



**STATE OF NEW JERSEY**

# **HIGHWAY SAFETY PLAN**

**FEDERAL FISCAL YEAR 2009**

October 1, 2008 through September 30, 2009



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## OVERVIEW

The New Jersey Division of Highway Traffic Safety (DHTS) is responsible for the administration of the federally-funded State and Community Highway Safety Program and coordination of highway safety activities. The State and Community Highway Safety Program originated under the Highway Safety Act of 1966, 23 U.S.C. 402.

DHTS is responsible for establishing goals to reduce motor vehicle crashes using performance measures based on assessments of the roadway environment. The New Jersey Highway Safety Plan (HSP) is required by federal law to serve as a framework for setting performance goals and measures for reducing traffic crashes, fatalities,

and injuries, and creating a safer and more efficient transportation system. This document contains a Mission Statement and Executive Summary, a Performance Plan, Highway Safety Plan, Certifications and Assurances, and Program Cost Summary.

The Governor's Representative for Highway Safety is required to send the HSP to the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). NHTSA and FHWA approve the proposed activities and recommended expenditures eligible for federal funding.

## MISSION STATEMENT

Pursuant to N.J.S.A. 27:5-F-18 et seq., the DHTS is responsible for developing and implementing, on behalf of the Governor, the New Jersey Highway Safety Program. The mission of DHTS

is to develop a comprehensive plan to reduce traffic crashes and the resulting deaths, injuries, and property-damage. DHTS administers and coordinates funding for state and local projects.

## EXECUTIVE SUMMARY

There is a high level of public interest in highway traffic safety. Demand for continuing reductions in the incidence and severity of traffic crashes is a difficult but essential task warranted by the increasing numbers of drivers and vehicles on New Jersey roadways. Education, enforcement and engineering programs will be implemented to combat the number and severity of traffic crashes. The Federal Fiscal Year (FFY) 2009 Highway Safety Performance Plan (HSSP) addresses the national priority program areas of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). These priority program areas will be implemented by the division in FFY 2009: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, roadway safety, traffic records, motorcycle safety, and emergency medical services. The State and Community Highway Safety grant program, known as the Section 402 Program, is the primary source of funding for these initiatives. Federal law requires that 40 percent of these funds be used by or for the benefit of local government. The Plan provides for a budget of 67 percent of 402 Funds for projects that benefit local jurisdictions.<sup>1</sup>

In accordance with other federal highway traffic safety grant funding statutes and NHTSA policies, the Plan must include documentation that demonstrates the intended use of grant funds for other highway safety grant programs. In addition to the Section 402 Program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides for additional funding sources in FFY 2009 that will be used to continue the highway safety program. These include: Section 405 Occupant Protection Incentive grant, Section 406 Safety Belt Performance grant, Section 408 Traffic Safety Information System grant, Section 410 Alcohol

Incentive grant, Section 1906 Incentive grant to Prohibit Racial Profiling, Section 2010 Motorcycle Safety grant, and Section 2011 Child Safety and Child Booster Seat grant program.

The Highway Safety Plan expends nearly \$14 million in federal highway safety funding during FFY 2009. The amount allocated to each of the programs includes:

FFY 2009 FEDERAL HIGHWAY SAFETY FUNDING		
Section 402	State and Community Grant Program	\$5,520,625
Section 405	Occupant Protection Incentive Grant	\$ 800,000
Section 406	Safety Belt Performance Grant	\$2,090,909
Section 408	Traffic Safety Information System Grant	\$ 800,000
Section 410	Alcohol Incentive Grant	\$2,437,052
Section 1906	Incentive Grant to Prohibit Racial Profiling	\$ 800,000
Section 2010	Motorcycle Safety Grant	\$ 130,000
Section 2011	Child Safety Seat and Child Booster Seat Grant	\$1,040,000

The FFY 2009 HSPP begins with the Performance Plan, which articulates the highway safety goals, determined by careful problem identification and analysis, performance measures, and projects and programs to address these goals.

The second part of the plan describes the projects and activities that will be implemented to attain the goals identified in the Performance Plan. This section is referred to as the Highway Safety Plan and describes the program activities that will be funded throughout the year.

A certification statement, signed by the Governor's Representative for Highway Safety, is

1 *Public Law 2007 c.84 was enacted on May 4, 2007 and allows federally tax exempt nonprofit organizations which provide services throughout the State to apply directly to the DHTS for federal highway safety grants. Grant applications will be accepted beginning Federal Fiscal Year 2010 (October 1, 2009 – September 30, 2010).*

found in the next part of the Plan and provides assurances that the state will comply with applicable laws and regulations and financial and programmatic requirements.

The last section of the plan includes a detailed cost summary and reflecting the state’s proposed allocation of funds (including carry-forward funds) by program areas based on the goals identified in the Performance Plan, the projects and activities identified in the Performance Plan, and the projects and activities identified in the Highway Safety Plan.

The Division manages and implements its programs by region. The regional supervisors and their staff are responsible for coordinating, monitoring, and evaluating the activities and programs within each region.

COUNTIES BY NJDHTS PROGRAM REGIONS	
Region I	Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, and Salem
Region II	Hunterdon, Mercer, Middlesex, Monmouth, Ocean, Somerset, and Union
Region III	Bergen, Essex, Hudson, Morris, Passaic, Sussex, and Warren

The Division maintains a working relationship with state and local agencies, as well as other transportation and safety planning organizations in the state. These agencies are active partners in assisting DHTS in promoting traffic safety throughout the year. They include, but are not limited to:

- Division of Criminal Justice
- Division of State Police
- Division of Alcoholic Beverage Control
- Department of Community Affairs
- Center for Hispanic Policy and Development
- Department of Transportation
- Motor Vehicle Commission
- Department of Health and Human Services
- Office of Emergency Medical Services
- Federal Highway Administration
- National Highway Traffic Safety Administration
- Metropolitan Planning Organizations
- County and Municipal Traffic Engineer Association
- Association of Chiefs of Police
- Traffic Officers Association
- AAA
- New Jersey State Safety Council
- Administrative Offices of the Courts
- MADD

## HIGHWAY SAFETY PLAN

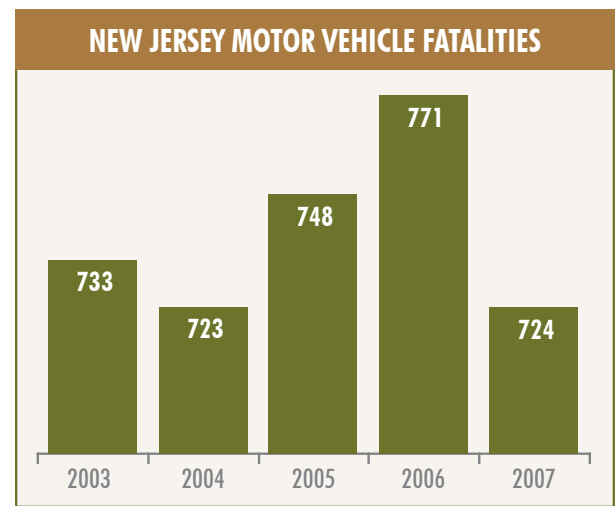
DHTS uses two primary sources of crash data to identify problem areas and to analyze the nature of the problem: the New Jersey Crash Records system maintained by the Department of Transportation (DOT), Bureau of Safety Programs, and the Fatality Analysis Reporting System (FARS), maintained by the Division of State Police. All reportable crashes in the state are submitted to DOT for entry into the statewide crash records system. The data contained in the New Jersey Crash Records System is able to generally support analysis of crashes within specific categories defined by person (i.e. age and gender), location (i.e. roadway type) and vehicle characteristics (i.e. conditions), and the interaction of various components (i.e. time of

day, day of week, weather, driver actions, etc). The New Jersey Institute of Technology also conducts seat belt observational surveys and provides usage rate data to DHTS.

A state level analysis of crash data over a period of several years is completed to identify the most significant problems and what projects should be funded to address them. Program level analysis is conducted for each of the national priority areas and this data is linked to performance goals, proposed projects and project objectives. Priority is given to projects that will have the greatest impact in reducing traffic crashes, injuries and fatalities in the state.

Statistical and program information is reviewed and goals are established. Current activities are also assessed to determine their impact on achieving these goals. A baseline is then established from which progress in achieving these goals is measured comparing data from previous years.

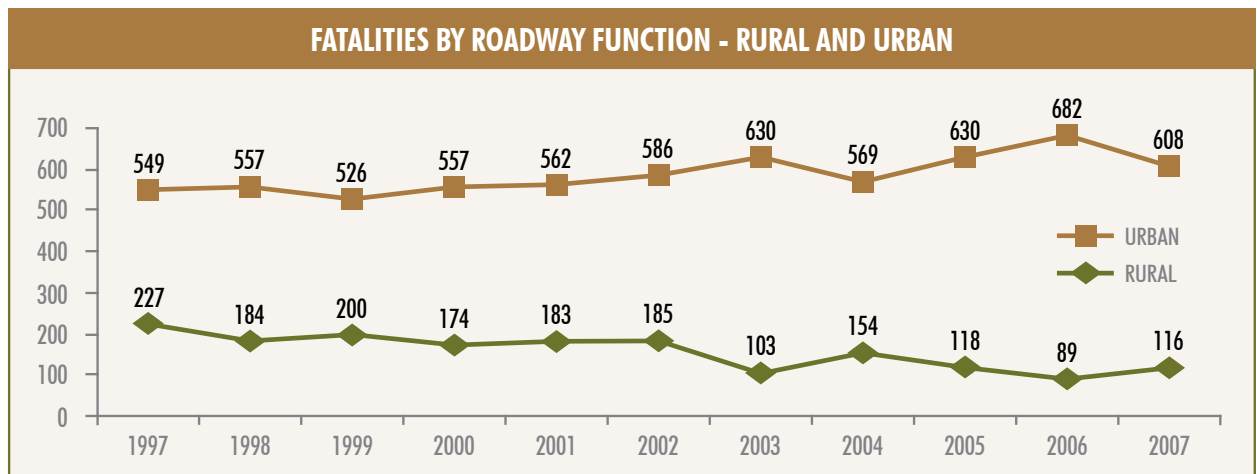
In 2007, motor vehicle fatalities decreased six percent from 771 in 2006 to 724. There was only a one percent difference between the number of motor vehicle fatalities that occurred in 2003 and 2007. However, there was an increase in fatalities from 2004 to 2006.



SOURCE: FARS DATA

Fatalities by roadway function are shown below. From 2006 to 2007, there were 47 fewer fatalities. However, the decrease in fatalities (74) occurred entirely in urban areas while fatalities increased (27) in rural areas. The overall fatalities trend from 1997 to 2007 has been downward for

rural areas and upward for urban areas. Fatalities occurring in urban areas have increased by 11 percent, from 549 in 1997 to 608 in 2007, while fatalities in rural areas decreased 49 percent from 226 to 116 during the same time period.



YEAR	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	TOTAL
DRIVER	364	371	350	372	345	373	368	361	374	329	341	3,948
PASSENGER	200	161	167	149	166	156	168	127	143	162	134	1,733
PEDESTRIAN	147	158	152	145	134	179	140	151	154	166	150	1,677
BICYCLIST	19	17	21	11	23	13	11	14	17	12	12	170
MOTORCYCLIST	44	34	36	54	77	50	46	70	60	101	87	659
<b>TOTAL</b>	<b>774</b>	<b>741</b>	<b>726</b>	<b>731</b>	<b>745</b>	<b>771</b>	<b>733</b>	<b>723</b>	<b>748</b>	<b>771</b>	<b>724</b>	<b>8,187</b>
FATAL CRASHES	699	671	664	659	681	698	664	684	691	708	685	7,504

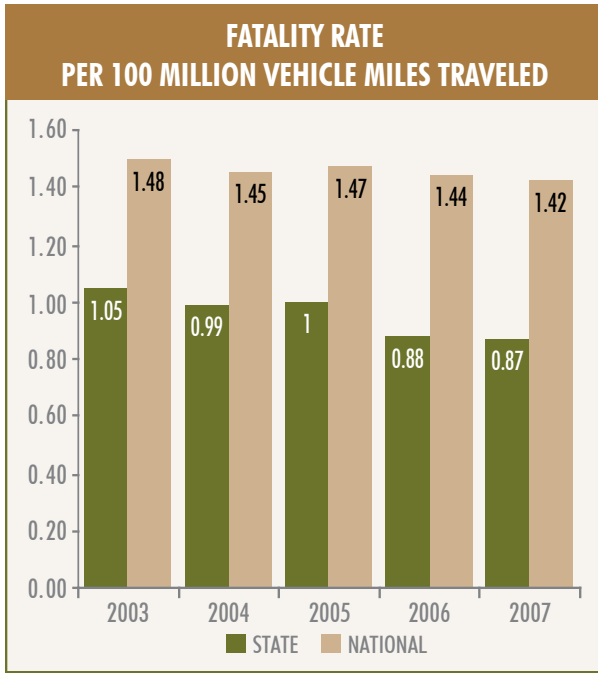
When examining who died on New Jersey roadways between 1997 and 2007, it is important to note that the lowest number of bicyclists killed (12) in a 12 month period occurred in the last two years. With the exception of a downward trend in passenger fatalities, the other categories do not show a clear trend. In 2007, there were 47 fewer fatalities than in 2006, with most of

this decrease resulting from fewer passenger and pedestrian fatalities.

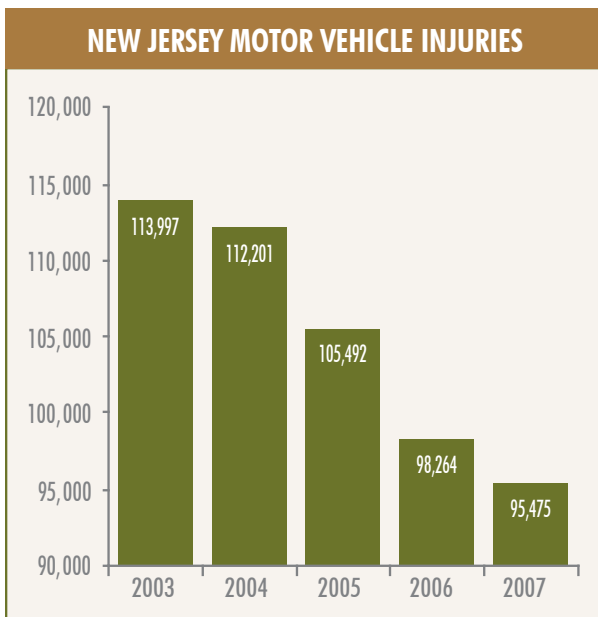
In 2007, Ocean County had the greatest number (74) of crash victims (all categories). Middlesex County had the greatest number of pedestrian (18) fatalities, while Camden County had the greatest number of fatally injured pedalcyclists (3).

2007 VICTIM CLASSIFICATION BY COUNTY					
COUNTY NAME	DRIVER	PASSENGER	PEDESTRIAN	PEDALCYCLIST	TOTAL
ATLANTIC	34	9	11	1	55
BERGEN	21	4	15	0	40
BURLINGTON	36	7	11	0	54
CAMDEN	24	7	11	3	45
CAPE MAY	16	4	1	0	21
CUMBERLAND	14	8	0	0	22
ESSEX	25	6	16	2	49
GLOUCESTER	30	12	4	2	48
HUDSON	10	5	11	0	26
HUNTERDON	5	2	0	0	7
MERCER	14	9	3	1	27
MIDDLESEX	29	6	18	1	54
MONMOUTH	30	14	10	1	55
MORRIS	22	4	2	0	28
OCEAN	47	15	12	1	74
PASSAIC	14	5	11	0	30
SALEM	8	4	1	0	13
SOMERSET	16	2	3	0	21
SUSSEX	10	4	1	0	15
UNION	17	5	8	1	31
WARREN	6	2	1	0	9
<b>NJ STATE TOTALS</b>	<b>428</b>	<b>134</b>	<b>150</b>	<b>12</b>	<b>724</b>

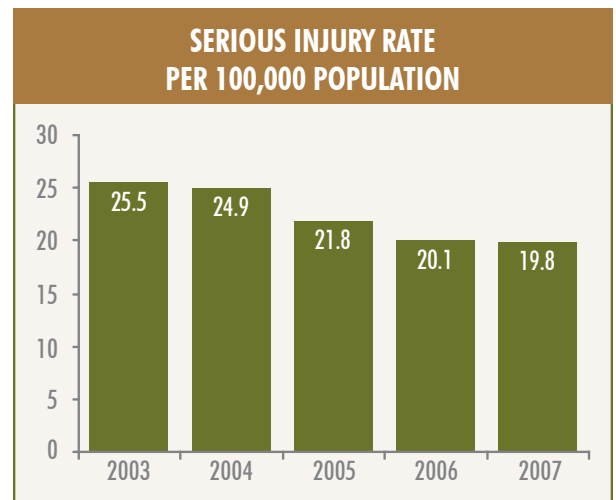
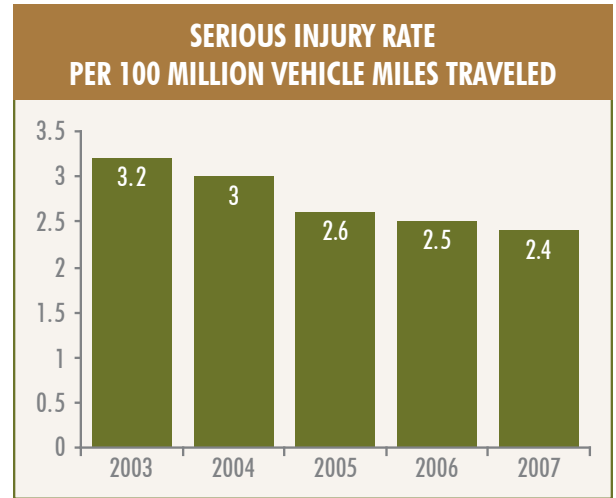
The national fatality rate per 100 million vehicle miles traveled remained consistent during the past year, while the New Jersey rate declined to 0.87.



