

March 6, 2023

Dear Members of New York's Traffic Safety Community:

The Governor's Traffic Safety Committee (GTSC) is again pleased to announce this year's grant opportunities. I encourage you to develop innovative programs to help us dramatically reduce the number of fatalities and injuries on our roadways. Traffic safety advocates are invited to submit projects including those that promote equitable traffic safety practices in our diverse communities. I look forward to working with you and your colleagues as we strive to enhance the safety of motorists on our roadways and provide quality customer service to our shared constituency.

While motor vehicle fatality and serious injury data for 2022 are still preliminary in New York State, early statistics indicate that fatalities and serious injuries are slightly lower than in 2021 but remain high. Although fatalities were up 9% from 2020 to 2021, the preliminary 2022 crash data suggests a 7% decrease from 2021. Preliminary 2022 data shows a decline in fatalities resulting from motorcycle crashes, impaired driving crashes, and unsafe speed crashes. However, fatalities related to a lack of seat belt use continue to remain high. Based on these statistics, we need to continue our efforts in altering dangerous behaviors on our roads. I urge you to make every effort toward helping us to save lives in your traffic safety endeavors and to reach deeper into your communities to work with non-traditional partners.

In 2022, The United States Department of Transportation released its [National Road Safety Strategy](#) that sets a goal of zero roadway fatalities and draws attention to the national traffic safety crisis plaguing America's roads. The National Roadway Safety Strategy offers a strong endorsement of the [Safe System Approach](#), a comprehensive set of strategies to help address the ongoing surge in roadway deaths. Specifically, the strategy reinforces that education and equitable enforcement are key pillars of the Safe System approach.

Traffic safety initiatives undertaken at the local level and funded by GTSC grants have supported our efforts to reduce all types of crashes including those related to speed, impairment, motorcycles, occupant protection, bicyclists, pedestrians, and commercial motor vehicles. The implementation of programs that educate the public on the dangers of drowsy, impaired, distracted, and aggressive driving and the enforcement of these traffic safety laws continue to make New York a national leader in highway safety.

Our consistent success in New York State can be largely attributed to the innovative and data driven programs that our grantees implement each year and from the partnerships we have formed among local, state and federal partners. We, at the GTSC, do not take these relationships for granted and are thankful to all our partners who work tirelessly each day to drive fatality, crash and injury rates down.



As you prepare to write your grant applications, please keep in mind that speed, impairment, and distraction continue to lead the way in terms of contributing factors in crashes and that vulnerable roadway users (pedestrians, bicyclists, etc.) account for a sizable share of roadway fatalities. These non-motorist fatalities represented 31% of the total fatalities in 2021, and the proportion has increased slightly to 32% in the preliminary 2022 data. Motorcyclist fatalities increased 52% from 2019 to 2021, while preliminary data indicate that motorcyclist fatalities declined 23% from 2021 to 2022.

Your sustained efforts and dedication to highway safety are to be commended and recognized for the valuable contribution made toward making New York a safe state in which to live, work and travel. Together, we will maintain our strong commitment to making our state's roadways safer for all.

Please see the attached grant application information. Applications are due by 11:59 pm on **May 1, 2023**. Please contact your GTSC Highway Safety Program Representative at (518) 474-5111 if you have any questions. Thank you for your continued support and commitment to highway safety for all.

Sincerely,

A handwritten signature in black ink that reads "Mark J.F. Schroeder". The signature is written in a cursive, flowing style with a long, sweeping underline.

Mark J.F. Schroeder  
Chair, Governor's Traffic Safety Committee and  
Commissioner, NYS Department of Motor Vehicles





# STATE OF NEW YORK GOVERNOR'S TRAFFIC SAFETY COMMITTEE 2024 GRANT PROGRAM DESCRIPTIONS AND APPLICATION INFORMATION



## March 2023

**I. Structured Programs** - Child Passenger Safety and Police Traffic Services:

**Child Passenger Safety (CPS)** - These grants will continue to support the educational activities of child passenger safety programs through the four different initiatives or schedules: fitting stations, awareness trainings, car seat check events and car seat education & distribution programs for low income families.

Please note: In Federal Fiscal Year 2024 there will be funding available for the purchase of a **limited number** of car seats/child restraints for use with Schedule A – Permanent Fitting Stations, Schedule C – Car Seat Check Events and Schedule D-Car Seat Education & Distribution Programs. Schedules A and C will require hands-on education pertaining to the proper use and installation of a car seat. In the event it is determined a car seat needs to be replaced, pre-established guidelines need to be followed before providing a replacement seat. Funds will also be

available for the purchase of a limited number of car seats for use with Schedule D – Car Seat Education & Distribution Programs. Schedule D will require the verification of low income status as well as in classroom instruction about child restraint systems and hands-on education pertaining to the proper use and installation of car seats.

**Police Traffic Services (PTS)** - The Federal Fiscal Year 2024 Police Traffic Services (PTS) grant program will provide funding to law enforcement agencies to conduct traffic enforcement. In addition to having a current mandatory seat belt use policy in place for police officers of the department, participation in the national Click It or Ticket seat belt enforcement mobilization is required. This program will also fund agencies to conduct traffic enforcement details based on the crash data of their local jurisdiction, with the goal of impacting motorist behavior and improving traffic safety within their communities.



