (TE HS-2018-53)	$ 350,000	$ 350,000	$ -
TE	M3DA	TR-2019-002	HS1-2019-NYS DMV-00090-(099)	NYS Department of Motor Vehicles	NYPD Electronic Crash Sbmssion (TE HS-2018-00113)(2017/2016)	$ 250,000	$ 250,000	$ -
TE	M3DA	TR-2019-002	HS1-2019-NYS DMV-00091-(099)	NYS Department of Motor Vehicles	NYPD Electronic Acc Submission (TE HS-2018-111)(2017)	$ 350,000	$ 350,000	$ -

Lines 2 to 53 represent grants that were approved for funding by GTSC but did not initiate any activities or expend funds. These sub-grantees failed to implement project activity in FFY 2019.
The award amounts for these projects all represent small dollar amounts and were considered immaterial, having minimal, if any impact on the overall program area they were part of. GTSC
maintains information in its on-line eGrants system related to these projects and due to efficiencies has not listed each unique situation here.

Line 54 represents a grant that was approved for funding by GTSC, but did not initiate any activities or expend funds.
The sub-grantee is anticipating a law change. Activites outlined in the grant rely on this law change before they can start.

Lines 55 to 57 represent grants to NYS DMV for TRCC related projects. These projects represent major efforts to improve our core data systems.
Due to the complexity and ITS resource challenges of these projects no funds have been charged to these grants. Work and effort continues at the state agency level to move these projects forward.

Appendix C

New York State
FFY 2019 Projects Not Approved

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
AL		HS1-2019-Elmsford Village PD - 00230-(060)	Elmsford Village Police Department	Operation Save A Life	$ 2,500	$ -	$ -
AL		HS1-2019-Lewiston Town PD - 00125-(032)	Lewiston Town Police Department	Opportunities for LPD to reduce crashes/injuries	$ 41,008	$ -	$ -
LE		PTS-2019-Allegany Village PD - 00130-(005)	Allegany Village Police Department	Police Traffic Services	$ 13,860	$ -	$ -
LE		PTS-2019-Altamont Village PD - 00249-(001)	Altamont Village Police Department	Police Traffic Services	$ 2,324	$ -	$ -
LE		PTS-2019-Ardsley Village PD -00257-(060)	Ardsley Village Police Department	Police Traffic Services	$ 6,480	$ -	$ -
LE		PTS-2019-Boonville Village PD - 00205-(033)	Boonville Village Police Department	Police Traffic Services	$ 3,000	$ -	$ -
LE		PTS-2019-Bronxville Village PD - 00197-(060)	Bronxville Village Police Department	Police Traffic Services	$ 7,488	$ -	$ -
LE		PTS-2019-Camden Village PD - 00129-(033)	Camden Village Police Department	Police Traffic Services	$ 2,992	$ -	$ -
LE		PTS-2019-Dutchess Co SO -00245-(014)	Dutchess County Sheriff's Office	Police Traffic Services	$ 22,295	$ -	$ -
LE		PTS-2019-Ellenville Village PD-00187-(056)	Ellenville Village Police Department	Police Traffic Services	$ 16,016	$ -	$ -
LE		PTS-2019-Elmsford Village PD - 00307-(060)	Elmsford Village Police Department	Police Traffic Services	$ -	$ -	$ -
LE		PTS-2019-Fishkill Town PD -00241-(014)	Fishkill Town Police Department	Police Traffic Services	$ 10,095	$ -	$ -
LE		PTS-2019-Florida Village PD -00013-(036)	Florida Village Police Department	Police Traffic Services	$ 4,312	$ -	$ -
LE		PTS-2019-Galway Village PD-00311-(046)	Galway Village Police Department	Police Traffic Services	$ 21,300	$ -	$ -
LE		PTS-2019-Herkimer Village PD - 00178-(022)	Herkimer Village Police Department	Police Traffic Services	$ 5,920	$ -	$ -
LE		PTS-2019-Highland Falls Village PD - 00333-(036)	Highland Falls Village Police Department	Police Traffic Services	$ 24,880	$ -	$ -
LE		PTS-2019-Hoosick Falls Village PD - 00018-(042)	Hoosick Falls Village Police Department	Police Traffic Services	$ 9,408	$ -	$ -
LE		PTS-2019-Kensington Village PD - 00326-(030)	Kensington Village Police Department	Police Traffic Services	$ 9,237	$ -	$ -
LE		PTS-2019-Menands Village PD - 00217-(001)	Menands Village Police Department	Police Traffic Services	$ 12,000	$ -	$ -