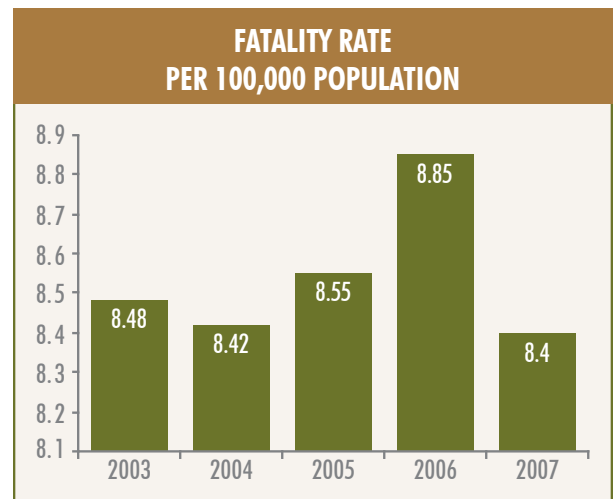
The number of motor vehicle injuries in New Jersey has steadily declined dropping 16 percent from 2003 to 2007. The state also experienced a 3 percent reduction in injuries in 2007 compared to the previous year.



New Jersey experienced a steady decline in serious injuries over a five-year period.

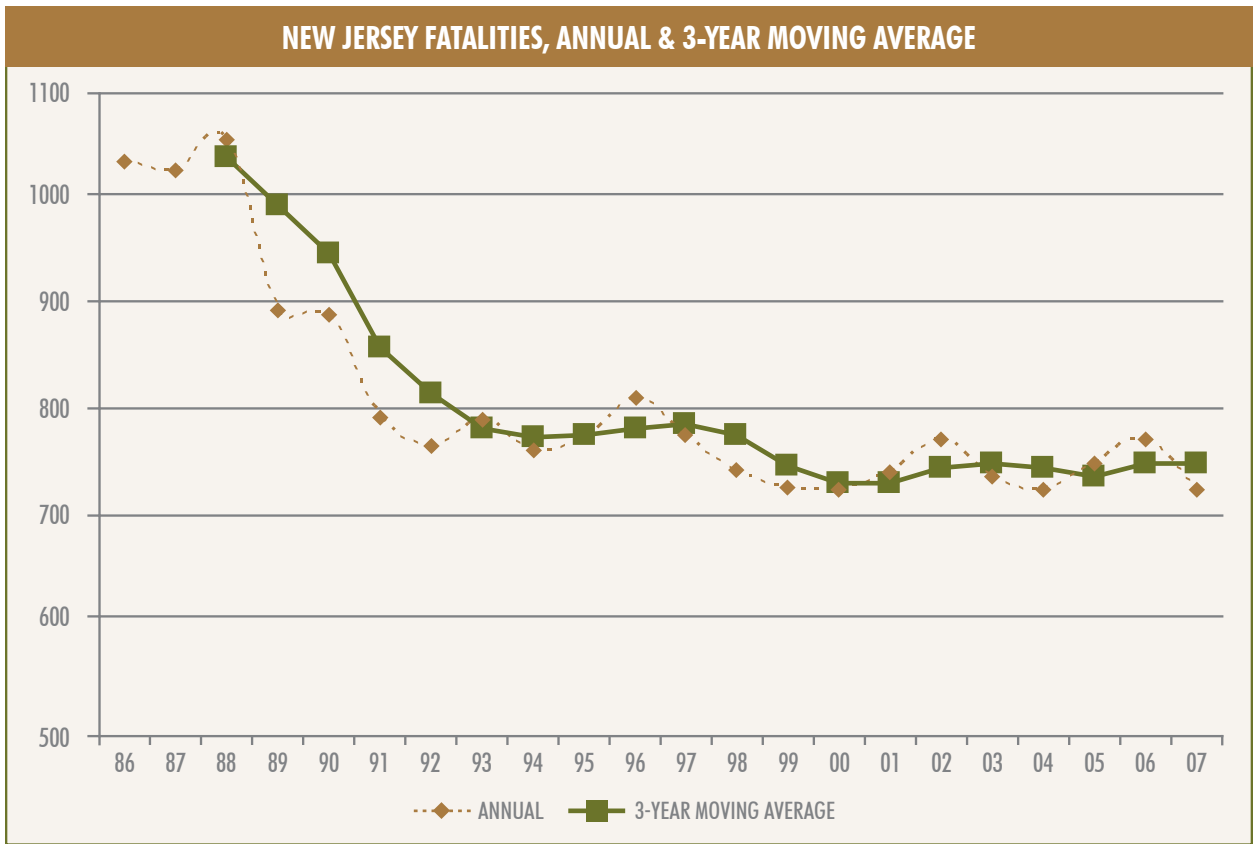


The fatality rate per 100,000 population increased 0.43 percent from 2004 to 2006, but decreased 0.45 percent from 2006 to 2007.





TREND IN FATALITIES

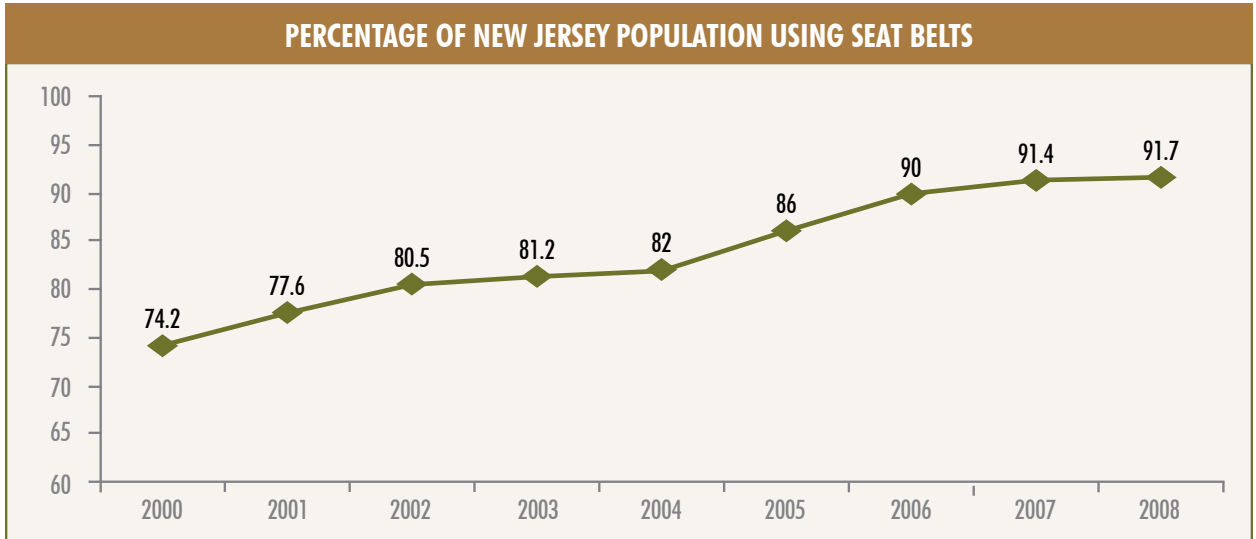


During the past 22 years (1986-2007), motor vehicle fatalities in New Jersey have dropped 30 percent. Beginning in 1989, the number of fatalities fell below 900 and two years later, decreased to less than 800. From 2006 to 2007, fatalities decreased 16 percent. Annually, the number of fatalities has fluctuated sharply

making it difficult to establish a clear trend. Using a three-year moving average (the average of one year and the two previous years), the graph above shows a downward trend in motor vehicle fatalities during the past two decades.

## OCCUPANT PROTECTION

Another important trend is the State's seat belt usage rate (for front seat occupants) which has increased during the past twelve years from 60.3 percent in 1996 to 91.75 percent in 2008.<sup>2</sup>



The increase in the usage rate reveals that 34,000 more people are buckling up. It is estimated that the jump in usage will prevent one fatality, 16 serious injuries and \$3.5 million in crash related economic costs annually in the state. The use of seat belts by all occupants, regardless of seating position, is the most effective way to be protected in the event of a crash.

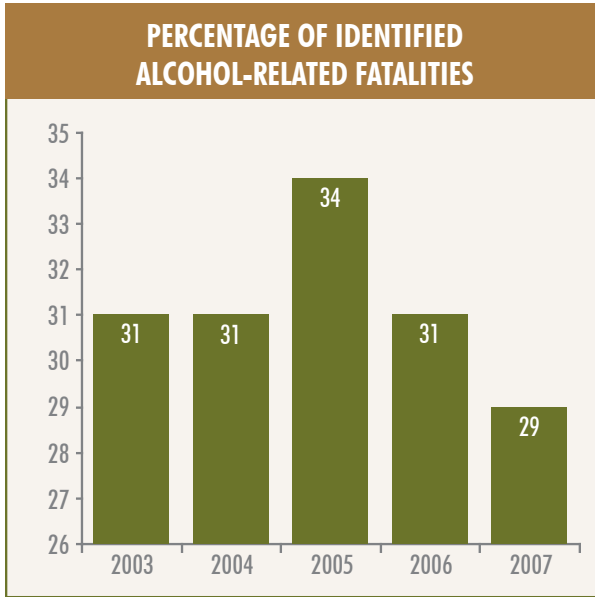
The Division will continue to fund and implement programs that promote seat belt use by all motor vehicle occupants. The State will continue to participate in the *Click It or Ticket* seat belt mobilization, which features local enforcement and public information initiatives. DHTS will engage all law enforcement agencies and the press (through earned media) in promoting the lifesaving value of seat belts.<sup>3</sup>

2 Under current New Jersey law, all children under the age of 18, the driver and any front seat passenger of passenger automobiles are required to wear a properly adjusted and fastened seat belt.

3 From 2003 to 2007, 236 unbelted back seat passengers lost their lives in motor vehicle crashes in New Jersey.

## ALCOHOL-RELATED FATALITIES

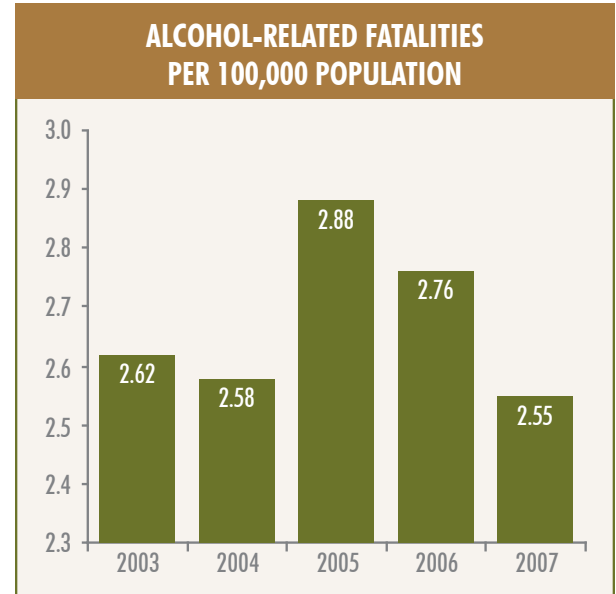
In 2007, alcohol-related fatalities accounted for 29 percent of all traffic fatalities in the state. This percentage included 210 identified alcohol-related fatalities, a decrease of slightly 2 percent since 2003.



The alcohol-related fatality rate per 100 million vehicle miles traveled declined slightly (0.02) between 2006 and 2007 while the 2007 fatality rate of 0.30 is the lowest recorded rate for the past five years.



The alcohol-related fatality rate per 100,000 population dropped 0.07 percent from 2003 to 2007, with the lowest rate recorded in 2007.



The purchase and consumption of alcohol by underage persons continues to be a long-standing problem in New Jersey. Undercover enforcement activity to identify underage persons who purchased or consumed alcoholic beverages produced the following results (conducted from May 1, 2007 through April 30, 2008):

**Number of patrons "carded"  
or asked to produce identification  
2,017**

**Consumption of alcoholic beverages by underage persons  
136**

**Purchasing of alcoholic beverages  
for an underage person  
37**

**Total Arrests  
173**

DHTS will continue to fund programs focusing on education and enforcement. These initiatives will concentrate on apprehending drunk drivers and addressing underage drinking and driving and the consequences of the illegal purchase of alcohol by underage persons.

## PEDESTRIAN FATALITIES AND INJURIES

During the eleven year period from 1997 to 2007, there were 1,529 pedestrian fatalities in New Jersey, with 147 occurring in 1997 and 150 in 2007. Sharp fluctuations in fatalities makes it difficult to assess a clear trend. Using a three-year moving average (the average of one year and the two previous years) with the first data point occurring in 1999, a trend for pedestrian fatalities is illustrated below. (The year with the least number of fatalities is 2001 with 134, followed by 2003 with 140. The most fatalities, 179, occurred in 2002. Since the first data point is the average of three years, the series begins in 1999.)

In 2007, 6,450 pedestrians were injured in traffic

crashes, a decrease of less than one percent from the previous year. However, it is important to note that there was an 8 percent decrease in pedestrian injuries from 2003 to 2007.

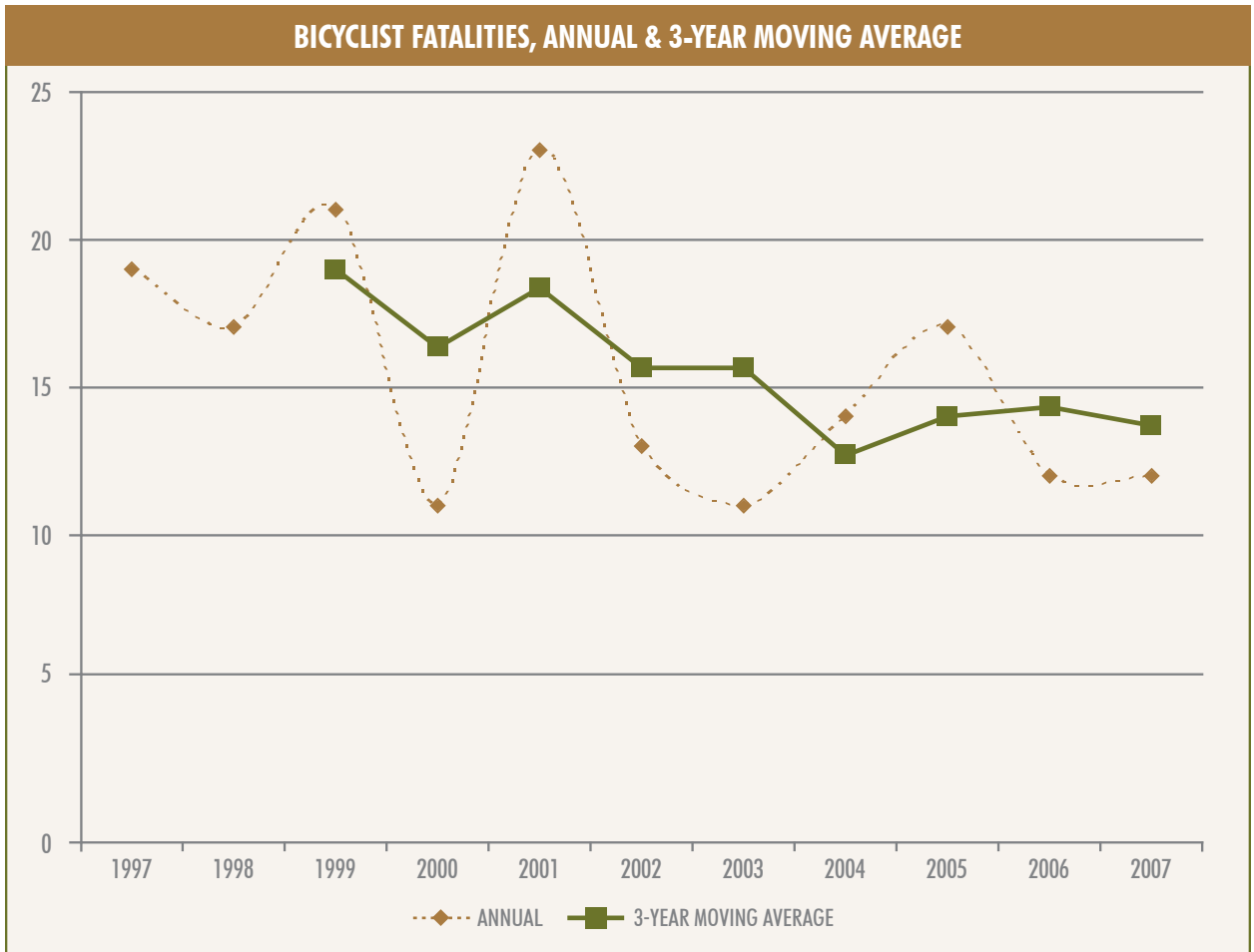
With the exception of 2007, Essex County had the greatest number of pedestrian injuries during this five year period, despite a 33 percent decrease in injuries. Although Hudson County had the most pedestrian injuries in 2007, the County experienced a 12 percent decrease during this five-year period. Mercer, Passaic and Union Counties also experienced a significant decrease in pedestrian fatalities during this same five-year period.

