

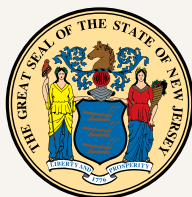


**STATE OF NEW JERSEY**

# **HIGHWAY SAFETY PLAN**

**FEDERAL FISCAL YEAR 2010**

October 1, 2009 through September 30, 2010



**JON S. CORZINE**



**ANNE MILGRAM**

## **SAFE PASSAGE**

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**PAMELA S. FISCHER**

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

## EXECUTIVE SUMMARY

There is a high level of public interest in highway traffic safety. Demand for continuing reductions in the incidence and severity of traffic crashes is a difficult but essential task warranted by the increasing numbers of drivers and vehicles on New Jersey roadways. Education, enforcement and engineering programs will be implemented to combat the number and severity of traffic crashes. The Federal Fiscal Year (FFY) 2010 Highway Safety Performance Plan (HSPP) addresses the national priority program areas of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). The following national priority program areas will be addressed by DHTS in FFY 2010: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, roadway safety, traffic records, motorcycle safety, and emergency medical services. The State and Community Highway Safety grant program, known as the Section 402 Program, is the primary source of funding for these initiatives. Federal law requires that 40 percent of these funds be used by or for the benefit of local government. The Plan provides for a budget of 68 percent for projects that benefit local jurisdictions. This is also the first year grant applications have been accepted directly from federally tax-exempt, nonprofit organizations that provide traffic services throughout the State.

In accordance with other federal highway traffic safety grant funding statutes and NHTSA policies, the Plan must include documentation that demonstrates the intended use of grant funds for other highway

safety grant programs. In addition to the Section 402 Program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides for additional funding sources in FFY 2010 that will be used to continue the highway safety program. These include: Section 405 Occupant Protection Incentive grant, Section 406 Safety Belt Performance grant, Section 408 Traffic Safety Information System grant, Section 410 Alcohol Incentive grant, Section 2010 Motorcycle Safety grant, and Section 2011 Child Safety and Child Booster Seat grant.

The FFY 2010 Highway Safety Plan includes a budget of over \$13 million that will be allocated as illustrated below:

FFY 2009 FEDERAL HIGHWAY SAFETY FUNDING		
SECTION 402	STATE AND COMMUNITY GRANT PROGRAM	\$5,970,000
SECTION 405	OCCUPANT PROTECTION INCENTIVE GRANT	\$ 800,000
SECTION 406	SAFETY BELT PERFORMANCE GRANT	\$1,800,000
SECTION 408	TRAFFIC SAFETY INFORMATION SYSTEM GRANT	\$ 700,000
SECTION 410	ALCOHOL INCENTIVE GRANT	\$3,000,000
SECTION 2010	MOTORCYCLE SAFETY GRANT	\$ 150,000
SECTION 2011	CHILD SAFETY SEAT AND CHILD BOOSTER SEAT GRANT	\$ 700,000

The FFY 2010 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.

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

## 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, SOMERSET, AND UNION
REGION III	BERGEN, ESSEX, HUDSON, MORRIS, PASSAIC, SUSSEX, AND WARREN

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

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

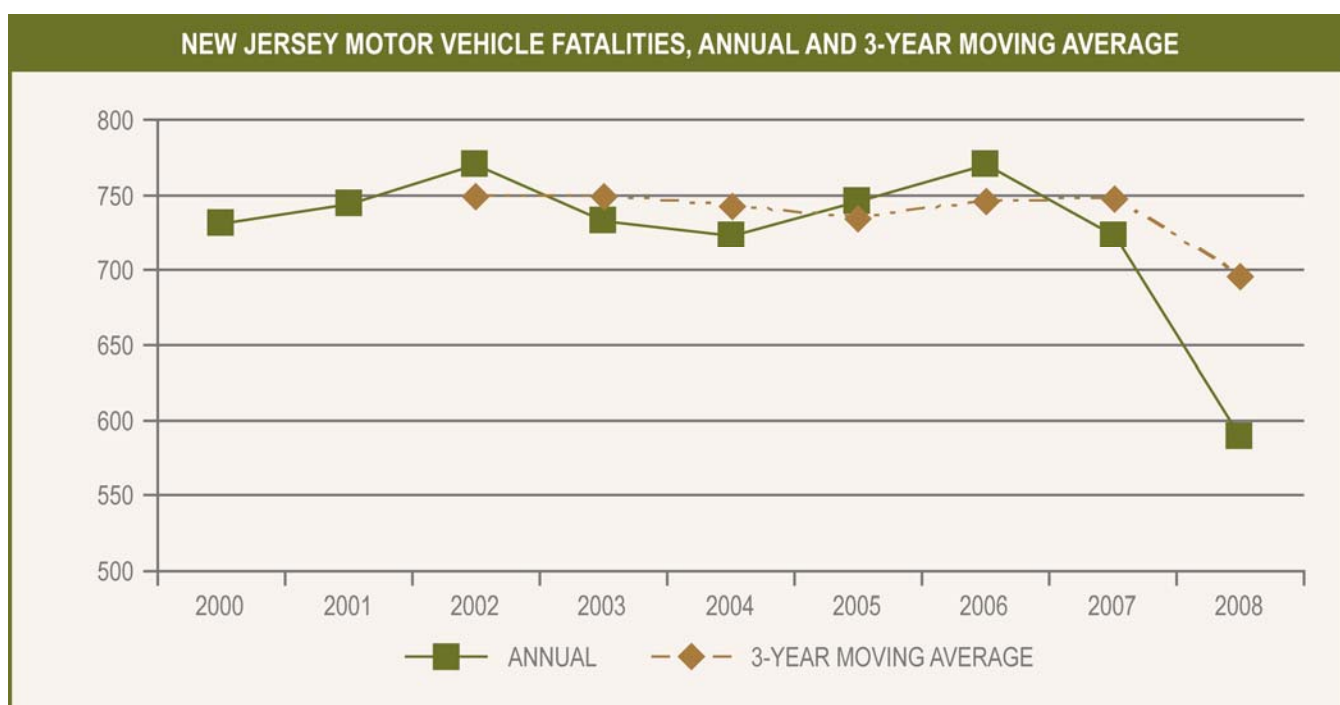
## HIGHWAY SAFETY PLAN

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). The New Jersey Institute of Technology also 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 attitudes towards various legislative proposals.

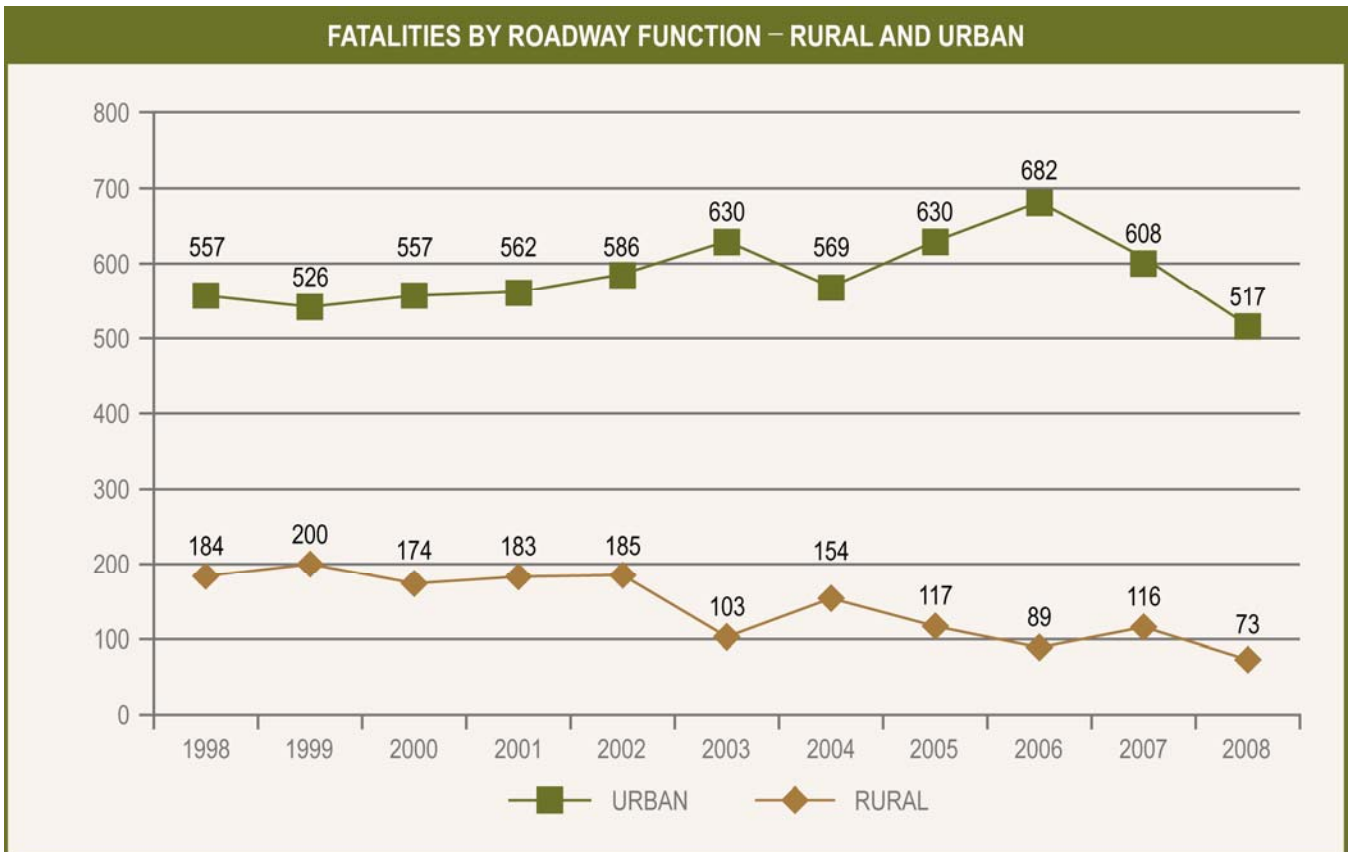
An analysis of statewide crash data over a period of several years is conducted to identify the most significant problems and what projects should be funded to address them. Program level analysis is conducted for each of the national priority areas and this data is linked to performance goals, proposed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

Highway deaths decreased from 724 in 2007 to 590 in 2008. This represents an overall decline of 19 percent and the lowest number of recorded fatalities since 1948.



Fatalities by roadway function are shown below. From 2007 to 2008, there were 134 fewer fatalities on all road types. On rural roadways, fatalities dropped by 37 percent from 116 in 2007 to 73 in 2008. Similarly, there was a 15 percent reduction from 608 to 517 on urban roads.



