



STATE OF NEW JERSEY

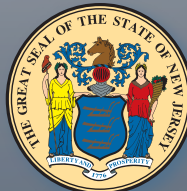
HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2012

October 1, 2011 through September 30, 2012



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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, a 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., DHTS is responsible for developing and implementing, on behalf of the Governor, the New Jersey Highway Safety Program. The mission of DHTS is the safe passage of all roadway users in New Jersey as we move towards zero fatalities. To achieve our mission, the DHTS promotes statewide traffic safety programs through education, engineering and enforcement activities. DHTS administers and coordinates funding for state and local projects.

EXECUTIVE SUMMARY

The Federal Fiscal Year (FFY) 2012 Highway Safety Performance Plan (HSPP) addresses the national priority program areas of NHTSA and FHWA. The following national priority program areas will be addressed by DHTS in FFY 2012: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, roadway safety, traffic records, emergency medical services and motorcycle safety. 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. Grants are also accepted from federally tax-exempt, nonprofit organizations that provide traffic safety services throughout the State. The Plan provides for a budget of 65 percent for projects that benefit local jurisdictions.

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, several other funding sources in FFY 2012 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 2010 Motorcycle Safety grant, and Section 2011 Child Safety and Child Booster Seat grant.

The FFY 2012 Highway Safety Performance Plan includes a budget of nearly \$11 million that will be allocated as illustrated below:

FFY 2012 FEDERAL HIGHWAY SAFETY FUNDING		
SECTION 402	STATE AND COMMUNITY GRANT PROGRAM	\$6,000,000
SECTION 405	OCCUPANT PROTECTION INCENTIVE GRANT	\$ 600,000
SECTION 406	SAFETY BELT PERFORMANCE GRANT	\$ 48,000
SECTION 408	TRAFFIC SAFETY INFORMATION SYSTEM GRANT	\$ 550,000
SECTION 410	ALCOHOL INCENTIVE GRANT	\$3,005,000
SECTION 2010	MOTORCYCLE SAFETY GRANT	\$ 150,000
SECTION 2011	CHILD SAFETY SEAT AND CHILD BOOSTER SEAT GRANT	\$ 400,000

The FFY 2012 HSPP begins with the Performance Plan, which articulates the highway safety goals — determined through careful problem identification and analysis — performance measures, and projects and programs that address these goals.

The second part of the Plan describes the projects and activities that will be implemented to achieve 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 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 reflecting the state's proposed allocation of funds (including carry-forward funds) by program area, 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.

NEW JERSEY DIVISION OF HIGHWAY TRAFFIC SAFETY REGIONS	
REGION I	ATLANTIC, BURLINGTON, CAMDEN, CAPE MAY, CUMBERLAND, GLOUCESTER AND SALEM
REGION II	HUNTERDON, MERCER, MIDDLESEX, MONMOUTH, OCEAN, SOMERET AND UNION
REGION III	BERGEN, ESSEX, HUDSON, MORRIS, PASSAIC, SUSSEX AND WARREN

DHTS manages and implements programs by region as illustrated on the chart on the previous page. The regional supervisors and their staff are responsible for coordinating, monitoring and evaluating the activities and programs within these three regions.

DHTS has a strong working relationship with federal, 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 Office of the Courts
MADD
Transportation Management Associations
New Jersey Inter-Scholastic Athletic Association
Municipal Excess Liability Joint Insurance Fund
Partnership for a Drug-Free New Jersey
New Jersey Licensed Beverage Association

HIGHWAY SAFETY PLAN

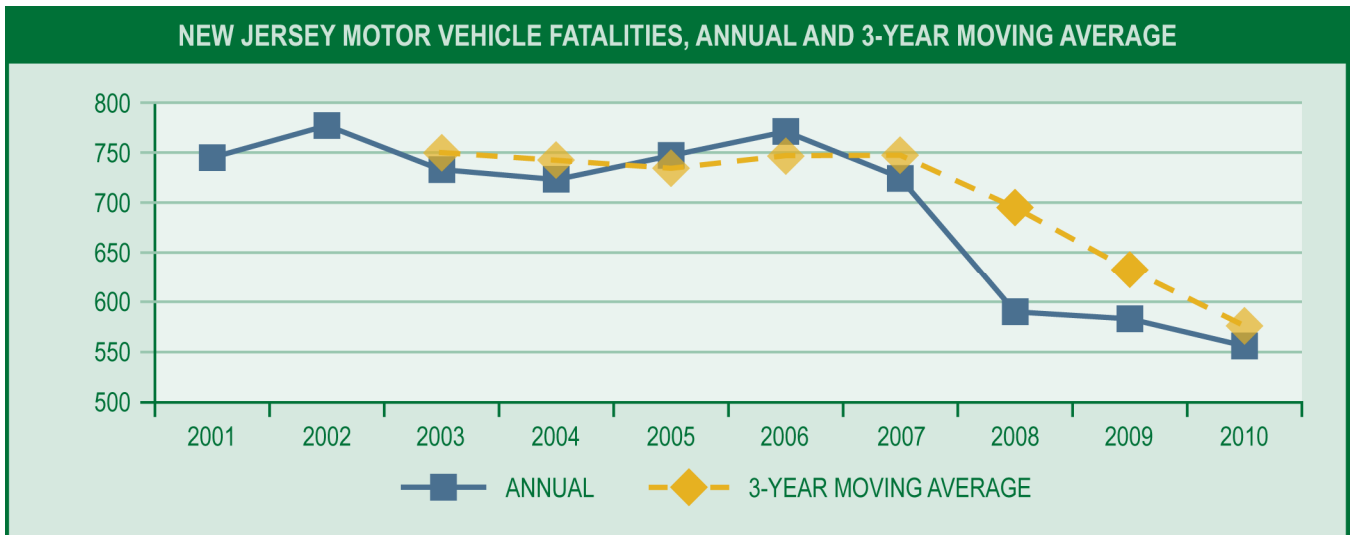
DHTS uses two primary sources of crash data to identify and analyze traffic safety problem areas: the New Jersey Crash Records system maintained by the Department of Transportation (DOT), Bureau of Safety Programs, and the Fatality Analysis Reporting System (FARS), maintained by the Division of State 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 provides for the 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). At both the state and local level, Plan4Safety is also used to analyze crash data. Plan4Safety is a support tool, developed and maintained by the Transportation Safety Resource Center (TSRC) at Rutgers University, which is used by county and local engineers, law enforcement agencies and other decision makers to help identify and assess the most cost-effective ways to improve safety on the state's roadways.

The New Jersey Institute of Technology conducts seat belt observational surveys and provides usage rate data to DHTS. In addition, the PublicMind poll, an independent opinion research center at Fairleigh Dickinson University, conducts an annual survey of randomly selected New Jersey residents age 17 and older. The survey asks drivers about their behavior, their perception of other drivers and their attitudes toward various regulatory proposals.

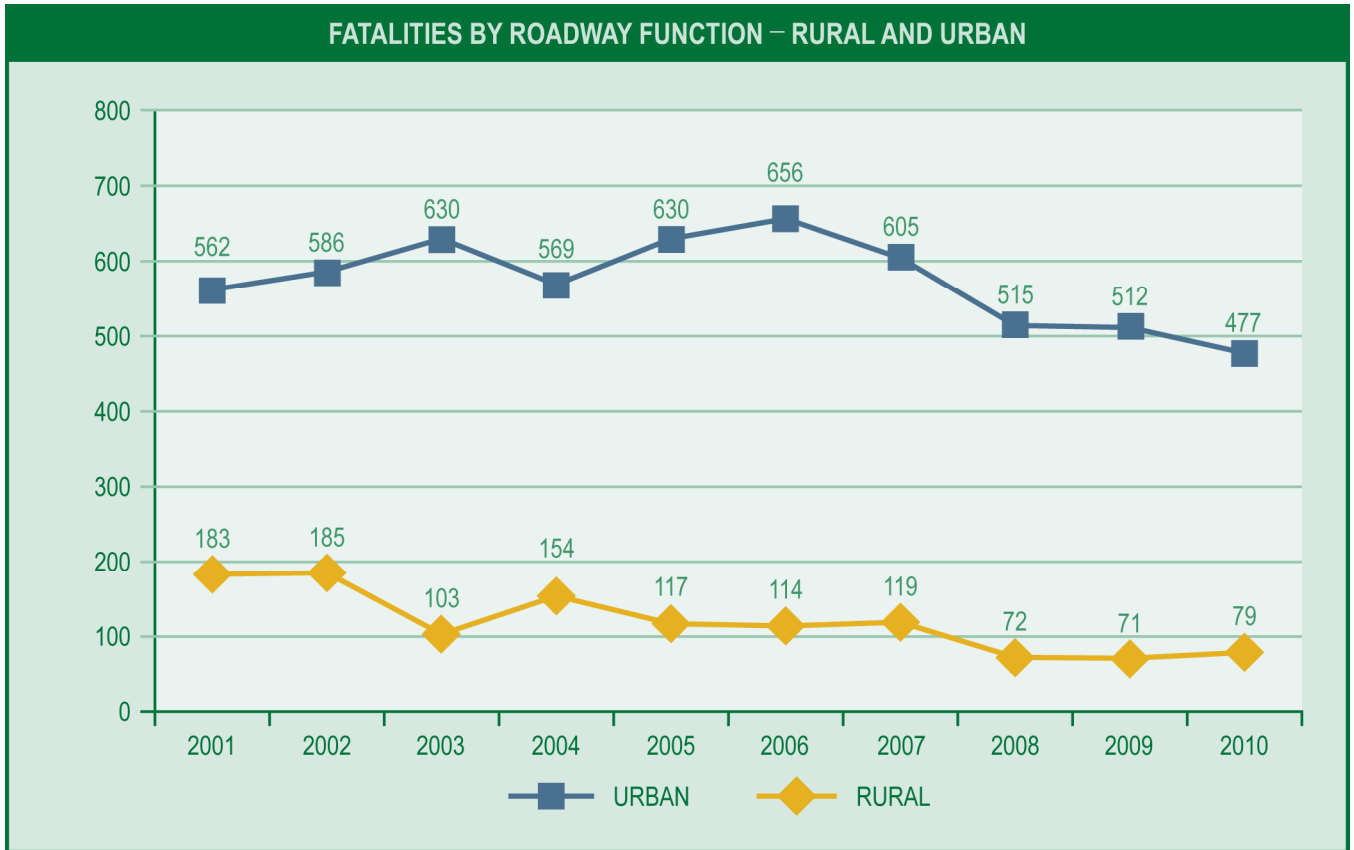
An analysis of statewide crash data over a period of several years is conducted to identify the most significant problems and what projects should be funded to address them. Program level analysis is conducted for each of the national priority areas and this data is linked to performance goals, proposed 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.

The state experienced a 23 percent reduction in motor vehicle-related fatalities between 2007 and 2010. In 2010, the number of fatalities dropped for a fourth consecutive year to 556 and represented a decline of nearly 5 percent from the previous year.



Fatalities by roadway function are shown below. On urban roadways, fatalities dropped from 512 in 2009 to 477 in 2010. On rural roadways, fatalities increased from 71 to 79 during the same time period.



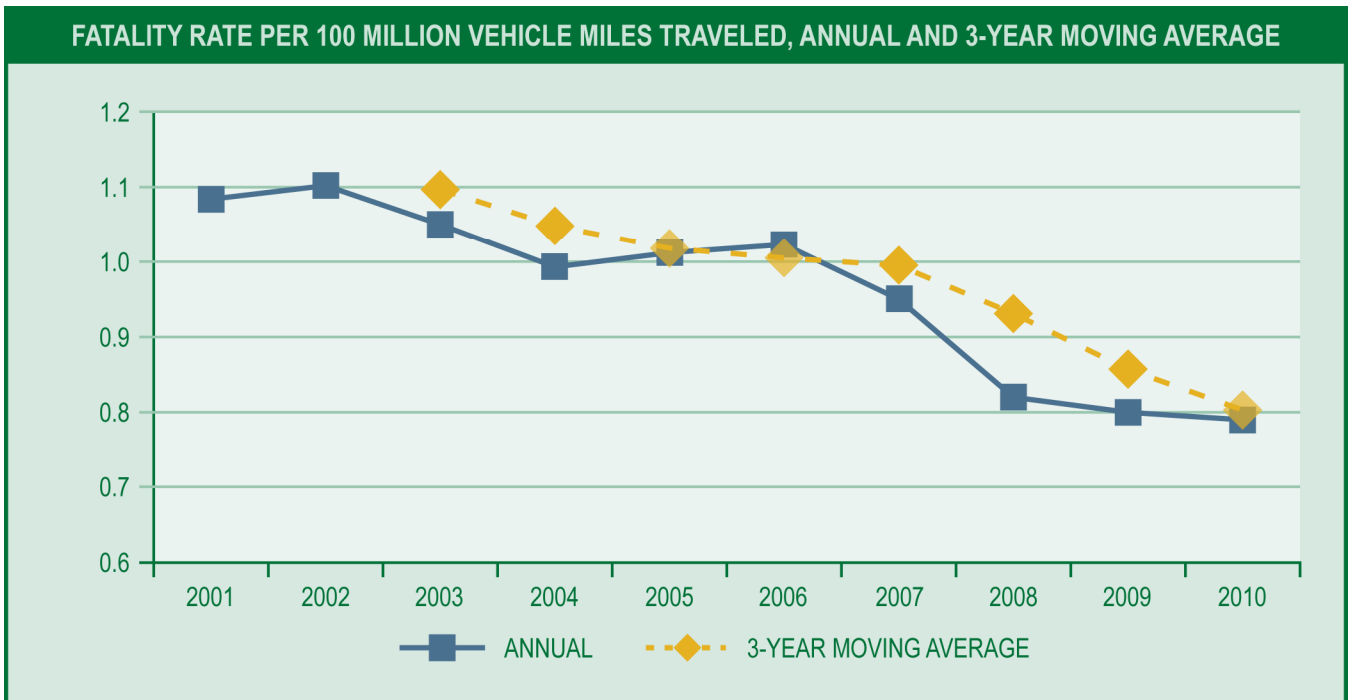
The number of passenger and motorcyclist fatalities increased slightly from the previous year. However, there was a drop in driver, pedestrian and bicycle-related fatalities in 2010.

WHO DIED ON NEW JERSEY ROADS?												
YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	TOTAL
DRIVER	372	348	375	364	357	374	334	345	241	249	231	3,590
PASSENGER	147	169	156	164	124	142	162	134	109	98	99	1,504
PEDESTRIAN	145	132	177	137	152	153	164	149	135	157	141	1,642
BICYCLIST	11	23	13	11	14	17	12	12	20	14	13	160
MOTORCYCLIST	56	73	50	57	76	61	99	84	85	65	72	778
TOTAL	731	745	771	733	723	747	771	724	590	583	556	7,674
FATAL CRASHES	659	681	698	664	684	691	708	685	555	549	530	7,104

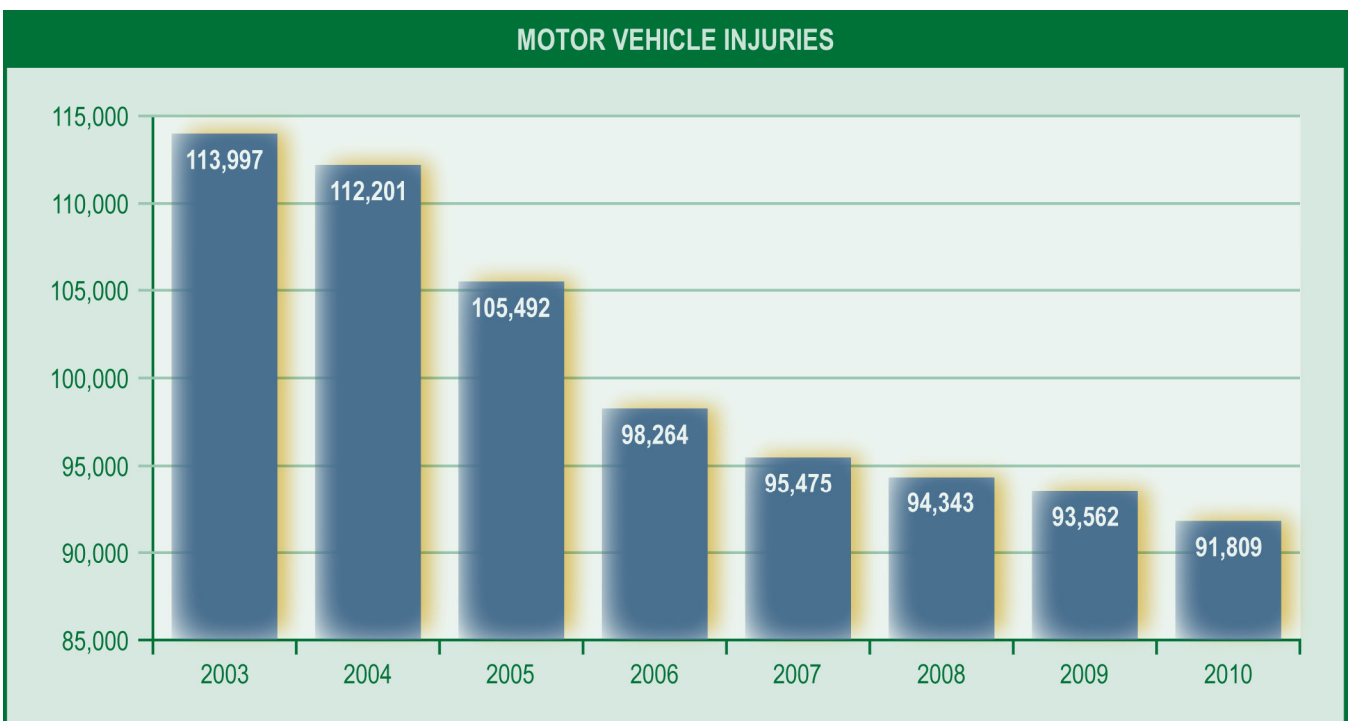
The highest number of motor vehicle fatalities (54) occurred in Ocean County. Pedestrian fatalities (18) were most prevalent in Essex County, while bicycle fatalities (3) occurred most often in Camden County. The county experiencing the greatest number of motorcyclist fatalities (9) was Ocean.