The incentive funding for these structured programs is limited. GTSC may not be able to fund all of your initiatives. Applicants may request up to the maximum grant amount of \$40,000 for CPS and up to \$46,000 for PTS. There is no minimum request amount.

**II. General Highway Safety Grants** - The highway safety grant application for local, state and not-for-profit agencies is available to address a particular highway safety problem in their jurisdiction. This proposal requires applicants to submit a narrative outline of the problem with supporting data, details of the proposed activities with milestones and an evaluation plan.

Proposals must address one of the program areas included in the state's Highway Safety Strategic Plan, which can be found online at <https://trafficsafety.ny.gov/highway-safety-grant-program>. Program areas considered for the general Highway Safety Grant funding include: occupant protection; traffic enforcement; motorcycle safety; traffic records; community programs; programs that impact our younger drivers or older drivers; pedestrian safety; roadway safety and impaired driving.

In 2024, our impaired driving program will focus on statewide projects that support training, enforcement, and technology and state agencies' initiatives to support the efforts of the County STOP-DWI programs. We anticipate that available federal funding will once again be limited this year so applications need to be detailed and supported by data.

**Highway Safety Strategic Plan** - Every year, the New York State Governor's Traffic Safety Committee prepares the Highway Safety Strategic Plan (HSSP). This plan is the road map for traffic safety professionals in the state and is based on issues and

strategies identified by the GTSC member agencies, other state and local agencies, law enforcement agencies and not-for-profit organizations. The HSSP can be found online at <https://trafficsafety.ny.gov/highway-safety-grant-program>. We invite you to contact the GTSC if you have suggestions for the HSSP.

**Problem Identification** - Since successful programs are data-driven, we encourage you to use the crash and ticket data reports that are available for each county through an online database developed by the Institute for Traffic Safety Management and Research (ITSMR) with funding from the GTSC. The database, called the Traffic Safety Statistical Repository (TSSR), contains crash and ticket data from 2011 forward, including preliminary crash and ticket data for the current year, and crash and ticket data for 2022.

To access the TSSR, please visit <https://www.itsmr.org/sas-guest-portal/>. Several help tools are available on the site, including a User Guide, FAQ, Glossary of Terms and TSSR Directory. Please contact your Highway Safety Program Representative at the GTSC if you have questions.

**Application Procedure - The due date for all applications is May 1, 2023.** Not-for-profit agencies must register with and be pre-qualified in the New York State Grants Gateway before submitting a GTSC grant proposal. Proposals received from not-for-profit applicants that have not registered and are not pre-qualified in the Grants Gateway on the proposal due date of 11:59 PM on May 1, 2023 cannot be evaluated. Such proposals will be disqualified from further consideration. If you need assistance with Grants Gateway enrollment or enrollment in the GTSC's eGrants, contact the GTSC.



## Governor's Traffic Safety Committee

General instructions for preparing grant applications are included in the eGrants system. If your agency does not have a Project Director currently enrolled in eGrants, contact the GTSC for guidance. Frequently asked questions, an overview of the requests for proposals, application and review process can be found online at <https://trafficsafety.ny.gov/highway-safety-grant-program>.

Applications must be submitted using the GTSC eGrants system. The due date for General Highway Safety, Child Passenger Safety and Police Traffic Services grant applications is May 1, 2023. Applications submitted after May 1, 2023 will not be considered. Applicants must submit their proposals by changing the status of their completed 'In Process' proposal to 'Submit' on or before May 1, 2023.

If you have any questions or need any assistance preparing your grant application, please contact your GTSC Highway Safety Program Representative listed below or call (518) 474-5111.

**Aubrey Feldman: 518-474-2279**

Albany, Columbia, Dutchess, Saratoga

**Jim Knapp: 518-473-4734**

Orange, Rockland, Ulster

**Maureen Kozakiewicz: 518-408-2036**

Bronx, Kings, Manhattan, Nassau, Queen, Richmond, Schuyler, Suffolk

**Robert Lopez: 518-402-2092**

Erie, Livingston, Monroe, Niagara, Schenectady

**Vanessa Waldron: 518-486-5395**

Onondaga, Putnam, Westchester

**Jason Maher: 518-486-5379**

Clinton, Essex, Franklin, Fulton, Hamilton, Herkimer, Jefferson, Lewis, Madison, Montgomery, Oneida, St. Lawrence, Warren, Washington

**Brian DiPalma: 518-473-0594**

Allegany, Cattaraugus, Chautauqua, Genesee, Orleans, Oswego, Otsego, Rensselaer, Seneca, Wyoming

**Main Line: 518-474-5111**

Broome, Cayuga, Chemung, Chenango, Cortland, Delaware, Greene, Ontario, Schoharie, Steuben, Sullivan, Tioga, Tompkins, Wayne, Yates

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*The Governor's Traffic Safety Committee administers highway safety grant funding in accordance with 23 CFR Part 1300 Uniform Procedures for State Highway Safety Programs and 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards and according to the guidelines published by the GTSC in the structured applications and the Guide to Preparing a Highway Safety Program applications. Grants are reviewed for approval based on the criteria stated on the application. In general, the review is based in part on past performance, agreement to perform requested activities, significance of problem identified, supported by data and rationale of proposed solution.*