When examining who died on New Jersey roadways in 2008, the number of bicyclists and motorcyclists killed were the only categories to show an increase from the previous year. A drop in driver and passenger fatalities accounted for the majority of the decrease in roadway fatalities, while pedestrian fatalities declined for the second straight year.

YEAR	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	TOTAL
DRIVER	371	350	372	348	375	364	357	374	334	345	241	3,831
PASSENGER	161	167	147	169	156	164	124	142	162	134	109	1,635
PEDESTRIAN	158	152	145	132	177	137	152	153	164	149	135	1,654
BICYCLIST	17	21	11	23	13	11	14	17	12	12	20	171
MOTORCYCLIST	34	36	56	73	50	57	76	61	99	84	85	711
<b>TOTAL</b>	<b>741</b>	<b>726</b>	<b>731</b>	<b>745</b>	<b>771</b>	<b>733</b>	<b>723</b>	<b>747</b>	<b>771</b>	<b>724</b>	<b>590</b>	<b>8,002</b>
FATAL CRASHES	671	664	659	681	698	664	684	691	708	685	555	7,360

The highest number of motor vehicle fatalities (48) occurred in Essex County. Pedestrian fatalities (16) were most prevalent in Union County, while bicycle fatalities (4) occurred most often in Burlington and Hudson Counties. The counties with the highest number of motorcyclist fatalities (8) were Cumberland and Middlesex.

2008 VICTIM CLASSIFICATION BY COUNTY						
COUNTY NAME	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL
ATLANTIC	15	8	6	0	2	31
BERGEN	8	5	7	1	2	23
BURLINGTON	16	6	12	4	7	45
CAMDEN	19	3	15	0	7	44
CAPE MAY	3	3	0	0	5	11
CUMBERLAND	8	4	2	1	8	23
ESSEX	16	11	14	1	6	48
GLOUCESTER	12	16	3	1	2	32
HUDSON	13	4	6	4	2	29
HUNTERDON	3	1	3	0	4	11
MERCER	9	6	4	1	2	22
MIDDLESEX	20	9	8	1	8	46
MONMOUTH	22	9	7	2	7	47
MORRIS	11	1	6	3	5	26
OCEAN	16	9	9	0	4	38
PASSAIC	8	5	11	0	1	25
SALEM	10	3	0	0	3	16
SOMERSET	6	2	5	0	2	15
SUSSEX	7	2	0	0	5	14
UNION	16	4	16	1	1	38
WARREN	3	0	1	0	2	6
NJ STATE TOTALS	241	109	135	20	85	590



5 -YEAR FATALITY TREND, TOP 10 COUNTIES, 2008

COUNTIES BY 2008 RANKING	-----FATALITIES-----					-----PERCENTAGE OF TOTAL-----				
	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008
ESSEX COUNTY	71	58	52	49	48	10	8	7	7	8
MONMOUTH COUNTY	47	69	48	55	47	7	9	6	8	8
MIDDLESEX COUNTY	57	44	69	54	46	8	6	9	7	8
BURLINGTON COUNTY	56	44	47	54	45	8	6	6	7	8
CAMDEN COUNTY	35	31	47	45	44	5	4	6	6	7
OCEAN COUNTY	66	38	62	74	38	9	5	8	10	6
UNION COUNTY	45	40	37	31	38	6	5	5	4	6
GLOUCESTER COUNTY	26	38	37	48	32	4	5	5	7	5
ATLANTIC COUNTY	39	62	58	55	31	5	8	8	8	5
HUDSON COUNTY	19	31	30	26	29	3	4	4	4	5
<b>TOTAL - TOP TEN COUNTIES*</b>	<b>499</b>	<b>483</b>	<b>503</b>	<b>505</b>	<b>398</b>	<b>69</b>	<b>65</b>	<b>65</b>	<b>70</b>	<b>67</b>
<b>TOTAL - ALL OTHER COUNTIES**</b>	<b>224</b>	<b>264</b>	<b>268</b>	<b>219</b>	<b>192</b>	<b>31</b>	<b>35</b>	<b>35</b>	<b>30</b>	<b>33</b>
<b>TOTAL - ALL COUNTIES</b>	<b>723</b>	<b>747</b>	<b>771</b>	<b>724</b>	<b>590</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\* REPRESENTS THE TOTAL FOR THE TOP TEN COUNTIES

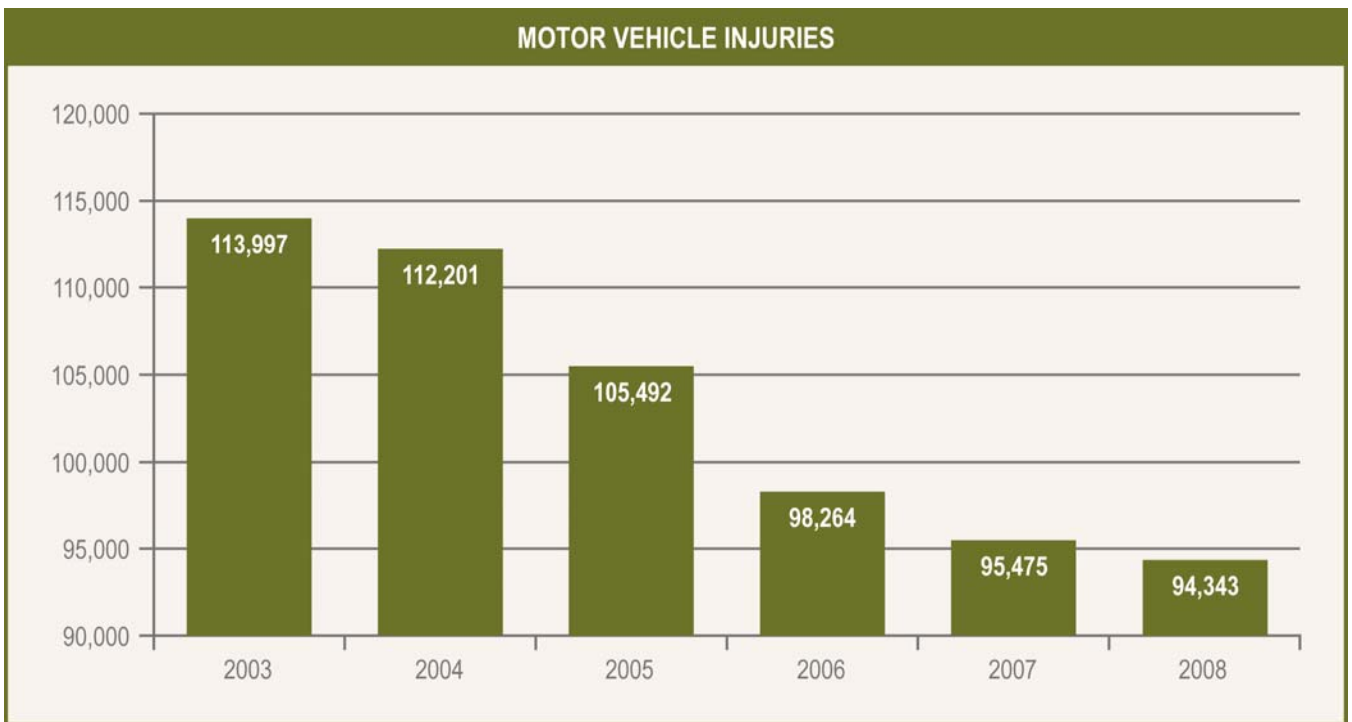
\*\* REPRESENTS THE TOTAL FOR THE REMAINING 11 COUNTIES NOT IN THE TOP TEN

The statewide fatality rate per 100 million vehicle miles traveled continued to trend downward in 2008, falling to 0.87.

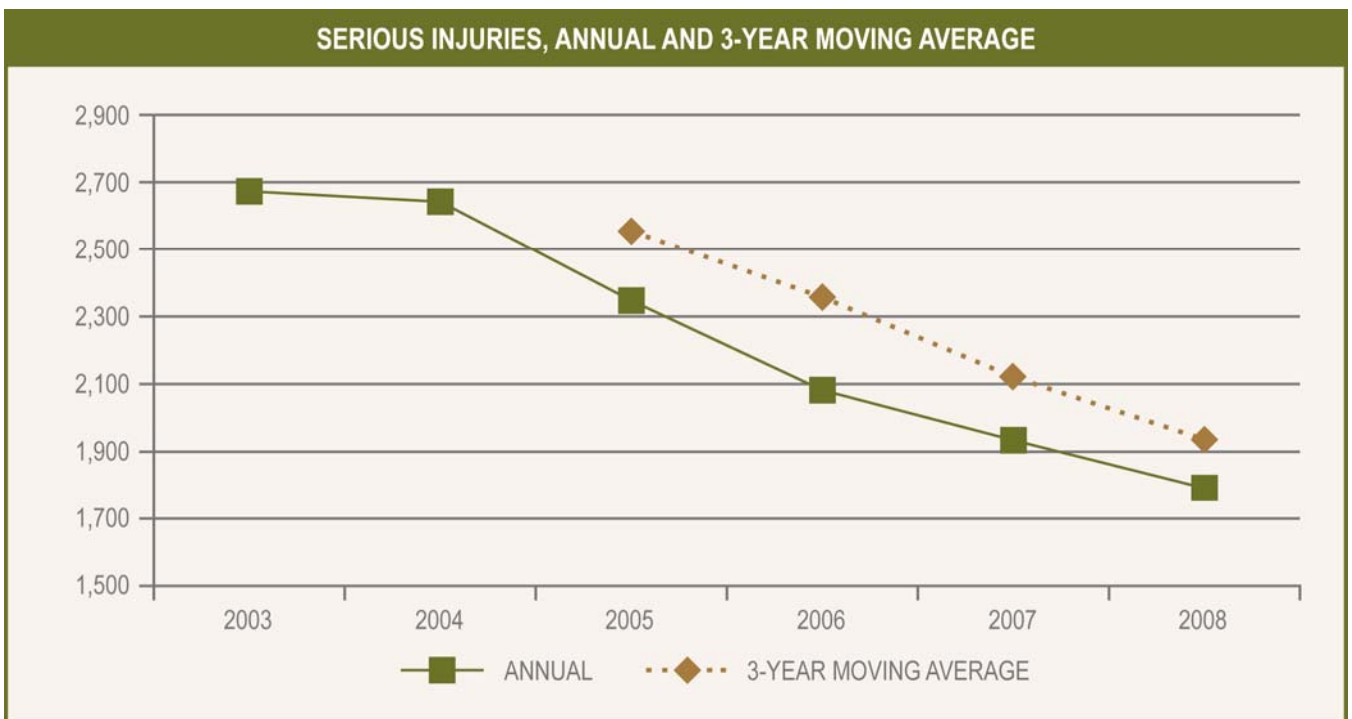
FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED, ANNUAL AND 3-YEAR MOVING AVERAGE