APPENDIX C
New York State
FFY 2019 Projects Not Approved

Alpha Program	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
LE		PTS-2019-Millerton Village PD - 00302-(014)	Millerton Village Police Department	Police Traffic Services	$ 3,780	$ -	-
LE		PTS-2019-Monroe Village PD - 00030-(036)	Monroe Village Police Department	Police Traffic Services	$ 8,400	$ -	-
LE		PTS-2019-Mt. Pleasant Town PD - 00303-(060)	Mt. Pleasant Town Police Department	Police Traffic Services	$ 8,288	$ -	-
LE		PTS-2019-Northport Village PD - 00042-(052)	Northport Village Police Department	Police Traffic Services	$ 12,110	$ -	-
LE		PTS-2019-Oxford Village PD- 00006-(009)	Oxford Village Police Department	Police Traffic Services	$ 2,610	$ -	-
LE		PTS-2019-Plattekill Town PD- 00032-(056)	Plattekill Town Police Department	Police Traffic Services	$ 3,750	$ -	-
LE		PTS-2019-Red Hook Village PD-00246-(014)	Red Hook Village Police Department	Police Traffic Services	$ 7,705	$ -	-
LE		PTS-2019-Seneca Co SO- 00283-(050)	Seneca County Sheriff's Office	Police Traffic Services	$ 5,250	$ -	-
LE		PTS-2019-Shawangunk Town PD - 00230-(056)	Shawangunk Town Police Department	Police Traffic Services	$ 37,800	$ -	-
LE		PTS-2019-Shelter Island Town PD - 00207-(052)	Shelter Island Town Police Department	Police Traffic Services	$ 13,950	$ -	-
LE		PTS-2019-Solvay Village PD- 00056-(034)	Solvay Village Police Department	Police Traffic Services	$ 10,710	$ -	-
LE		PTS-2019-Tuxedo Town PD- 00327-(036)	Tuxedo Town Police Department	Police Traffic Services	$ 12,334	$ -	-
LE		PTS-2019-Ulster Town PD- 00140-(056)	Ulster Town Police Department	Police Traffic Services	$ 3,800	$ -	-
LE		PTS-2019-Warwick Town PD - 00135-(036)	Warwick Town Police Department	Police Traffic Services	$ 8,650	$ -	-
LE		PTS-2019-Washingtonville Village P-00143-(036)	Washingtonville Village Police Department	Police Traffic Services	$ 4,500	$ -	-
LE		PTS-2019-Yorkville Village PD- 00284-(033)	Yorkville Village Police Department	Police Traffic Services	$ 10,400	$ -	-
PT		HS1-2019-Ardsley Village PD -00184-(060)	Ardsley Village Police Department	2019 Highway Safety Project	$ 8,216	$ -	-
PT		HS1-2019-Briarcliff Manor Village - 00114-(060)	Briarcliff Manor Village Police Department	Highway Safety Grant application 2018-2019	$ 4,800	$ -	-
PT		HS1-2019-Chittenango Village PD - 00129-(027)	Chittenango Village Police Department	Operation Safe Village 2019	$ 25,000	$ -	-