PEDESTRIAN INJURIES BY COUNTY AND YEAR							
COUNTY NAME	2003	2004	2005	2006	2007	TOTAL INJURIES	% OF TOTAL
ATLANTIC	233	260	243	253	260	1,249	3.7 %
BERGEN	755	726	765	777	798	3,821	11.3 %
BURLINGTON	138	132	145	146	155	716	2.1 %
CAMDEN	335	363	360	393	404	1,855	5.5 %
CAPE MAY	59	70	60	80	73	342	1.0 %
CUMBERLAND	91	111	92	92	72	458	1.4 %
ESSEX	1,277	1,329	1,236	915	858	5,615	16.7 %
GLOUCESTER	101	85	100	110	104	500	1.5 %
HUDSON	991	990	909	786	877	4,553	13.5 %
HUNTERDON	20	25	14	28	40	127	0.4 %
MERCER	277	273	258	248	228	1,284	3.8 %
MIDDLESEX	526	518	500	502	530	2,576	7.6 %
MONMOUTH	315	312	325	327	288	1,567	4.7 %
MORRIS	200	161	180	231	177	949	2.8 %
OCEAN	310	303	255	311	292	1,471	4.4 %
PASSAIC	638	588	645	577	555	3,003	8.9 %
SALEM	14	22	18	26	22	102	0.3 %
SOMERSET	129	108	113	129	169	648	1.9 %
SUSSEX	45	40	34	55	40	214	0.6 %
UNION	505	517	488	466	465	2,441	7.2 %
WARREN	36	39	34	36	43	188	0.6 %
<b>NJ TOTALS</b>	<b>6,995</b>	<b>6,972</b>	<b>6,774</b>	<b>6,488</b>	<b>6,450</b>	<b>3,3679</b>	<b>100 %</b>

## BICYCLE FATALITIES AND INJURIES

During the eleven year period from 1997 to 2007, 170 bicycle fatalities occurred in New Jersey. Nineteen fatalities occurred in 1997 and 12 in 2007. Sharp fluctuations in the number of fatalities makes it difficult to assess a clear trend. Using a three-year moving average (the average

of one year and the two previous years), the trend in bicycle fatalities is shown below. (The years with the least number of fatalities (11) are 2000 and 2003, while the most (23) occurred in 2001. Since the first data point is the average of three years, the series begins in 1999.)



In 2007, 2,700 bicyclists were injured in traffic crashes, a two percent decrease from the previous year. The number of injuries has fluctuated slightly from year to year. For the five-year period, Bergen, Hudson and Essex Counties

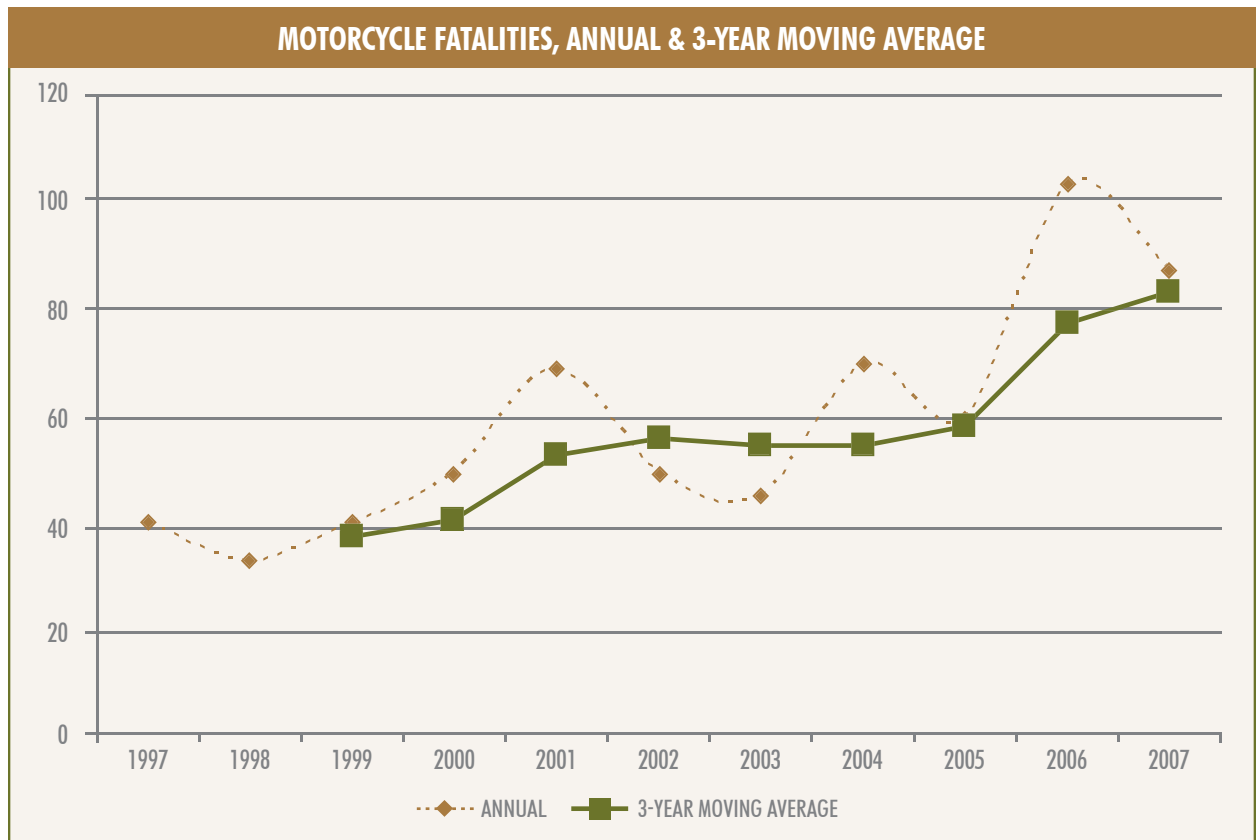
had the highest number of bicycle injuries. It is important to note that Essex County experienced an impressive 30 percent decrease in injuries, while both Hudson and Union saw their injuries decrease by 24 percent.

BICYCLE INJURIES BY COUNTY AND YEAR							
COUNTY NAME	2003	2004	2005	2006	2007	TOTAL INJURIES	% OF TOTAL
ATLANTIC	160	155	139	144	140	738	5.3 %
BERGEN	260	271	302	254	263	1,350	9.8 %
BURLINGTON	85	101	94	102	91	473	3.4 %
CAMDEN	216	199	199	172	190	976	7.1 %
CAPE MAY	80	87	85	112	88	452	3.3 %
CUMBERLAND	73	81	66	70	55	345	2.5 %
ESSEX	248	283	264	217	174	1,186	8.6 %
GLOUCESTER	54	64	42	58	54	272	2.0 %
HUDSON	294	272	210	220	225	1,221	8.8 %
HUNTERDON	4	14	20	17	19	74	0.5 %
MERCER	109	118	109	114	134	584	4.2 %
MIDDLESEX	167	195	178	202	238	980	7.1 %
MONMOUTH	217	250	237	218	197	1,119	8.1 %
MORRIS	68	91	87	97	102	445	3.2 %
OCEAN	163	224	207	240	260	1,094	7.9 %
PASSAIC	200	168	143	170	150	831	6.0 %
SALEM	18	13	12	10	13	66	0.5 %
SOMERSET	72	70	79	93	95	409	3.0 %
SUSSEX	13	13	15	14	15	70	0.5 %
UNION	230	240	194	193	175	1,032	7.5 %
WARREN	28	13	16	30	22	109	0.8 %
NJ TOTALS	2,759	2,922	2,698	2,747	2,700	13,826	100 %

## MOTORCYCLE FATALITIES AND INJURIES

During the eleven year period from 1997 to 2007, there were 651 motorcycle fatalities in New Jersey, with 41 occurring in 1997 and 87 in 2007. Sharp fluctuations in fatalities makes it difficult to clearly assess a trend. Using a three-year moving average (the average of one year and the two previous

years), the trend for motorcycle fatalities, which has gradually increased, is shown below. (The year with the least number of fatalities (34) was 1998. The most fatalities (103) occurred in 2006. Since the first data point is the average of three years, the series began in 1999.)



Motorcycle injuries from 2003 to 2007 are presented on the next page. In 2007, 2,352 motorcyclists were injured in traffic crashes, a seven percent increase from the previous year. The number of injuries has fluctuated from year to year, but Bergen, Middlesex, Monmouth, and Ocean Counties have had the highest number of motorcycle injuries during the past five years. It is important to note, however, that most of New Jersey's counties have experienced an increase in injuries during this time period.

Rider injuries by age group from 2003 to 2007 are presented on the next page. In 2007, 2,021 riders were injured in traffic crashes, a nine percent increase over the previous year. For the five-year period, the number of injuries has gradually increased for all riders, except those under 17 years of age. Motorcyclists over 40 years of age have experienced the largest increase in injuries during this time period. In 2007, there were 468 more injuries than in 2003, and 68 percent of these injured were people over 40 years of age. The largest increase in injuries was the 41 to 45 and 46 to 50 age groups.

MOTORCYCLE INJURIES BY COUNTY AND YEAR							
COUNTY NAME	2003	2004	2005	2006	2007	TOTAL INJURIES	% OF TOTAL
ATLANTIC	80	116	83	96	104	479	4.3 %
BERGEN	158	218	168	162	169	875	7.9 %
BURLINGTON	104	130	133	122	139	627	5.7 %
CAMDEN	119	126	146	136	145	672	6.0 %
CAPE MAY	53	61	58	59	47	278	2.5 %
CUMBERLAND	51	62	78	49	79	319	2.9 %
ESSEX	159	160	153	117	138	727	6.6 %
GLOUCESTER	74	97	102	89	103	465	4.2 %
HUDSON	81	93	97	92	96	459	4.1 %
HUNTERDON	38	64	52	50	69	273	2.5 %
MERCER	78	74	88	77	72	389	3.5 %
MIDDLESEX	141	190	154	189	188	862	7.8 %
MONMOUTH	155	165	185	164	176	845	7.6 %
MORRIS	108	108	99	117	119	551	5.0 %
OCEAN	145	165	177	147	175	809	7.3 %
PASSAIC	135	131	153	124	152	695	6.3 %
SALEM	20	31	29	36	33	149	1.3 %
SOMERSET	62	83	71	80	68	364	3.3 %
SUSSEX	71	82	87	93	109	442	4.0 %
UNION	108	112	110	143	123	596	5.4 %
WARREN	37	38	52	46	48	221	2.0 %
<b>NJ TOTALS</b>	<b>1,977</b>	<b>2,306</b>	<b>2,274</b>	<b>2,188</b>	<b>2,352</b>	<b>11,097</b>	<b>100 %</b>

MOTORCYCLE RIDER INJURIES BY AGE GROUP							
RIDER AGE GROUP	2003	2004	2005	2006	2007	TOTAL INJURIES	% OF TOTAL
UNDER 17	52	56	44	26	16	194	2 %
17-20	109	115	139	123	146	632	7 %
21-25	302	311	337	317	338	1,605	18 %
26-30	217	257	263	244	261	1,242	14 %
31-35	183	212	195	213	215	1,018	11 %
36-40	181	227	208	192	217	1,025	11 %
41-45	179	206	201	227	258	1,071	12 %
46-50	145	179	164	197	223	908	10 %
51-55	86	105	140	129	146	606	7 %
56-60	55	67	89	93	111	415	5 %
61-65	25	34	40	53	62	214	2 %
OVER 66	19	26	18	33	28	124	1 %
<b>TOTAL</b>	<b>1,553</b>	<b>1,795</b>	<b>1,838</b>	<b>1,847</b>	<b>2,021</b>	<b>9,054</b>	<b>100 %</b>

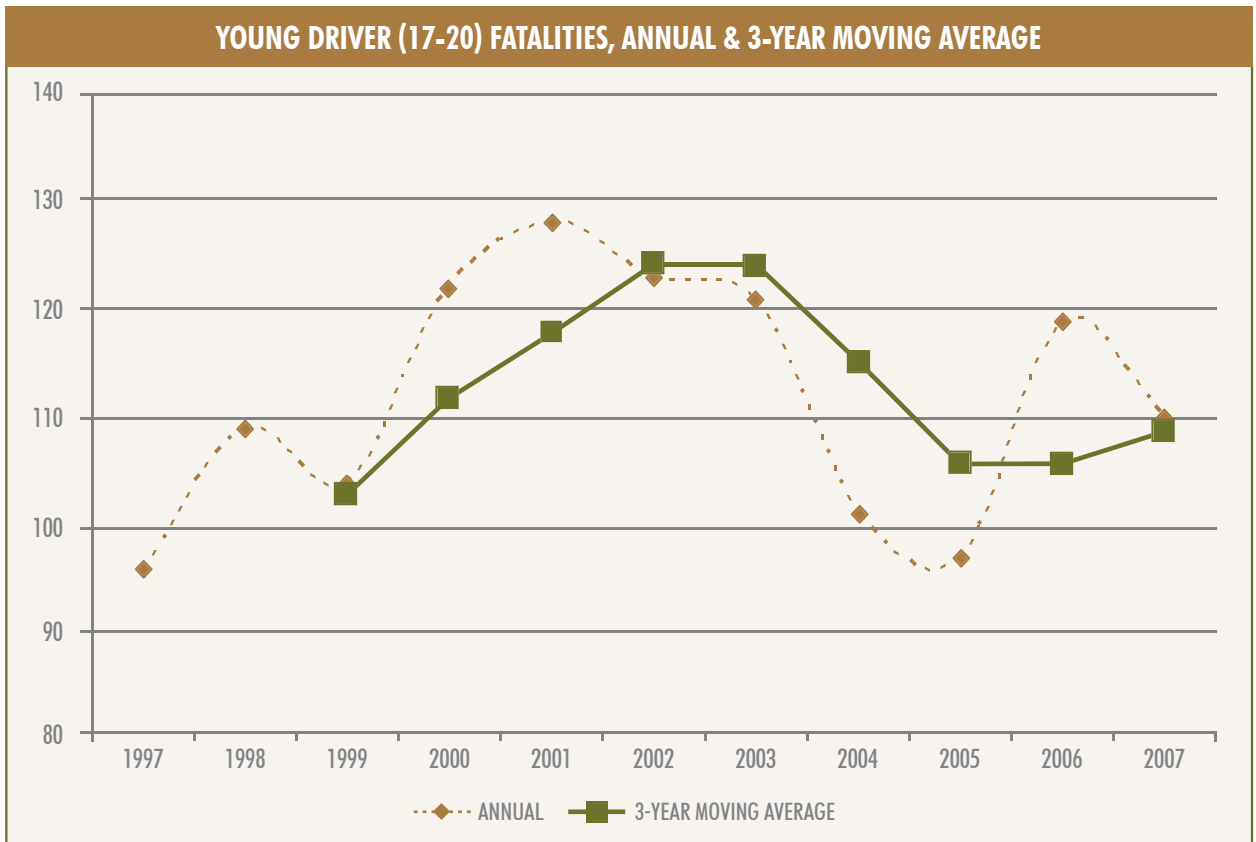
\* NOTE: THERE IS MISSING INFORMATION FOR THOSE WITH UNKNOWN AGE.



## YOUNG DRIVERS (17 TO 20) FATALITIES AND INJURIES

During the eleven year period from 1997 to 2007, there were 1,230 fatalities involving young drivers in New Jersey, with 96 occurring in 1997 and 108 in 2007. Sharp fluctuations in young driver fatalities makes it difficult to assess a clear trend. Using a three-year moving average (the average of one year and the two previous years), the chart below shows the trend for young driver fatalities.

(The year with the least number of fatalities (96) was 1997. The most fatalities (128) occurred in 2001. Since the first data point is the average of 3 years, the series began in 1999.) Beginning in 1997, fatalities gradually increased through 2002, decreased over the next three years and increased again in 2007.



Young driver's involved in motor vehicle crashes from 2003 to 2007 are presented on the next page. In 2007, 59,072 young drivers were involved in traffic crashes, a four percent increase over the previous year. While Bergen, Middlesex, and

Monmouth Counties had the greatest number of young driver injuries during the five-year period, Cape May and Essex Counties experienced a significant decrease in young driver injuries during this same time period.