2010 VICTIM CLASSIFICATION BY COUNTY						
COUNTY NAME	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL
ATLANTIC	8	7	6	1	2	24
BERGEN	13	5	15	0	4	37
BURLINGTON	18	7	5	0	4	34
CAMDEN	15	11	10	3	2	41
CAPE MAY	3	1	0	0	1	5
CUMBERLAND	11	5	2	0	5	23
ESSEX	10	7	18	0	6	41
GLOUCESTER	6	4	6	2	1	19
HUDSON	4	4	14	1	2	25
HUNTERDON	5	2	1	1	3	12
MERCER	8	4	4	1	3	20
MIDDLESEX	12	5	11	1	8	37
MONMOUTH	20	8	11	1	5	45
MORRIS	10	3	8	0	4	25
OCEAN	31	5	8	1	9	54
PASSAIC	10	4	8	0	0	22
SALEM	4	4	0	0	4	12
SOMERSET	16	6	3	1	3	29
SUSSEX	8	0	0	0	3	11
UNION	13	3	10	0	3	29
WARREN	6	4	1	0	0	11
NJ STATE TOTALS	231	99	141	13	72	556

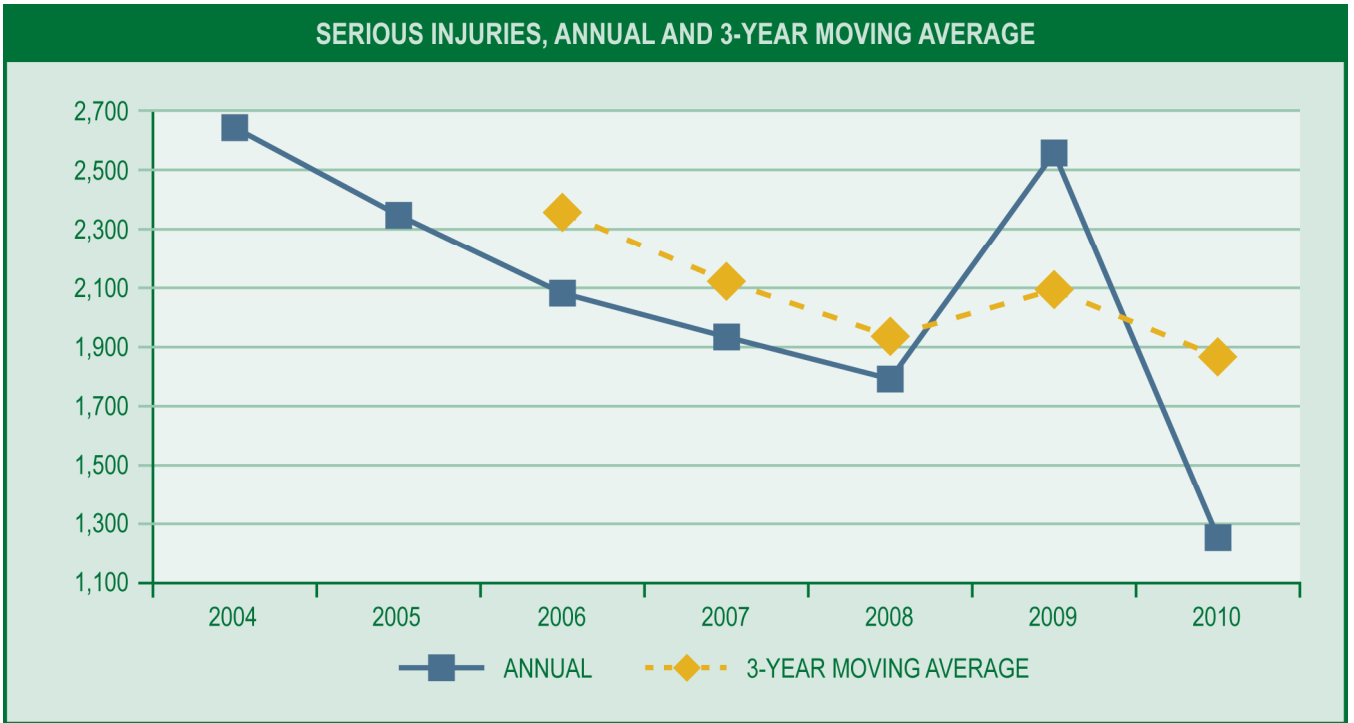
The statewide fatality rate per 100 million vehicle miles traveled continued to trend downward in 2010, falling to 0.79.



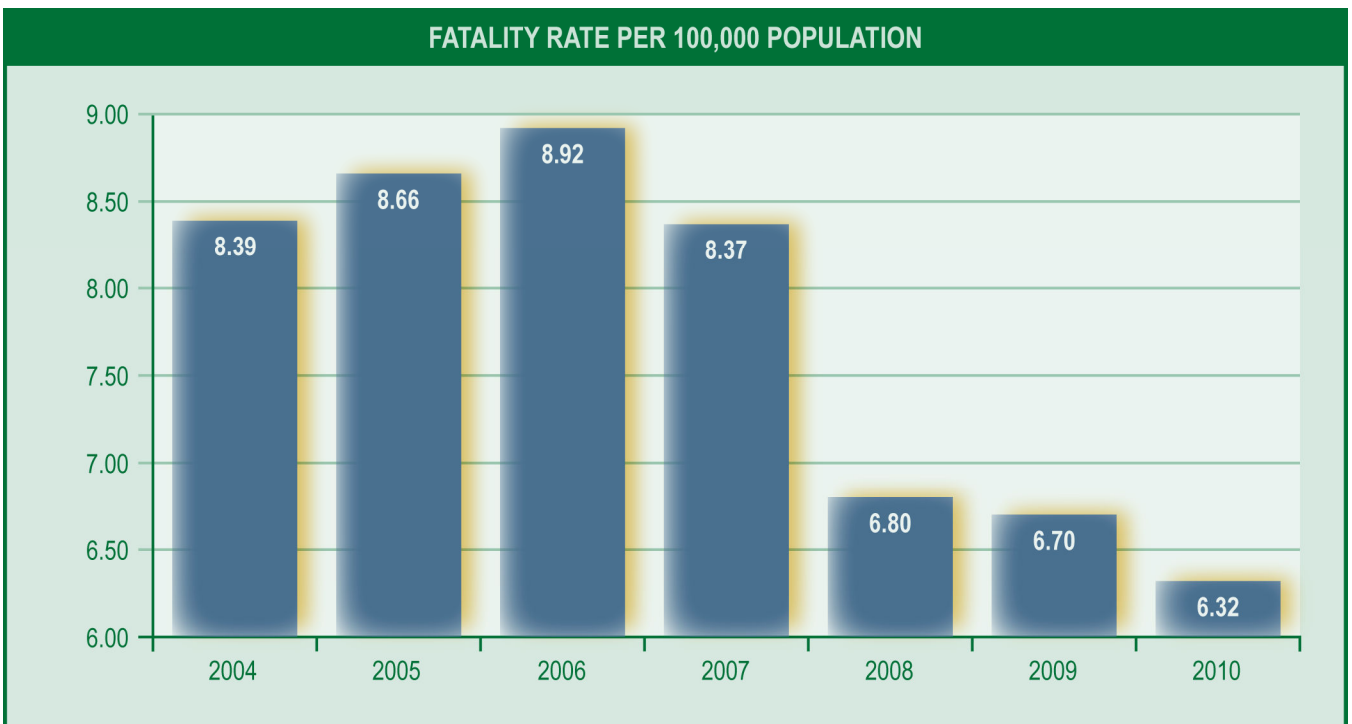
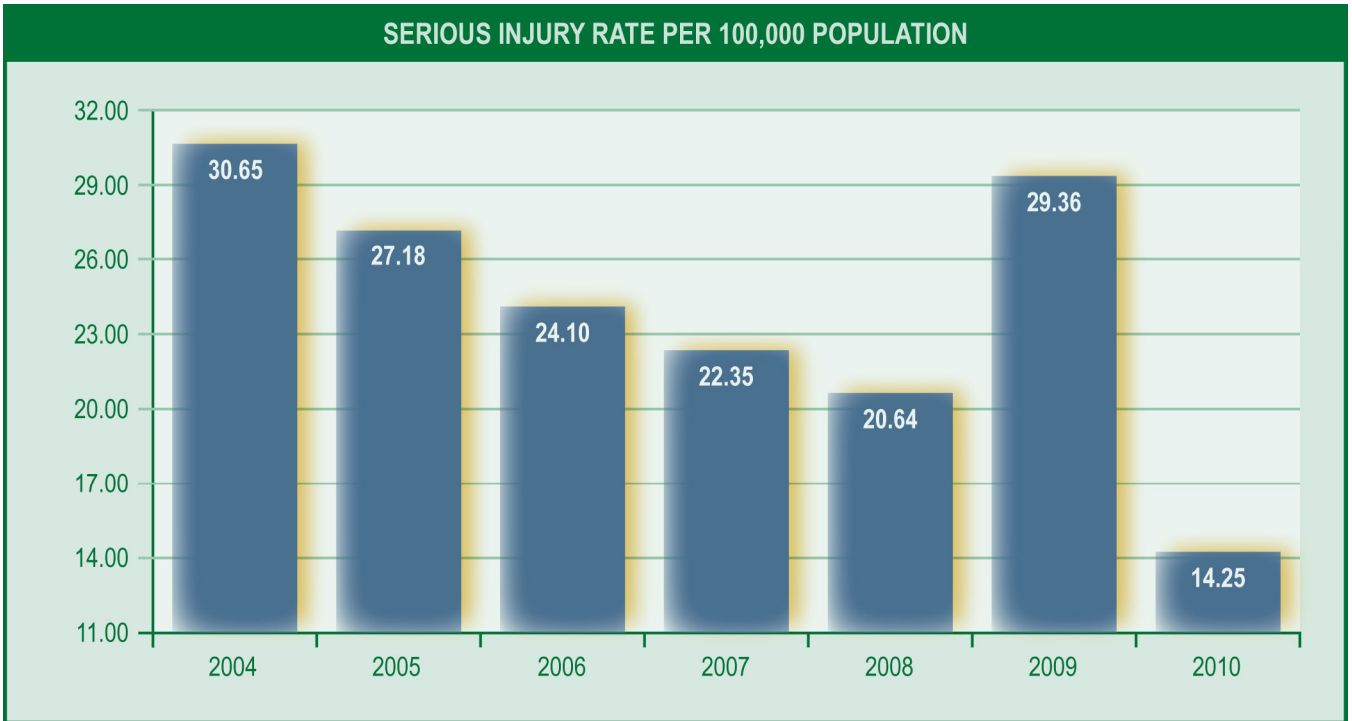
The number of motor vehicle injuries declined for the seventh consecutive year dropping from 93,562 in 2009 to 91,809 in 2010.



Serious injuries declined from 2,557 in 2009 to 1,253 in 2010. Since 2004, serious injuries have dropped each year with the exception of 2009 when an unexpected increase occurred.



The statewide serious injury and fatality rates per 100,000 population declined by 51 percent and 6 percent, respectively, from 2009.



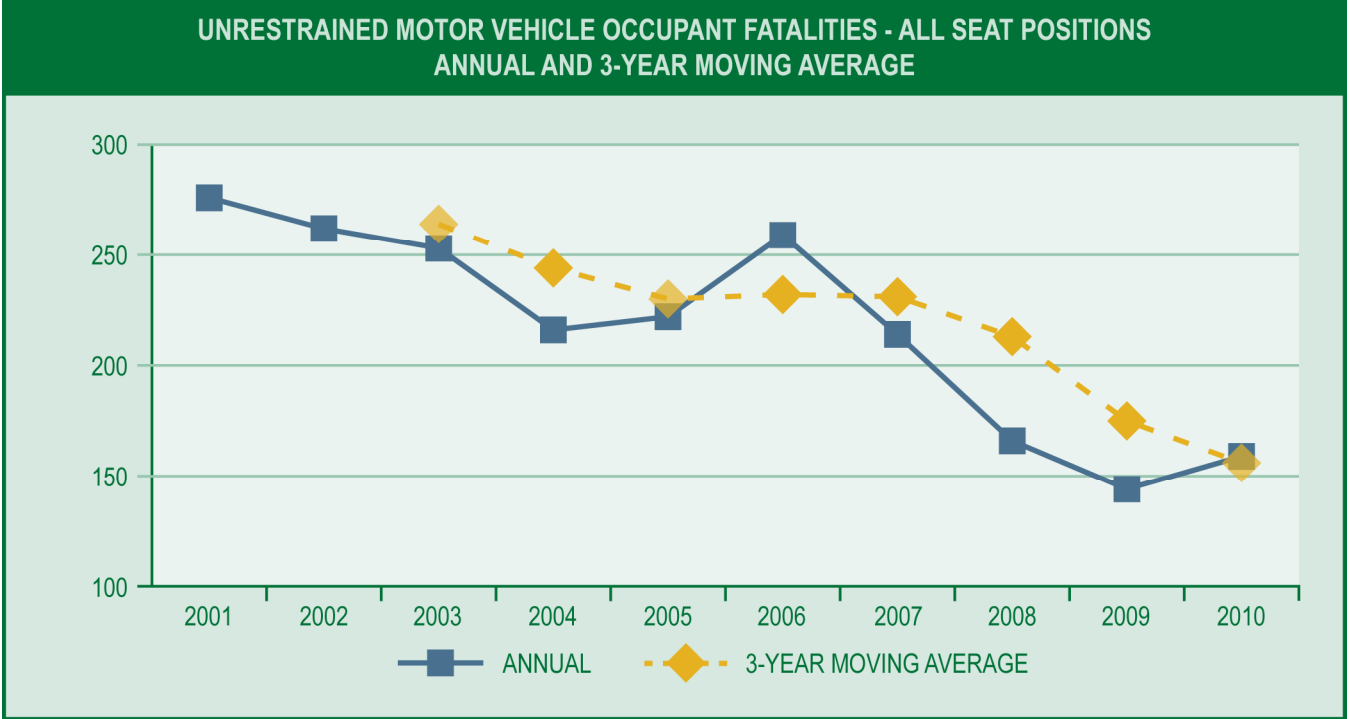
OCCUPANT PROTECTION

The State's front seat belt usage rate increased for the fifteenth consecutive year in 2011 to a record high 94.51 percent. There was a small increase in the front seat occupant usage rate of 0.78%. There were similar increases in the driver and front-seat passenger usage rates. Driver seat belt usage increased from 93.85 percent in 2010 to 94.59 percent in 2011, a 0.74 percent increase. Front seat passenger seat belt usage increased from 92.91 percent in 2010 to 94.20 percent in 2011, a 1.29 percent increase.