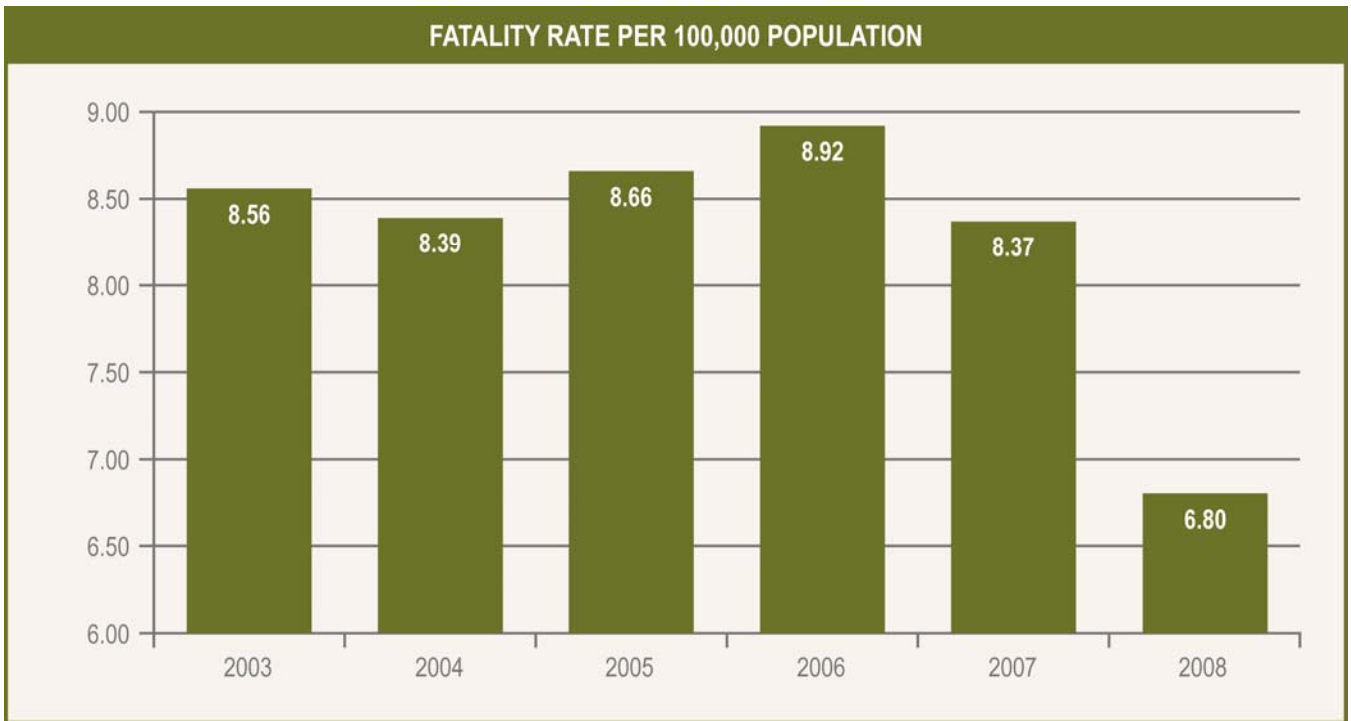
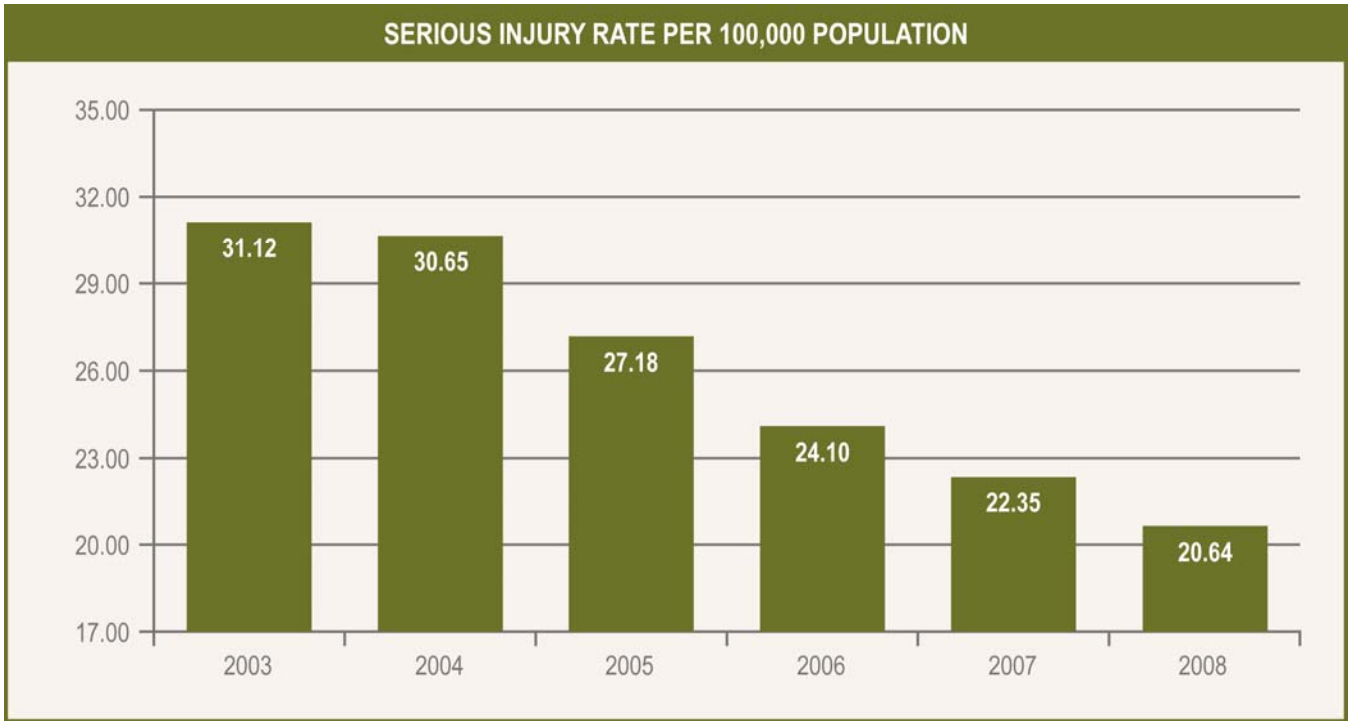
The number of motor vehicle injuries since 2003, dropped 17 percent in 2008. The State also experienced a one percent reduction in injuries from 2007 to 2008.



The statewide serious injury rate has also declined by 33 percent from 2003-2008.

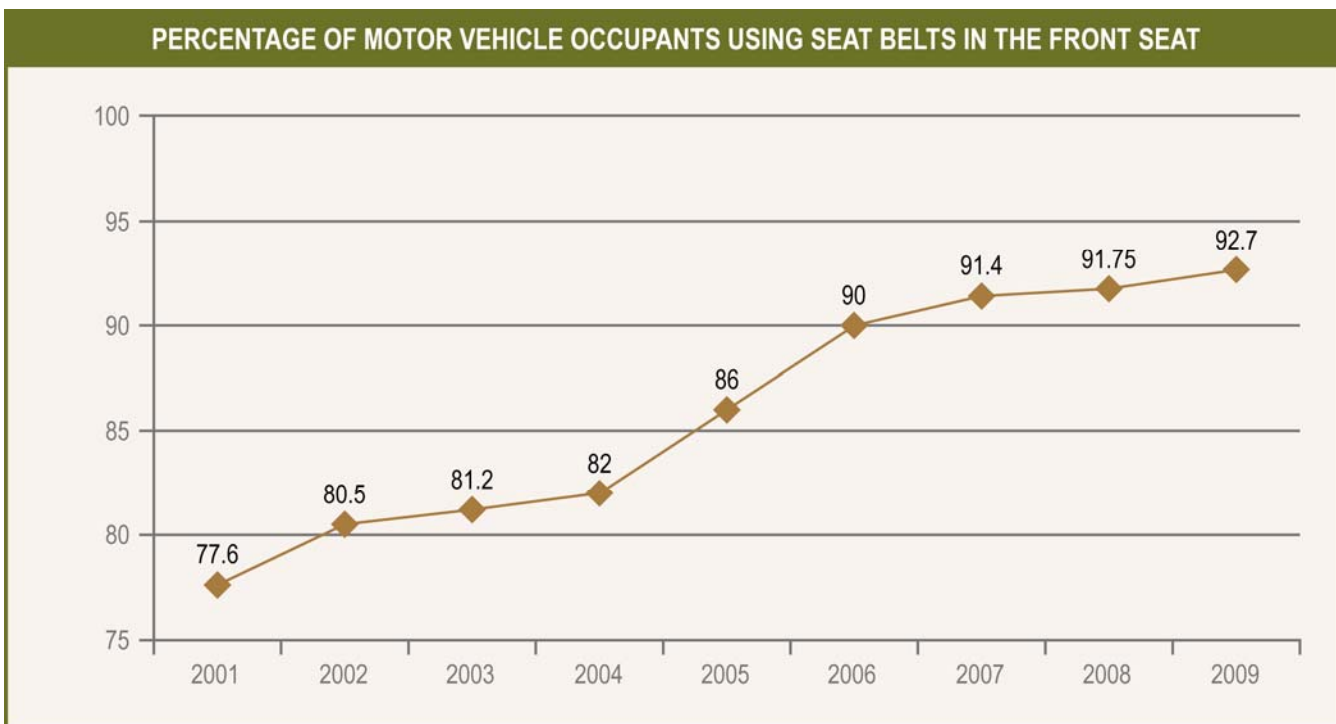


The statewide serious injury and fatality rates have declined by 33 percent and 21 percent, respectively.