YOUNG DRIVER (17-20) INVOLVED IN MOTOR VEHICLE CRASHES BY COUNTY AND YEAR							
COUNTY NAME	2003	2004	2005	2006	2007	TOTAL INJURIES	% OF TOTAL
ATLANTIC	1,951	1,954	1,934	2,004	2,075	9,918	3 %
BERGEN	5,782	5,768	5,332	5,319	5,738	27,939	10 %
BURLINGTON	3,009	2,915	2,944	2,988	2,912	14,768	5 %
CAMDEN	3,520	3,547	3,408	3,464	3,610	17,549	6 %
CAPE MAY	1,008	914	940	861	769	4,492	2 %
CUMBERLAND	1,187	1,340	1,136	1,153	1,189	6,005	2 %
ESSEX	3,972	3,933	3,924	3,553	3,560	18,942	6%
GLOUCESTER	2,063	2,181	2,150	2,112	2,202	10,708	4 %
HUDSON	1,925	1,915	1,741	1,848	1,994	9,423	3 %
HUNTERDON	831	882	875	835	891	4,314	1 %
MERCER	2,773	2,688	2,675	2,681	2,740	13,557	5 %
MIDDLESEX	5,610	5,961	5,739	6,106	6,154	29,570	10 %
MONMOUTH	5,061	5,314	5,276	5,154	5,279	26,084	9 %
MORRIS	3,333	3,531	3,344	3,143	3,680	17,031	6 %
OCEAN	4,660	4,715	4,428	4,424	4,626	22,853	8 %
PASSAIC	3,422	3,594	3,436	3,523	3,519	17,494	6 %
SALEM	416	452	356	336	387	1,947	1 %
SOMERSET	2,238	2,304	2,250	2,261	2,536	11,589	4 %
SUSSEX	1,231	1,362	1,315	1,240	1,277	6,425	2 %
UNION	3,128	3,107	2,838	3,149	3,012	15,234	5 %
WARREN	647	768	806	802	922	3,945	1 %
NJ TOTALS	57,767	61,153	56,847	56,956	59,072	291,795	100 %

A review of crashes involving young drivers, reveals that the majority of contributing circumstances were due to human error, with more than half caused by driver inattention (22,641) and unsafe

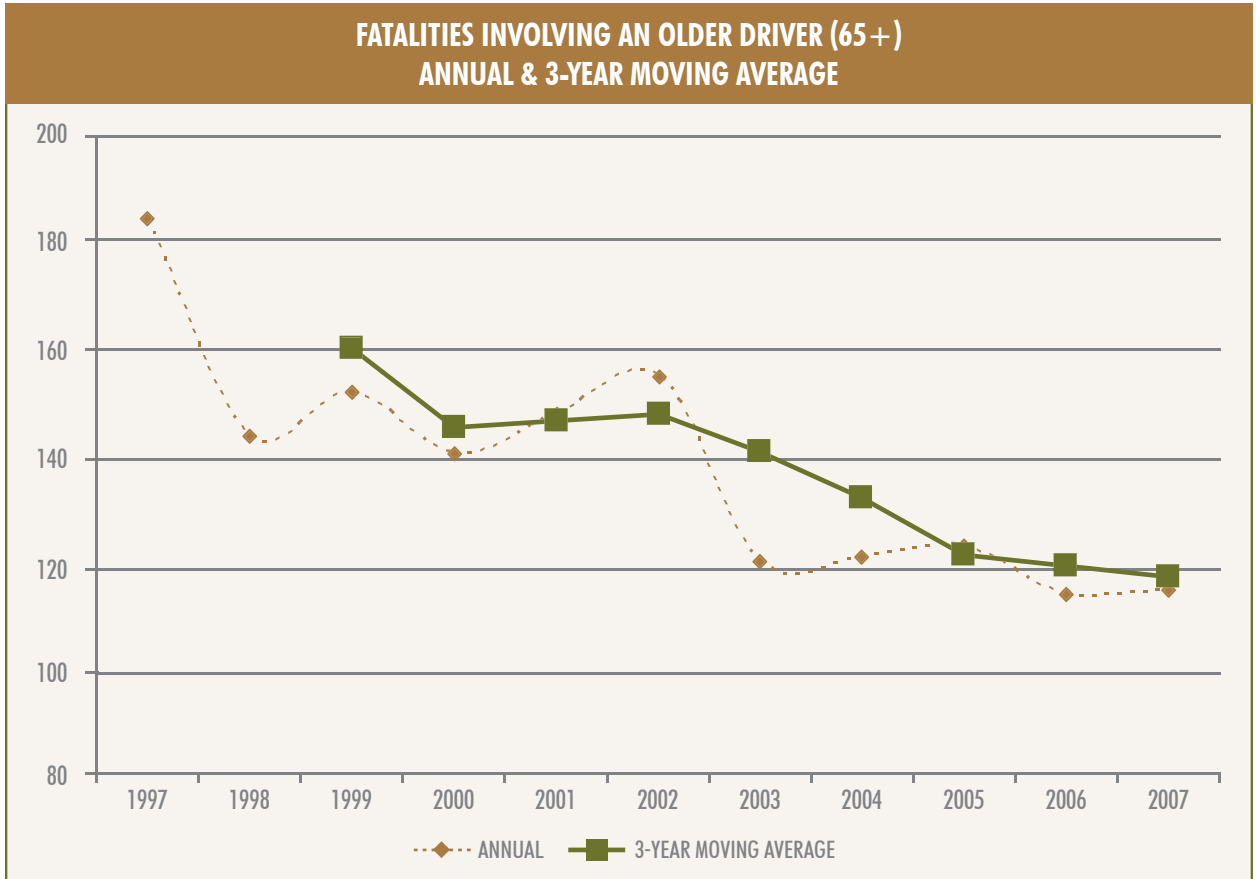
speed (5,570). Other prevalent circumstances include failure to yield the right of way (4,365) and following too closely (4,204).

YOUNG DRIVER CRASHES - CONTRIBUTING CIRCUMSTANCES (2007)			
CONTRIBUTING CIRCUMSTANCES	# CRASHES	CONTRIBUTING CIRCUMSTANCES	# CRASHES
DRIVER INATTENTION	22,641	IMPROPER PARKING	160
UNSAFE SPEED	5,570	OTHER ROADWAY FACTORS	109
FAILURE TO YIELD RIGHT-OF-WAY TO VEHICLE/PED	4,365	STEERING	95
FOLLOWING TOO CLOSELY	4,204	WRONG WAY	77
ROAD SURFACE CONDITION	2,774	IMPROPER USE/FAILED TO USE TURN SIGNAL	74
BACKING UNSAFELY	2,095	WHEELS	47
FAILURE TO OBEY TRAFFIC CONTROL DEVICE	1,744	WINDOWS/WINDSHIELD	45
OTHER DRIVER/BICYCLIST ACTION	1,713	RUTS, HOLES, BUMPS	38
IMPROPER LANE CHANGE	1,479	IMPROPER USE/NO LIGHTS	29
IMPROPER TURNING	1,415	CONTROL DEVICE DEFECTIVE OR MISSING	21
ANIMALS IN ROADWAY	900	DEFECTIVE LIGHTS	10
IMPROPER PASSING	700	VEHICLE COUPLING/HITCH/SAFETY CHAINS	7
FAILURE TO KEEP RIGHT	589	IMPROPER/INADEQUATE LANE MARKINGS	6
OTHER	294	IMPROPER WORK ZONE	3
BRAKES	241	MIRRORS	2
TIRES	232	WIPERS	2
OTHER VEHICLE FACTORS	232	UNKNOWN	710
PHYSICAL OBSTRUCTIONS (VIEWING, ETC)	224	NONE	17,756
OBSTRUCTION/DEBRIS IN ROAD	216	<b>TOTAL</b>	<b>71,001</b>
SUN GLARE	182		

## OLDER DRIVERS (65+) YEARS - FATALITIES AND INJURIES

During the eleven year period from 1997 to 2008, there were 1,522 fatalities involving older drivers in New Jersey. A total of 184 fatalities involving older drivers occurred in 1997 and 116 in 2007. Sharp fluctuations in fatalities makes it difficult to assess a clear trend. Using a three-year moving average (the average of one year and the

two previous years), the trend for older driver fatalities is shown below. (The year with the least number of fatalities, 115, was 2006, while the most fatalities, 184, occurred in 1997. Since the first data point is the average of three years, the series began in 1999.)



In 2007, 5,422 older drivers were involved in traffic crashes, a decrease of less than one percent from the previous year. While Bergen and Ocean Counties had the greatest number

of older driver injuries during the five-year period, Burlington, Essex and Ocean Counties experienced a significant decrease during this same time period.

OLDER DRIVERS (65+) INVOLVED IN MOTOR VEHICLE CRASHES BY COUNTY AND YEAR							
COUNTY NAME	2003	2004	2005	2006	2007	TOTAL INJURIES	% OF TOTAL
ATLANTIC	240	234	255	251	246	1,226	4 %
BERGEN	659	706	572	624	667	3,228	12 %
BURLINGTON	322	286	263	300	259	1,430	5 %
CAMDEN	312	292	314	299	337	1,554	6 %
CAPE MAY	96	90	83	90	97	456	2 %
CUMBERLAND	150	129	125	118	121	643	2 %
ESSEX	468	461	440	387	363	2,119	8%
GLOUCESTER	170	200	178	172	174	894	3 %
HUDSON	181	170	151	182	170	854	3 %
HUNTERDON	67	71	58	77	51	324	1 %
MERCER	235	236	232	240	226	1,169	4 %
MIDDLESEX	484	448	466	422	484	2,304	8 %
MONMOUTH	419	416	447	439	448	2,169	8 %
MORRIS	256	285	255	252	291	1,339	5 %
OCEAN	541	582	530	541	494	2,688	10 %
PASSAIC	316	270	296	301	284	1,467	5 %
SALEM	36	49	52	44	39	220	1 %
SOMERSET	197	188	155	198	171	909	3 %
SUSSEX	81	68	89	81	85	404	1 %
UNION	372	357	330	355	340	1,754	6 %
WARREN	70	64	80	61	75	350	1 %
NJ TOTALS	5,672	5,602	5,371	5,434	5,422	27,501	100 %

A review of crashes involving older drivers, reveals that the majority of contributing circumstances were due to human error, with more than half caused by driver inattention (14,668) and failure

to yield the right of way (3,639). Other prevalent circumstances include backing unsafely (2,360) and following too closely (1,448).

**TABLE 10: CONTRIBUTING CIRCUMSTANCES - 2007**

CONTRIBUTING CIRCUMSTANCES	# CRASHES	CONTRIBUTING CIRCUMSTANCES	# CRASHES
DRIVER INATTENTION	14,668	BRAKES	103
FAILURE TO YIELD RIGHT-OF-WAY TO VEHICLE/PED	3,639	WRONG WAY	79
BACKING UNSAFELY	2,360	OTHER ROADWAY FACTORS	57
FOLLOWING TOO CLOSELY	1,448	IMPROPER USE/FAILED TO USE TURN SIGNAL	49
FAILED TO OBEY TRAFFIC CONTROL DEVICE	1,356	TIRES	48
OTHER DRIVER/BICYCLIST ACTION	1,207	STEERING	27
IMPROPER TURNING	1,160	WHEELS	21
IMPROPER LANE CHANGE	1,021	IMPROPER USE/NO LIGHTS	15
UNSAFE SPEED	729	WINDOWS/WINSHIELD	13
ROAD SURFACE CONDITION	548	RUTS, HOLES, BUMPS	11
ANIMALS IN ROADWAY	476	CONTROL DEVICE DEFECTIVE OR MISSING	10
IMPROPER PASSING	471	DEFECTIVE LIGHTS	8
FAILURE TO KEEP RIGHT	271	IMPROPER WORK ZONE	6
OTHER	240	MIRRORS	5
SUN GLARE	237	IMPROPER/INADEQUATE LANE MARKINGS	4
IMPROPER PARKING	212	VEHICLE COUPLING/HITCH/SAFETY CHAINS	2
OTHER VEHICLE FACTORS	200	UNKNOWN	705
OBSTRUCTION/DEBRIS IN ROAD	140	NONE	16,682
PHYSICAL OBSTRUCTIONS (VIEWING, ETC)	121	<b>TOTAL</b>	<b>48,349</b>

## DISTRACTED DRIVERS

Inattention/distraction is a contributing factor in highway crashes, reducing driver awareness and performance. In 2007, driver inattention was identified as a contributing circumstance in 22,641 crashes.

No distraction has received more attention in the past few years than the use of cell phones. In July 2004, New Jersey enacted a secondary law banning the use of hand-held cell phones while driving (a police officer could not stop and ticket a driver for violating the ban, unless the driver was also committing another offense). In 2007, the use of a hand-held cell phone by the driver was reported in 1,866 crashes. In March 2008, the law was amended to prohibit text messaging while driving as well as the use of hand held cell phones while driving and upgraded to a primary offense.

Research conducted by leading safety organizations has found that drivers are distracted by many things – eating, drinking, something outside the vehicle, passengers, personal grooming, reading, and electronic devices.<sup>4</sup> These distractions negatively impact eye scan, mental activity and reaction time. This results in crashes or near-crashes and the need for the driver and others on the road to make corrective actions that, if not executed properly, can result in injury and/or fatality.

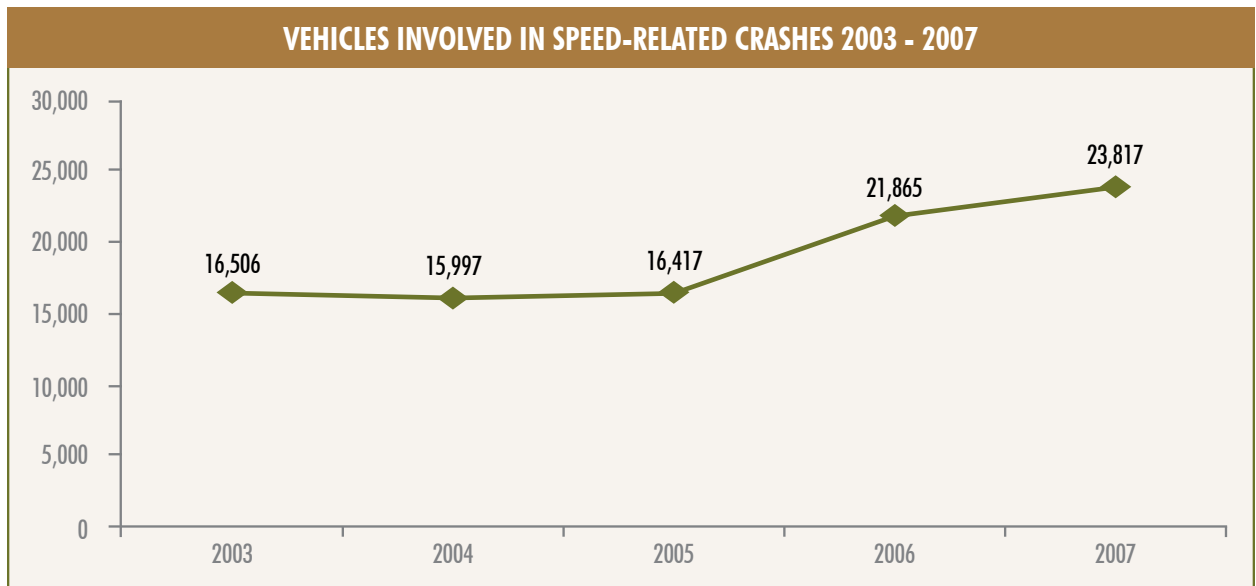
While DHTS has partnered with the New Jersey Motor Vehicle Commission to educate the public about the changes in the law and the dangers associated not just with cell phone use but all distractions, far more outreach is needed to educate the public about these driving behaviors.

<sup>4</sup> In 2007, hands-free cell phones were a contributing factor in 43 percent or 1,421 of the total crashes involving the use of cell phones.

## VEHICLES INVOLVED IN SPEED-RELATED CRASHES

Vehicles involved in speed-related crashes increased by 44 percent when comparing the 2003 and 2007 crash rates. This increase was impacted

by a 45 percent increase in the number of vehicles reported to be involved in these types of crashes during the past year.



### IN SUMMARY: A REVIEW OF THE DATA PROVIDED IN THIS SECTION REVEALS THE FOLLOWING KEY FINDINGS

1. Motor vehicle fatalities decreased 6 percent from 2006 to 2007.
2. The number of motor vehicle injuries has been steadily declining since 2003, decreasing by 16 percent.
3. Young drivers involved in crashes increased 2 percent from 2003 to 2007. Driver inattention, followed by speed and failure to yield are the most prevalent contributing factors in young driver crashes.
4. Older driver crashes decreased 4 percent from 2003 to 2007. Driver in attention is the most significant contributing factor in older driver crashes.
5. Pedestrian injuries have gradually decreased during the past five years.
6. There has been an upward trend in motorcycle fatalities since 1997.
7. Vehicles involved in speed-related crashes have been on the increase since 2004. Speed related crashes increased 44 percent from 2003 to 2007.
8. New Jersey continues to have one of the highest seatbelt usage rates in the country at 91.75 percent. There are proportionately more unrestrained fatalities involving back seat occupants than front.



## REGIONAL TRAFFIC SAFETY PROGRAMS

The Division of Highway Traffic Safety (DHTS) implements and funds traffic safety programs on a regional basis. DHTS’ regional supervisors

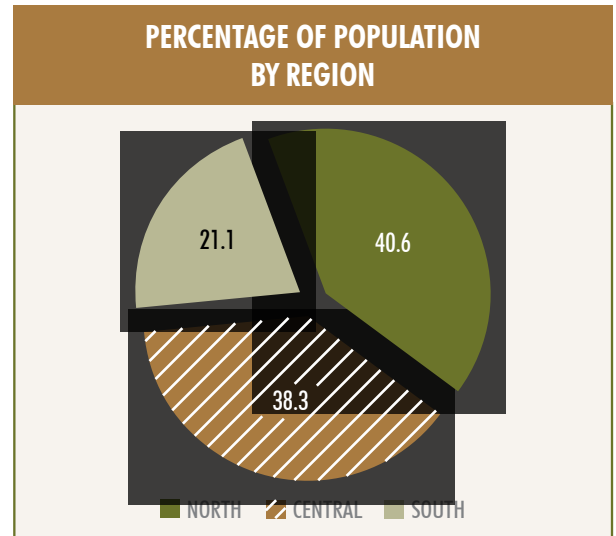
and their staff are responsible for coordinating, monitoring and evaluating activities and programs within each region.

NEW JERSEY DIVISION OF HIGHWAY TRAFFIC SAFETY REGIONS		
REGION	SUPERVISOR	REPRESENTATION
REGION I – SOUTH	EDWARD O’CONNOR	ATLANTIC, BURLINGTON, CAMDEN, CAPE MAY, CUMBERLAND, GLOUCESTER, AND SALEM COUNTIES
REGION II – CENTRAL	ALFRED TINDALL	HUNTERDON, MERCER, MIDDLESEX, MONMOUTH, OCEAN, SOMERSET, AND UNION COUNTIES
REGION III – NORTH	ROBERT GAYDOSH	BERGEN, ESSEX, HUDSON, MORRIS, PASSAIC, SUSSEX AND WARREN COUNTIES

Regional traffic safety needs differ by population and the number of persons per square mile. Region III (North) is predominantly urban with a population of over 3.5 million residents inhabiting approximately 1,755 square miles (24 percent of the land). Region II (Central) is primarily suburban with (3.3 million) people residing in 1,845 square miles. The remaining square miles, located in Region I (South), are rural with over 1.8 million residents.