PERCENTAGE OF MOTOR VEHICLE OCCUPANTS USING SEAT BELTS IN THE FRONT SEAT



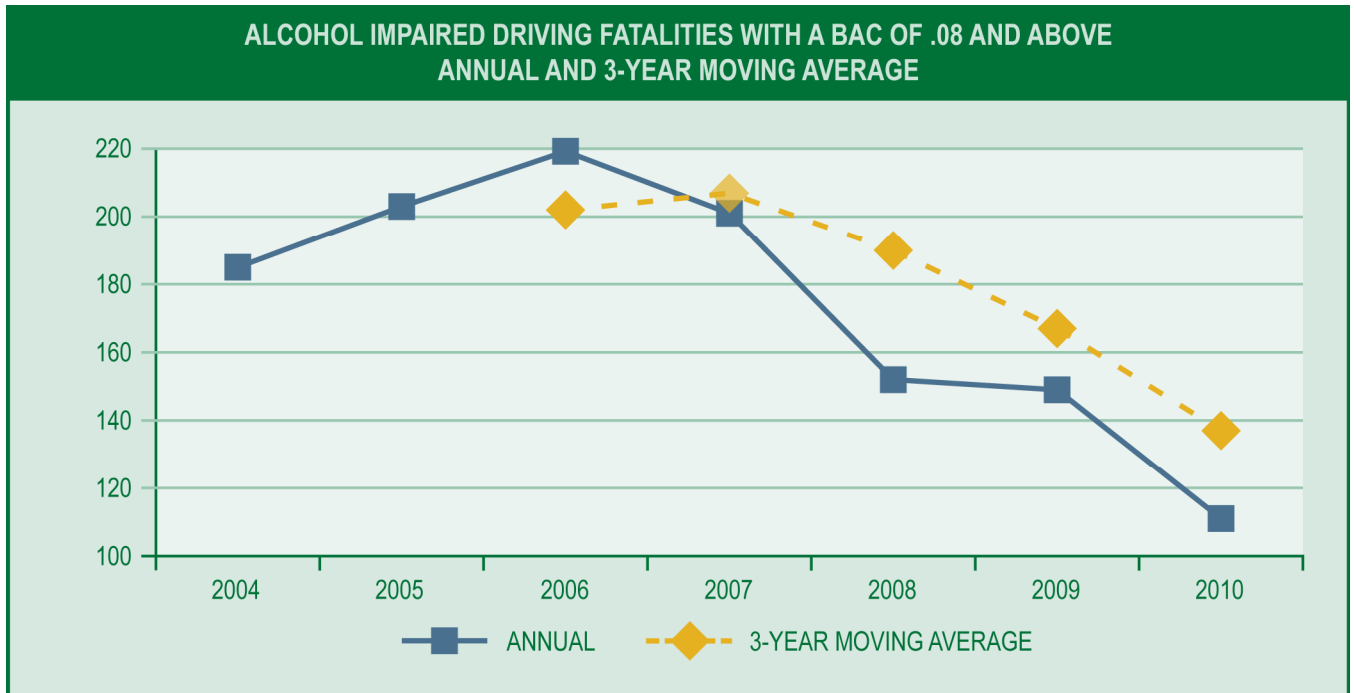
Increasing seat belt use is the simplest way to reduce serious injury and death in the event of a motor vehicle crash. However, failure to buckle up remains a major contributing factor in fatal crashes. From 1999 to 2010, over 5,000 motor vehicle occupants were killed in crashes in New Jersey and nearly half were unrestrained. DHTS, working in partnership with law enforcement and the traffic safety community, has set a goal of 100 percent seat belt usage in all seating positions.



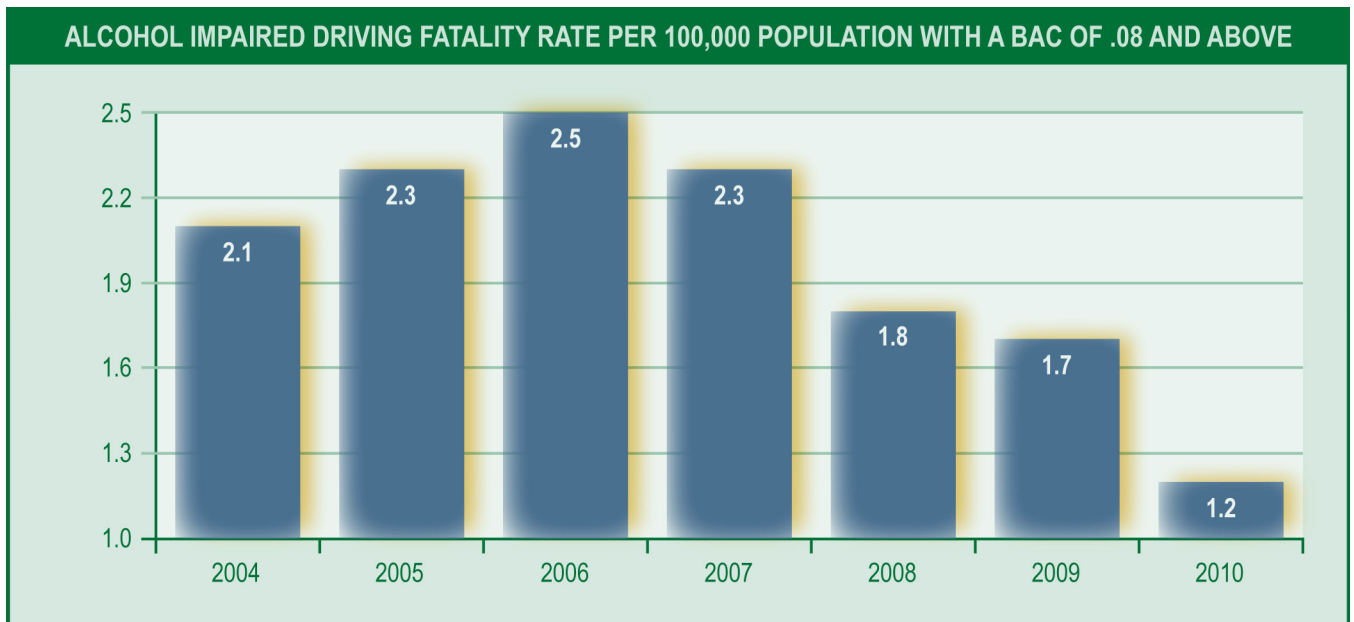
The usage rates for rear seat passengers are still low, but higher than last year. The overall back seat usage rate is 61 percent, which is 13 percentage points higher than the usage rate observed in 2010. Observational surveys conducted by the New Jersey Institute of Technology in 2011 found a back seat belt usage rate of 35 percent for adults which represent an increase of 8 percentage points from the previous year. Similarly, usage rates for young people and children in the back seat increased by 17 percentage points (37 percent to 54 percent) and 13 percentage points (72 percent to 85 percent) respectively.

ALCOHOL IMPAIRED DRIVING FATALITIES

In 2010, alcohol impaired fatalities (based on all involved drivers and motorcycle riders with a .08 BAC or higher) accounted for 20 percent of all traffic fatalities in the state. This is a decrease of 26 percent from the previous year when there were 149 alcohol impaired fatalities compared to 111 in 2010. In 2009, 187 people were killed in alcohol related crashes (.01 BAC or higher for all involved drivers). During calendar year 2010, that number declined to 168 or a 10 percent reduction from the previous year.



The alcohol-related fatality rate per 100,000 population dropped 29 percent between 2009 and 2010, from 1.7 to 1.2.



ALCOHOL-IMPAIRED DRIVING FATALITIES, NEW JERSEY AND U.S.

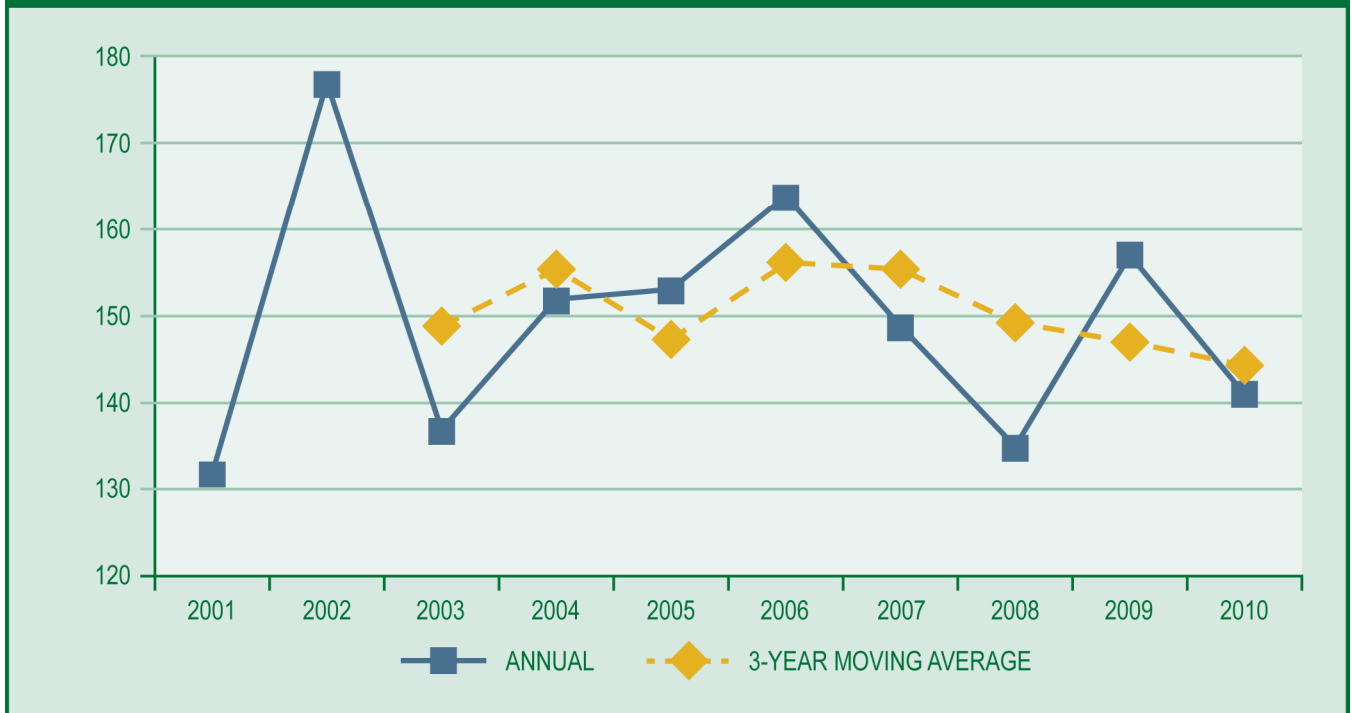
YEAR		TOTAL FATALITIES IN ALL CRASHES	----- ALCOHOL-IMPAIRED DRIVING FATALITIES (BAC = .08+) -----		
			NUMBER	PERCENT	PER 100 MILLION VMT
2005	NEW JERSEY	747	203	27	0.27
	US	43,510	13,582	31	0.45
2006	NEW JERSEY	771	218	28	0.29
	US	42,708	13,491	32	0.45
2007	NEW JERSEY	724	201	28	0.26
	US	41,259	13,041	32	0.43
2008	NEW JERSEY	590	152	26	0.21
	US	37,261	11,711	31	0.39
2009	NEW JERSEY	583	149	26	0.20
	US	33,808	10,839	32	0.37

From 2005-2009, there has been a downward trend in alcohol impaired driving fatalities both nationally and in New Jersey. As indicated by the chart, alcohol impaired driving fatalities per 100 vehicle miles traveled have consistently been lower in New Jersey compared to the national rate. DHTS will continue to fund programs focusing on education, training and enforcement.

PEDESTRIAN FATALITIES AND INJURIES

During the nine year period from 2002-2010, there were 1,365 pedestrian fatalities in the state, with 177 occurring in 2002 and 141 in 2010. Using the three-year moving average, a trend for pedestrian fatalities is illustrated below. The year with the least number of fatalities is 2008 with 135. The most fatalities (177) were recorded in 2002. There was a 10 percent reduction in pedestrian fatalities between 2009 and 2010, from 157 to 141. Pedestrian related fatalities in 2010 represented 25 percent of all roadway fatalities in the state and 4,878 pedestrians were injured in traffic crashes, a decrease of 4 percent from the previous year.

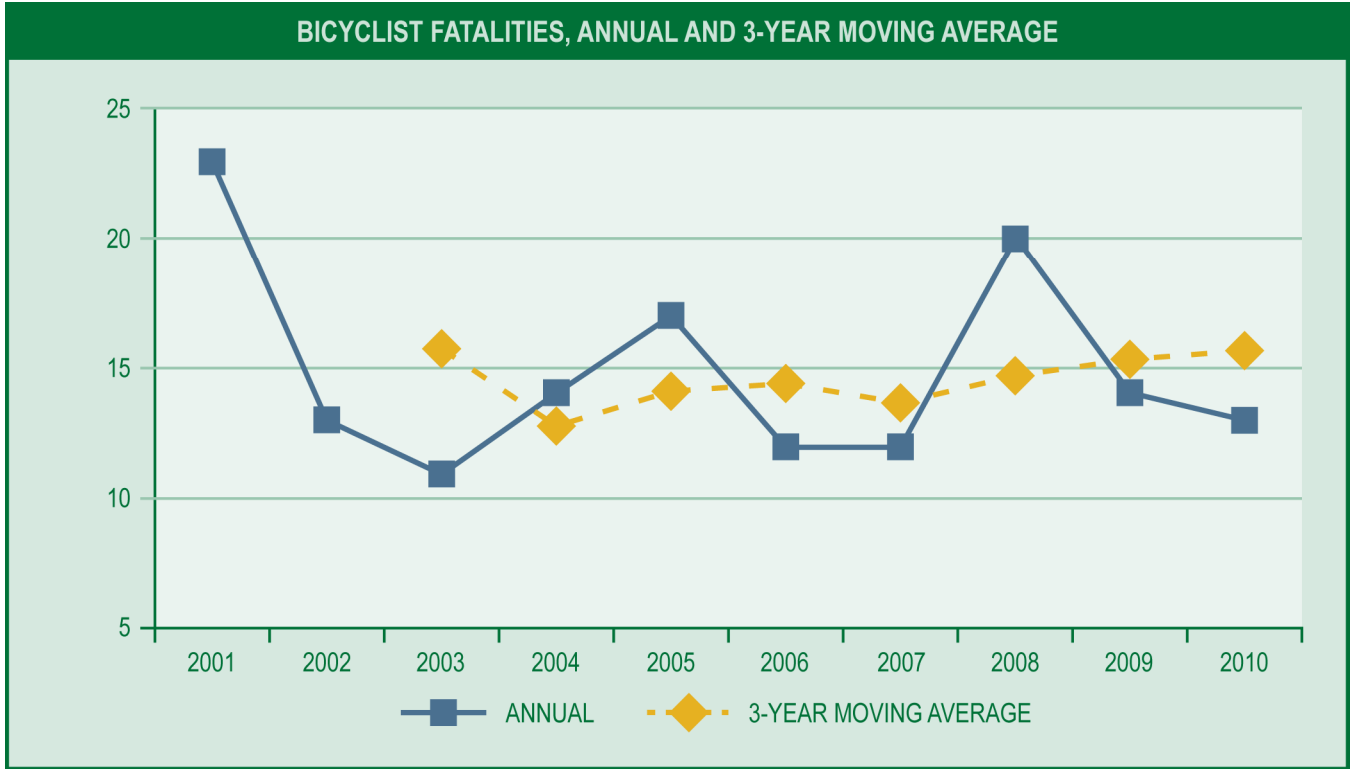
PEDESTRIAN FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



Through education, enforcement and outreach, DHTS will continue to work toward reducing pedestrian injuries and fatalities in FFY 2012. DHTS will also continue to educate both motorists and pedestrians about the state's pedestrian safety law, which was amended on April 1, 2010, to require motorists to stop, rather than yield, for pedestrians in marked crosswalks.

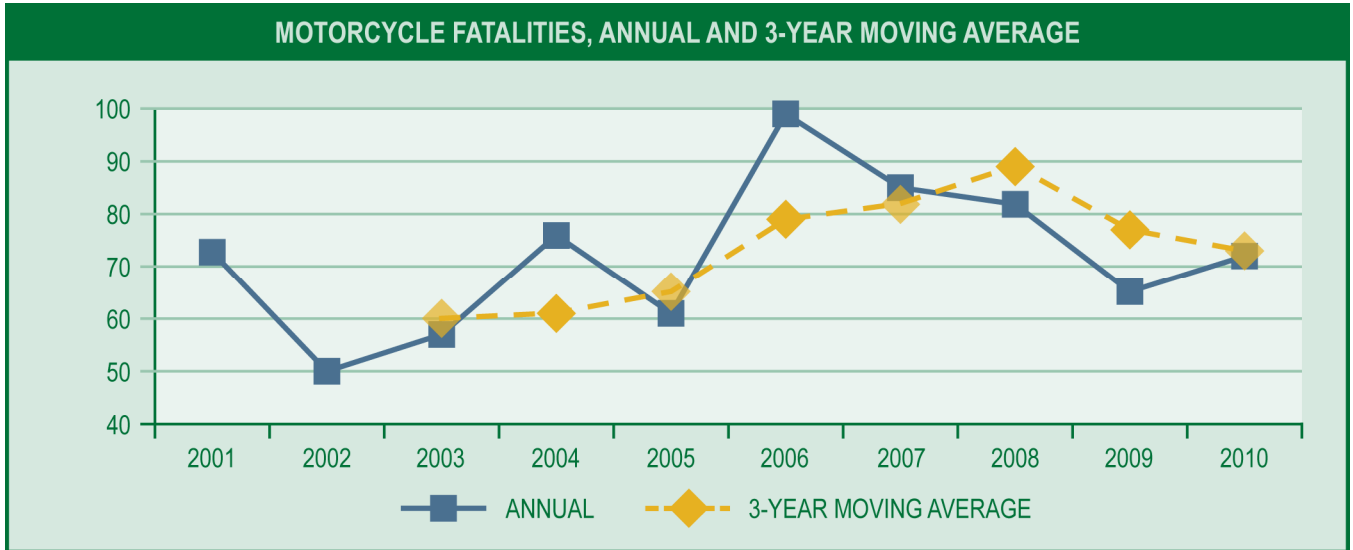
BICYCLE FATALITIES

During the nine year period from 2002 to 2010, 126 bicycle fatalities occurred statewide. Fatalities have declined each of the last two years dropping from a high of 20 in 2008 to 13 in 2010 resulting in a reduction of 35 percent. DHTS will continue to partner with law enforcement and transportation management agencies to promote safe and lawful riding practices, including the use of bicycle helmets (mandatory for all riders under 17 years of age), the importance of being highly visible, and the need to share the road.