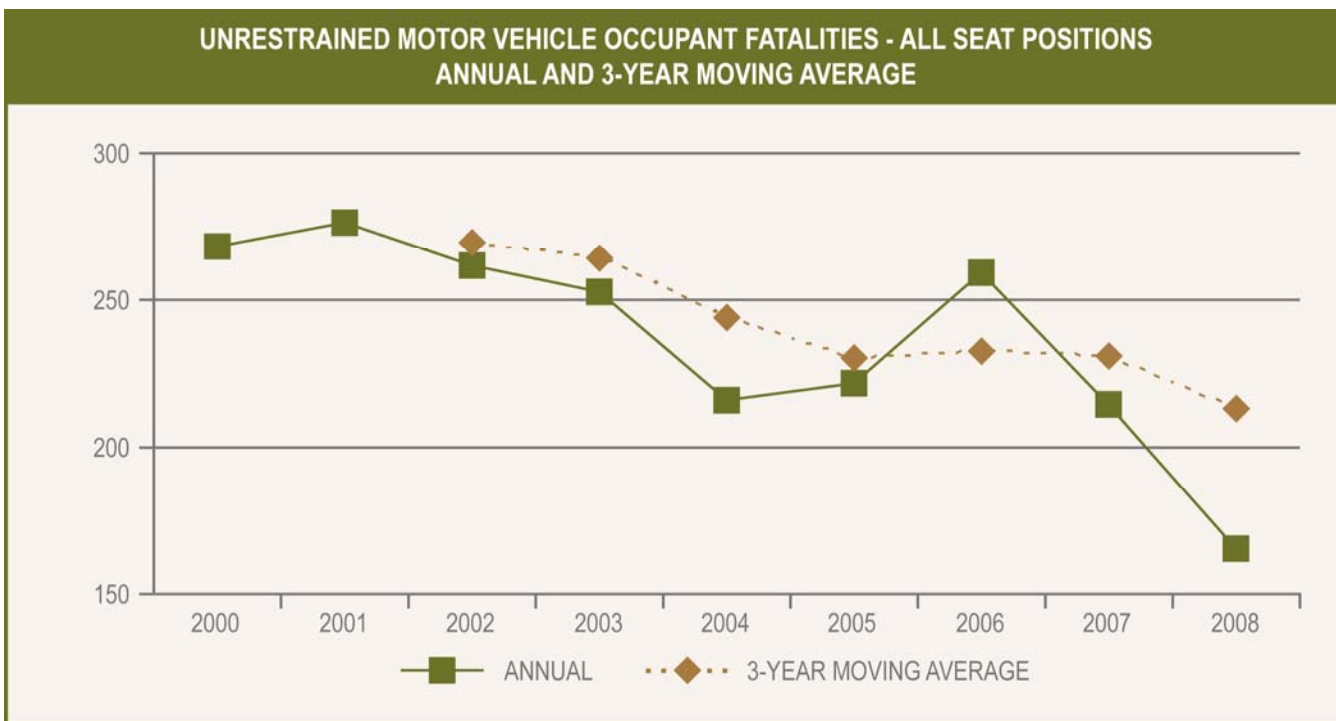


## OCCUPANT PROTECTION

The State's seat belt usage rate (for front seat occupants) increased for the thirteenth consecutive year in 2009 to a record high 92.67 percent. This represents a 0.92 percent increase over last year and translates to over 79,000 more motor vehicle occupants buckling up. The increase in belt use will prevent 7 fatalities, 206 serious injuries, 154 minor injuries and 360 non-fatal injuries with a savings of \$50 million annually in crash related economic costs. Since passage of New Jersey's primary seat belt law in 2000, the state's front seat belt usage rate has climbed more than 30 percentage points.



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 2000 to 2008, 4,419 motor vehicle occupants were killed in crashes in New Jersey and nearly half (48 percent) 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.

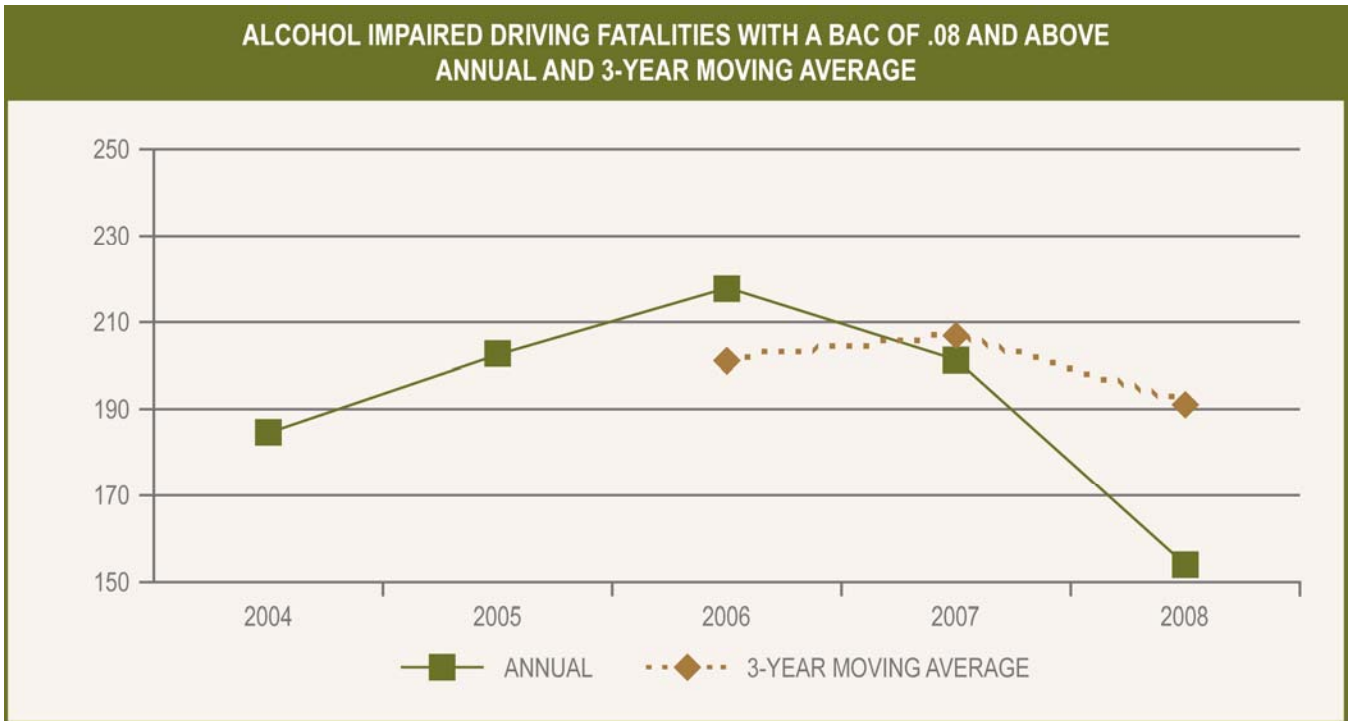


Use of seat belts in the back seat is significantly lower than front seat belt use. Observational surveys conducted in April 2009 by the New Jersey Institute of Technology found a usage rate of 32 percent for adults in the back seat and an overall usage rate of 52 percent for children and adults. The use of seat belts by all occupants, regardless of seating position, reduces the chance of being injured or killed in a motor vehicle crash by as much as 75 percent.

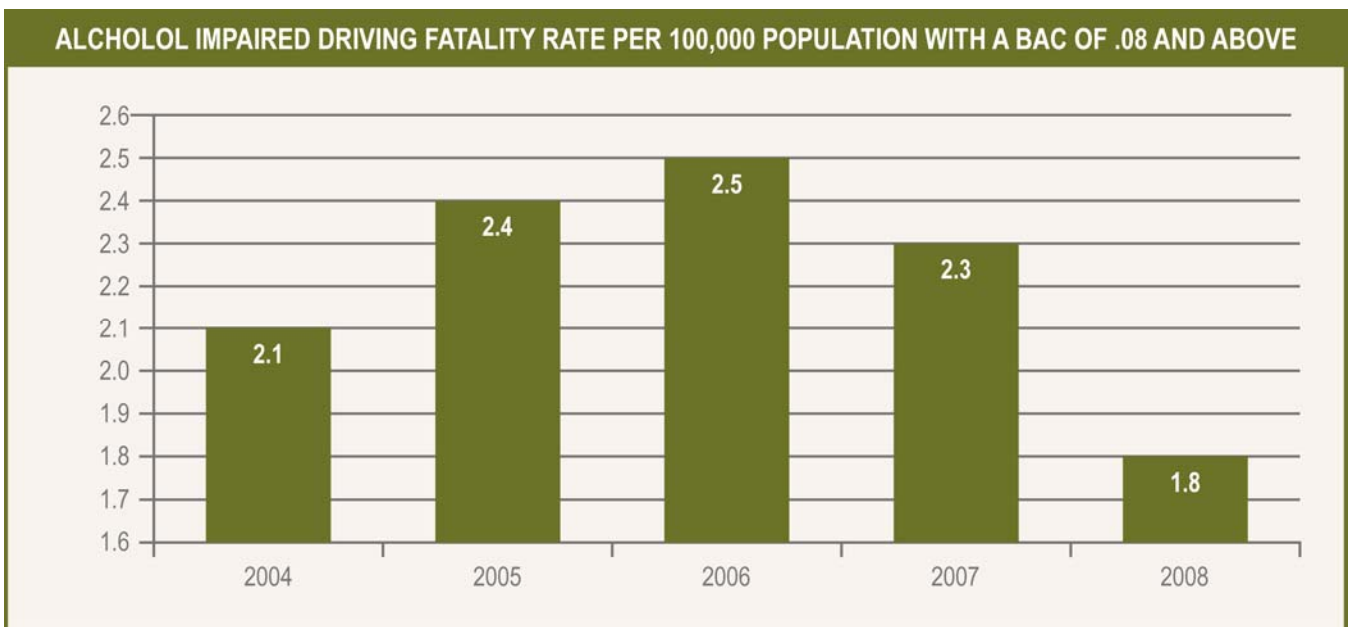
The state's current primary seat belt law contains a loophole that does not require backseat passengers 18 years of age and older to buckle up. (The law calls for belt use by all front seat occupants and all passengers under 18 years of age.) Since 2000, 259 unbelted backseat passengers have died in motor vehicle crashes in New Jersey. Had these 259 individuals worn seat belts, as many as 194 might be alive today. Crash data shows that unbelted back seat passengers can become "bullets" in a crash causing injury and, in some cases, death to others in a motor vehicle. In addition, unbelted backseat passengers have medical bills 50 percent higher than belted victims with society bearing 74 percent of this cost through increased insurance premiums, taxes and health care expenses.

## ALCOHOL IMPAIRED DRIVING FATALITIES

In 2008, alcohol impaired driving fatalities accounted for 26 percent of all traffic fatalities in the state. This percentage included 154 identified alcohol-related fatalities, a decrease of 23 percent from the previous year. However, impaired drivers still account for more than one in four fatal motor vehicle crashes in New Jersey.



The alcohol-related fatality rate per 100,000 population dropped 14 percent from 2004 to 2008, with the lowest rate recorded in 2008.



ALCOHOL-IMPAIRED DRIVING FATALITIES, NEW JERSEY AND U.S.					
YEAR		TOTAL FATALITIES IN ALL CRASHES	----- ALCOHOL-IMPPAIRED DRIVING FATALITIES (BAC = .08+) -----		
			NUMBER	PERCENT	PER 100 MILLION VMT
2004	NEW JERSEY	723	185	26	0.25
	US	42,836	13,099	31	0.44
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	154	26	0.21
	US	37,261	11,773	32	0.40

Between 2004-2008, 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.