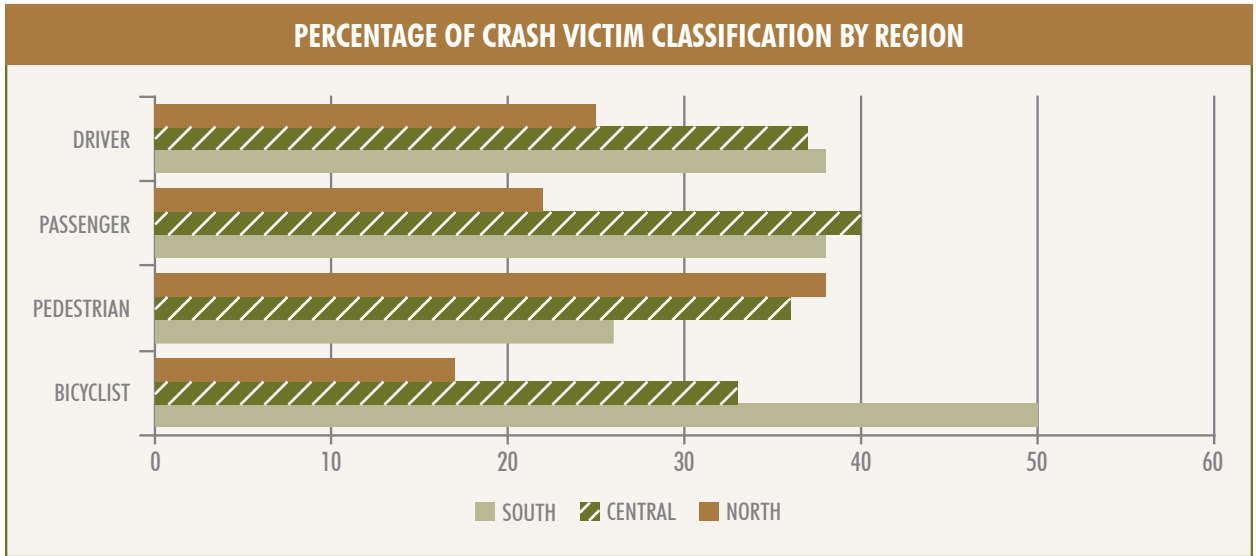
All of these agencies promote public awareness campaigns, specialized training programs, and local enforcement initiatives that focus on reducing their communities’ most pressing traffic safety problems.

Since transportation safety needs differ by region, 13 Comprehensive Highway Traffic Safety Programs (CTSP) have been established to serve in an advisory and technical capacity for the development of local safety initiatives. In Region I, most of the CTSPs are sponsored by county law enforcement agencies, except for the South Jersey Traffic Safety Alliance, a unit of the South Jersey Transportation Planning Organization (SJTPO).



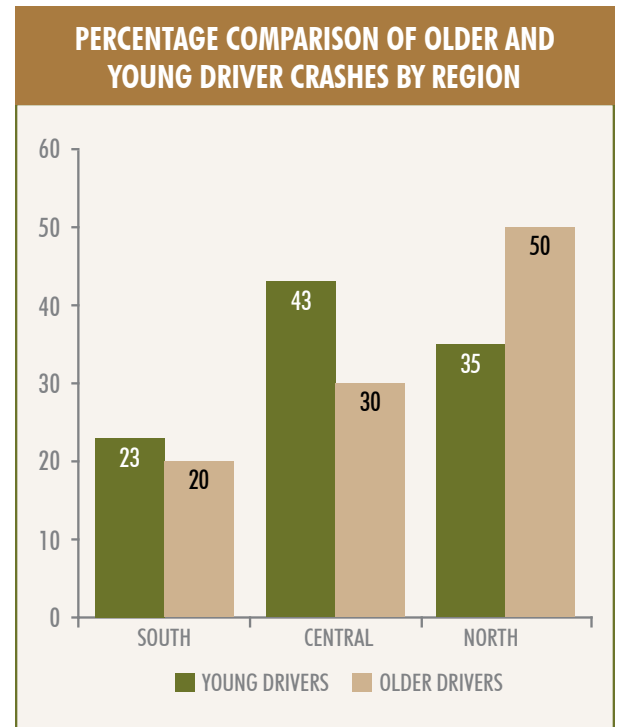
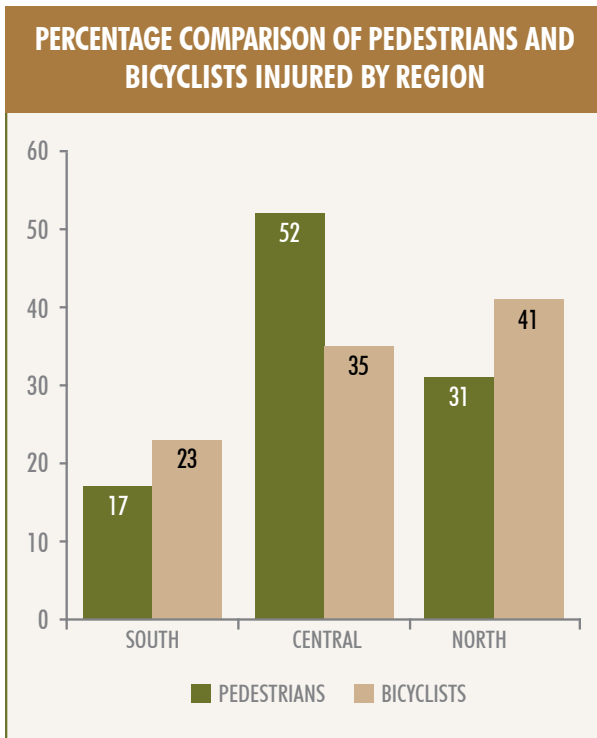
DHTS, in partnership with the CTSPs, regularly monitors where injuries and deaths are occurring on New Jersey roadways so that resources can be directed to these areas. Region I, which has the lowest number of residents, has the highest

percentage of driver and bicycle fatalities in the state. The greater percentage of pedestrian fatalities occur in Regions II and III, where most New Jersey residents reside.

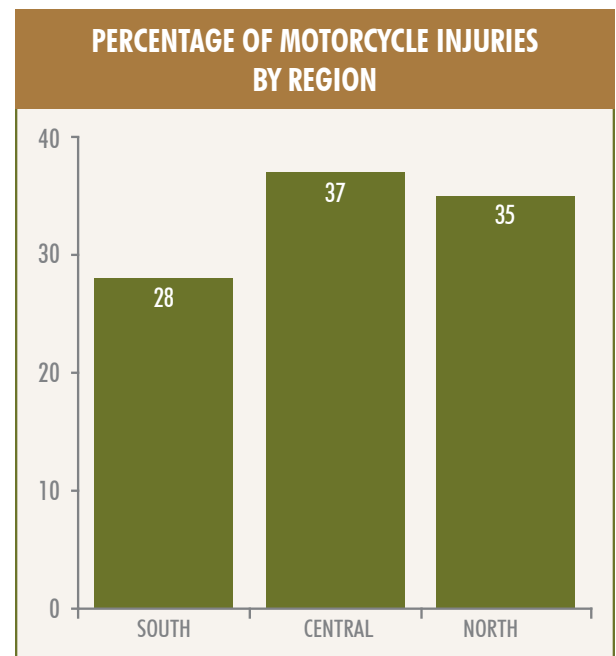


In 2007, over half of the state's pedestrian injuries occurred in Region II, while over 40 percent of bicycle injuries happened in Region III.

In 2007, half of the motor vehicle crashes involving older drivers occurred in Region III. Young drivers are over-represented (43 percent) in motor vehicle crashes in Region II.



Region I is overrepresented in motorcycle injuries. Despite having just 21 percent of the state's population, the region accounted for 28 percent of the state's motorcycle injuries.



## DRIVER ATTITUDES, AWARENESS AND BEHAVIOR

For the second consecutive year, DHTS partnered with Fairleigh Dickinson University's PublicMind poll, an independent research organization, to conduct a telephone survey of 1,000 randomly selected state residents (17 years of age and older who drive regularly) about driver attitudes and behavior. Survey questions were developed to gauge behaviors, perceptions, and attitudes about seat belt and cell phone use, speeding, impaired and drowsy driving, proposed restrictions on newly licensed drivers, enforcement priorities and emerging technology, and the magnitude of crashes and fatalities on the state's roadways. Survey respondents were also asked to rate their own and their spouse's driving skills, and to identify the state with the "worst" drivers.

Poll results help shed light on the public's perception of traffic safety and aid DHTS in identifying what safety programs are needed to engage the public in making safety a priority. For example, statewide statistics reveal that young drivers are over-represented in automobile crashes. The poll found that young drivers are most likely to have been involved in a crash, with 22 percent of drivers under the age of 30 reporting having been

in a crash in the past three years, compared to 14 percent of all other drivers. This age group is also more likely to talk on a cell phone or text while driving in comparison to their older counterparts. Clearly, this points to the need for greater awareness about the impact cell phones have on driver safety as well as continued enforcement of the recently enacted cell phone/texting law, with a strong emphasis on reaching young drivers.

More outreach is also needed to ensure that motorists understand the magnitude of the state's traffic crash problem which has claimed an average of 740 lives annually over the past ten years. One in four (26 percent) poll respondents substantially underestimated the number of fatalities that occur annually on New Jersey's roadways, while more than a third (37 percent) substantially overestimated them. Another third (33 percent) could make no estimate at all.

DHTS gives particular credence to those questions addressing driver behaviors (i.e., seat belt and cell phone use, speeding, impaired and drowsy driving), and their knowledge of traffic safety laws. For example, alcohol-related fatalities account for

PUBLIC OPINION SAFETY NEEDS AND COUNTERMEASURES		
NJDHTS GOAL	NEED	COUNTERMEASURES
STATEWIDE REDUCTION OF FATALITIES AND INJURIES	X	<ul style="list-style-type: none"> <li>• ENFORCEMENT ON REDUCING CELL PHONE USE WHILE DRIVING</li> <li>• ENFORCEMENT OF SPEED REDUCTION</li> </ul>
ALCOHOL & DRUG COUNTERMEASURES	X	<ul style="list-style-type: none"> <li>• INCREASE ENFORCEMENT</li> <li>• EFFECTIVE MEDIA CAMPAIGNS</li> </ul>
SPEED MANAGEMENT	X	<ul style="list-style-type: none"> <li>• INCREASE ENFORCEMENT</li> </ul>

29 percent of all motor vehicle fatalities in 2007. The poll shows that 79 percent of men and 86 percent of women don't drink at all before driving; however, the remaining 21 percent of men and 14 percent of women reported drinking before driving in the past three years. These results indicate that DHTS must continue to focus on educational and enforcement initiatives that address the dangers of drunk driving to further reduce the percentage of motor vehicle fatalities related to alcohol use.

Driver habits, detailed in the survey results, confirm what is happening on the state's roadways, and why it is difficult to maintain a consistent decrease in the number of traffic crashes and fatalities. A majority of young drivers admit to sending text messages while driving, but older drivers exceed the posted speed limit and talk on their phones while driving as well. While the majority of all drivers (59 percent) claim they "never" use a hand-held cell phone while driving, four out of five (79 percent) say they see other drivers holding phones. One in four (25 percent) say they go over the 65 mph speed limit on the highway "most of

the time", while another one in five (20 percent) say they exceed the 65 mph highway speed limit "often." And, 54 percent of New Jersey drivers sometimes drive more than 10 miles an hour over the posted speed limit on highways. This correlates with state data showing that speed is an ever increasing factor in traffic crashes and supports the need for expanded enforcement.<sup>5</sup>

Drunk driving remains the top safety concern of New Jersey drivers — 68 percent cite it as either their first or second choice when asked what laws police should spend more time enforcing. Aggressive driving also ranks high with 56 percent of survey respondents listing it as either their first or second choice for stepped up enforcement. Thirty-two percent of respondents want police to spend more time enforcing the ban on hand-held cell phones, while 25 percent want them to spend more time policing drivers' speed. This confirms DHTS' plans to continue to fund enforcement initiatives that focus on drunk driving, speed/aggressive driving and cell phones/distractions.

5 Legislation was enacted on January 13, 2008 requiring the Commissioner of Transportation to establish a five-year pilot program to determine the effectiveness of installation and utilization of red light cameras.

## GOAL SETTING

DHTS staff develops performance goals for each program area, identified in the national priority areas established by NHTSA regulations, through

ongoing data analysis. The following goals have been established in accordance with the problem identification process.

### STATEWIDE

1. Decrease the number of fatalities from 724 in 2007 to 714 in 2009.
2. Decrease the fatality rate per 100 million vehicle miles traveled from 0.87 in 2007 to 0.85 in 2009.
3. Reduce the number of injuries from 95,475 in 2007 to no more than 95,000 in 2009.
4. Reduce the serious injury rate per 100 million vehicle miles traveled from 2.4 in 2007 to 2.2 in 2009.
5. Decrease the fatality rate per 100,000 population from 8.4 in 2007 to 8.1 in 2009.
6. Decrease the serious injury rate per 100,000 population from 19.8 in 2007 to 18.5 in 2009.

### OCCUPANT PROTECTION

1. Increase statewide seat belt compliance from 91.75 percent in 2008 to 92.25 percent in 2009.
2. Increase the usage of seat belts by back seat adult occupants from 54 percent in 2008 to 60 percent in 2009.

### ALCOHOL AND OTHER DRUG COUNTERMEASURES

1. Reduce the number of alcohol-related fatalities from 210 in 2007 to 203 in 2009.
2. Decrease the percentage of alcohol-related fatalities to all fatalities from 29 percent in 2007 to less than 28 percent in 2009.
3. Reduce the alcohol related fatality rate per 100 million vehicle miles traveled from 0.30 in 2007 to 0.29 in 2009.

### PEDESTRIAN AND BICYCLE SAFETY

1. Decrease the number of pedestrian fatalities from 150 in 2007 to 145 in 2009.
2. Reduce the percentage of pedestrian fatalities to all fatalities from 21 percent in 2007 to no more than 20 percent in 2009.
3. Decrease the number of bicycle fatalities from 12 in 2007 to no more than 10 in 2009.

### MOTORCYCLE SAFETY

1. Decrease the number of motorcycle fatalities from 87 in 2007 to less than 80 in 2009.
2. Reduce the number of motorcycle crashes from 2,352 in 2007 to less than 2,250 in 2009.

### YOUNG DRIVERS

1. Decrease the number of crashes involving young drivers (17-20) from 59,072 in 2007 to less than 59,000 in 2009.

### SPEED

1. Reduce the number of speed-related crashes from 23,817 in 2007 to no more than 23,000 in 2009.

### OLDER DRIVERS

1. Decrease the number of crashes involving older drivers from 5,422 in 2007 to 5,250 in 2009.

## PERFORMANCE MEASURES

The purpose of measuring performance is to determine whether or not and to what extent safety programs are working to reduce roadway crashes, injuries and fatalities. The measures se-

lected demonstrate the effectiveness of the goal. Data will be analyzed to measure performance against the statewide goals detailed on the previous page.

### NEW JERSEY DIVISION OF HIGHWAY TRAFFIC SAFETY PERFORMANCE MEASURES

#### INJURIES AND FATALITIES

- Number of fatalities
- Fatality rate per 100 million vehicle miles traveled
- Number of injuries
- Serious injury rate per 100 million vehicle miles traveled
- Fatality rate per 100,000 population
- Serious injury rate per 100,000 population

#### OCCUPANT PROTECTION

- Percent of front seat occupants wearing seat belts
- Percent of back seat adult occupants wearing seat belts

#### ALCOHOL AND OTHER DRUG COUNTERMEASURES

- Number of alcohol-related fatalities
- Proportion of alcohol-related compared to all fatalities

#### PEDESTRIAN SAFETY

- Number of pedestrian fatalities
- Proportion of traffic fatalities that are pedestrians
- Pedestrian fatalities of young and older pedestrians
- Number of injuries

#### BICYCLE SAFETY

- Proportion of traffic fatalities that are bicyclists
- Child bicyclist fatalities (under 17)
- Number of injuries

#### MOTORCYCLE SAFETY

- Number of motorcycle fatalities and injuries

#### YOUNG DRIVERS

- Number of 17-20 year old drivers involved in motor vehicle crashes

#### OLDER DRIVERS

- Number of older drivers (65+) involved in motor vehicle crashes

#### SPEED MANAGEMENT

- Number of speed related-crashes

## FUNDING OF PROJECTS

The process for funding local safety programs begins in December with the Division mailing solicitation packages to the 21 county prosecutors and county executives, traffic engineers, municipal police chiefs, and mayors. These agencies, other political subdivisions, and state organizations must submit highway safety grant applications by the designated deadline, which is usually the

last day of February before the upcoming federal fiscal year. Specialized enforcement campaigns (i.e., Click It or Ticket mobilization) are handled separately by the DHTS.

The criterion DHTS uses to review and approve grant applications, includes:

1. The degree to which the proposal addresses a state identified problem area. Primary consideration is granted to those projects addressing statewide priorities. Also, projects are considered if they are well substantiated through data analysis and support identified problem areas.
2. The extent to which the proposal meets the published criteria.
3. The degree to which the applicant is able to identify, analyze, and comprehend the local or state problem. Applicants, who do not demonstrate a traffic safety problem or need, are not considered for funding.
4. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
5. The extent to which the estimated cost justifies the anticipated results.
6. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area and the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are not longer available.

Priority for funding is given to (1) ongoing applications for the overall management and administration of the grant program; (2) continuation grants with less than three years of

prior funding; and (3) grant applications which demonstrate a highway safety problem defined by NHTSA or DHTS.

## HIGHWAY SAFETY PLAN PLANNING AND ADMINISTRATION

**PROJECT NUMBER:** PA 09-01-01

**PROJECT TITLE:** PLANNING AND ADMINISTRATION

**PROJECT DESCRIPTION:**

Funds from this task include the salaries of the Governor's Representative for Highway Safety, and the management, fiscal and clerical support staffs; most operating costs; and the cost of logistical, human resource, fiscal and IT services provided to DHTS by the Department of Law and Public Safety's Office of the Attorney General through the Consolidated Administration and Support Services (CASS) unit.

As Federal funds increase, the number of sub-grant awards has also increased placing additional demands on staff to fulfill project monitoring and reporting requirements. During FFY 2006, approximately 700 grants for both state and local programs were funded. That number increased to nearly 800 in 2007 and will exceed 900 in 2008. As a means to improve efficiency, reduce workload and ensure that monitoring and reporting requirements are fully met, DHTS will pursue adoption of a web-based grant management system.