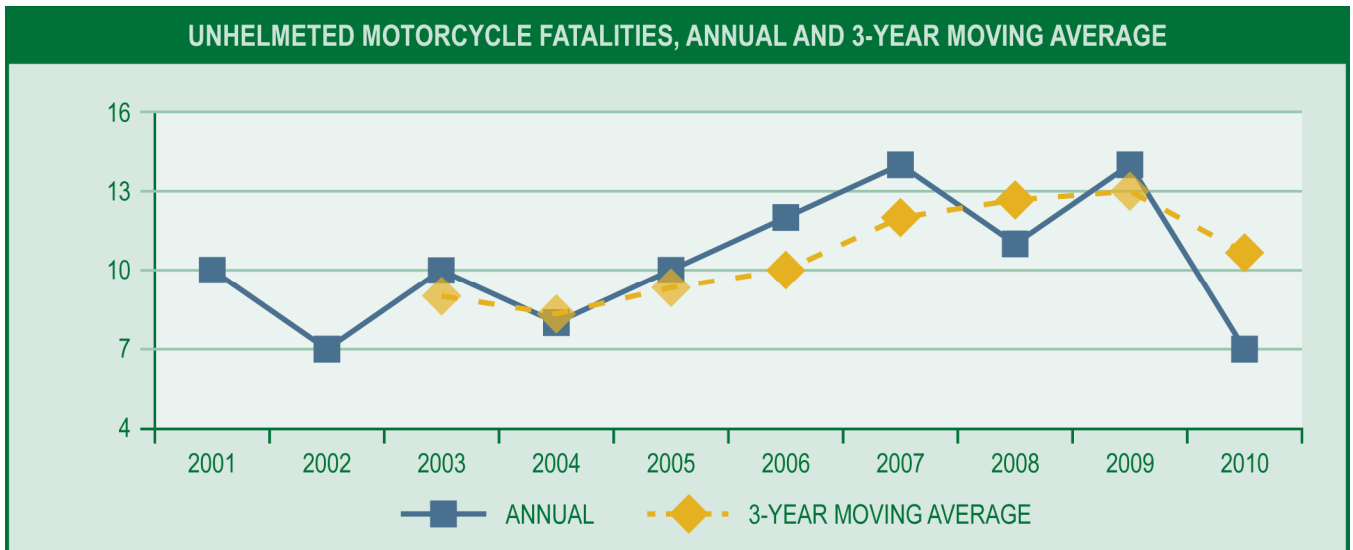


MOTORCYCLE FATALITIES

During the nine year period from 2002 to 2010, there were 647 motorcycle fatalities in New Jersey. The greatest number of fatalities (99) occurred in 2006 while the lowest number (50) occurred in 2002. Motorcycle rider fatalities increased by 11 percent, from 65 in 2009 to 72 in 2010. Historically, motorcycle deaths have accounted for 10 percent of all traffic-related fatalities in the state. Of the number of riders killed in 2010, 33 percent (24) had a positive reading when tested for alcohol and 54 percent (13) displayed readings above the legal BAC limit of .08 percent. According to the most recent data, major contributing factors of motorcycle crashes include speed and driver inattention.



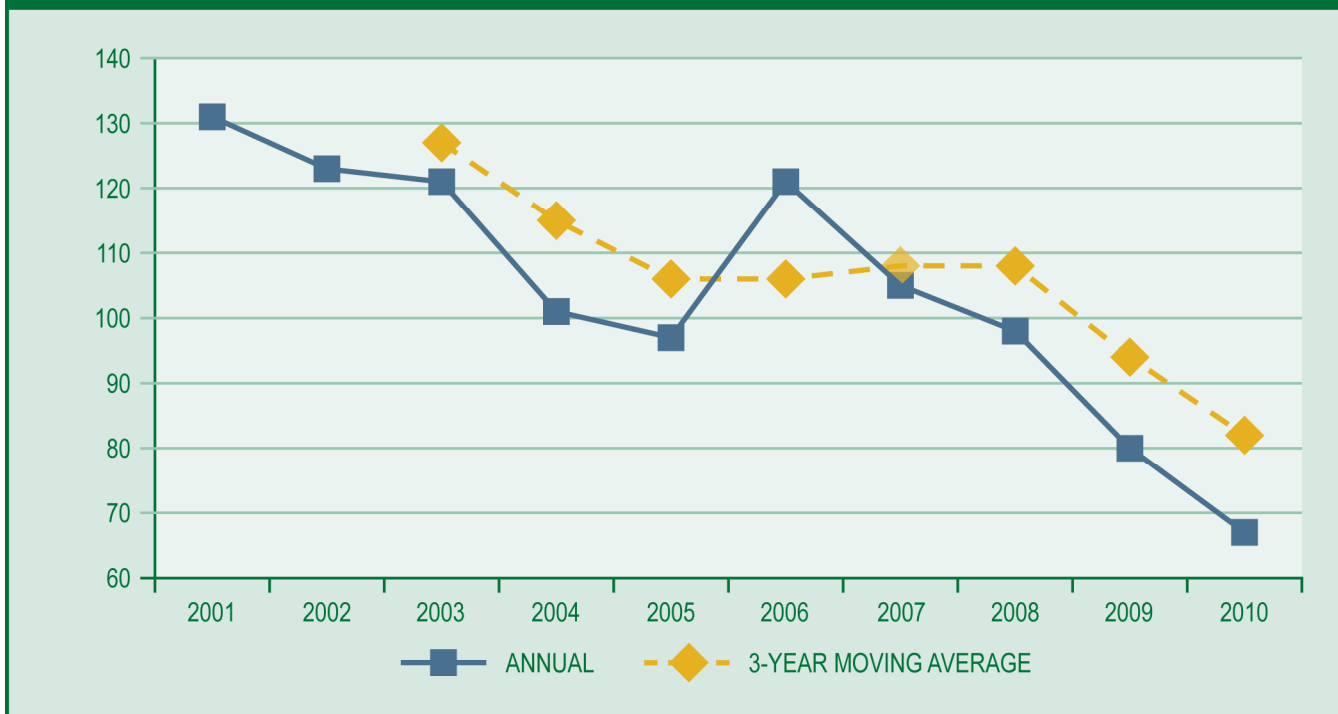
The most important equipment for both motorcyclists and their passengers is a federally-approved helmet, which reduces the likelihood and severity of head injuries in the event of a crash. The number of unhelmeted motorcycle fatalities declined by 50 percent in 2010 from 14 in 2009 to 7. DHTS, in partnership with the New Jersey Motor Vehicle Commission and motorcycle rider education groups, will continue to focus on public awareness initiatives that address rider behavior, helmet use, the importance of licensing and training (for new and experienced riders), and the need for all motor vehicle operators to share the road.



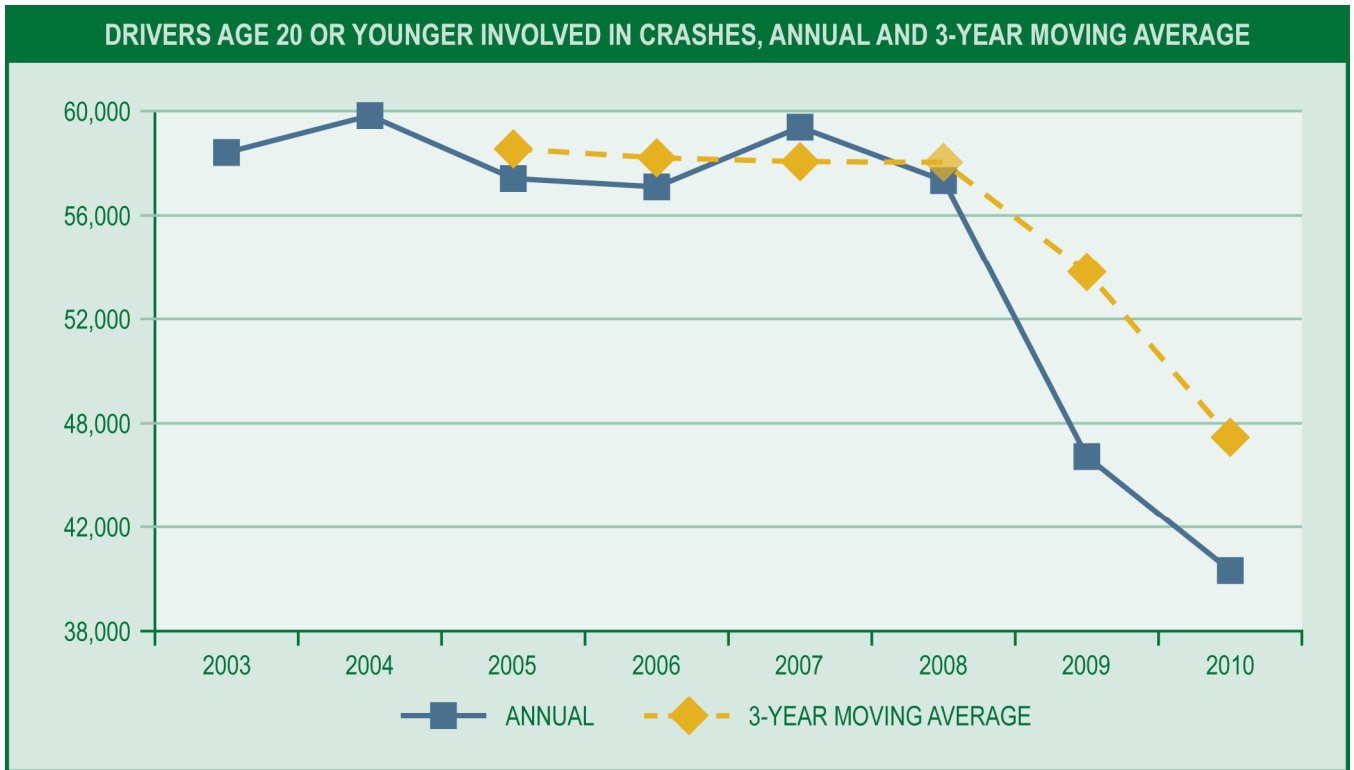
YOUNG DRIVER FATALITIES AND CRASHES (16-20 YEARS OF AGE)

During the nine year period from 2002 to 2010, there were 929 fatalities in New Jersey involving young drivers with 126 occurring in 2002 and 67 in 2010. The lowest number of fatalities (67) occurred in 2010, and the greatest number (126) occurred in 2002. In 2010, fatalities in this age group declined by 17 percent from 81 in 2009 to 67.

DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES, ANNUAL AND 3-YEAR MOVING AVERAGE



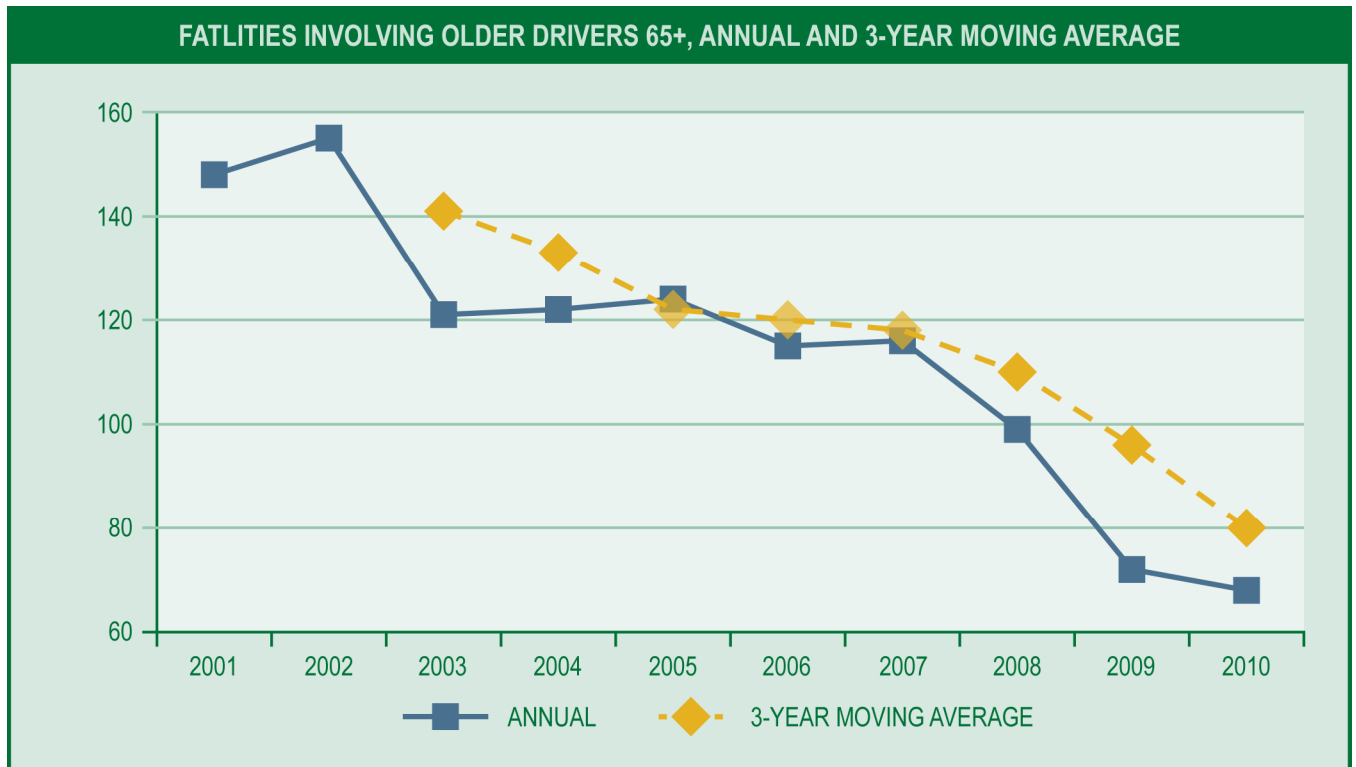
Drivers involved in crashes in this age group declined for the third consecutive year. The number has dropped by 30 percent from 57,355 in 2008 to 40,320 in 2010. The primary cause of teen crashes continues to be driver inattention/distraction and unsafe speed.



DHTS will continue to partner with MVC, law enforcement, driver education professionals, traffic safety organizations, and community groups to educate parents, teens and the public about the risks for novice drivers.

OLDER DRIVER (65+) FATALITIES

During the nine year period from 2002 to 2010, there were 992 fatalities involving older drivers in New Jersey. The lowest number of fatalities (68) occurred in 2010, while the greatest number (155) occurred in 2002. There was a slight decrease in older driver fatalities during calendar year 2010.



DHTS will continue to work with its traffic safety partners to ensure that older drivers have access to training, technology and information that enables them to continue to drive safely as long as possible.

DISTRACTED DRIVERS

Driver inattention is a major contributor to highway crashes. Driver distractions or inattentive driving play a part in motor vehicle crashes. Since 2008, over 10,000 drivers have been involved in crashes while using a cell phone and the number of those crashes has increased by 24 percent from 3,287 in 2008 to 4,066 in 2010.

NUMBER OF DRIVERS INVOLVED IN CRASHES USING A CELL PHONE				
YEAR	2008	2009	2010	TOTAL
HAND-HELD	1,866	1,691	1,932	5,489
HANDS-FREE	1,421	1,561	2,134	5,116
TOTAL	3,287	3,252	4,066	10,605

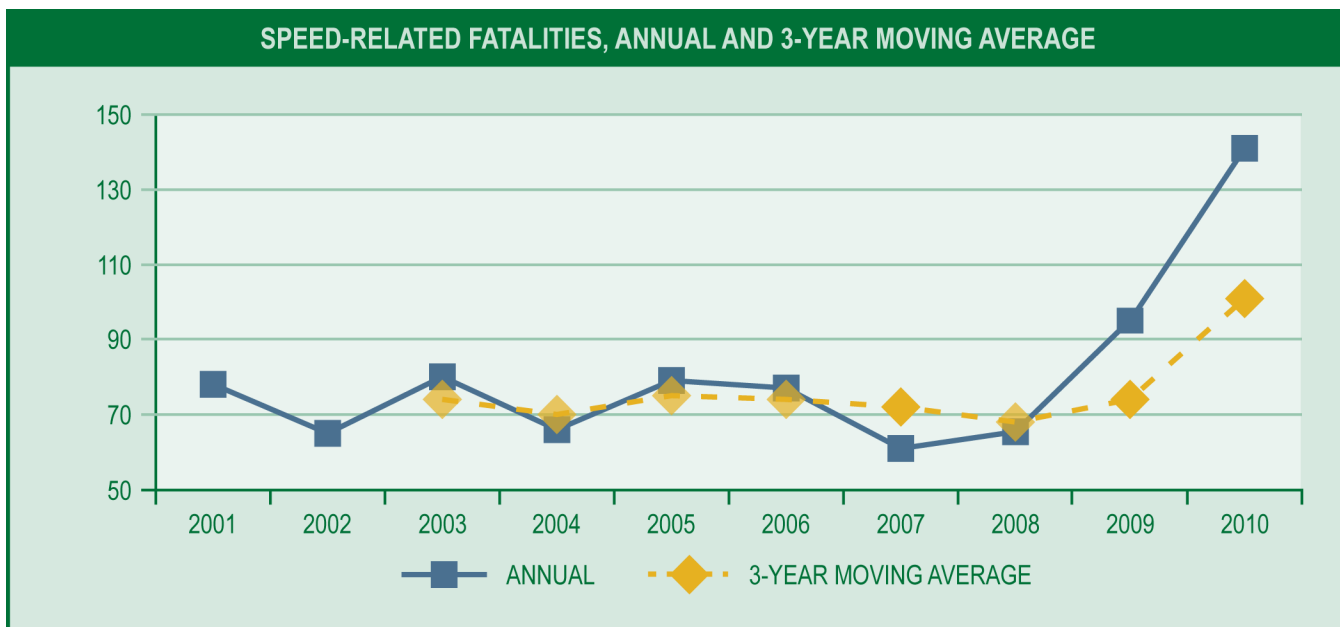
Using a cell phone while driving can increase the chance of being involved in a crash. Other distractions such as eating, drinking, something outside the vehicle, passengers, personal grooming, reading, and electronic devices can also be distracting and contribute to crashes. These distractions, along with the use of cell phones, negatively impact eye scan, mental activity and reaction time and can result in injuries and/or fatalities.