New Jersey is home to twelve state colleges and universities and fourteen private universities. Undergraduate student enrollment exceeds 85,000 students, many of whom are below the legal age to consume alcoholic beverages. A chronic problem with the marketing and sale of alcoholic beverage products is the sale to and consumption by persons under 21 years of age, the state's minimum legal drinking age. Experience has shown that this problem cannot be adequately addressed by limiting the focus of enforcement initiatives solely to those under the age of 21. Rather, initiatives must also include young adults 21 and older who, although of legal age to purchase and consume, frequently provide alcoholic beverages to persons under the legal limit.

Division of Alcoholic Beverage Control (ABC) Investigators conduct operations with the primary focus of combating underage consumption of alcohol and the consumption of alcohol by intoxicated patrons while inside licensed establishments. From July 1, 2008 through June 30, 2009, ABC investigative personnel worked a total of 73 evenings. Undercover activities occurred in 623 licensed establishments in which 2,121 patrons were "carded" or asked to produce identification to verify age. A total of 162 charges were made for consumption of alcoholic beverages by persons under the legal age and purchasing alcohol for a minor.

ABC also instituted a program in 2007 to collect, correlate and analyze information collected by police officers as part of the standardized process of persons arrested for DWI. The program known as the ABC Last Drink Initiative identifies licensed establishments where persons arrested for being under the

influence of alcohol had their last drink. As of June 30, 2009, the ABC database contained information on 8,338 DWI arrests in which 2,487 establishments were named. The top ten establishments named in the state were reported between 10 and 71 times. Using this information, investigators are deployed to conduct undercover operations in establishments that were found to be statistically higher than the mean. These operations have resulted in administrative investigations which revealed service of intoxicated patrons or other ABC violations.

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

Drivers who operate motor vehicles while under the influence of alcohol have long been known to cause traffic crashes. However, the dangers and consequences of drugged driving is also a problem. The lack of training for police officers in identifying drug impaired drivers will be addressed in FFY 2010. The New Jersey State Police is responsible for directing the Drug Recognition Expert (DRE) training program while providing training to local and state law enforcement officers. Three DRE regional courses for approximately 100 officers and one DRE instructor course for approximately 15 officers are scheduled to be conducted in FFY 2010.



## PEDESTRIAN FATALITIES AND INJURIES

During the nine year period from 2000-2008, there were 1,344 pedestrian fatalities in the state, with 145 occurring in 2000 and 135 in 2008. Using a three-year moving average with the first data point occurring in 2002, a trend for pedestrian fatalities is illustrated below. The year with the least number of fatalities is 2001 with 132. The most fatalities (177) were recorded in 2002. While New Jersey has experienced a decline in pedestrian fatalities in the past three years, pedestrian fatalities (86) as of July 6, 2009 represent approximately 30 percent of all fatalities, a troubling upward trend. New Jersey's pedestrian fatality rate has consistently been 10 to 11 percentage points higher (averaging in the low to mid-twenties) than the national rate.



In 2008, 5,325 pedestrians were injured in traffic crashes, an increase of nearly 5 percent from the previous year. This is the first year since 2004 that pedestrian injuries have increased. The majority of injuries continue to occur in Essex County, while the lowest number of injuries occurred in Salem County.

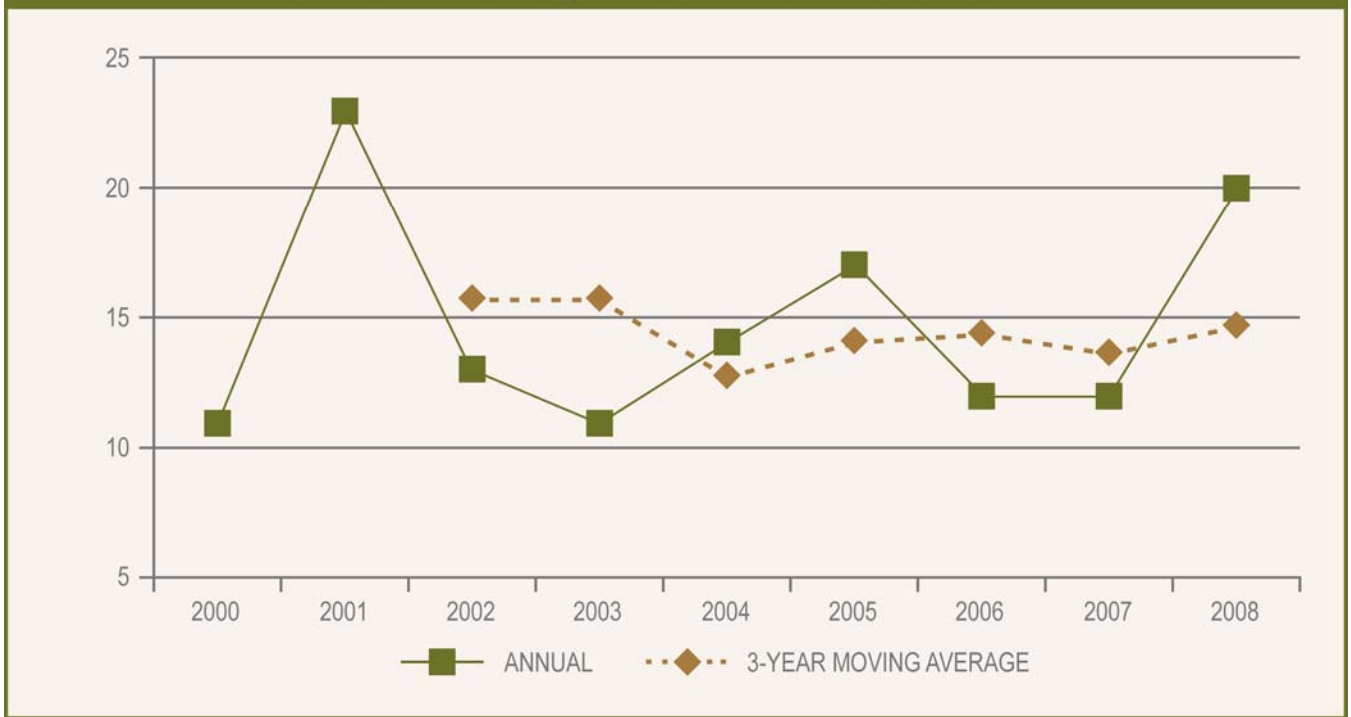
PEDESTRIAN INJURIES BY COUNTY AND YEAR							
COUNTY NAME	2004	2005	2006	2007	2008	TOTAL	% OF TOTAL
ATLANTIC	241	230	210	212	217	1,110	4.0
BERGEN	610	670	640	640	624	3,184	11.6
BURLINGTON	113	126	121	135	133	628	2.3
CAMDEN	306	306	324	333	316	1,585	5.8
CAPE MAY	63	55	56	51	48	273	1.0
CUMBERLAND	73	78	58	53	56	318	1.2
ESSEX	1215	1147	768	719	953	4,802	17.4
GLOUCESTER	78	91	85	79	77	410	1.5
HUDSON	909	815	621	707	692	3,744	13.6
HUNTERDON	23	13	21	24	22	103	0.4
MERCER	226	214	181	177	151	949	3.4
MIDDLESEX	405	405	389	400	358	1,957	7.1
MONMOUTH	270	282	245	221	237	1,255	4.6
MORRIS	135	154	180	131	157	757	2.8
OCEAN	258	209	221	210	187	1,085	3.9
PASSAIC	492	523	437	401	468	2,321	8.4
SALEM	19	16	18	18	14	85	0.3
SOMERSET	89	105	89	127	105	515	1.9
SUSSEX	36	29	41	27	28	161	0.6
UNION	447	448	398	400	452	2,145	7.8
WARREN	32	24	27	26	30	139	0.5
<b>NJ TOTALS</b>	<b>6,040</b>	<b>5,940</b>	<b>5,130</b>	<b>5,091</b>	<b>5,325</b>	<b>27,526</b>	<b>100</b>

Through education, enforcement and outreach DHTS will continue to work toward reducing pedestrian injuries and fatalities in FFY 2010.

## BICYCLE FATALITIES

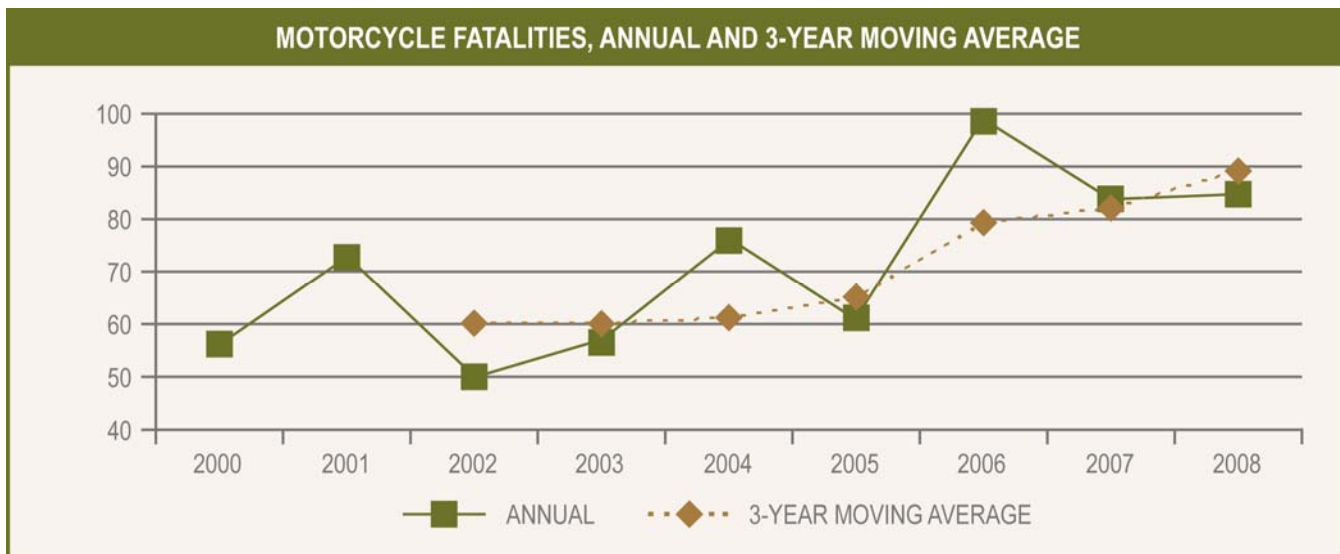
During the nine year period from 2000-2008, 133 bicycle fatalities occurred statewide. Fatalities remained stable from 2006-2007, however, they rose significantly to 20 in 2008. During the first six-months of 2009, fatalities have dropped by 64 percent from 11 to 4 compared to the same period in 2008. DHTS will continue to partner with law enforcement agencies and other organizations to promote safe and lawful riding practices, including the use of bicycle helmets (mandatory for all riders under 17 years of age), and the need to share the road.