**BUDGET:** \$600,000.00

PLANNING AND ADMINISTRATION: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PA 09-01-01	P&A	\$500,000	SECTION 402
PA 09-01-01	P&A	\$100,000	SECTION 406
402 TOTAL		\$500,000	
TOTAL ALL FUNDS		\$600,000	



## HIGHWAY SAFETY PLAN ALCOHOL AND OTHER DRUG COUNTERMEASURES

**PROJECT NUMBER: AL 09-07-01**

**PROJECT TITLE: PROGRAM MANAGEMENT**

**PROJECT DESCRIPTION:**

Provides funds for program managers to coordinate alcohol and drug countermeasure activities with local, state and community organizations. These include developing awareness campaigns; supporting and assisting local, county and state task force initiatives; and providing technical assistance to project directors.

**BUDGET: \$300,000.00**

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**PROJECT NUMBER: AL 09-07-02**

**PROJECT TITLE: DWI TRAINING/DRE COORDINATION**

**PROJECT DESCRIPTION:**

The Division of State Police will offer standardized training courses to law enforcement officers to aid in the detection, apprehension, investigation, processing, and prosecution of DWI offenders under the influence of alcohol and/or drugs. Standardized field sobriety testing will also be provided to police officers offering the same basic and advanced techniques when handling an impaired person. Approximately 28 DWI/Standard Field Sobriety Testing classes will be conducted and 700 law enforcement officers will be trained. Funds from this task will also be used to coordinate and administer the statewide Drug Recognition (DRE) training programs. It is anticipated that three Drug Recognition Expert classes will be conducted and approximately 65 law enforcement officers will be certified. In addition, four DRE re-certification classes, seven breathalyzer test operator classes and 100 breath test operator re-classification classes will be scheduled.

**BUDGET: \$536,000.00**

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**PROJECT NUMBER: AL 09-07-03**

**PROJECT TITLE: ALCOHOL/DRUG TESTING PROGRAM**

**PROJECT DESCRIPTION:**

Drivers who operate motor vehicles while under the influence of alcohol have long been known to cause thousands of crashes, injuries and fatalities each year. While police officers are trained to recognize alcohol-impaired drivers, similar training is needed to aid law enforcement in apprehending drug-impaired drivers. The Alcohol Drug Testing Unit at the Division of State Police will provide training to members of the law enforcement community in drugs as well as alcohol and highway safety to ensure that the level of expertise necessary to carry out assigned duties is maintained. In addition, funds from this task will be used by members of the State Police Unit and scientists from the Office of Forensic Science to obtain training in the latest trends in drug use and abuse, litigation and new resources.

**BUDGET: \$13,052.00**

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**PROJECT NUMBER: AL 09-07-04****PROJECT TITLE: ALCOTEST 7110 EVIDENTIAL BREATH TEST SYSTEM****PROJECT DESCRIPTION:**

Identification, apprehension, investigation, and processing of persons suspected of driving while under the influence of alcohol and/or drugs require a uniform and systematic approach. Under the authority of the Attorney General, the Alcohol Drug Testing Unit spearheads the continual process of training and re-certifying police officers throughout the state to operate approved chemical breath test instruments and recognize alcohol and/or drug indicators present in suspects. The Alcotest 7110 MK III-C and the method of chemical breath testing it employs were found, by a Supreme Court ruling, to be scientifically reliable and accurate. Chemical breath test results obtained on an Alcotest 7110 MK III-C are deemed to be admissible evidence without the necessity of the State producing expert witnesses. Based upon the court's decision, the state now intends to implement its program to introduce the Alcotest MK III-C statewide. Achieving this goal will require training of thousands police officers in the new scientific instrumentation under a county-by-county, phase-in implementation schedule.

**BUDGET: \$108,000.00****PROJECT NUMBER: AL 09-07-05****PROJECT TITLE: DWI ENFORCEMENT****PROJECT DESCRIPTION:**

The national *Drunk Driving, Over the Limit, Under Arrest* impaired driving crackdown is a comprehensive impaired driving prevention program organized by the National Highway Traffic Safety Administration that focuses on combining high-visibility enforcement and public awareness through paid and earned media. This year, the national campaign slogan will be the over-arching theme for all DWI initiatives implemented in the state. Approximately 200 state, county and local police agencies will partner with DHTS during the summer holiday enforcement campaign. Another 40 municipal police departments and eight county task forces are expected to participate in other alcohol-related enforcement activities including DWI checkpoints and saturation patrols throughout the year.

**BUDGET: \$1,200,000.00****PROJECT NUMBER: AL 09-07-06****PROJECT TITLE: UNDERAGE ENFORCEMENT INITIATIVES****PROJECT DESCRIPTION:**

There are twelve state colleges and universities and fourteen private universities in the state. Undergraduate student enrollment exceeds 85,000, 75 percent of whom are not of age to legally consume alcoholic beverages. Funds will be used to initiate the Cops In Shops program for a seven month period in municipalities with a college or university either within its borders or in a neighboring community. This program will fund overtime salaries for police officers to work in an undercover capacity in liquor stores in an effort to identify and bring criminal charges against underage persons who purchase or attempt to purchase alcoholic beverages and adults who purchase alcoholic beverages for minors. The program will be implemented in Atlantic, Bergen, Essex, Gloucester, Mercer, Middlesex, Monmouth, Morris, Somerset, and Union Counties. Additionally, the same program will

be implemented during the summer in the state's shore communities and in municipalities in Atlantic, Cape May, Monmouth, and Ocean Counties.

Funds will also be provided to enforce Alcoholic Beverage Control acts and other related laws pertaining to underage alcohol use and/or intoxicated patrons. The use of undercover police personnel is intended to identify underage persons who order and/or consume alcoholic beverages as well as those who serve them. Appropriate criminal and/or administrative charges will be initiated against underage persons, those providing alcoholic beverages to underage persons as well as liquor licensees that allow this activity on their premises. This project reduces the purchase and consumption of alcohol by underage person and sends a strong message to the owners of licensed beverage establishments.

**BUDGET: \$270,000.00**

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**PROJECT NUMBER: AL 09-07-07**

**PROJECT TITLE: COLLEGE CAMPUS PROGRAMS**

**PROJECT DESCRIPTION:**

College drinking is a socially influenced behavior that often produces negative and sometimes fatal consequences. The Alcohol and Drug Education Program at the College of New Jersey has utilized nationally recognized surveys to determine the level of alcohol use among students and the perceptions of drug and alcohol norms on campus. The first survey conducted in 2006 revealed that 74.1 percent of students consumed alcohol in the 30 days prior to the administration of the survey with 64.9 percent state they were younger than 21. The second survey conducted in 2008 revealed that 81.1 percent of students reported consuming alcoholic beverages in the past year and 59 percent of underage students reported consumption of alcohol within the past 30 days. The statistical information is a start in demonstrating the need for effective prevention and intervention services at the college level. A third survey is expected to be conducted in 2009.

Four projects will be implemented that address underage drinking and driving at four New Jersey colleges and universities. The College of New Jersey will host its 8th Statewide Peer Institute in 2009. The event trains peer educators and leaders from New Jersey colleges and the tri-state area to become peer educators on their respective campuses. Programs will also be developed with the campus police force and Ewing Township Police Department to address alcohol and other drug-related issues. Police from both agencies will work collaboratively to patrol off-campus housing and popular student gathering spots.

Stockton College will sponsor alcohol/drug education workshops on campus emphasizing the risks associated with alcohol/drug abuse and driving. In addition, personnel from local taverns and restaurants will be trained on how to prevent drunk driving by students customers. The prevention program will include an intensive, three-hour training session leading to certification from Stockton College and regular communication with local restaurants and taverns to offer confidential counseling programs to students who are experiencing problems with drinking and driving.

Funds will be provided to New Jersey City University to address the link between substance abuse, irresponsible behavior and highway safety among university and high school students in the Jersey City area. The program will focus on strengthening the relationship between university and inner city high school students through interactive role modeling exercises and a peer education training program. A highway safety outreach program on the New Jersey City University campus, consisting of presentations, information tables with resources on substance abuse and highway safety, and a peer mentoring high

school program will be developed. Peer educators will be used to reach student groups in elementary, middle and senior high schools as well as to conduct community outreach with local social service agencies.

The Rutgers Comprehensive Alcohol and Traffic Education and Enforcement Program will focus on helping to reduce the number of people killed or seriously injured in crashes caused by impaired drivers. The program combines community prevention efforts in law enforcement with innovative educational and community outreach activities on campus. A series of supplemental enforcement programs will be scheduled, which include DWI stops and the comprehensive Check for 21 program. The education component will provide training resources for police officers to disseminate materials throughout the Rutgers community. Rutgers police officers will also receive training on alcohol and drug abuse prevention techniques. Police officers will serve as mentors and conduct drug and alcohol abuse education programs for the campus population.

**BUDGET: \$250,000.00**

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**PROJECT NUMBER: AL 09-07-08**

**PROJECT TITLE: LOCAL ALCOHOL PROGRAMS**

**PROJECT DESCRIPTION:**

The Middlesex County *3D: Don't Drink and Drive Contest* is a local initiative that allows teens to educate their peers through the creation of thought-provoking public service announcements. The contest is open to teens in all public and non-public schools in Middlesex County. Each high school will be invited to submit up to two English and/or two Spanish, 30-second, student-produced public service announcements or audio tapes. The contest helps to promote an awareness of the dangers and consequences of drinking and driving.

A second project will promote a “no use” message regarding alcohol and drugs to drivers under 21 years of age. The Long Beach Police Department will conduct local programs to increase awareness of the dangers of driving while impaired. This will include demonstrating the effects of alcohol on the body utilizing Fatal Vision Goggles, conducting programs to raise awareness during prom season and providing information to teens about making healthy choices particularly when it comes to drugs and alcohol.

**BUDGET: \$60,000.00**

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ALCOHOL AND OTHER DRUG COUNTERMEASURES: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
AL 09-07-01	PROGRAM MANAGEMENT	\$ 300,000	SECTION 402
AL 09-07-02	DWI TRAINING/DRE COORDINATION	\$ 536,000	SECTION 410
AL 09-07-03	ALCOHOL/DRUG TESTING PROGRAM	\$ 13,052	SECTION 410
AL 09-07-04	ALCOTEST BREATH SYSTEM	\$ 108,000	SECTION 410
AL 09-07-05	DWI ENFORCEMENT	\$1,200,000	SECTION 410
AL 09-07-06	UNDERAGE ENFORCEMENT	\$ 270,000	SECTION 410
AL 09-07-07	COLLEGE CAMPUS PROGRAMS	\$ 250,000	SECTION 410
AL 09-07-08	LOCAL ALCOHOL PROGRAMS	\$ 60,000	SECTION 410
402 TOTAL		\$ 300,000	
410 TOTAL		\$2,437,052	
TOTAL ALL FUNDS		\$2,737,052	

## HIGHWAY SAFETY PLAN PEDESTRIAN AND BICYCLE SAFETY

**PROJECT NUMBER: PS 09-16-01**

**PROJECT TITLE: PROGRAM MANAGEMENT**

**PROJECT DESCRIPTION:**

Provides funds for program managers to coordinate, monitor and evaluate projects focused on pedestrian and bicycle safety at the local, county and state level.

**BUDGET: \$325,000.00**

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**PROJECT NUMBER: PS 09-16-02**

**PROJECT TITLE: PEDESTRIAN SAFETY PROGRAMS**

**PROJECT DESCRIPTION:**

Reducing fatalities and injuries involving pedestrians is a difficult task. Pedestrian crashes occur for a variety of reasons, including errors in judgment by pedestrians and drivers or shortcomings in traffic engineering. Pedestrian crashes represent the second largest category of motor vehicle fatalities and injuries in the state. Funds will continue to be provided to develop and implement pedestrian safety campaigns in cities that have a high incidence of pedestrian crashes, injuries and fatalities. Emphasis will be placed on citing those motorists who fail to adhere to the state's "yield to pedestrians in the crosswalk" law and those pedestrians whose own actions put them at.

In an effort to ensure the safety of pedestrians in urban and busy suburban areas, the pedestrian decoy program, which targets drivers who are either discourteous to pedestrians or fail to yield to pedestrians in the crosswalk, will be expanded. Police officers in plain clothes pose as pedestrians in marked crosswalks, while officers watch for violations. Drivers failing to yield the right of way are stopped and issued a citation. Officers involved in the enforcement effort use the opportunity to educate drivers about pedestrian right of way and related traffic laws. The program also includes a public outreach initiative and is coordinated with municipal prosecutors and the courts.

The New Jersey Trauma Center at the University of Medicine and Dentistry Hospital will continue to pilot and evaluate the efficacy of the pedestrian injury prevention education curriculum at elementary and charter schools in Newark. The pilot aims to increase knowledge and safe street crossing behaviors of children between the ages of 5 and 12. The curriculum, WalkSAFE Program, originally developed by the University of Miami, is taught by classroom teachers to over 1,500 elementary school children.

**BUDGET: \$553,909.00**

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**PROJECT NUMBER: PS 09-16-03****PROJECT TITLE: BICYCLE SAFETY PROGRAMS****PROJECT DESCRIPTION:**

As more adults engage in bicycling for fitness, recreation or commuting purposes, a targeted education and awareness campaign is needed. Particular emphasis will be given to immigrants, children, seniors, and families. The campaign will include the development and dissemination of bicycle hang tags to retail and rental bike shops, bike clubs, Transportation Management Association's, police departments, and other entities reinforcing the state's bicycle helmet and rider laws.

Funds will be provided to implement programs that educate bicyclists of all ages about the importance of wearing a helmet and how to do so properly. Awareness of state laws including the requirement that all persons under the age of 17 wear a helmet, bicycles must ride with traffic and obey all signs and signals, and bicycles must be equipped with proper safety equipment, will also be addressed. The Voorhees Transportation Center at Rutgers will lead a team of experts in a pilot project to develop a week-long, youth bicycle education program for students in fourth through sixth grade in six municipalities during the summer. The project will seek to increase bicycle helmet use, educate children about how to ride safely and avoid injury, and how to safely share the road with motor vehicles and pedestrians. A future needs assessment will be undertaken by the Voorhees staff to determine how to deliver this program statewide.

**BUDGET: \$110,000.00**

PEDESTRIAN AND BICYCLE SAFETY: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PS 09-16-01	PROGRAM MANAGEMENT	\$ 325,000	SECTION 402
PS 09-16-02	PEDESTRIAN SAFETY PROGRAMS	\$ 553,909	SECTION 406
PS 09-16-03	BICYCLE SAFETY PROGRAMS	\$ 110,000	SECTION 402
402 TOTAL		\$ 435,000	
406 TOTAL		\$ 553,909	
TOTAL ALL FUNDS		\$ 988,909	

## HIGHWAY SAFETY PLAN OCCUPANT PROTECTION

**PROJECT NUMBER: OP 09-11-01**

**PROJECT TITLE: PROGRAM MANAGEMENT**

**PROJECT DESCRIPTION:**

Provides funds for program managers to coordinate and monitor projects addressing occupant protection with an emphasis on law enforcement seat belt and child safety seat projects.

**BUDGET: \$650,000.00**

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**PROJECT NUMBER: OP 09-11-02**

**PROJECT TITLE: CHILD PASSENGER SAFETY EDUCATION**

**PROJECT DESCRIPTION:**

The message “Buckle Up — Everyone, Every Ride” will be publicized year-round at permanent fitting stations around the state to ensure that children as well as their older siblings and parents are properly restrained.

Funds for personal services will be used to conduct child safety seat checks at county and municipal jurisdictions. Child safety seat technicians will perform safety seat checks and conduct educational seminars to reduce the misuse and/or non-use of child safety seats and dispel incorrect information regarding child passenger safety. Funds will also be used to purchase child safety seats for distribution to needy families at seat check events and fitting stations.

The Division of State Police, Community Outreach Unit, will continue to maintain the child safety seat inspection/fitting station at Division headquarters. Approximately 30 child passenger safety details will be conducted. Promotional materials will also be obtained for distribution at designated child safety seat checkpoints throughout the state

The 32-hour Standardized Child Passenger Safety Training course will be offered at approximately eight to ten sites across the state with an emphasis on training technicians who will assist under served populations. In addition, re-certification classes will be conducted during the year to ensure that the state has an adequate cadre of technicians to serve the public.

**BUDGET: \$600,000.00**

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**PROJECT NUMBER: OP 09-11-03****PROJECT TITLE: CHILD PASSENGER SAFETY CONFERENCE****PROJECT DESCRIPTION:**

The child passenger safety conference is scheduled to be held in Pennsylvania during calendar year 2009. Certified child passenger safety technicians/instructors from throughout the region will be attending the conference. Funds will be used to support the conference and provide scholarships for New Jersey technicians/instructors to participate.

**BUDGET: \$40,000.00****PROJECT NUMBER: OP 09-11-04****PROJECT TITLE: SEAT BELT ENFORCEMENT****PROJECT DESCRIPTION:**

The *Click It or Ticket* campaign will be conducted to increase seat belt use and educate the public about the impact belt use has in reducing injuries and fatalities in motor vehicle crashes. All seat belt enforcement initiatives conducted during the year will be branded with the *Click It or Ticket* theme. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation or tactical overtime patrols. Approximately 200 state, county and municipal police departments will receive funds to participate in the enforcement efforts. All education-related occupant protection initiatives conducted at the local level will utilize *Buckle Up — Everyone, Every Ride* materials and emphasis will be given to including certified child passenger safety technicians at *Click It or Ticket* and other seat belt enforcement events.