DHTS once again partnered with Fairleigh Dickinson University's PublicMind poll in 2011 to survey motorist attitudes and behavior about key driver safety issues. The percentage of New Jersey drivers who report sending a text message while driving has stabilized at 25 percent. However, among drivers under age 30, those who admit to texting while driving increased eight points from a year ago (64 percent vs. 56 percent). While overall use of hand-held cell phones while driving (39 percent) has not increased over the past year, the percentage of drivers under the age of 30 saying they "very often" or "sometimes" use their hand-held phones while driving increased 10 percentage points (23 percent from 13 percent).

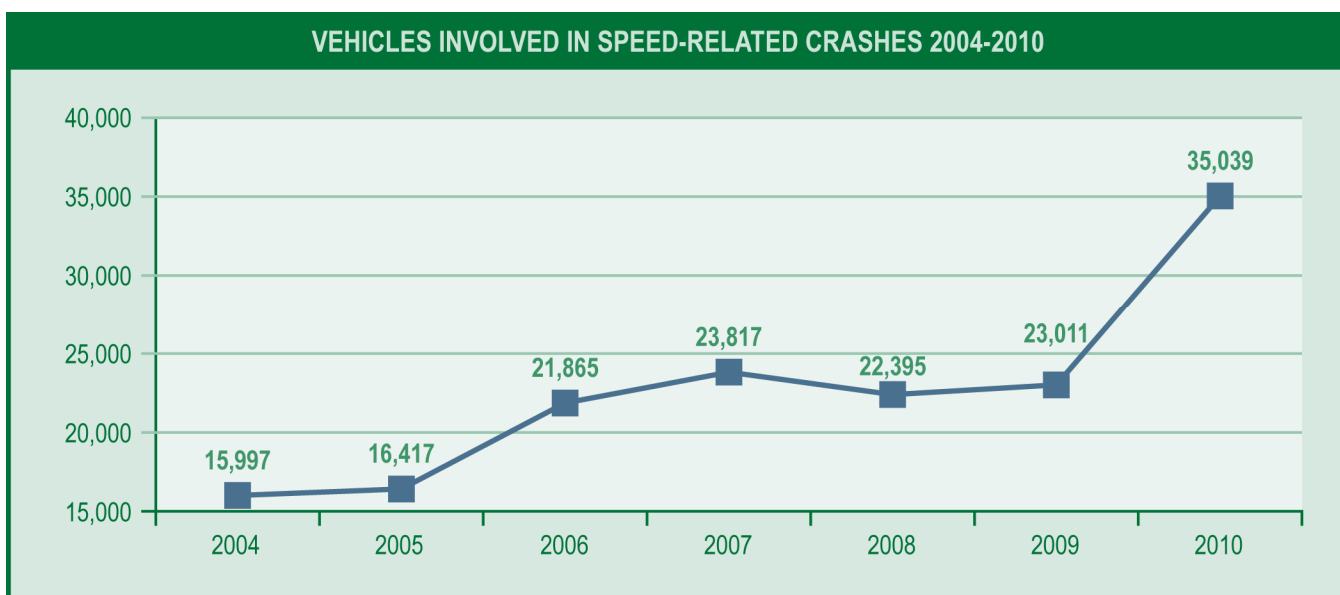
DHTS will continue to partner with government and private sector agencies and businesses to educate the public about the dangers associated not just with cell phone use, but all distractions. DHTS will continue to promote its message, "Hang Up! Just Drive", and remind motorists to focus their full attention on driving and refrain from using any electronic device when behind the wheel.

SPEED-RELATED FATALITIES & AGGRESSIVE DRIVING

Speed is a contributing factor in fatal crashes regardless of road type. A significant increase in speed related fatalities has occurred over the last three years. Fatalities have increased from 61 in 2007 to 141 in 2010. A reduction in speed-related crashes and the resulting fatalities requires a coordinated effort by engineering, education and enforcement agencies.



In 2010, speed related crashes increased by over 50 percent from 23,011 in 2009 to 35,039. Speed is a key contributing factor in aggressive driving-related incidences on local, state and interstate roadways. Speed coupled with one or more other motor vehicle-related offenses such as tailgating, unsafe lane changes, running red lights or stop signs, and improper passing is defined as aggressive driving by DHTS and local and state law enforcement agencies. DHTS will continue to work with police agencies and traffic safety organizations to address speed and aggressive driving through high visibility enforcement, and public education and outreach.



NEW JERSEY MOTOR VEHICLE CRASH ANALYSIS KEY FINDINGS

1. Motor vehicle fatalities declined for a fourth consecutive year in 2010.
2. The number of motor vehicle injuries declined for the seventh consecutive year.
3. Young drivers involved in crashes fell another 10 percent in 2010 to 40,320.
4. Bicycle fatalities declined for the second consecutive year.
5. Older driver fatalities have decreased by more than 40 percent since 2007.
6. Pedestrian fatalities decreased by 10 percent in 2010, but still represents 25 percent of all traffic fatalities in 2010.
7. Motorcycle rider fatalities increased from 65 in 2009 to 72 in 2010.
8. The state's front seat belt usage rate increased for the fifteenth consecutive year to a record high 94.5 percent. The usage rate for rear seat passengers is still low, but increased to 61 percent from 47 percent in 2010.
9. Alcohol related fatalities declined by 10 percent from the previous year but still accounts for 30 percent of all fatalities.

REGIONAL TRAFFIC SAFETY PROGRAMS

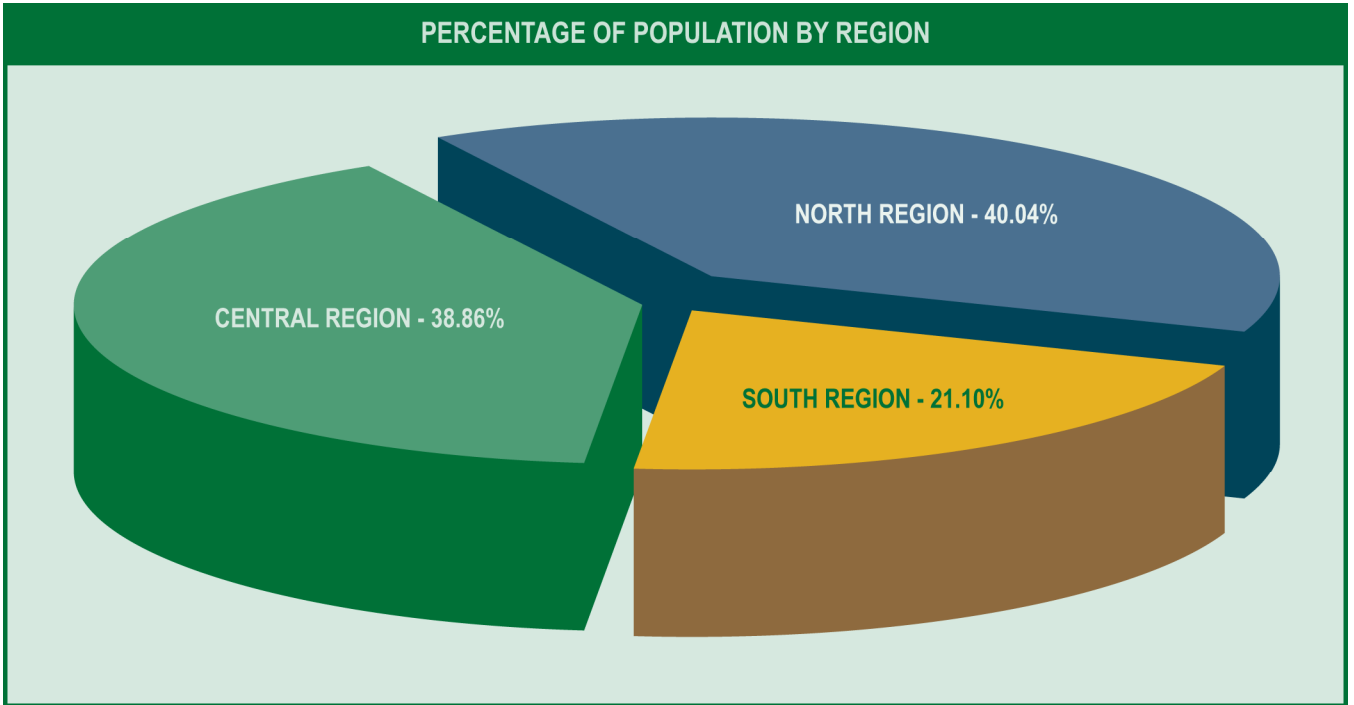
DHTS implements and funds traffic safety programs on a regional basis. DHTS' regional supervisors and their staff are responsible for coordinating, monitoring and evaluating activities and programs within the three regions detailed below.

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

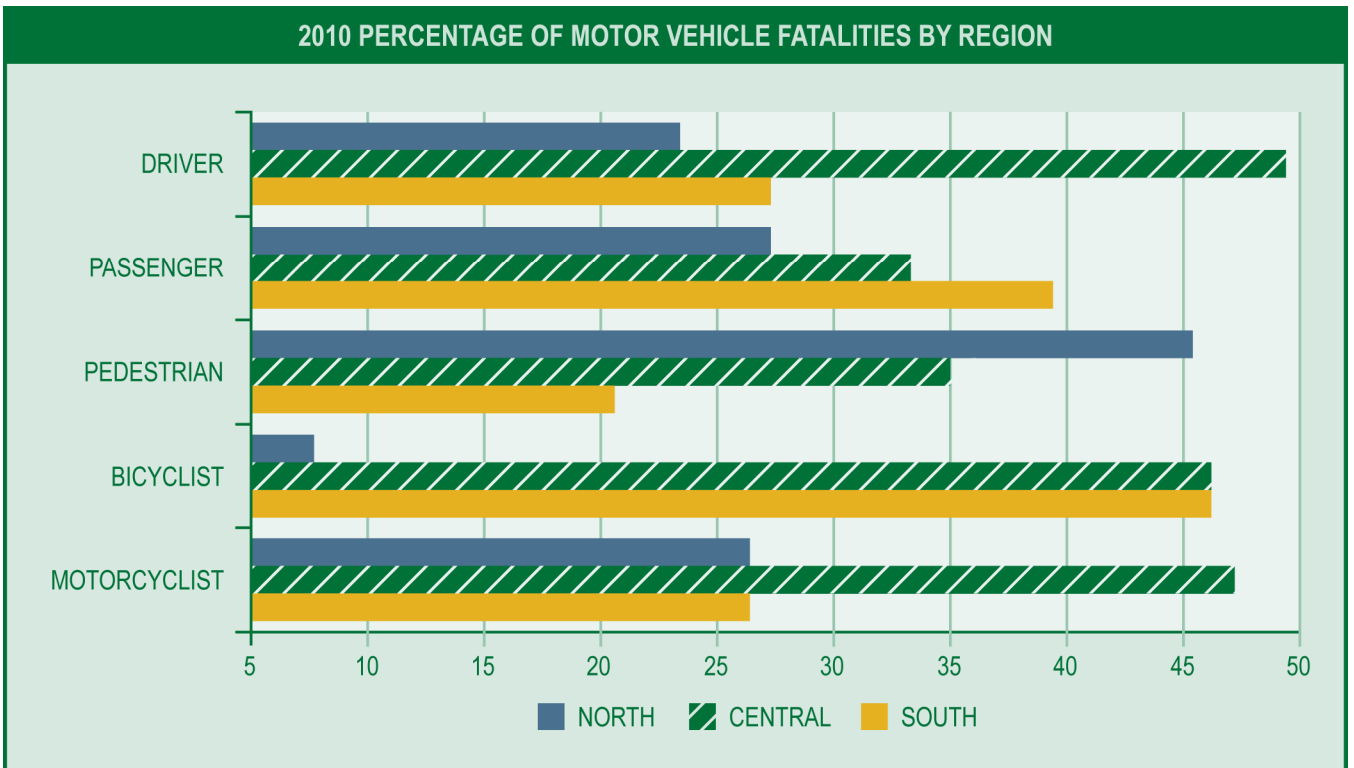
Traffic crashes and the resulting property damage, injuries and fatalities are often preventable. Recognizing this, DHTS has branded all of its initiatives with the theme, *Safe Passage, Moving Toward Zero Fatalities*. DHTS has also called on all of its grantees to adopt the brand and is urging its traffic safety partners to focus on moving towards zero fatalities by incorporating it into their safety plans and initiatives.

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 1,940 square miles (26 percent of the state's land). Region II (Central) is primarily suburban with (3.3 million) people residing in 2,482 square miles (34 percent of the state's land). The remaining square miles (2,995 or 40 percent of the State's land) are located in Region I (South) where over 1.8 million citizens reside.

Since transportation safety needs also differ by region, Comprehensive Highway Traffic Safety Programs (CTSP) are funded to track and analyze county and local crash data and develop and implement safety initiatives. All of the CTSP's implement public awareness campaigns, specialized training programs, and local enforcement initiatives that focus on addressing their communities' most pressing traffic safety problems.



DHTS, in partnership with the CTSPs, regularly monitors where injuries and deaths are occurring on New Jersey’s roadways so that resources can be directed to these areas. Region I, which has the lowest number of residents, has the highest percentage of passenger and bicyclist fatalities in the state, while the largest percentage of pedestrian fatalities occur in Regions II and III, where most New Jersey residents reside.



DRIVER ATTITUDES, AWARENESS AND BEHAVIOR

DHTS partnered, for the fourth consecutive year, with Fairleigh Dickinson University's PublicMind poll, an independent research organization, to conduct a telephone survey using a randomly selected sample of 1,002 state residents aged 17 and older who report that they drive regularly. Of these, 50 interviews were a deliberate oversample of residents under age 30. The survey conducted from April 14-May 17, 2011 asked drivers about their behavior and awareness of various safety issues.

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. Additionally, State's are required to track driver attitudes and awareness concerning impaired driving, seat belt use and speeding through periodic surveys. NHTSA has requested the survey be conducted during the current fiscal year (FY 2011) and the findings reported in the next fiscal year Highway Safety Plan (FY 2012). The major findings of the survey are as follows:

Eighteen percent of New Jersey drivers, the same as last year's figure, admit to having consumed alcohol before driving in the past three years, with men twice as likely as women to do so (24 percent versus 12 percent). Once again, however, the relative stability of the aggregate figures hides the internal shifts among age groups. Young drivers are significantly more likely to say that they had driven after drinking, with 24 percent saying they had done so, up from 15 percent last year. Among other age groups, the figures are stable, or slightly down. Moreover, almost 6 in 10 (58%) of those drivers who said they had driven after drinking in the past few years has also done so in the past few months. In a replication of last year's results, about 10 percent of respondents say that they can have more than two drinks, and still be okay to drive.

Thirty-six percent of drivers who say they have a high tolerance for alcohol also say that it is "very likely" they will be arrested for driving after drinking, compared with 51 percent of drivers who say that they cannot have more than one drink. These figures represent a substantial increase from last year, when only 38 percent of respondents said that it was "very likely" that they would be arrested if they got behind the wheel after drinking. This year, 43 percent of drivers said they had seen or heard something about drunk driving enforcement in the past month, unchanged from the 44 percent who said so last year.

Since 2008, there has been no significant change in the aggregate proportion of drivers who say they always wear their seatbelts while in the driver's seat: 90 percent said so this year, down insignificantly from last year (92%). This is not to say, though, that the internal dynamics have not shifted. There was a significant decrease in the number of young drivers (under the age of 30) who report always wearing their belts to 83 percent, down 8 points from last year. A smaller drop (3%) among older drivers is not a significant change from last year. This decrease among young drivers re-establishes the youngest age group as the least likely to buckle up when driving.

Young people are also less likely to use their seatbelt when passengers. They are 11 points less likely than other drivers to say that they always do so while in the front seat, and 11 points less likely to say they do so in the back seat (with only 79 percent and 40 percent of drivers under 30 saying they always do so, respectively). Last year, these figures were 87 and 57 percent, respectively, indicating there has been a significant decline. While the rate at which respondents say that they "always" wear their

seatbelts as a front seat passenger has remained stable since 2008 at 89 percent, there has been a decline in the proportion who say they “always” wear their belts while in the back seat. This year, only 51 percent said they did so, down from 56 percent in 2009.