BICYCLIST FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



## MOTORCYCLE FATALITIES

During the nine year period from 2000-2008, there were 641 motorcycle fatalities in New Jersey. The greatest number of fatalities (99) occurred in 2006 while the lowest number (50) occurred in 2002. Since 2000, motorcycle deaths have accounted for approximately 10 percent of all traffic-related fatalities, yet account for only 2 percent of all registered vehicles in the state. Motorcycle rider fatalities declined by 36 percent, from 36 to 23, during the first half of 2009 compared to the same period in 2008.

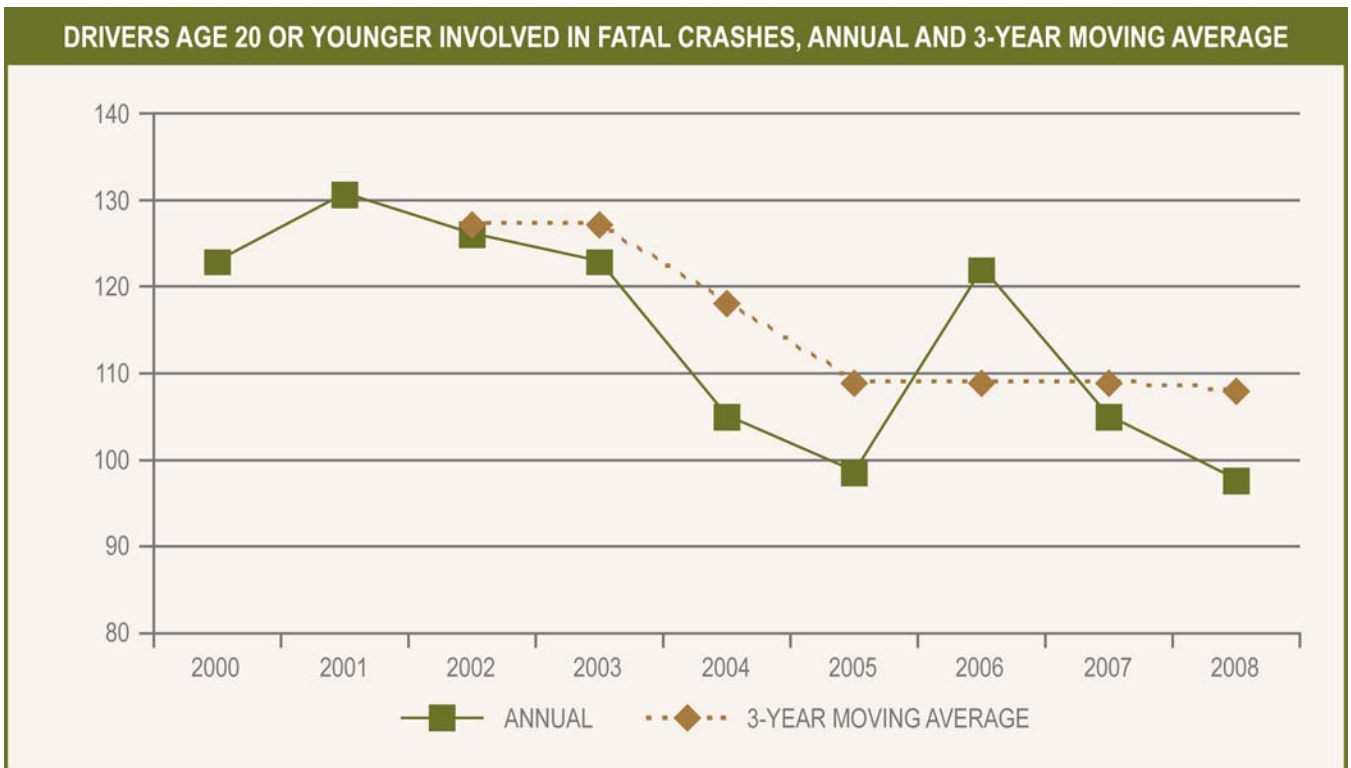


The most important equipment for both motorcyclists and their passengers is a federally-approved helmet, which reduces the extent of head injuries in the event of a crash. The three-year moving average shows an upward trend in the number of unhelmeted motorcycle fatalities since 2002, despite New Jersey requiring helmet use by riders. In addition, alcohol and speed are factors in motorcycle crashes in the State. DHTS, in partnership with the New Jersey Motor Vehicle Commission (MVC) 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.

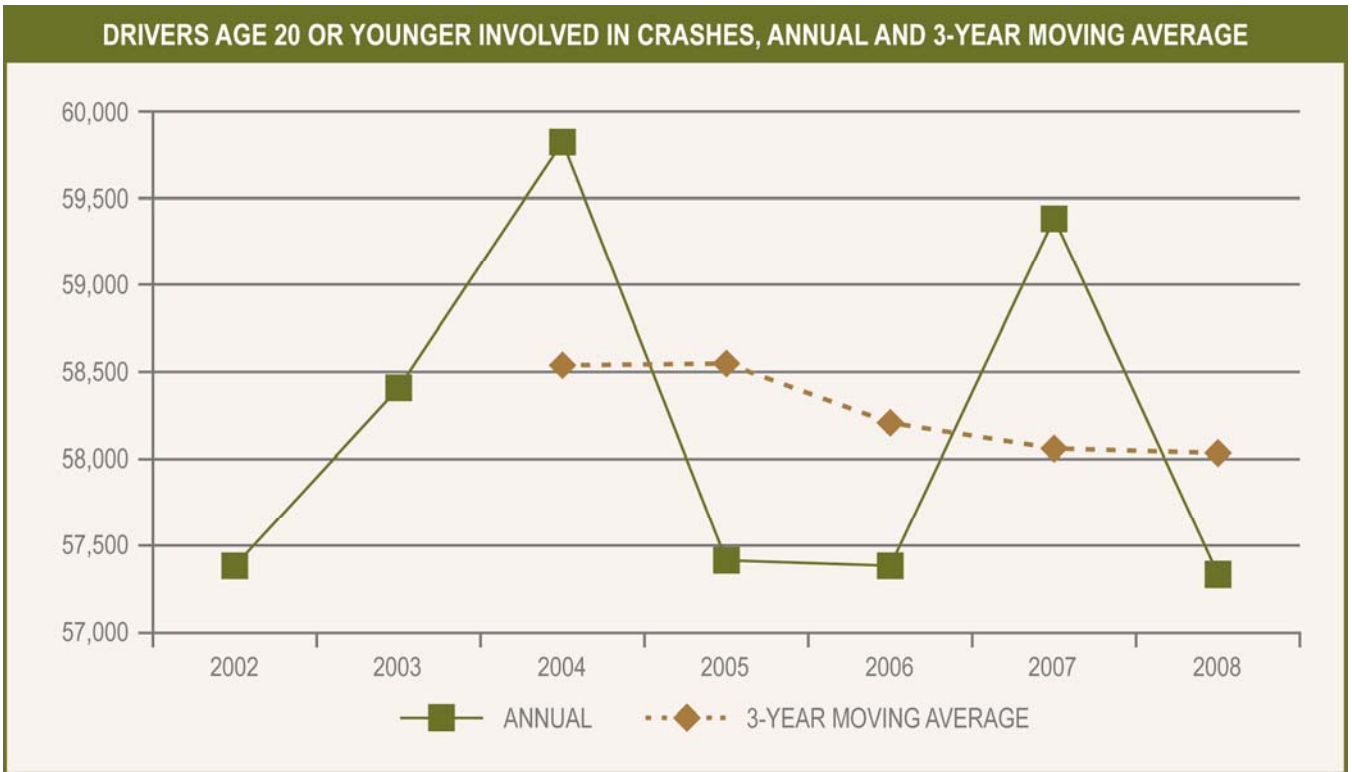


## YOUNG DRIVER FATALITIES (16-20 YEARS OF AGE)

During the nine year period from 2000-2008, there were 1,032 fatalities in New Jersey involving young drivers with 123 occurring in 2000 and 98 in 2008. Using a three-year moving average, the chart below shows the trend for young driver fatalities. The lowest number of fatalities (98) occurred in 2008, and the greatest number (131) occurred in 2001. Fatalities in this age group have gradually decreased with the exception of calendar year 2006.



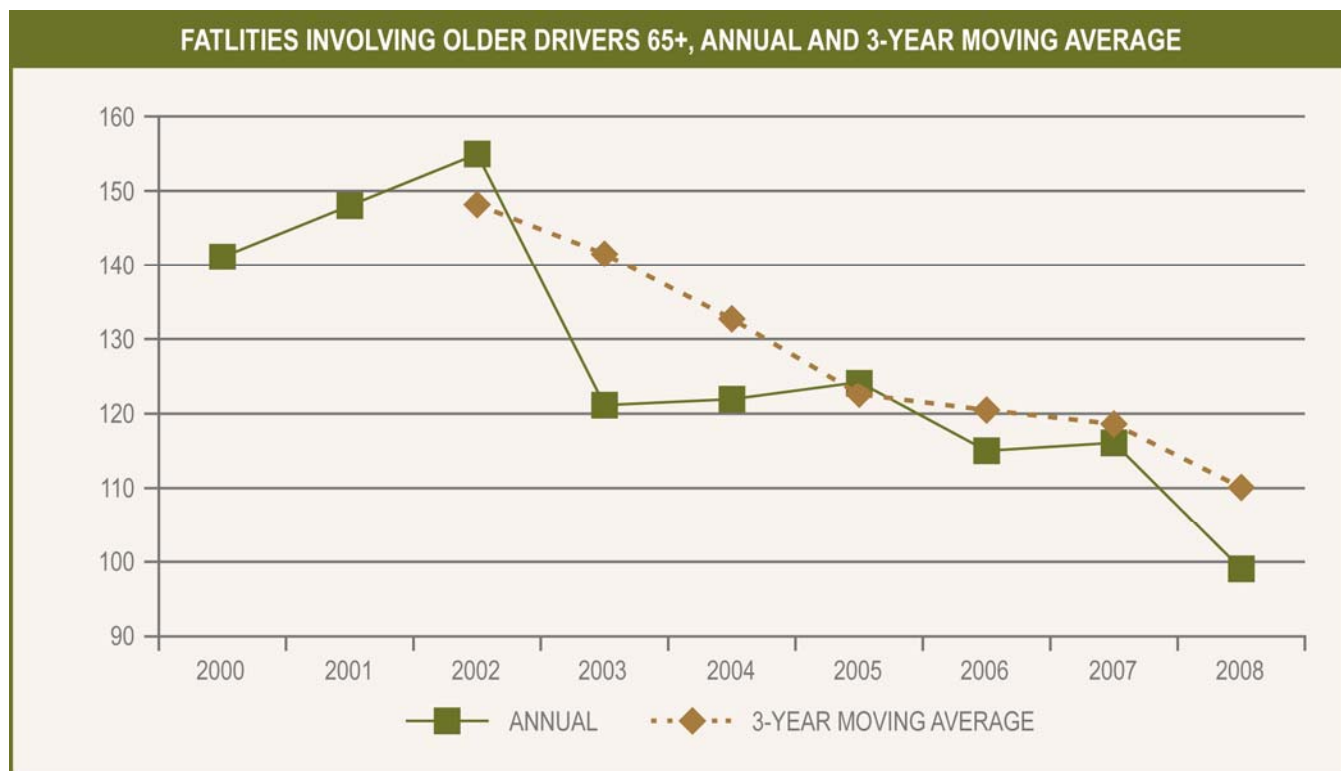
New Jersey teens (16-20 years of age) represent just five percent of the population, but are involved in 12 percent of crashes. While the State's Graduated Driver License (GDL) system (rates as strong by traffic safety advocates) has helped reduce teen driver-related fatalities, the number of crashes has seesawed since the law's enactment in 2001. The primary cause of teen crashes is driver inattention/distraction, unsafe speed and failure to yield.