Alpha	Federal Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
PT		HS1-2019-Cortland City PD-00179-(012)	Cortland City Police Department	West Road Enforcement	$ 5,415	$ -	$ -
PT		HS1-2019-Haverstraw Town PD -00003-(044)	Haverstraw Town Police Department	HTPD PTS 2018	$ 7,500	$ -	$ -
PT		HS1-2019-Hoosick Falls Village PD -00027-(042)	Hoosick Falls Village Police Department	Highway Safety Grant	$ 33,500	$ -	$ -
PT		HS1-2019-Lewisboro Town PD -00204-(060)	Lewisboro Town Police Department	Unmarked Police Vehicle - Enforcement	$ 39,000	$ -	$ -
PT		HS1-2019-Menands Village PD -00200-(001)	Menands Village Police Department	Highway Safety	$ 14,900	$ -	$ -
PT		HS1-2019-North Tonawanda City PD -00081-(032)	North Tonawanda City Police Department	North Tonawanda Police Pedestrian Safety Policing Initiative	$ 12,000	$ -	$ -
PT		HS1-2019-Ossining Village PD -00060-(060)	Ossining Village Police Department	Speed on Route 9A	$ 7,680	$ -	$ -
PT		HS1-2019-Oxford Village PD -00017-(009)	Oxford Village Police Department	Highway Safety Grant - HS1-2019	$ 2,500	$ -	$ -
PT		HS1-2019-Seneca Falls Twn PD-00218-(050)	Seneca Falls Town Police Department	Seneca Falls Highway Safety Equipment Project	$ 11,047	$ -	$ -
PT		HS1-2019-Shawangunk Town PD -00220-(056)	Shawangunk Town Police Department	School Safety Zone	$ 7,137	$ -	$ -
PT		HS1-2019-Southampton Town PD -00082-(052)	Southampton Town Police Department	County Road 39/State Route 24 Safety Initiative	$ 32,100	$ -	$ -
PT		HS1-2019-Springville Village PD -00054-(015)	Springville Village Police Department	Springville Police Department License Plate Reader	$ 20,500	$ -	$ -
PT		HS1-2019-Tuxedo Town PD -00251-(036)	Tuxedo Town Police Department	Commercial Motor Vehicle Safety Enforcement	$ 10,600	$ -	$ -
PT		HS1-2019-White Plains Dept PS-00152-(060)	White Plains Department Public Safety	Pedestrian Safety Initiative	$ 9,500	$ -	$ -
PT		HS1-2019-Yorkville Village PD-00187-(033)	Yorkville Village Police Department	HS1-2019-Yorkville Village PD-00187	$ 14,000	$ -	$ -
MC		HS1-2019-Warren Co SO -00194-(057)	Warren County Sheriff's Office	HS1 Motorcycle Safety Initiative	$ 12,000	$ -	$ -
PS		HS1-2019-Bethlehem Town PD -00074-(001)	Bethlehem Town Police Department	Bethlehem Bicycle and Pedestrian Safety Initiatives	$ 4,000	$ -	$ -
CS		CPS-2019-Arcade Village PD -00121-(061)	Arcade Village Police Department	Child Passenger Safety Program	$ 4,320	$ -	$ -
CS		CPS-2019-CVPH Medical -00143-(010)	CVPH Medical Center Foundation Inc	Child Passenger Safety Program	$ 8,000	$ -	$ -

Federal Alpha Program	Project Number	Agency	Title	Requested Amount	Awarded Amount	Expended Amount
CS	CPS-2019-East Hampton Vil. PD - 00233-(052)	East Hampton Village Police Department	Child Passenger Safety Program	$ 2,000	$ -	-
CS	CPS-2019-Ellenville Village PD- 00198-(056)	Ellenville Village Police Department	Child Passenger Safety Program	$ 2,000	$ -	-
CS	CPS-2019-Ellicott Town PD-00162- (007)	Ellicott Town Police Department	Child Passenger Safety Program	$ 1,700	$ -	-
CS	CPS-2019-Erie Co TS-00260-(015)	Erie County Office of Traffic Safety	Child Passenger Safety Program	$ 2,900	$ -	-
CS	CPS-2019-Franklin Co TSB-00237- (017)	Franklin County Traffic Safety Board	Child Passenger Safety Program	$ 2,600	$ -	-
CS	CPS-2019-Highland Falls Village PD - 00228-(036)	Highland Falls Village Police Department	Child Passenger Safety Program	$ 1,858	$ -	-
CS	CPS-2019-Hoosick Falls Village PD - 00022-(042)	Hoosick Falls Village Police Department	Child Passenger Safety Program	$ 6,000	$ -	-
CS	CPS-2019-New Square Comm- 00028-(044)	New Square Community Improvement Council Inc	Child Passenger Safety Program	$ 40,000	$ -	-
CS	CPS-2019-Quogue Village PD - 00135-(052)	Quogue Village Police Department	Child Passenger Safety Program	$ 1,530	$ -	-
CS	CPS-2019-Seneca Falls Twn PD- 00136-(050)	Seneca Falls Town Police Department	Child Passenger Safety Program	$ 6,939	$ -	-
CS	CPS-2019-The Safest Seat, Inc- 00219-(024)	The Safest Seat, Inc	Child Passenger Safety Program	$ 9,500	$ -	-
CS	CPS-2019-Webster Town PD- 00051-(028)	Webster Town Police Department	Child Passenger Safety Program	$ 1,600	$ -	-
CP	HS1-2019-Franklin Co TSB-00236- (017)	Franklin County Traffic Safety Board	Promoting Highway Safety within Franklin County	$ 34,000	$ -	-
CP	HS1-2019-Ontario Co SO -00053- (035)	Ontario County Sheriff's Office	Pre-licensing Course Scholarship	$ 1,000	$ -	-

All grant applications are reviewed and scored on pre-established criteria, applicants must receive a score of at least 60 points in order to be considered for funding.
The above projects did not receive a passing score of 60 points and therefore were not approved or implemented by NYS in FFY 2019.