Drivers do think they are likely to be punished if they don’t wear their belts. Sixty-six percent of drivers say that it is “very” or “somewhat” likely they will receive a ticket if they don’t wear a belt. Young drivers are less likely to be worried about getting a ticket for not wearing a seatbelt than older respondents, with only 59 percent saying that it is “very” or “somewhat” likely, compared with 72 percent of all other age cohorts. As with other results involving seatbelts, this reflects a drop from last year among drivers under 30. Thirty-one percent of drivers said that they had heard anything about seat belt enforcement by police in the past month. This is down 20 points from last year, a change that was seen equally across the board.

A bit more than one in four New Jersey drivers (26%) say that they drive over 65 miles per hour on state highways “most of the time” with another 25 percent saying they do so “often.” Male drivers (57%) are more likely than woman (44%) to speed regularly on highways and drivers under 45 are also much more likely to admit to speeding regularly than older drivers. Not surprisingly, drivers who speed are more likely to have received a ticket. Thirty-eight percent of drivers who have been ticketed in the past three years say they speed most of the time on highways. Overall, most drivers think they will be ticketed if they go over the speed limit: 83 percent (up 5 points from last year) say that it is “very” or “somewhat” likely that they would be cited if they go over the speed limit. Drivers seem more respectful of the speed limit on local roads. Only 18 percent said they regularly go more than 5 miles per hour over the speed limit on streets with a limit of 30 mph. Eighty-one percent say they never do so, or only do it “once in a while.”

As in last year’s study, young drivers are by far the most likely to speed on local roads: 30 percent admitted to doing so regularly, compared to just 16 percent of older drivers. It’s also not surprising that drivers with long commutes and those who regularly speed on the highways are much more likely to have received tickets. Fourteen percent of drivers going more than 20 miles to work had received a speeding ticket, compared with only 7 percent of those who don’t drive to work. Drivers are more likely to have heard about speed enforcement (43%) than seat belt enforcement (31%) in the past month, in a reversal of last year’s results. Younger drivers are more likely to have heard something about speed enforcement than older ones, with 51 percent of drivers under 30 saying that they had, compared to 40 percent of drivers over the age of 60.

Fourteen percent of drivers said they use handheld phones while driving “very often” or “sometimes,” up slightly from the 12 percent who said the same last year, but still part of a general downward trend over the past 4 to 6 years (in 2007, the figure was 26 percent). In addition, 60 percent of drivers say that they never use a handheld phone while driving: a figure which has remained constant in the past few years after significant increases in the early years of the survey. After three years of increases, the proportion of drivers who reported sending a text message while driving stabilized at 25 percent, though that figure still represents a 10 point increase from 2008 and a four point increase from 2009.

More than 3 in 4 drivers know that commercial vehicles must be cleared of all snow before being driven, with older drivers more likely to know about the laws. Drivers are more likely to know that passenger cars must be cleared of snow: 85 percent know that New Jersey law requires them to clear their own cars. Seven percent of drivers admit to having taken the wheel after taking medication that made them drowsy, the same number that said so last year. As in last year's results, nearly all respondents (96 percent) said that drivers are required to stop for pedestrians in a crosswalk.

Based on the results of the survey, DHTS will continue to focus its public outreach efforts and enforcement initiatives on cell phones/texting, speeding, impaired driving, and occupant protection.

GOAL SETTING AND PERFORMANCE MEASURES

NHTSA and the Governors Highway Safety Association (GHSA) have agreed on a minimum set of performance measures to be used in the development and implementation of behavioral highway safety plans. The minimum set contains 14 measures: ten core outcome measures, one core behavior measure and three activity measures. The measures cover the major areas common to the Highway Safety Plan and use existing data systems (a state's crash data file and the Fatality Analysis Reporting System). The following goals have been set for each of the 14 measures.

OUTCOME MEASURES

1. To decrease traffic fatalities by 1 percent from the 2008-2010 calendar base year average of 576 to 571 by December 31, 2012 using a performance measure of total number of traffic fatalities.
2. To decrease serious traffic injuries by 1 percent from the 2008-2010 calendar base year average of 1,867 to 1,849 by December 31, 2012 using a performance measure of the number of incapacitated injuries in traffic crashes.
- 3a. To decrease fatalities/VMT from the 2008-2010 calendar base year average of 0.80 to 0.79 by December 31, 2012 using a performance measure of total traffic fatalities and vehicle miles traveled.
- 3b. To decrease rural fatalities/VMT from the 2008-2010 calendar base year average of 1.33 to 1.30 by December 31, 2012 using a performance measure of rural traffic fatalities and vehicle miles traveled.
- 3c. To decrease urban fatalities/VMT from the 2008-2010 base year average of 0.80 to 0.79 by December 31, 2012 using a performance measure of urban traffic fatalities and vehicle miles traveled.
4. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 2 percent from the 2008-2010 calendar base year average of 156 to 153 by December 31, 2012 using a performance measure of unrestrained passenger vehicle occupant fatalities in all seating positions.
5. To decrease alcohol impaired driving fatalities by 2 percent from the 2008-2010 calendar base year average of 137 to 134 by December 31, 2012 using a performance measure of all involved drivers and motorcycle operators only.
6. To decrease speeding-related fatalities by 2 percent from the 2008-2010 calendar base year average of 101 to 99 by December 31, 2012 using a performance measure of the number of speed-related fatalities.
7. To decrease motorcycle fatalities by 2 percent from the 2008-2010 calendar base year average of 73 to 72 by December 31, 2012 using a performance measure of the total number of motorcycle fatalities.
8. To decrease unhelmeted motorcycle fatalities by 10 percent from the 2008-2010 calendar base year average of 11 to 10 by December 31, 2012 using a performance measure of all motorcyclists killed while riding without a helmet.
9. To decrease drivers age 20 or younger involved in fatal crashes by 3 percent from the 2008-2010 calendar base year average of 82 to 80 by December 31, 2012 using a performance measure of all drivers involved in fatal crashes under 21 years of age.
10. To reduce pedestrian fatalities by 1 percent from the 2008-2010 calendar base year average of 144 to 143 by December 31, 2012 using a performance measure of total number of pedestrian fatalities.

OUTCOME MEASURES

1. To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.4 percent from 94.51 percent in 2011 to 94.9 percent by December 31, 2012 using a performance measure of the percent of restrained front seat occupants in passenger vehicles.
2. To increase statewide observed use of adult back seat occupants in passenger vehicles by 5 percentage points from 35 percent in 2011 to 40 percent by December 31, 2012 using a performance measure of the percent of restrained adult back seat occupants in passenger vehicles.

ACTIVITY MEASURES

1. By December 31, 2012, the number of seat belt citations issued during grant-funded enforcement activities is expected to be at least 35,400 using a performance measure of total seat belt citations.*
2. By December 31, 2012, the number of impaired driving arrests made during grant-funded enforcement activities is expected to increase to 3,600 using a performance measure of DWI arrests.*
3. By December 31, 2012, the number of speeding citations issued during grant-funded enforcement activities is expected to increase to 8,000 using a performance measure of total speeding summonses.*

* All of the activity measures above are projections based on past performance and the anticipated grant-funded law enforcement activities set forth in the Highway Safety Plan in response to projected violations by motorists.

FUNDING OF PROJECTS

The process for funding state and local safety programs begins in December with a notification in the New Jersey Register. State agencies and political subdivisions, including counties, municipalities, townships, and nonprofit organizations are eligible and must submit highway safety grant applications by the designated deadline, which in FY 2012 was April 30, 2011. Specialized enforcement campaigns (i.e., *Click It or Ticket*, *Over the Limit*, *Under Arrest*) are handled separately by DHTS.

The criteria DHTS uses to review and approve grant applications include:

1. The degree to which the proposal addresses a state identified problem area. Primary consideration is granted to those projects addressing statewide traffic safety 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 no longer available.

Priority for funding is given to ongoing applications for the overall management and administration of the grant program and grant applications which demonstrate a highway safety problem defined by NHTSA or DHTS.

HIGHWAY SAFETY PLAN PLANNING AND ADMINISTRATION

PROJECT NUMBER: PA 12-01-01

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 human resource and IT services provided to DHTS by the Department of Law and Public Safety's Office of the Attorney General.

The development of an electronic web-based system for the application and management of traffic safety grants was completed. All applications for FY 2012 were accepted through SAGE (System for Administering Grants Electronically). The eGrants system allows users to manage the entire lifecycle of the grant process including creating and submitting grant proposals; managing and monitoring grant projects and programs; and submitting performance reports and requests for reimbursement.

BUDGET: \$500,000

PLANNING AND ADMINISTRATION: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PA 12-01-01	P&A	\$500,000	SECTION 402
402 TOTAL		\$500,000	
TOTAL ALL FUNDS		\$500,000	

HIGHWAY SAFETY PLAN ALCOHOL AND OTHER DRUG COUNTERMEASURES

PROJECT NUMBER: AL 12-07-01

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: \$339,220

PROJECT NUMBER: AL 12-07-02

PROJECT TITLE: DWI TRAINING, DRE PROGRAM & ARIDE

PROJECT DESCRIPTION:

The Division of State Police will conduct training for State and municipal police officers in DWI/Standard Field Sobriety Testing (DWI/SFST). The course includes instruction in the detection, apprehension, processing, and prosecution of DWI offenders as well as standardized field sobriety testing and horizontal gaze nystagmus. Twenty-eight classes are scheduled to be held. Ten DWI/SFST refresher class will be held for officers in the use of the SFST. Upon completion of the DWI/SFST course, an officer becomes eligible to enroll in the Drug Recognition Expert (DRE) course. It is anticipated that three DRE regional courses and one DRE instructor course will be held. In addition, the Drug Impairment Training Program for Educational Professionals will be conducted under the DRE program. This two-day training will be conducted for school administrators, teachers and nurses as well as state parole and probation officers. Approximately 20 of these training classes will be held.

A DRE pilot program conducted in Atlantic County was expanded to include Cape May County as well. The program establishes a county-wide policy and call-out procedure for the utilization of DRE's to evaluate and assess subjects who are arrested for driving while under the influence of drugs or drugs and alcohol. This program is also anticipated to be implemented in Bergen and Morris counties in FY 2012.

The Advanced Roadside Impaired Driving Enforcement (ARIDE) program was created to address the gap in training between the SFST and the DRE program by providing officers with general knowledge related to drug impairment and by promoting the use of DRE's. The 16-hour training course stresses the importance of securing the most appropriate biological sample in order to identify substances likely

causing impairment and both reviews and requires student demonstration of the SFST proficiency requirements. It is anticipated that five classes will be implemented in select counties throughout the state.

BUDGET: \$480,405

PROJECT NUMBER: AL 12-07-03

PROJECT TITLE: ALCOHOL/DRUG TESTING PROGRAM

PROJECT DESCRIPTION:

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 drug impaired driving, and 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 Alcohol Drug Testing 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: \$24,570

PROJECT NUMBER: AL 12-07-04

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 ongoing training and re-certification of police officers throughout the state to operate approved chemical breath test instruments and recognizes alcohol and/or drug indicators present in suspects. Training will be offered to police officers in the operation of the Alcotest 7110 MK III-C chemical breath test unit during a 4-day training program. This training will be offered a minimum of thirty times throughout the year. In addition, re-certification classes for approximately 6,000 students will be scheduled.

The Court ordered the State (State v. Chun) to create and maintain a centralized database of downloaded Alcotest results, which is currently underway. Following appropriate redactions of personal identification, this data must be made available to defendants and counsel. Funds will be used to acquire servers, modems and all necessary equipment and software to retrieve and store Alcotest results for future access.

BUDGET: \$194,430

PROJECT NUMBER: AL 12-07-05**PROJECT TITLE: DWI ENFORCEMENT****PROJECT DESCRIPTION:**

The national drunk driving campaign, *Drive Sober or Get Pulled Over*, formerly known as *Over the Limit, Under Arrest*, is a comprehensive impaired driving prevention program that combines high-visibility enforcement and public awareness through paid and earned media. The national campaign slogan will be adopted as the over-arching theme for all DWI initiatives implemented in the state beginning in FY 2012. Approximately 250 state, county and local police agencies will partner with DHTS during the summer holiday enforcement campaign, August 24-September 3, 2012. Another 15 municipal police departments and nine county task forces are expected to participate in other alcohol-related enforcement activities including DWI checkpoints and saturation patrols throughout the year. The holiday season crackdown will be held from December 5, 2011 - January 2, 2012.

BUDGET: \$1,600,000

PROJECT NUMBER: AL 12-07-06**PROJECT TITLE: UNDERAGE ENFORCEMENT INITIATIVES****PROJECT DESCRIPTION:**

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, Camden, Essex, Gloucester, Mercer, Middlesex, Monmouth, Morris, Ocean, Union and Warren 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 State and local police 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 persons, while sending a strong message to the owners of licensed beverage establishments.

BUDGET: \$333,640

PROJECT NUMBER: AL 12-07-07**PROJECT TITLE: COLLEGE CAMPUS PROGRAMS****PROJECT DESCRIPTION:**

Projects addressing underage drinking and driving at three New Jersey colleges and universities will be implemented. The College of New Jersey (CNJ) will host its 11th Statewide Peer Institute in 2012. The event trains students from New Jersey colleges and the tri-state area to become peer educators on their respective campuses. Programs will also be developed with the CNJ 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 student 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.

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: \$221,569

PROJECT NUMBER: AL 12-07-08**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 (PSAs). The contest is open to teens in all public and private schools in Middlesex County. Each high school will have an opportunity to submit English and/or Spanish, 30-second, student-produced PSAs for radio

and/or television. 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 Middletown Township 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. In addition, funds will be provided to the West Windsor Township school district for an initiative to keep students off the roads and highways after the Senior Prom.

A third initiative will provide funding to develop and deliver a community outreach program serving drivers 16-20 years of age in the Hispanic community. The grantees will assign a project director to work with youth to produce a video or PSA for statewide distribution that addresses underage drinking and the dangers of drinking and driving. In addition, a separate initiative will include the combined efforts of the Asbury Park Police Department and the Nosotros Center for Immigrant Services to educate the Hispanic community in Asbury Park on the laws and penalties for DWI and the dangers of drinking and driving.

BUDGET: \$150,386

ALCOHOL AND OTHER DRUG COUNTERMEASURES: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
AL 12-07-01	PROGRAM MANAGEMENT	\$ 339,220	SECTION 402
AL 12-07-02	DWI TRAINING/DRE PROGRAM/ARIDE	\$ 480,405	SECTION 410
AL 12-07-03	ALCOHOL/DRUG TESTING PROGRAM	\$ 24,570	SECTION 410
AL 12-07-04	ALCOTEST BREATH SYSTEM	\$ 194,430	SECTION 410
AL 12-07-05	DWI ENFORCEMENT	\$1,600,000	SECTION 410
AL 12-07-06	UNDERAGE ENFORCEMENT	\$ 333,640	SECTION 410
AL 12-07-07	COLLEGE CAMPUS PROGRAMS	\$ 221,569	SECTION 410
AL 12-07-08	LOCAL ALCOHOL PROGRAMS	\$ 150,386	SECTION 410
402 TOTAL		\$ 339,220	
410 TOTAL		\$3,005,000	
TOTAL ALL FUNDS		\$3,343,220	

HIGHWAY SAFETY PLAN PEDESTRIAN AND BICYCLE SAFETY

PROJECT NUMBER: PS 12-16-01

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: \$228,655

PROJECT NUMBER: PS 12-16-02

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 communities that have a high incidence of pedestrian crashes, injuries and fatalities. Emphasis will be placed on citing those motorists who fail to stop for pedestrians in the crosswalk.

The Pedestrian Decoy program will continue to apprehend drivers who fail to stop for pedestrians at intersections and crosswalks. Police officers in plain clothes will again pose as pedestrians in marked crosswalks, while officers watch for violations. Drivers failing to stop will be issued a citation. Officers involved in the enforcement effort will also educate drivers about the new pedestrian law, requiring drivers to stop and remain stopped, and emphasize to pedestrians the need to use due care and not jaywalk or step into traffic outside the required crossing points. The program will be coordinated with municipal prosecutors, the courts and local media.

Training films will be created to supplement existing Pedestrian Safety Enforcement (PSE) training workshops. The films will enable a broader audience of police officers to be educated on the principles of PSE training and will reinforce the knowledge gained in the classroom. In addition, the films will enable officers to refresh their knowledge without the expense of traveling to a workshop.

A roll call video will also be developed to address the pedestrian safety issue through a combination of relevant statistics and interviews with identified safety stakeholders. The video will review the benefits

of PSE and will present highlights from select NJ PSE case studies. The film will conclude with a review of key operational objectives and information on enforcement techniques.

BUDGET: \$70,000

PROJECT NUMBER: PS 12-16-03

PROJECT TITLE: BICYCLE SAFETY PROGRAMS

PROJECT DESCRIPTION:

Particular emphasis will be given to immigrants, children, seniors, and families. The campaign will include continuing to disseminate English/Spanish language bicycle hang tags to retail and rental bike shops, bike clubs, Transportation Management Associations (TMAs), police departments, and other entities to reinforce key rider safety laws and tips.

Funds will continue to be provided to implement programs in partnership with TMAs and police departments 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 Division of State Police's Community Service Unit will continue implementing a statewide education campaign for law enforcement officers that focuses on bicycle traffic laws and its offenders. The program is an ongoing commitment to educate law enforcement officers in a meaningful approach to help curb injuries and fatalities involving bicyclists. The program has both an educational and enforcement component. The educational component will address at-risk bicyclists with instruction focused on safety and awareness, along with best practices for riders. The enforcement component will equip troopers with patrol bikes to help demonstrate bicycle safety practices and awareness. The project is expected to be effective in promoting bicycle safety with young bicyclist while enabling troopers engaged in community outreach activities to monitor and help prevent bicycle injuries and fatalities on the road.