DHTS is leading the effort to implement the recommendations detailed in the March 2008 Teen Driver Study Commission report. The recommendations address the GDL law, driver education and training, enforcement and sanctions, technology and other key issues. In addition, DHTS is partnering 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, the GDL law and pending changes in calendar year 2010, and the need for everyone to invest in teen driver safety.

## OLDER DRIVER (65+) FATALITIES

During the nine year period from 2000-2008, there were 1,141 fatalities involving older drivers in New Jersey. Using a three-year moving average, the trend for older driver fatalities is shown below. The lowest number of fatalities (99) occurred in 2008, while the greatest number (155) occurred in 2002.



DHTS is continuing 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

Inattention/distraction is a contributing factor in highway crashes, reducing driver awareness and performance. In 2008, driver inattention was identified as a contributing factor in 1,454 crashes resulting in serious injury and/or death.

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

Research conducted by leading safety organizations and colleges and universities has found that drivers are distracted by many things -- eating, drinking, something outside the vehicle, passengers, personal grooming, reading, and electronic devices. These distractions negatively impact eye scan, mental activity

and reaction time. These results in crashes or near-misses and the need for the driver and others on the road to make corrective actions that, if not executed properly, can result in injury and/or fatality.

DHTS once again partnered with Fairleigh Dickinson University's PublicMind poll in 2009 to survey motorist attitudes and behavior about key driver safety issues. After substantial drops between 2007 and 2008, the proportion of New Jersey drivers who report regularly talking on hand-held phones while driving stabilized, with 4 percent saying that they do so "very often." The percentage of drivers who say they "never" talk on a hand-held phone while driving decreased to 53 percent, down six points from 2008. Despite more than half of the state's motorists indicating they don't "phone and drive," poll respondents (80 percent) report seeing other people "doing it all the time."

While DHTS, in partnership with government and private sector agencies and businesses has been educating the public about the changes in the law and the dangers associated not just with cell phone use but all distractions, far more outreach is needed. DHTS's message, "Hang Up, Just Drive," calls attention to the need for all motorists to focus 100 percent of their attention on driving and to refrain from using any electronic device – hand-held or hands-free – when behind the wheel. This message is particularly important since 70 percent of motorists believe that talking on a hand-held phone is more dangerous than talking hands-free. Additionally, DHTS will continue to partner with state and local police to aid with enforcement of the primary law, which is supported by 86 percent of the motoring public (78 percent believe enforcement should be even stricter).

NUMBER OF DRIVERS INVOLVED IN CRASHES USING A CELL PHONE, 2007





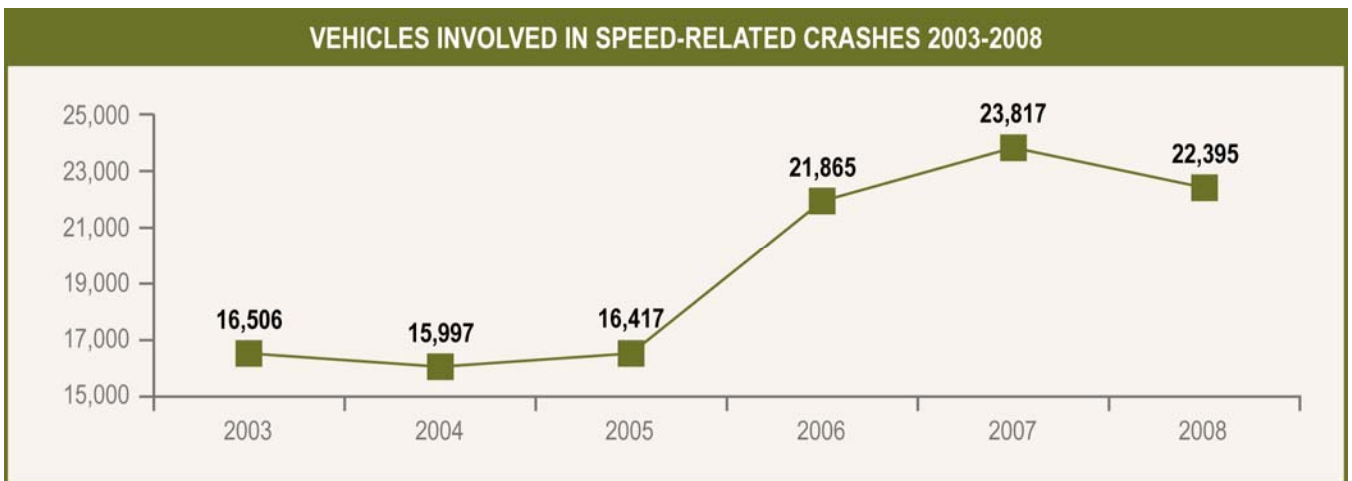
## SPEED-RELATED FATALITIES & AGGRESSIVE DRIVING

Speed related fatalities have fluctuated sharply since calendar year 2000. Fatalities increased slightly from 61 in 2007 to 65 in 2008. Speed is a contributing factor in fatal crashes regardless of road type. A reduction in speed-related crashes and the resulting fatalities requires a coordinated effort by engineering, education and enforcement agencies.



In 2008, unsafe speed resulted in 22,395 crashes. 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.

The public is concerned about the dangers associated with aggressive driving citing it as the “biggest threat to their safety on the road,” according to the 2009 FDU PublicMind/DHTS poll. 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 decreased 19 percent from 2007 to 2008.
2. The number of motor vehicle injuries has been steadily declining since 2003, decreasing by 17 percent.
3. With the exception of one year, young driver fatalities have declined every year since 2003. Driver inattention, followed by speed and failure to yield continue to be the most prevalent contributing factors in young driver crashes.
4. Older driver crashes decreased 36 percent from 2002 to 2008.
5. Pedestrian fatalities declined for the second consecutive year, but still represent 23 percent of all traffic fatalities, well above the national average.
6. There has been an upward trend in motorcycle fatalities since 1997.
7. New Jersey continues to have one of the highest seatbelt usage rates in the country at 92.67 percent. But there are proportionately more unrestrained fatalities involving back seat occupants than front.

## REGIONAL TRAFFIC SAFETY PROGRAMS

The 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 three regions.

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	ALFRED TINDALL	HUNTERDON, MERCER, MIDDLESEX, MONMOUTH, OCEAN, SOMERSET, AND UNION COUNTIES
REGION III - NORTH	ROBERT GAYDOSH	BERGEN, ESSEX, HUDSON, MORRIS, PASSAIC, SUSSEX, AND WARREN COUNTIES

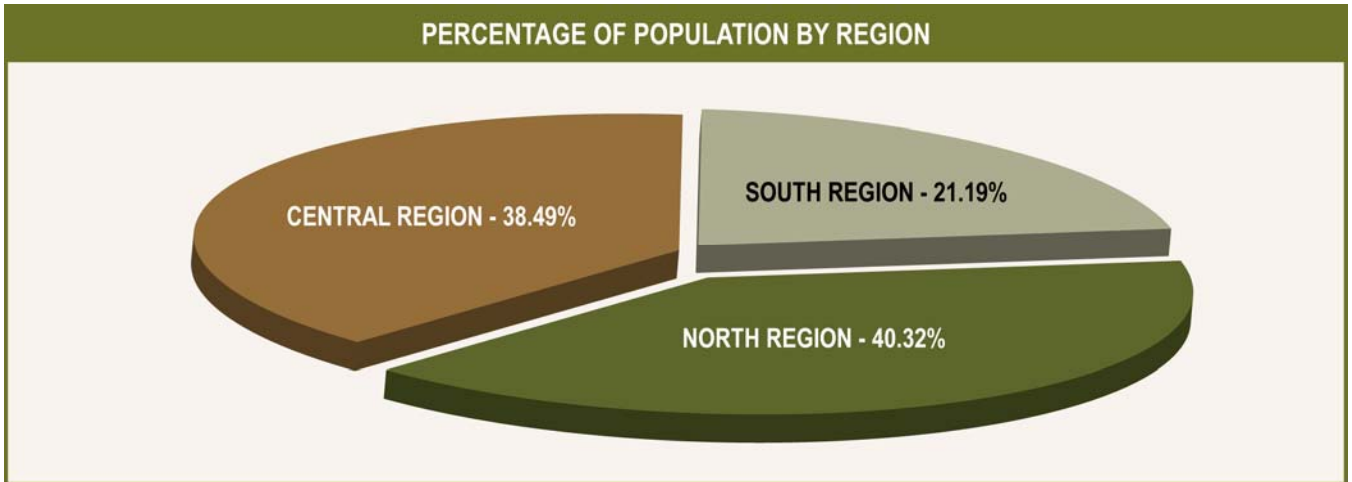
The historic reduction in fatalities in 2008 is a significant accomplishment for DHTS and its many partners. However, a single death on a New Jersey's roadways is simply one too many. Traffic crashes and the resulting property damage, injuries and fatalities are often preventable – behavior is a factor in more than 85 percent of crashes. Recognizing this, DHTS has adopted a goal of zero fatalities and branded all of its initiatives with the theme, *Safe Passage, Moving Toward Zero Fatalities*. In addition, DHTS is calling on all of its grantees to adopt the brand and is urging its traffic safety partners to incorporate it into their safety plans and initiatives. Doing so will ensure that the public hears one consistent message, thereby uncluttering the safety landscape.