**BUDGET: \$800,000.00****PROJECT NUMBER: OP 09-11-05****PROJECT TITLE: SEAT BELT SURVEY****PROJECT DESCRIPTION:**

Provides funds to perform the statewide safety belt usage rate observation survey to determine the annual front seat occupant seat belt usage rate for the state. The survey will be conducted by representatives of the New Jersey Institute of Technology during the spring/summer of calendar year 2009.

**BUDGET: \$135,000.00**

**PROJECT NUMBER: OP 09-11-06**

**PROJECT TITLE: PARTNERING FOR TRAFFIC SAFETY**

**PROJECT DESCRIPTION:**

Funds will be provided to the Department of Community Affairs, Center for Hispanic Policy, Research and Development to address occupant protection in communities where English is a second language (in this case, Spanish is the primary language). The funds will be used to assist Hispanic organizations in developing and delivering public education programs geared toward raising awareness about occupant protection for children eight years of age and younger. The grant will fund programs at ten day care centers in Mount Holly, Willingboro, Newark, Trenton, Perth Amboy, Dover (Morris County), Lakewood, Paterson, Penns Grove, and Plainfield.

**BUDGET: \$400,000.00**

OCCUPANT PROTECTION: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
OP 09-11-01	PROGRAM MANAGEMENT	\$ 650,000	SECTION 402
OP 09-11-02	CHILD PASSENGER SAFETY EDUCATION	\$ 600,000	SECTION 2011
OP 09-11-03	CHILD PASSENGER SAFETY CONFERENCE	\$ 40,000	SECTION 2011
OP 09-11-04	SEAT BELT ENFORCEMENT	\$ 800,000	SECTION 405
OP 09-11-05	SEAT BELT SURVEY	\$ 135,000	SECTION 402
OP 09-11-06	PARTNERING FOR TRAFFIC SAFETY	\$ 400,000	SECTION 2011
402 TOTAL		\$ 785,000	
405 TOTAL		\$ 800,000	
2011 TOTAL		\$1,040,000	
TOTAL ALL FUNDS		\$2,625,000	

## HIGHWAY SAFETY PLAN POLICE TRAFFIC SERVICES

**PROJECT NUMBER: PT 09-03-01**

**PROJECT TITLE: PROGRAM MANAGEMENT**

**PROJECT DESCRIPTION:**

This will fund the staff and expenses related to planning, developing, coordinating, monitoring and evaluating projects within the police traffic services program area.

**BUDGET: \$380,000.00**

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**PROJECT NUMBER: PT 09-03-02**

**PROJECT TITLE: SPEED/AGGRESSIVE DRIVING PROGRAM**

**PROJECT DESCRIPTION:**

Funds will be provided to allow municipal and state law enforcement agencies across the state to participate in *Smooth Operator*, an innovative campaign piloted in South Jersey in 2008 that uses enforcement and public awareness to reduce incidents of speed and aggressive driving. Saturation patrols will concentrate on a multitude of problem areas, including main arteries into and out of towns, where speed and aggressive driving is a major problem and roadways that have historically experienced high crash rates. The public will be encouraged to visit the DHTS web site and take a quiz to assess whether they're a *Smooth Operator* or an aggressive driver. All aggressive driving related enforcement/education activities conducted at the local level will be branded with the *Smooth Operator* moniker.

**BUDGET: \$510,000**

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**PROJECT NUMBER: PT 09-03-03**

**PROJECT TITLE: SPEED DETECTION PROGRAM**

**PROJECT DESCRIPTION:**

Speed has consistently been a contributing factor in both injury and fatal crashes in New Jersey. Since 2004, the number of speed-related citations issued in the state has increased by 6 percent from 297,835 in 2004 to 315,461 in 2007. Because enforcement is essential for compliance, funds will be provided to obtain 100, K55 radar units and 20 laser speed detection devices. These units will be assigned to the Division of State Police for use on a statewide basis.

**BUDGET: \$253,000.00**

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**PROJECT NUMBER: PT 09-03-04**

**PROJECT TITLE: COMPREHENSIVE ENFORCEMENT/EDUCATION PROGRAM**

**PROJECT DESCRIPTION:**

Funds will be provided to local law enforcement agencies to conduct comprehensive enforcement and education campaigns that focus on pedestrian, bicycle, older driver and child passenger safety, as well as DWI. Programs will focus on increasing awareness by providing educational programs and instruction to seniors, school children and the general public. In addition, overtime funds will be used to increase police officer deployments at DWI checkpoints and provide for additional enforcement of occupant protection and pedestrian safety laws.

There were 108 reports of traffic crashes and damaged signal gates at rail crossings in New Jersey in 2007. The number of summonses issued for rail crossing violations increased significantly from 2,399 in 2006 to 5,475 in 2007. Funds will again be provided to New Jersey Transit Police to conduct both an enforcement and education program aimed at reaching out to pedestrians that circumvent activated pedestrian crossing gates and motorists, particularly teens, who drive around activated rail crossings.

**BUDGET: \$252,000.00**

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**PROJECT NUMBER: PT 09-03-05**

**PROJECT TITLE: RED LIGHT RUNNING PILOT PROGRAM**

**PROJECT DESCRIPTION:**

The Freehold Township Police Department will continue to partner with the Marlboro Police Department to implement a program that takes aim at red light running violators. The police departments will set up surveillance sites at intersections on major roadways in their municipalities. Officers will be located at each intersection and issue summonses to motorists who ignore red lights. Funds will also be provided to purchase banners, produce public service announcements and advertise in local media to educate motorists about the dangers of red light running.

**BUDGET: \$40,000.00**

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**PROJECT NUMBER: PT 09-03-06**

**PROJECT TITLE: TRAINING**

**PROJECT DESCRIPTION:**

Funds will be provided for police personnel to attend highway traffic safety and crash investigation techniques training courses, traffic safety conferences and seminars. When a crash occurs, the police officer called to the scene is considered the specialist and is expected to conduct the initial investigation. Often the police officer assigned this task lacks the formal training and expertise to be a responsible crash investigator. The requisite training covers skills the officers will need to complete a fair and accurate report including: Crash Investigation I, Crash Investigation II and Vehicle Dynamics. In addition to the introductory courses, several advanced and more technically oriented training courses will be offered including traffic crash reconstruction, computerized diagramming, energy methods and damage analysis in collision reconstruction, pedestrian/bicycle crash investigation, motorcycle crash

investigation, and commercial motor vehicle collision investigation. Training will be held at the police academies throughout the state.

**BUDGET: \$675,000.00**

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**PROJECT NUMBER: PT 09-03-07**

**PROJECT TITLE: FATAL CRASH INVESTIGATION**

**PROJECT DESCRIPTION:**

Funds will also be provided to the Division of State Police, Fatal Crash Unit, to purchase computers and laser technology crash reconstruction packages that will be used to enhance crash/crime scene investigations. Without this equipment, not only would crash scene investigation time be increased but more importantly, investigators would not be able to conduct a complete and proper investigation. As a result, proper documentation of the crash would not be achieved and could result in the unsuccessful prosecution of cases relating to the investigation.

**BUDGET: \$60,475.00**

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**PROJECT NUMBER: PT 09-03-08**

**PROJECT TITLE: TRAFFIC SPECIALIST**

**PROJECT DESCRIPTION:**

A Deputy Attorney General, specializing in traffic law enforcement and prosecution, will serve as a focal point and resource for county and municipal prosecutor's and law enforcement personnel on issues of statewide importance pertaining to the enforcement and prosecution of traffic and motor vehicle offenses. Duties will include, but not be limited to: formulating uniform statewide policies for county and municipal prosecutor's and law enforcement personnel on the enforcement and prosecution of motor vehicle and traffic offenses, providing legal advice to the Alcohol/Drug Test Unit on matters pertaining to the enforcement and prosecution of drunken driving offenses, providing legal advice to the Division of Criminal Justice through the preparation of written comments on proposed and pending legislation which would impact the enforcement or prosecution of motor vehicle and traffic offenses, providing a point of contact for resolving criminal justice issues related to motor vehicle or traffic enforcement laws, and providing county prosecutor's offices with legal and/or technical assistance with respect to any underlying motor vehicle offense(s) related to the prosecution of indictable cases involving death or aggravated assault by motor vehicle in Superior Court.

**BUDGET: \$140,000.00**

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**PROJECT NUMBER: PT 09-03-09****PROJECT TITLE: PROHIBIT RACIAL PROFILING PROGRAM****PROJECT DESCRIPTION:**

Funds are being used to pilot a project in which a local police agency will maintain racial/ethnic data for all traffic stops. The project is currently being conducted under the guidance of the Office of State Police Affairs (OSPA). The first agency selected to pilot this initiative, Clinton Township Police Department, has completed a needs assessment, developed data collection procedures, and conducted training on Fourth and Fourteenth Amendment issues, including preventing racial profiling and search and seizure. The next step is for the police department to start collecting data. As the data is collected, on-going assessments will be conducted to determine what they may mean for the department and the community. It is anticipated that at least one additional department will be selected to participate in 2009.

**BUDGET: \$800,000.00**

<b>POLICE TRAFFIC SERVICES: BUDGET SUMMARY</b>			
<b>PROJECT NUMBER</b>	<b>PROJECT TITLE</b>	<b>BUDGET</b>	<b>BUDGET SOURCE</b>
PT 09-03-01	PROGRAM MANAGEMENT	\$ 380,000	SECTION 402
PT 09-03-02	SPEED/AGGRESSIVE DRIVING	\$ 510,000	SECTION 406
PT 09-03-03	SPEED DETECTION PROGRAM	\$ 253,000	SECTION 402
PT 09-03-04	COMPREHENSIVE ENFORCEMENT/EDUCATION PROGRAM	\$ 252,000	SECTION 406
PT 09-03-05	RED LIGHT RUNNING PILOT PROGRAM	\$ 40,000	SECTION 402
PT 09-03-06	TRAINING	\$ 675,000	SECTION 406
PT 09-03-07	FATAL CRASH INVESTIGATION	\$ 60,475	SECTION 402
PT 09-03-08	TRAFFIC SPECIALIST	\$ 140,000	SECTION 402
PT 09-03-09	PROHIBIT RACIAL PROFILING PROGRAM	\$ 800,000	SECTION 1906
402 TOTAL		\$ 873,475	
406 TOTAL		\$1,437,000	
1906 TOTAL		\$ 800,000	
TOTAL ALL FUNDS		\$3,110,475	

## HIGHWAY SAFETY PLAN COMMUNITY TRAFFIC SAFETY PROGRAMS

**PROJECT NUMBER: CP 09-08-01**

**PROJECT TITLE: CTSP**

**PROJECT DESCRIPTION:**

Funds will be provided to continue with the implementation of the community traffic safety programs (CTSP) which address priority traffic safety concerns in the following counties: Atlantic, Bergen, Burlington, Camden, Cumberland, Gloucester, Hudson, Morris, Ocean, Passaic, Salem and Union. Each CTSP establishes a management system which includes a coordinator and advisory group responsible for planning, directing and implementing its programs. Traffic safety professionals from law enforcement agencies, educational institutions, community and emergency service organizations, and planning and engineering are brought together to develop county-wide traffic safety education programs based on their crash data. The CTSPs also share best practices, and provide information and training throughout their counties. CTSPs are being encouraged to expand their partnerships to ensure that diverse communities are being served.

**BUDGET: \$1,000,000.00**

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**PROJECT NUMBER: CP 09-08-02**

**PROJECT TITLE: PUBLIC INFORMATION AND EDUCATION**

**PROJECT DESCRIPTION:**

Funds will be used to increase public awareness of traffic safety issues and implement statewide public information initiatives in a number of traffic safety priority areas focusing on the general public as well as specific segments of the population. Funds will also support priority programs with printed materials, educational items, media campaigns, and special events. The DHTS Safety Cruiser will continue to travel throughout the state bringing traffic safety information to thousands of citizens on a year-round basis. Work is underway to replace the current cruiser, that regularly experiences downtime due to ongoing mechanical problems, with an interactive, colorful, state-of-the-art vehicle that will engage the public. The 12 Months of Traffic Safety public outreach campaign, which highlights a different traffic safety issue each month, will continue. A monthly distribution of brochures and posters will be disseminated to police departments, community traffic safety coordinators and made available at motor vehicle agencies.

Traffic safety awareness campaigns focusing on child passenger safety and teen driving will be implemented in FY 2009. The child passenger safety campaign will encourage parents, grandparents and caregivers to secure children in the appropriate child safety seat, with a strong emphasis on booster-seat age children, and be tied to the *Buckle Up — Everyone, Every Ride* message. *Don't Drive Stupid*, a social marketing campaign aimed at teen drivers, will emphasize the dangers of driving when distracted, impaired, unbuckled or in an aggressive manner. DHTS is partnering with the New Jersey State Inter-Scholastic Athletic Association and the New Jersey Education Association to engage coaches and student-athletes in carrying this message to teens at high schools throughout the state through the development of a unique online training tool. Funds will also be used to continue informing the driving public that talking on a hand-held phone or texting while driving is against the law.

**BUDGET: \$500,000.00**

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**PROJECT NUMBER: CP 09-08-03****PROJECT TITLE: COMMUNITY SAFETY AND ENFORCEMENT TRAINING****PROJECT DESCRIPTION:**

Rutgers University Department of Civil and Environmental Engineering, New Jersey Local Assistance Program (L-TAP) is a technology transfer model that addresses safety from multiple perspectives. A variety of community awareness, enforcement enhancement and training programs will be conducted with funds received from this task. Rutgers University has established a mentoring relationship with the Paterson Board of Education's Garrett Morgan Transportation Academy. The transportation high school focuses on the study of roadways, passenger and pedestrian safety, and traffic engineering, enabling students to receive job-related training that results in the ability to pursue a career in transportation safety. The Rutgers staff will continue to work with the predominantly Hispanic student population to organize a roadway safety community campaign and to promote community traffic safety programs in minority communities.

The New Jersey State Safety Council, as a subcontractor, will conduct 40 statewide *Alive at 25* training workshops to assist public, private and parochial schools as well as community organizations build a cadre of instructors. The program focuses on the teenage driver and minimizing the effect of social norms that may increase risky driving behaviors. It includes a segment geared toward parents.

Roadway safety training for the laborer population will continue through basic, intermediate and advanced work zone safety, flagging techniques and procedures, train-the-trainer flagging program and police work zone safety workshops. In addition, the Annual Work Zone Safety Awareness Conference, held during National Work Zone Safety Week in April, will be co-sponsored by Rutgers.

**BUDGET: \$275,000.00****PROJECT NUMBER: CP 09-08-04****PROJECT TITLE: MULTIMEDIA TRANSPORTATION SAFETY AWARENESS****PROJECT DESCRIPTION:**

The Brain Injury Association of New Jersey (BIANJ) has focused its transportation safety efforts on educational programs targeted at children from pre-school through high school, with interactive presentations for pre-school and grammar school age children (with a strong emphasis on bicycle helmet use), more sophisticated prevention presentations geared specifically to middle-school age children, and most recently, the *UGotBrains?* web site for teens. In addition, BIANJ develops and disseminates information and resources and participates in prevention coalitions to increase awareness of traffic safety issues.

In an effort to educate parents about teen driving and the various reasons why teen drivers are a risk, BIANJ will develop a parent web site which will complement the *UGotBrains?* web site created for teens in 2008. The site will seek to: increase parental awareness of the state's graduated driver's license law, provide information about the most effective ways to help teens become safe drivers, and offer



links to free materials and other web sites focusing on teen driver safety. The site will be developed with the help of parents and be marketed via Internet sites and other media that they regularly use to obtain information.

**BUDGET: \$152,000.00**

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**PROJECT NUMBER: CP 09-08-05**

**PROJECT TITLE: TEEN DRIVER PROGRAM**

**PROJECT DESCRIPTION:**

The Teen Driver Program will be conducted by the Division of State Police Field Operations Section, Community Outreach Unit. The program will be implemented at high schools throughout the state to educate teens about the hazards of driving under the influence. The program involves the use of golf carts and Fatal Vision goggles to experience the effects of alcohol on reaction time and vision distortion. While not completely exposing a student to the physiological and psychological effects of alcohol, this practical exercise, combined with a classroom presentation explaining the hazards of driving while under the influence of alcohol, has a lasting effect on students.

Funds will also used to purchase *Alive at 25* materials so that the program can be presented to teens and their parents at the 14 high schools where the Division of State Police serve as school resource officers.

**BUDGET: \$35,000.00**

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**PROGRAM NUMBER: CP 09-08-06**

**PROJECT TITLE: PAID MEDIA**

**PROJECT DESCRIPTION:**

Funds will be used to place paid advertisements that address the dangers of drinking and driving, the lifesaving value of seat belts and other safety messages in publications that reach minority groups. This initiative will allow DHTS to communicate on a regular basis with minority groups by providing information that advises and educates the community about traffic safety topics that will potentially decrease motor vehicle related crashes, injuries and fatalities.

**BUDGET: \$45,000.00**

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COMMUNITY TRAFFIC SAFETY PROGRAMS: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
CP 09-08-01	CTSP	\$1,000,000	SECTION 402
CP 09-08-02	PUBLIC INFORMATION & EDUCATION	\$ 500,000	SECTION 402
CP 09-08-03	COMMUNITY SAFETY & ENFORCEMENT TRAINING	\$ 275,000	SECTION 402
CP 09-08-04	MULTIMEDIA TRANSPORTATION SAFETY AWARENESS	\$ 152,000	SECTION 402
CP 09-08-05	TEEN DRIVER PROGRAM	\$ 35,000	SECTION 402
CP 09-08-06	PAID MEDIA	\$ 45,000	SECTION 402
402 TOTAL		\$2,007,000	
TOTAL ALL FUNDS		\$2,007,000	

## HIGHWAY SAFETY PLAN ROADWAY SAFETY

**PROJECT NUMBER:** RS 09-06-01

**PROJECT TITLE:** PROGRAM MANAGEMENT

**PROJECT DESCRIPTION:**

Funds will be provided for salary and administrative expenses. The program manager will be responsible for administering the federal funds directed to the highway safety portion of the plan.