In East Windsor Township, a community wide education and enforcement effort will be implemented to increase the usage of bicycle helmets by residents under 17 years of age. A media and public information campaign will coincide with several bicycle safety clinics.

BUDGET: \$38,000

PEDESTRIAN AND BICYCLE SAFETY: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PS12-16-01	PROGRAM MANAGEMENT	\$ 228,655	SECTION 402
PS 12-16-02	PEDESTRIAN SAFETY PROGRAMS	\$ 70,000	SECTION 402
PS 12-16-03	BICYCLE SAFETY PROGRAMS	\$ 38,000	SECTION 402
402 TOTAL		\$ 336,655	
TOTAL ALL FUNDS		\$ 336,655	

HIGHWAY SAFETY PLAN OCCUPANT PROTECTION

PROJECT NUMBER: OP 12-11-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

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

BUDGET: \$716,000

PROJECT NUMBER: OP 12-11-02

PROJECT TITLE: CHILD PASSENGER SAFETY EDUCATION

PROJECT DESCRIPTION:

DHTS' occupant protection message *Buckle Up — Everyone, Every Ride* will continue to be publicized 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's Community Outreach Unit will continue to maintain the child safety seat inspection/fitting station at Division headquarters. Approximately 20 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 (CPS) Training course will be offered at approximately nine sites (3 per region) across the state with an emphasis on training technicians who will assist under served populations. In addition, at least three recertification classes will be conducted during the year to ensure that the state has an adequate cadre of technicians to serve the public.

During the second half of FFY 2011, 90 employees from the Division of Children and Families (DCF) were trained as CPS technicians. In FFY 2012, the newly developed occupant protection program,

Functional Awareness Course, will be presented to DCF employees at select locations throughout the state whose duties include the transportation of children. This course provides information on NJ statutes for transporting children, restraint selection, restraint parts, restraint installation and misuse of booster and car seats.

BUDGET: \$400,000

PROJECT NUMBER: OP 12-11-03

PROJECT TITLE: SEAT BELT ENFORCEMENT

PROJECT DESCRIPTION:

The *Click It or Ticket* campaign will be conducted from May 21 – June 3, 2012 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Approximately 180 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 DHTS' *Buckle Up — Everyone, Every Ride* materials. Emphasis will be placed on enforcing the recently enacted secondary seat belt law requiring all adult passengers in the back seat to buckle up.

BUDGET: \$600,000

PROJECT NUMBER: OP 12-11-04

PROJECT TITLE: SEAT BELT SURVEY

PROJECT DESCRIPTION:

Funds will be provided to perform the statewide seat belt usage rate observation survey to determine the annual front seat occupant seat belt usage rate for the state as well as belt use by adults and children in the back seat. The survey will be conducted by researchers from the New Jersey Institute of Technology during the spring and summer of calendar year 2012.

BUDGET: \$168,354

OCCUPANT PROTECTION: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
OP 12-11-01	PROGRAM MANAGEMENT	\$ 716,000	SECTION 402
OP 12-11-02	CHILD PASSENGER SAFETY EDUCATION	\$ 400,000	SECTION 2011
OP 12-11-03	SEAT BELT ENFORCEMENT	\$ 600,000	SECTION 405
OP 12-11-04	SEAT BELT SURVEY	\$ 168,354	SECTION 402
402 TOTAL		\$ 884,354	
405 TOTAL		\$ 600,000	
2011 TOTAL		\$ 400,000	
TOTAL ALL FUNDS		\$1,884,354	

HIGHWAY SAFETY PLAN POLICE TRAFFIC SERVICES

PROJECT NUMBER: PT 12-03-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

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

BUDGET: \$247,488

PROJECT NUMBER: PT 12-03-02

PROJECT TITLE: SPEED/AGGRESSIVE DRIVING & CELL PHONE PROGRAM

PROJECT DESCRIPTION:

Funds will be provided to allow municipal and state law enforcement agencies across the state to participate in high visibility enforcement designed to deter aggressive driving behaviors such as speeding, tailgating and red light running. 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.

On an overtime basis, police officers will conduct special enforcement patrols that will focus on stopping and issuing citations to drivers who are not complying with the primary cell phone/texting law. Pre- and post surveys will also be conducted by participating police departments to measure illegal cell phone usage and text messaging to ensure the initiative is having its intended affect – to improve compliance with the law, thereby improving safety.

BUDGET: \$125,000

PROJECT NUMBER: PT 12-03-03**PROJECT TITLE: SPEED DETECTION PROGRAM****PROJECT DESCRIPTION:**

Excessive speed is a prevalent cause of serious injury and/or fatal crashes. Because enforcement is essential for compliance, funds will be provided to obtain laser speed detection devices. These units will be assigned to the Division of State Police for use on a statewide basis.

BUDGET: \$110,000

PROJECT NUMBER: PT 12-03-04**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 deployment at DWI checkpoints and provide for additional enforcement of occupant protection and pedestrian safety laws.

BUDGET: \$100,689

PROJECT NUMBER: PT 12-03-05**PROJECT TITLE: FATAL CRASH INVESTIGATION****PROJECT DESCRIPTION:**

Funds will be provided to the Division of State Police's Fatal Crash Unit and Camden County Prosecutor's Office 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: \$48,000

PROJECT NUMBER: PT 12-03-06**PROJECT TITLE: TRAFFIC SPECIALIST****PROJECT DESCRIPTION:**

A Deputy Attorney General (DAG), 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.

The Division of Criminal Justice recognizes the importance of having a DAG who is versed in the legal, as well as the technical issues, associated with the enforcement and prosecution of traffic and motor vehicle violations. In particular, this need has proven to be valuable in the field of enforcement and prosecution of drinking driving offenses. There continues to be a need for interaction between the courts, law enforcement and other traffic safety agencies. The areas of impaired driving, distracted driving, youthful drivers and speed management require coordination and training in the judicial, prosecutorial and law enforcement fields. The DAG will work with all of the state stakeholders as well as federal agencies to promote a positive response to these problems, specifically, in the area of vehicular crimes, chemical breath testing and speed detection where there have been significant legal challenges in the state. 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: \$124,849

PROJECT NUMBER: PT 12-03-07**PROJECT TITLE: TRAINING****PROJECT DESCRIPTION:**

This task provides training to members of the Division of State Police in specific areas of highway traffic safety that will provide information useful in implementing and promoting new highway traffic safety programs in the state.

Specialized training programs from the Institute of Police Technology and Management will also be made available to local and state law enforcement officers. Classes are anticipated to be held in Traffic Crash Reconstruction, Pedestrian/Bicycle Crash Investigation and Motorcycle Crash Investigation. This task also funds State Police liaisons whose responsibilities include administering crash training programs and interfacing with DHTS along with the various units in the Division of State Police to develop new programs.

BUDGET: \$450,000

PROJECT NUMBER: PT 12-03-08

PROJECT TITLE: AGGRESSIVE DRIVING PREVENTION PROGRAM

PROJECT DESCRIPTION:

This program is designed to reduce aggressive driving among individuals referred by the prosecutor's office in Gloucester County. Rowan University is the facility that will be used to create a Center for Treatment of Aggressive Driving. The program will consist of the development of psychoeducational groups for individuals prosecuted for aggressive driving. Individuals will be required to attend five weekly group meetings facilitated by representatives from Rowan University. Implementation of the program will aim to reduce the incidence of aggression caused by those aggressive drivers both in the short and long term and teach drivers specific stress reduction techniques in order to reduce aggression while driving. The goal of the program will be to determine whether the treatment reduces aggressive driving.

BUDGET: \$85,000

PROJECT NUMBER: PT 12-03-09

PROJECT TITLE: DATA-DRIVEN APPROACHES TO CRIME AND TRAFFIC SAFETY (DDACTS)

PROJECT DESCRIPTION:

Funds will be used to implement the DDACTS business model. In an effort to more appropriately and accurately deploy resources to combat the ongoing traffic and criminal related problems in a community, funds will be used for personnel to compile and analyze the data collected. It is anticipated that four local law enforcement agencies will receive funding for the DDACTS initiative.

BUDGET: \$50,000

POLICE TRAFFIC SERVICES: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PT 12-03-01	PROGRAM MANAGEMENT	\$ 247,488	SECTION 402
PT 12-03-02	SPEED/AGGRESSIVE DRIVING/CELL PHONE PROGRAM	\$ 125,000	SECTION 402
PT 12-03-03	SPEED DETECTION PROGRAM	\$ 110,000	SECTION 402
PT 12-03-04	COMPREHENSIVE ENFORCEMENT/EDUCATION PROGRAM	\$ 100,689	SECTION 402
PT 12-03-05	FATAL CRASH INVESTIGATION	\$ 48,000	SECTION 406
PT 12-03-06	TRAFFIC SPECIALIST	\$ 124,849	SECTION 402
PT 12-03-07	TRAINING	\$ 450,000	SECTION 402
PT 12-03-08	AGGRESSIVE DRIVING PREVENTION PROGRAM	\$ 85,000	SECTION 402
PT 12-03-09	DDACTS	\$ 50,000	SECTION 402
402 TOTAL		\$ 1,293,026	
406 TOTAL		\$ 48,000	
TOTAL ALL FUNDS		\$1,341,026	

HIGHWAY SAFETY PLAN COMMUNITY TRAFFIC SAFETY PROGRAMS

PROJECT NUMBER: CP 12-08-01

PROJECT TITLE: CTSP

PROJECT DESCRIPTION:

Funds will be provided to continue the Community Traffic Safety Programs (CTSPs), which address priority traffic safety concerns in the following counties: Atlantic, Bergen, Burlington, Camden, Cape May, Cumberland, Gloucester, Hudson, Middlesex, 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 encouraged to expand their partnerships to ensure diversity in membership and communities served.

Funds are also anticipated to be provided to the Department of Community Affairs, Center for Hispanic Policy, Research and Development to assist at least three Hispanic organizations to establish and/or maintain CTSPs that will educate the communities they serve on all aspects of traffic safety.

BUDGET: \$700,000

PROJECT NUMBER: CP 12-08-02

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 to engage 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.

Traffic safety awareness campaigns focusing on child passenger safety and teen driving will continue to be implemented. The child passenger safety campaign, *Buckle Up — Everyone, Every Ride*, will encourage parents, grandparents and caregivers to secure children in the appropriate child safety seat, with a strong emphasis on booster-seat age children. *Don't Drive Stupid*, a social marketing campaign aimed at teen drivers, will continue to emphasize the dangers of driving when distracted, impaired,

unbuckled or in an aggressive manner. Funds will also be used to educate both motorists and pedestrians, through its *Hang Up, Just Drive* program, that talking on a cell phone or texting is distracting and dangerous. Motorists and pedestrians will continue to be educated about the pedestrian law through the distribution of palm cards that outline the changes as well as the penalties for failing to comply whether a motorist or pedestrian.

BUDGET: \$311,606

PROJECT NUMBER: CP 12-08-03

PROJECT TITLE: COMMUNITY SAFETY AND TRAINING

PROJECT DESCRIPTION:

In 2010, a series of unit/lesson plans were developed by Kean University for the traffic safety component of the NJ Core Curriculum Standards for Health and Physical Education. An enforcement component was expanded to include oversight of Crash Investigation training and a new Parent-Teen Orientation program was developed to support the reduction of teen driver crashes. The statewide comprehensive traffic safety program at Kean University will continue to work closely with the traffic safety community to sponsor training and develop traffic safety/driver education educational curricula.

Crash Investigation training as well as development of the Crash Investigation curriculum and course materials will be supported under this task. A series of Crash Investigation courses, developed by Northwestern University, Center for Public Safety, will be scheduled and taught by local law enforcement instructors at the 16 local police academies throughout the State. A total of 24 courses will be held between January and September 2012 for 500 police officers. Approximately 25 to 30 students per session are expected to attend the following courses: Crash Investigation I and II and Vehicle Dynamics. Regional Crash Data Retrieval Technician training will also be held for 60 police officers.

Three pedestrian focused workshops on the K-12 Traffic Safety progression component will be scheduled for educators in targeted regions. Evaluation studies of the K-12 traffic safety learning component and the Parent/Teen Driver orientation projects will be presented at regional and national venues and three Parent/Teen Driver programs will be held for teachers

The 7th Annual Safety Forum will be hosted by the Transportation Safety Resource Center at Rutgers Center for Advanced Infrastructure and Transportation. The Forum will provide an opportunity for engineers, as well as law enforcement, education and EMS professionals to participate in interactive workshops and general sessions addressing key traffic safety issues. The Forum will not only serve to identify and focus on critical safety problems, but to spotlight best practices in engineering, enforcement, education, and EMS that may be implemented at both the local and state level.

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.

BUDGET: \$200,000

PROJECT NUMBER: CP 12-08-04

PROJECT TITLE: MULTIMEDIA TRANSPORTATION SAFETY AWARENESS

PROJECT DESCRIPTION:

Funds will be provided to the Brain Injury Association to continue to advance its transportation safety message with the most current information and technology available and expand its network of participants through the use of websites, Facebook and Twitter. In addition, the transportation safety websites created in prior years, including *ugotbrains.com*, *njteendriviing.com*, *njdrivereducation.com*, and *brainybuch.info* will continue to be updated with the most current information on a regular basis. This approach will build upon the foundation that the Association has laid during previous years, with an emphasis on teen drivers, motorcycles, wheeled sport and pedestrian safety. In an effort to expand the transportation safety message, the project will reach out to high schools across the state to participate in the "Champion Schools" project. This aspect of the project will be expanded to include up to 40 high schools. In addition, the project will promote a transportation safety curriculum for grades K-12 in New Jersey schools.

Particular emphasis will be placed on motorcycle safety, including: the implementation of a "Share the Road with Motorcycles" awareness message targeted to the general public; an impaired riding safety message targeted directly to motorcyclists; information and education about proper riding gear; and information about available safety resources and educational opportunities. The motorcycle safety message will be delivered via a newly developed webpage and through materials distribution and exhibiting at motorcycle related events across the state.

The Association will also deliver 60 transportation safety presentations and seek new ways to get transportation safety materials to large systems that reach target audiences, including the development of a partnership with a major automobile insurance company.

BUDGET: \$250,000

PROJECT NUMBER: CP 12-08-05**PROJECT TITLE: TEEN DRIVER PROGRAM****PROJECT DESCRIPTION:**

The Division of State Police Field Operations Community Outreach Unit will conduct teen driver awareness programs. 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 impact on students. The Community Outreach Unit will also be used to conduct parent/teen driver orientation programs throughout the state. The program will address GDL requirements, the role of parents in teen driver safety, the risks for teens, and resources available to help families make better choices when it comes to their teens' safety behind the wheel.

BUDGET: \$18,000

PROGRAM NUMBER: CP 12-08-06**PROJECT TITLE: PAID MEDIA****PROJECT DESCRIPTION:**

Fund 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 audiences, particularly the Latino community. This initiative will allow DHTS to continue its efforts to provide information that educates the community about traffic safety issues that will potentially decrease motor vehicle related crashes, injuries and fatalities.

BUDGET: \$170,000

PROGRAM NUMBER: CP 12-08-07**PROJECT TITLE: COMPREHENSIVE STATEWIDE INITIATIVES****PROJECT DESCRIPTION:**

The State's eight Transportation Management Associations or TMAs (Meadowlink, TransOptions, HART Commuter Information Services, Greater Mercer, Cross County Connections, Ridewise, Keep Middlesex Moving, and Hudson), which serve all 21 counties in the state, will partner with local agencies, schools and businesses to conduct traffic safety outreach and education programs. Pedestrian safety will be addressed for all ages while bicycle safety for recreational riders as well as bicycle commuters will be covered with an emphasis on techniques for safely sharing the road. Funds

will also be used to raise awareness of the rules of the road. In particular, laws pertaining to occupant protection, ice and snow removal, pedestrian safety, and the use of handheld devices will be addressed.

Funds will be provided to the AAA Clubs of New Jersey to conduct a variety of traffic safety initiatives focusing on child passenger safety, senior mobility and teen driving. AAA will partner with child passenger safety technicians and hospitals to disseminate child passenger safety toolkits to local pediatricians to foster a greater awareness of proper restraint and free child safety seat checks. *CarFit*, a program aimed at helping mature drivers ensure that their vehicle “fits” them properly (i.e., mirror placement, distance seated from the steering wheel and gas and brake pedals, etc.), will be offered at AAA offices, senior housing units and community centers. *Dare to Prepare* teen driving seminars will be offered for parents and teens at high schools, PTA/PTO meetings, community gatherings, and health fairs. Low conspicuity can increase the risk of motorcycle crash related injuries. Conspicuity is very important to riders of motorcycles and increasing the use of reflective clothing could considerably reduce motorcycle crash related injury and death. In cooperation with existing public and private motorcycle safety organizations, education seminars will be conducted and reflective safety vests will be made available to a select number of riders.

Increasing awareness about the designated driver concept, which has been shown to reduce impaired driving, will be funded. The HERO Campaign, working in partnership with local colleges through their alcohol and drug prevention program, will place billboards featuring an innovative message (in English and Spanish) at high-alcohol crash locations around the state.

Safe Kids New Jersey will conduct a statewide, multi-faceted campaign aimed at keeping families safe in and around cars. Utilizing the network of Safe Kids New Jersey Coalitions and certified CPS technicians/instructors, the *Safety In and Around Cars* program will be made available to schools and community groups. The program will address occupant restraints (teaching tweens and their caregivers about proper use of booster seats and safety belts), the dangers of trunk entrapment, and how to identify and avoid the blind spots around vehicles.

BUDGET: \$300,000

PROGRAM NUMBER: CP 12-08-08

PROJECT TITLE: DRIVER SIMULATION EQUIPMENT

PROJECT DESCRIPTION:

Funds will be provided for the purchase of driving simulation equipment for the Hamilton Township School District. This equipment will be used by students from three school districts. The driving simulators incorporate driver analyzers which allow students to further develop the more complex cognitive and perceptual skills required of today’s drivers. Advancements allow for the calculation of reaction time, braking distance and total stopping distance, with the added capability of analyzing the

effect of wet, icy, and snowy roads on stopping distance. Additionally, the simulator units can be modified to simulate a variety of driving conditions while “under the influence,” which impresses upon young drivers the adverse effects of alcohol on driving performance.

BUDGET: \$100,000

PROGRAM NUMBER: CP 12-08-09

PROJECT TITLE: TRAINING

PROJECT DESCRIPTION:

This task will provide a dedicated funding source for DHTS personnel to attend critical traffic safety training courses, seminars, workshops, and conferences. Attendance at these events will serve to increase the expertise and knowledge of DHTS personnel, which will aid in refining existing traffic safety programs and developing new initiatives.

BUDGET: \$30,000

COMMUNITY TRAFFIC SAFETY PROGRAMS: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
CP 12-08-01	CTSP	\$ 700,000	SECTION 402
CP 12-08-02	PUBLIC INFORMATION & EDUCATION	\$ 311,606	SECTION 402
CP 12-08-03	COMMUNITY SAFETY & TRAINING	\$ 200,000	SECTION 402
CP 12-08-04	MULTIMEDIA TRANSPORTATION SAFETY AWARENESS	\$ 250,000	SECTION 402
CP 12-08-05	TEEN DRIVER PROGRAM	\$ 18,000	SECTION 402
CP 12-08-06	PAID MEDIA	\$ 170,000	SECTION 402
CP 12-08-07	COMPREHENSIVE STATEWIDE INITIATIVES	\$ 300,000	SECTION 402
CP 12-08-08	DRIVER SIMULATION EQUIPMENT	\$ 100,000	SECTION 402
CP 12-08-09	TRAINING	\$ 30,000	SECTION 402
402 TOTAL		\$2,079,606	
TOTAL ALL FUNDS		\$2,079,606	

HIGHWAY SAFETY PLAN ROADWAY SAFETY

PROJECT NUMBER: RS 12-06-01

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: \$197,350

PROJECT NUMBER: RS 12-06-02

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 to determine if safety improvements are needed and subsequently have their intended effect.

BUDGET: \$20,036

PROJECT NUMBER: RS 12-06-03

PROJECT TITLE: WORK ZONE SAFETY TRAINING

PROJECT DESCRIPTION:

The Rutgers University Center for Advanced Infrastructure and Transportation, Technical Assistance Program (LTAP) will offer training in work zone safety. The Police Work Zone Safety Train-the-Trainer Program will be a four-day course for those individuals planning to be trainers for their departments. The goal of this training is to provide adequate education in the proper role of law enforcement, including safe placement of police vehicles, understanding of standards and guidelines related to temporary traffic control in work zones, and jurisdictional boundaries of those involved in work zones.

In an effort to help address the need for work zone safety training for law enforcement personnel not intending to become trainers, LTAP will conduct two workshops with an emphasis on short/small scale work zone set-ups. One of these classes will also be held for public works personnel.

Flagger training for public works personnel will be held at two half-day workshops open to municipal and county public works crews. This class is intended to teach proper flagging techniques for those acting as flaggers in accordance with the Manual on Uniform Traffic Control Devices.

The 13th Annual Work Zone Safety Conference will be held in conjunction with the 2012 National Work Zone Awareness Week. The one-day conference is designed to address the needs of a diverse audience of law enforcement, public works, traffic safety, and engineering personnel. Many organizations are also represented, including local unions, state and local government, labor, and related professional associations.

BUDGET: \$98,680

Roadway Safety Goals

- To provide 4 one-day work zone safety workshops for approximately 400 law enforcement officers and public works personnel.
- To conduct a one-day work zone safety awareness conference for approximately 300 attendees during National Work Zone Safety Awareness Week.

ROADWAY SAFETY: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
RS 12-06-01	PROGRAM MANAGEMENT	\$197,350	SECTION 402
RS 12-06-02	TRAFFIC INTERNS	\$ 20,036	SECTION 402
RS 12-06-03	WORK ZONE SAFETY	\$98,680	SECTION 402
402 TOTAL		\$316,066	
TOTAL ALL FUNDS		\$316,066	

HIGHWAY SAFETY PLAN TRAFFIC RECORDS

PROJECT NUMBER: TR 12-02-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

This management grant will provide funds for the administration of traffic records-related activities including participation on the Statewide Traffic Records Coordinating Committee (STRCC) and the coordination of projects under the Section 408 grant program.

BUDGET: \$252,073

PROJECT NUMBER: TR 12-02-02

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 will continue to 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 access to this information. This will result in an increase in the number of crash records geographically coded allowing state safety professionals to be better equipped to determine crash cluster locations.

BUDGET: \$550,000

TRAFFIC RECORDS: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
TR 12-02-01	PROGRAM MANAGEMENT	\$ 252,073	SECTION 402
TR 12-02-02	TRAFFIC RECORDS INFORMATION SYSTEM	\$ 550,000	SECTION 408
402 TOTAL		\$ 252,073	
408 TOTAL		\$ 550,000	
TOTAL ALL FUNDS		\$802,073	

HIGHWAY SAFETY PLAN MOTORCYCLE SAFETY

PROJECT NUMBER: MC 12-05-01

PROJECT TITLE: PUBLIC AWARENESS, EDUCATION & TRAINING

PROJECT DESCRIPTION:

Public education and awareness initiatives focusing on increasing helmet use and novice and experienced rider participation in training programs, reducing impairment, and increasing other drivers' awareness of the importance of sharing the road with motorcycles will be implemented to improve motorcycle safety.

Funds will be provided to conduct motorist and rider awareness training programs. The training will consist of one-hour sessions that will be offered to both motorists and motorcycle riders to enhance motorist awareness of motorcyclists, improve rider perception, and promote safe riding practices such as riding straight (alcohol awareness). In addition, rider coach training and the development of additional Motorcycle Safety Foundation courses will be pursued with the Motor Vehicle Commission.

BUDGET: \$150,000

MOTORCYCLE SAFETY: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
MC 12-05-01	PUBLIC AWARENESS/ED/TRAINING	\$150,000	SECTION 2010
2010 TOTAL		\$150,000	
TOTAL ALL FUNDS		\$150,000	

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 49 CFR 18.12.

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**
- **23 CFR Chapter II – (§§1200, 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

SECTION 402 REQUIREMENTS

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, management, and disposition of equipment) to carry out the program (23 USC 402(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;

This 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));

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 mobilizations,**
- **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. (23 USC 402 (b)(1)(E));**

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. (23 USC 402(1))

CERTIFICATIONS AND ASSURANCES

OTHER FEDERAL REQUIREMENTS

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21

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 18.41

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;

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- **Name of the entity receiving the award;**
- **Amount of the award;**
- **Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;**
- **Location of the entity receiving the award and the primary location of performance under the award, including the city, state, congressional district, and country; and an award title descriptive of the purpose of each funding action;**
- **A unique identifier (DUNS);**
- **The names and total compensation of the five most highly compensated officers of the entity if -- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity:**
 - (i) the entity in the preceding fiscal year received—
 - (ii) 80 percent or more of its annual gross revenues in Federal awards; and (iii) \$25,000,000 or more in annual gross revenues from Federal awards; and (iv) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- **Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.**

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. §§1681-1683, 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. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on 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) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee-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. §§3601 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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 702;)

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 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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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

INSTRUCTIONS 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 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 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.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION AND OTHER RESPONSIBILITY MATTERS

PRIMARY COVERED TRANSACTIONS

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.

INSTRUCTION FOR LOWER TIER CERTIFICATION

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.**

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, *Text Messaging While Driving*, States are encouraged to:

1. **Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—**
 - A) **Company-owned or rented vehicles, or Government-owned, leased or rented vehicles; or**
 - B) **Privately-owned when on official Government business or when performing any work on or in behalf of the Government.**
2. **Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as—**
 - A) **Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and**
 - B) **Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.**

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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 environmental 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 implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

New Jersey

State or Commonwealth

2012

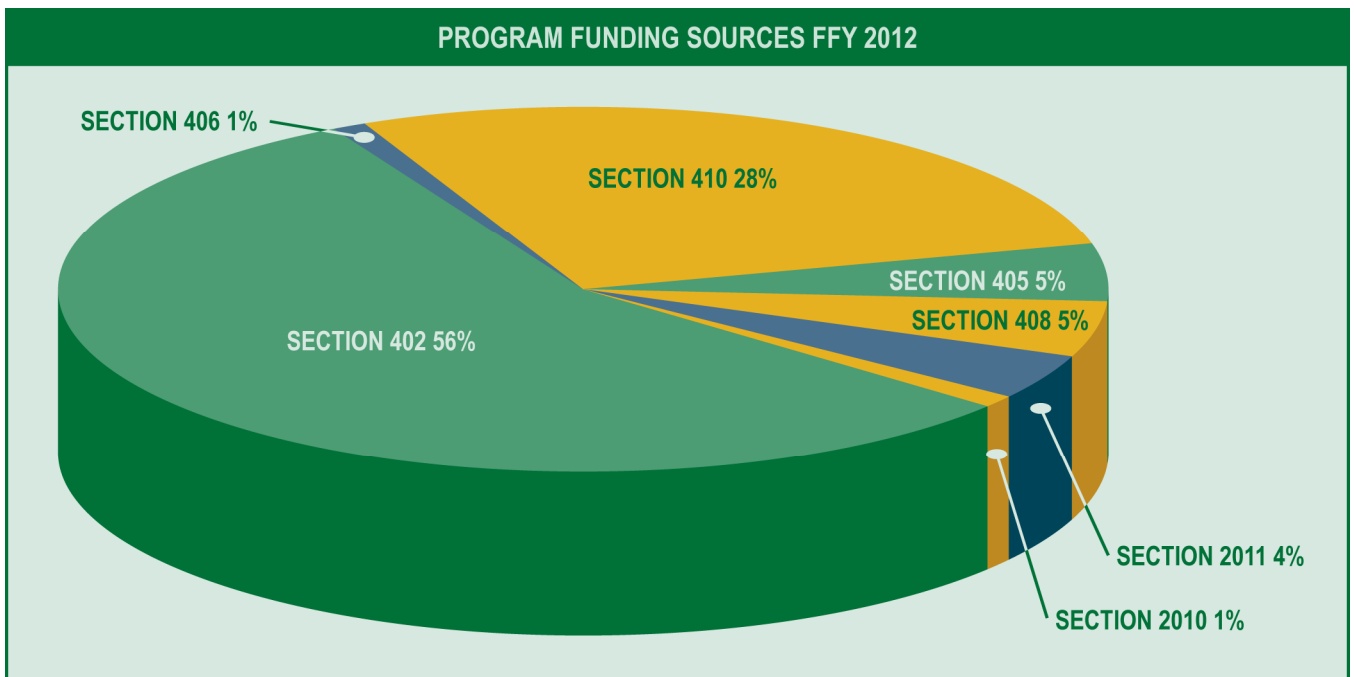
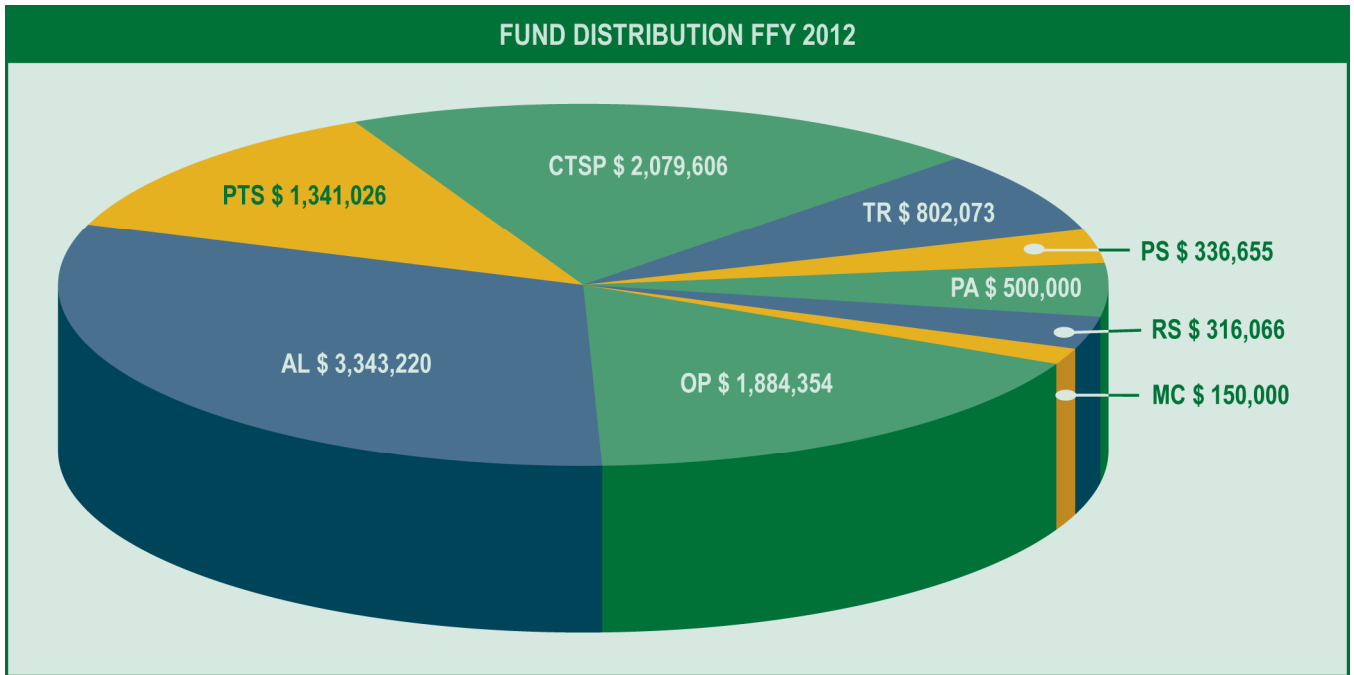
For Fiscal Year

08-31-2011

Date

PROGRAM COST SUMMARY

PROGRAM COST SUMMARY				
PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
SECTION 402				
PLANNING & ADMIN	\$ 500,000	\$ 500,000		\$ 500,000
ALCOHOL	\$ 338,220			\$ 338,220
PED/BICYCLE SAFETY	\$ 336,655		\$ 108,000	\$ 336,655
OCCUPANT PROTECTION	\$ 884,354			\$ 884,354
POLICE SERVICES	\$ 1,293,026	\$3,000,000	\$ 935,538	\$1,293,026
CTSP	\$2,079,606		\$1,848,000	\$2,079,606
ROADWAY SAFETY	\$ 316,066		\$ 118,716	\$ 316,066
TRAFFIC RECORDS	\$ 252,073			\$ 252,073
TOTAL SECTION 402	\$6,000,000	\$3,500,000	\$3,010,254	\$6,000,000
SECTION 405				
OCCUPANT PROTECTION	\$600,000	\$600,000	\$600,000	\$600,000
TOTAL SECTION 405	\$600,000	\$600,000	\$600,000	\$600,000
SECTION 406				
POLICE SERVICES	\$48,000		\$20,000	\$48,000
TOTAL SECTION 406	\$48,000		\$20,000	\$48,000
SECTION 408				
TRAFFIC RECORDS	\$ 550,000	\$350,000	\$300,000	\$ 550,000
TOTAL SECTION 408	\$ 550,000	\$350,000	\$300,000	\$ 550,000
SECTION 410				
ALCOHOL	\$3,005,000	\$1,800,000	\$2,786,000	\$3,005,000
TOTAL SECTION 410	\$3,005,000	\$1,800,000	\$2,786,000	\$3,005,000
SECTION 2010				
MOTORCYCLE	\$150,000			\$150,000
TOTAL SECTION 2010	\$150,000			\$150,000
SECTION 2011				
CHILD SAFETY	\$400,000	\$1,000,000	\$275,000	\$400,000
TOTAL SECTION 2011	\$400,000	\$1,000,000	\$275,000	\$400,000



In conclusion, the goals of the above mentioned safety programs are to reduce crashes and the resulting property damage, injuries and fatalities on New Jersey’s roadways. It is important to note that these programs support traffic safety areas where fatalities and crashes are over-represented in the state. This comprehensive plan prudently utilizes engineering, education, enforcement, and emergency medical services countermeasures to improve traffic safety on all of the State’s roadways.



SAFE PASSAGE

moving toward zero fatalities

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