**BUDGET:** \$245,000.00

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**PROJECT NUMBER:** RS 09-06-02

**PROJECT TITLE:** TRAFFIC INTERNS

**PROJECT DESCRIPTION:**

Funds will be used to enable county and municipal traffic engineers to hire college/university engineering students to collect traffic crash data and assist in performing safety studies at high crash locations that may require improvements.

**BUDGET:** \$19,600.00

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**PROJECT NUMBER:** RS 09-06-03

**PROJECT TITLE:** PEDESTRIAN IMPROVEMENTS

**PROJECT DESCRIPTION:**

Newark launched an aggressive campaign to install pedestrian crossing signs at all high pedestrian crash intersections and school crossing signs at all school crossing intersections. This has resulted in an increase in motorists yielding to pedestrians in crosswalks has been observed. Both the school zone and pedestrian safety programs continue to work toward improving traffic and personal safety for children who walk to school. Funds will be used to continue simplifying the street crossing process for both pedestrians and drivers by clearly identifying pedestrian crosswalks with highly reflective, fluorescent yellow-green pedestrian signs and pavement markings.

**BUDGET:** \$38,000.00

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**PROJECT NUMBER: RS 09-06-04****PROJECT TITLE: TRAFFIC COUNTERS/RADAR RECORDER****PROJECT DESCRIPTION:**

Funds from this task will be used by the Raritan Borough Police Department to purchase automated traffic data recorders to gather accurate traffic counts in addition to speed and size of vehicles traveling on its roadways. This data, combined with crash data, will determine what engineering changes are needed to reduce crashes.

**BUDGET: \$6,000.00****PROJECT NUMBER: RS 09-06-05****PROJECT TITLE: TRAFFIC ENGINEERING STUDY****PROJECT DESCRIPTION:**

Funds will be provided to review a local roadway in East Windsor Township for possible traffic calming measures aimed at improving traffic safety. The crash data analysis shows that a significant number of crashes are spread out over nearly the entire length of the roadway. The study will identify and recommend traffic calming measures that could lead to a reduction in vehicle speed and traffic crashes. Other measures to be considered include structural modification to the roadway, alteration of travel lane widths, and improved signage and pavement markings.

**BUDGET: \$8,000.00****ROADWAY SAFETY: BUDGET SUMMARY**

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
RS 09-06-01	PROGRAM MANAGEMENT	\$245,000	SECTION 402
RS 09-06-02	TRAFFIC INTERNS	\$ 19,600	SECTION 402
RS 09-06-03	PEDESTRIAN IMPROVEMENTS	\$ 38,000	SECTION 402
RS 09-06-04	TRAFFIC COUNTERS	\$ 6,000	SECTION 402
RS 09-06-05	TRAFFIC STUDY	\$ 8,000	SECTION 402
402 TOTAL		\$316,600	
TOTAL ALL FUNDS		\$316,600	

## HIGHWAY SAFETY PLAN TRAFFIC RECORDS

**PROJECT NUMBER: TR 09-02-01**

**PROJECT TITLE: PROGRAM MANAGEMENT**

**PROJECT DESCRIPTION:**

The management grant will provide funds for the administration of traffic records-related activities including participation on the statewide traffic records coordinating committee and coordinating projects under the Section 408 grant program.

**BUDGET: \$290,000.00**

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**PROJECT NUMBER: TR 09-02-02**

**PROJECT TITLE: DATA COLLECTION**

**PROJECT DESCRIPTION:**

Funds will be provided to the Gloucester Township Police Department to continue its crash data collection improvement project and mapping initiative. Software will be purchased allowing officers to complete crash reports on mobile data terminals and interface with other systems to allow for easy mapping, collection, review and use of the data. The mapping program will aid in the identification of locations that pose an increased traffic or crash risk, so that remedial action can be taken to reduce crashes and injuries.

**BUDGET: \$26,000.00**

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**PROJECT NUMBER: TR 09-02-03**

**PROJECT TITLE: TRAFFIC RECORDS INFORMATION SYSTEM**

**PROJECT DESCRIPTION:**

Funds from this task will be used to implement projects under the Section 408 traffic safety information system improvement grant program. The Department of Health and Senior Services (DHSS) will use funds to implement electronic patient care reporting to the state's advanced life support programs. The project will use real-time data management tools to provide stakeholders (Office of Emergency Medical Services, hospitals and advanced life support programs) with data needed to make decisions in the most efficient manner possible. The Office of Information Technology will integrate crash data collected by police agencies, EMS units, and the Motor Vehicle Commission, so that it can be published in a variety of formats for use by law enforcement officials, engineers and other entities that need ready access to the data. Funds will also be used to purchase a computer aided drafting and design software program that will be used by law enforcement in developing diagrams for insertion on crash report forms. In addition, there will be an increase in the number of crash records geographically coded which means that state safety professionals will be better equipped to determine problem locations and crash cluster locations. An electronic data transfer crash reporting system will also be developed and implemented at the Division of State Police.

**BUDGET: \$800,000.00**

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TRAFFIC RECORDS: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
TR 09-02-01	PROGRAM MANAGEMENT	\$ 290,000	SECTION 402
TR 09-02-02	DATA COLLECTION	\$ 26,000	SECTION 402
TR 09-02-03	TRAFFIC RECORDS SYSTEM	\$ 800,000	SECTION 408
402 TOTAL		\$ 316,000	
408 TOTAL		\$ 800,000	
TOTAL ALL FUNDS		\$1,116,000	

## HIGHWAY SAFETY PLAN MOTORCYCLE SAFETY

**PROJECT NUMBER: MC 09-05-01**

**PROJECT TITLE: PUBLIC AWARENESS/EDUCATION/TRAINING**

**PROJECT DESCRIPTION:**

Strategies to improve motorcycle safety include increasing helmet use and training programs for motorcyclists, reducing impairment and increasing other drivers' awareness of the importance of sharing the road with motorcyclists will be implemented and funded. Public awareness and other outreach programs will be implemented to enhance motorcycle safety.

Washington Township in Bergen County will offer a modified version of the Motorcycle Safety Foundation (MSF) rider course to county residents and speak to senior citizen groups and high school driver education classes about motorcycle awareness. In addition, the MSF Riding Straight (alcohol) program will be offered as a one or two-day course. Funds will be provided to the police department to lease a Harley Davidson police motorcycle that will be used for training and patrol activities.

**BUDGET: \$137,000.00**

### MOTORCYCLE SAFETY: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
MC 09-05-01	PUBLIC AWARENESS/ED/TRAINING	\$ 7,000	SECTION 402
MC 09-05-01	PUBLIC AWARENESS/ED/TRAINING	\$130,000	SECTION 2010
402 TOTAL		\$ 7,000	
2010 TOTAL		\$130,000	
TOTAL ALL FUNDS		\$137,000	

## HIGHWAY SAFETY PLAN EMERGENCY MEDICAL SERVICES

**PROJECT NUMBER:** EM 09-09-01

**PROJECT TITLE:** EXPEDITED EMS RESPONSE

**PROJECT DESCRIPTION:**

Funds will again be provided to train police officers from the Borough of Eatontown in the EMT basic level course. Upon completion of training, the certified officers will be designated primary responders and be able to provide expedited and qualified emergency medical services to traffic crash victims.

**BUDGET:** \$550.00

EMERGENCY MEDICAL SERVICES: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
EM 09-09-01	EXPEDITED EMS RESPONSE	\$550	SECTION 402
402 TOTAL		\$550	
TOTAL ALL FUNDS		\$550	



## STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations, and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49CFRS18.12. Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 – Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Nonprofit Organizations
- 23 CFR Chapter II – (SS1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## CERTIFICATIONS AND ASSURANCES

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use of management, and disposition of equipment) to carry out the program (23 USC 402df(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle-related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process including:

- National law enforcement mobilization
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative
- Development of statewide data systems to provide timely and effective data analysis to support allocations of highway safety resources

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs;

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21). The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color, or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. SS1681-1683, and 1685-1686), which

prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. S794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to the nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment, and Rehabilitation act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) SS 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. SS290 dd-3), as amended, relating to confidentiality of alcohol and drug abuse patient records (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. SS3601 et. seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988 (49 CFR part 29 Sub-part F);

The State will provide a drug-free workplace by:

- A) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition
- B) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- C) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (A).

- D) Notifying the employee in the statement required by paragraph (A) that, as a condition of employment under the grant the employee will —
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- E) Notifying the agency within ten days after receiving notice under subparagraph (D) (2) from an employee or otherwise receiving actual notice of such conviction.
- F) Taking one of the following actions, within 30 days of receiving notice under subparagraph (D) (2), with respect to any employee who is so convicted —
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- G) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (A), (B), (C), (D), (E), and (F) above.

### BUY AMERICAN ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron, and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the

public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. SS1501-1508 and implementing regula-

tions of 5 CFR Part 151, concerning “Political Activity of State or Local Offices, or Employees”.

### CERTIFICATION REGARDING FEDERAL LOBBYING CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

- 1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
  - 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.
  - 3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- This certification is a material representation of fact upon which reliance was placed when this

transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to

file the required certification shall be subject to a civil penalty of not less than \$10,000 or not more than \$100,000 for each such failure.

## RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grass roots") lobbying activities, with one exception. This does not preclude a State

official whose salary is supported with NHTSA funds from engaging in direct communications with State and local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## CERTIFICATION REGARDING DEBARMENT AND SUSPENSION INSTRUCTION FOR PRIMARY CERTIFICATION

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below:
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has been erroneous by reasons of changed circumstances.
5. The term covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person primary, covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with the person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction", provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the

- eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
  10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tiered covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4 suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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#### CERTIFICATION REGARDING DEBARMENT, SUSPENSION AND OTHER RESPONSIBILITY MATTERS-PRIMARY COVERED TRANSACTIONS

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- 1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - A) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by an Federal department or agency;
  - B) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - C) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or Local) with commission of any of the offenses enumerated in paragraph (1) (b) of this certification; and
  - D) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or Local) terminated for cause or default.
- 2) Where the prospective primary participant is unable to certify to any of the Statements in this certification such prospective participant shall attach an explanation to this proposal.

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#### INSTRUCTION FOR LOWER TIER CERTIFICATION

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1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below).

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method or frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

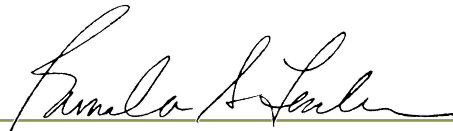
**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY,  
AND VOLUNTARY EXCLUSION-LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect en-

vironmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (49 USC 4321 et.seq.) and the implement-regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

08-31-2008

Date

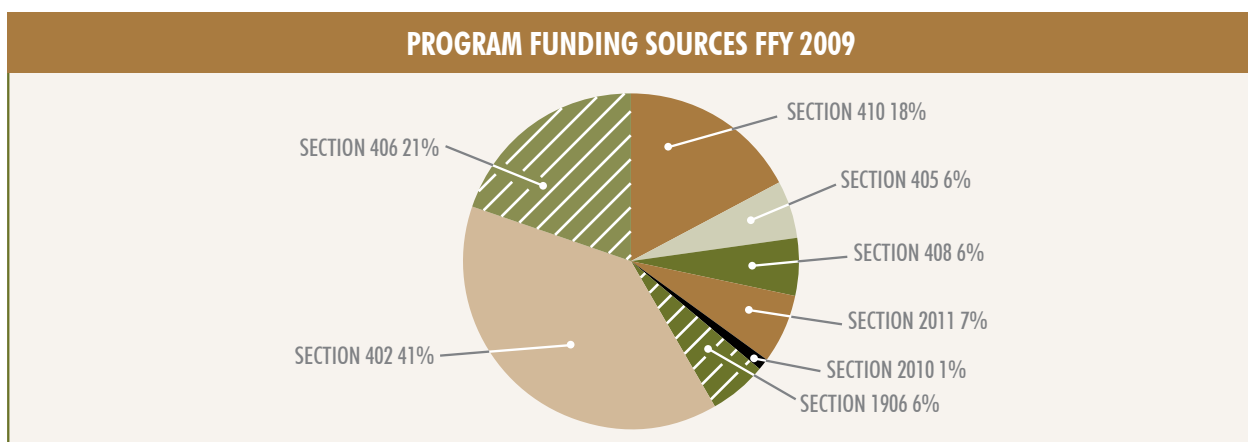
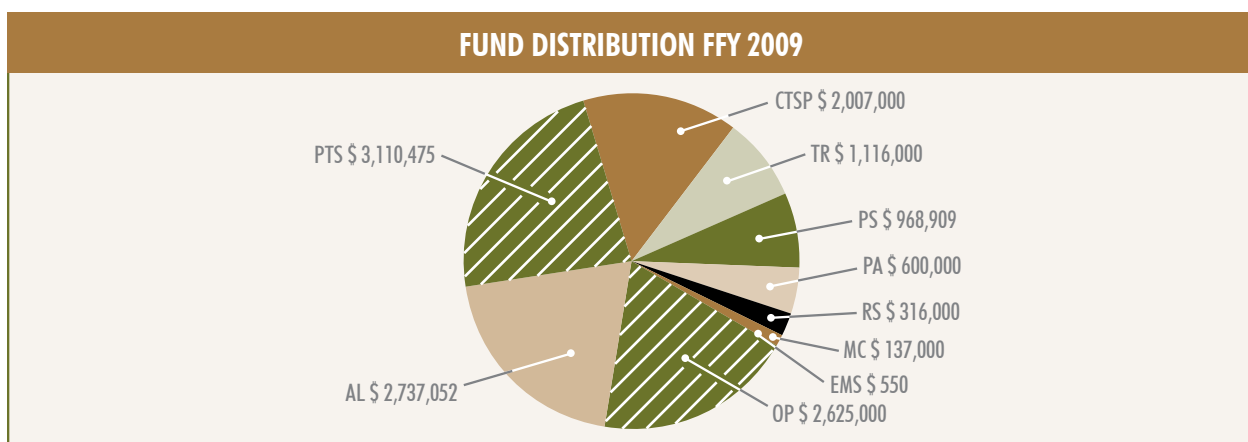
## PROGRAM COST SUMMARY

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PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
<b>SECTION 402</b>				
PLANNING & ADMIN	\$ 500,000	\$ 500,000		\$ 500,000
ALCOHOL	\$ 300,000			\$ 300,000
PEDESTRIAN SAFETY	\$ 415,000		\$ 110,000	\$ 415,000
OCCUPANT PROTECTION	\$ 785,000		\$ 135,000	\$ 785,000
POLICE SERVICES	\$ 873,475	\$1,100,000	\$ 353,475	\$ 873,475
CTSP	\$2,007,000		\$1,962,000	\$2,007,000
ROADWAY	\$ 316,600		\$ 71,600	\$ 316,600
TRAFFIC RECORDS	\$ 316,000		\$ 26,000	\$ 316,000
MOTORCYCLE	\$ 7,000		\$ 7,000	\$ 7,000
EMS	\$ 550		\$ 550	\$ 550
<b>TOTAL SECTION 402</b>	<b>\$5,520,625</b>	<b>\$1,600,000</b>	<b>\$2,665,625</b>	<b>\$5,520,625</b>
<b>SECTION 405</b>				
OCCUPANT PROTECTION	\$800,000	\$800,000	\$700,000	\$700,000
<b>TOTAL SECTION 405</b>	<b>\$800,000</b>	<b>\$800,000</b>	<b>\$700,000</b>	<b>\$800,000</b>
<b>SECTION 406</b>				
PLANNING & ADMIN	\$ 100,000			\$ 100,000
PEDESTRIAN SAFETY	\$ 553,909		\$ 553,909	\$ 553,909
POLICE SERVICES	\$1,437,000		\$1,262,000	\$1,437,000
<b>TOTAL SECTION 406</b>	<b>\$2,090,909</b>		<b>\$1,815,909</b>	<b>\$2,090,909</b>
<b>SECTION 408</b>				
TRAFFIC RECORDS	\$ 800,000	\$400,000	\$500,000	\$ 800,000
<b>TOTAL SECTION 408</b>	<b>\$ 800,000</b>	<b>\$400,000</b>	<b>\$500,000</b>	<b>\$ 800,000</b>
<b>SECTION 410</b>				
ALCOHOL	\$2,437,052	\$1,600,000	\$1,900,000	\$2,437,052
<b>TOTAL SECTION 410</b>	<b>\$2,437,052</b>	<b>\$1,600,000</b>	<b>\$1,900,000</b>	<b>\$2,437,052</b>

PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
<b>SECTION 1906</b>				
PTS	\$ 800,000	\$ 300,000	\$ 600,000	\$ 800,000
<b>TOTAL SECTION 1906</b>	<b>\$ 800,000</b>	<b>\$ 300,000</b>	<b>\$ 600,000</b>	<b>\$ 800,000</b>

<b>SECTION 2010</b>				
MOTORCYCLE	\$ 130,000		\$ 130,000	\$ 130,000
<b>TOTAL SECTION 2010</b>	<b>\$ 130,000</b>		<b>\$ 130,000</b>	<b>\$ 130,000</b>

<b>SECTION 2011</b>				
CHILD SAFETY	\$1,040,000	\$2,050,000	\$ 800,000	\$1,040,000
<b>TOTAL SECTION 2011</b>	<b>\$1,040,000</b>	<b>\$2,050,000</b>	<b>\$ 800,000</b>	<b>\$1,040,000</b>



In conclusion, goals of the above-mentioned safety programs are to reduce fatalities and crashes on New Jersey roadways. It is important to note that nearly half of these programs directly support traffic safety areas where fatalities and crashes (i.e., driver, alcohol-related, bicycle, speeding,

and motorcycle) had increased during the past year. This comprehensive plan prudently utilizes engineering, planning, and emergency medical services countermeasures to improve traffic safety on all New Jersey roadways.