In an effort to continue the State's downward trend in fatalities, the following four-year target fatality projections have been set for DHTS' three regions:

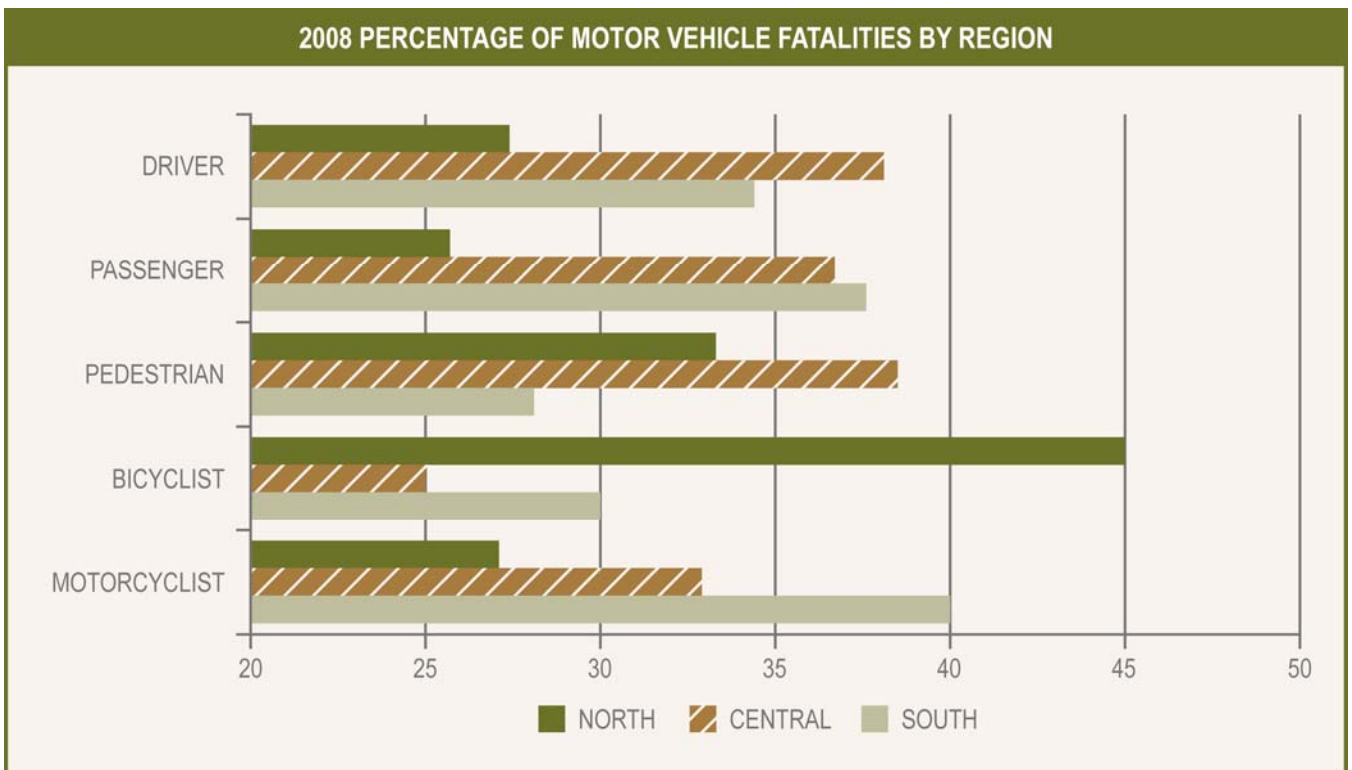
REGIONAL FATALITY TREND PROJECTION						
LOCATION	EXPECTED ANNUAL GROWTH RATE	2008 ACTUAL VALUE	2009 TARGET VALUE	2010 TARGET VALUE	2011 TARGET VALUE	2012 TARGET VALUE
REGION I	-1.21	202	200	197	195	192
REGION II	-1.49	217	214	211	207	204
REGION III	-2.90	171	166	161	157	152
TOTAL		590	580	569	559	548

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 1,939 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 (2,992 or 40 percent of the State's land), is located in Region I (South) where over 1.8 million citizens reside.

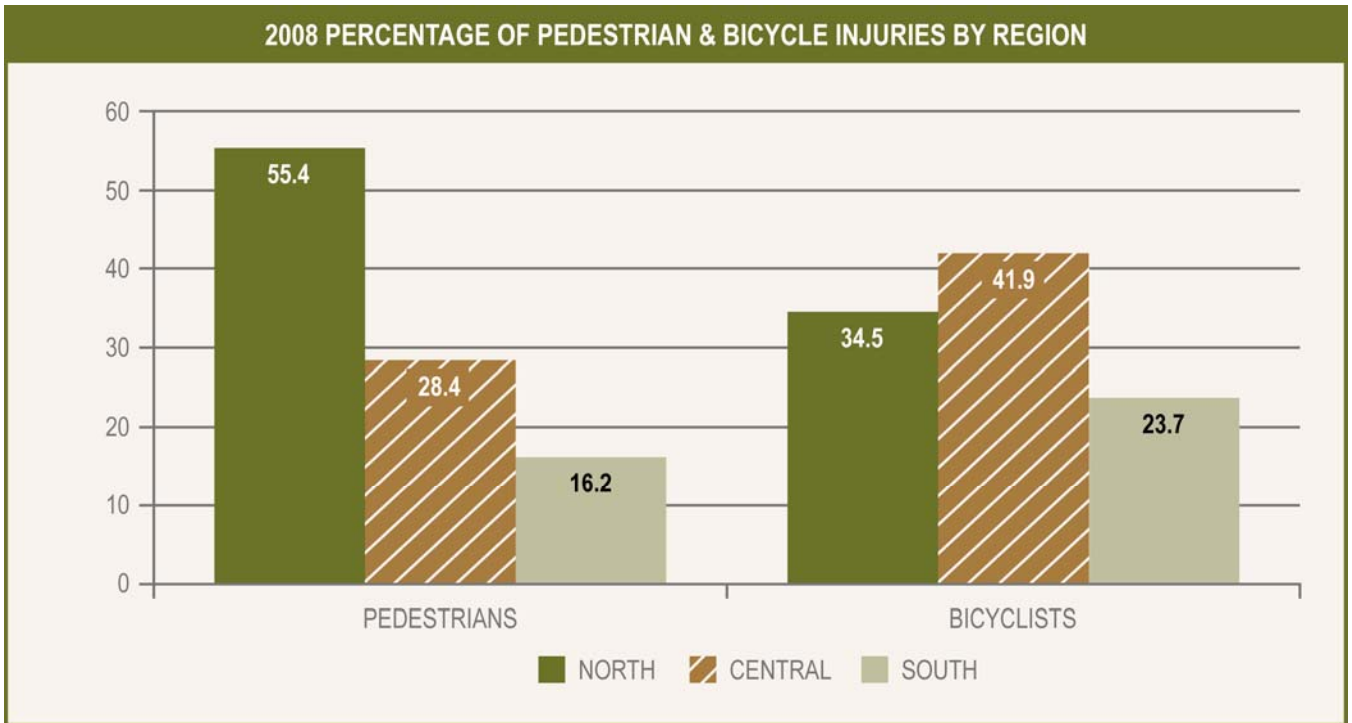
Since transportation safety needs also differ by region, 13 Comprehensive Highway Traffic Safety Programs (CTSP) were established to track and analyze county and local crash data and develop and implement safety initiatives. Three additional CTSP's will be formed in FY 2010 – Cape May and Salem Counties in the Southern Region and Middlesex County in the Central Region. All of the CTSP's implement public awareness campaigns, specialized training programs, and local enforcement initiatives that focus on reducing their communities' most pressing traffic safety problems.



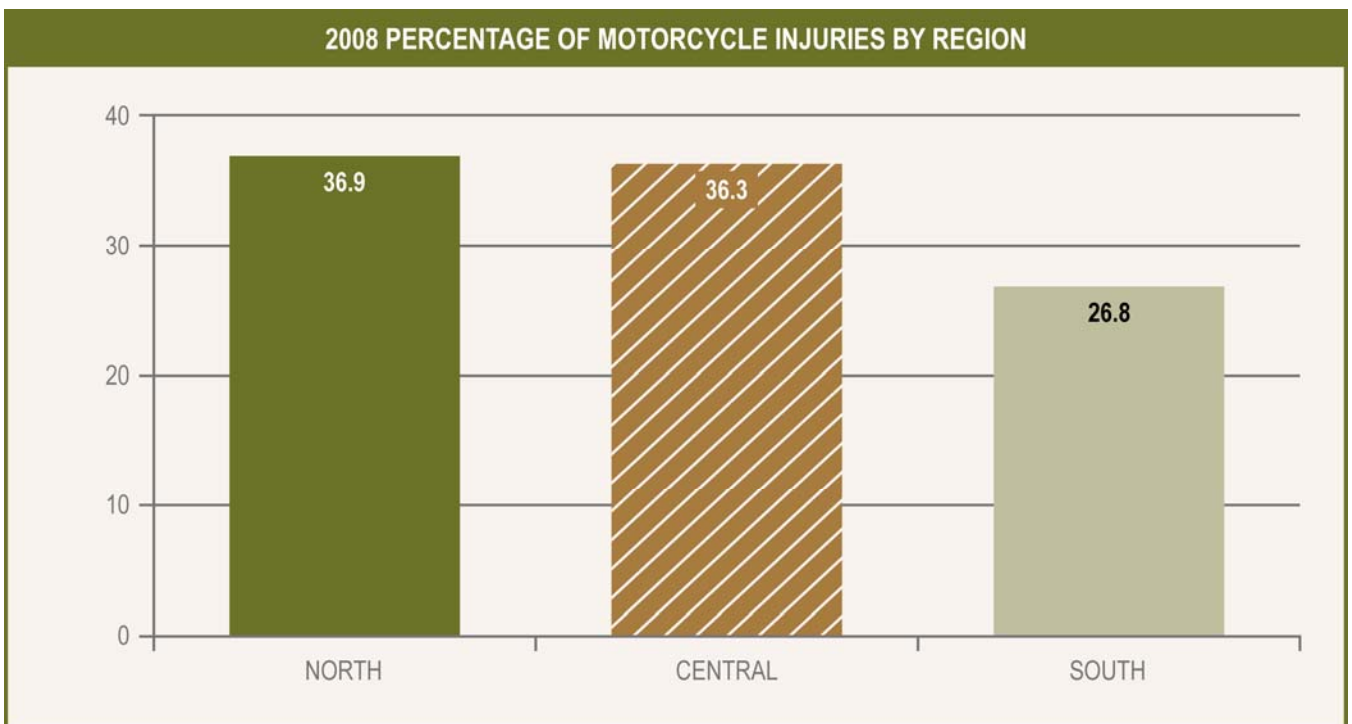
DHTS, in partnership with the CTSPs, regularly monitors where injuries and deaths are occurring on New Jersey's roadways so that resources can be directed to these areas. Region I, which has the lowest number of residents, has the highest percentage of bicycle and motorcycle fatalities in the state,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



In 2008, over half of the state’s pedestrian injuries occurred in Region III, while over 40 percent of bicycle injuries occurred in Region II.



Region I is overrepresented in motorcycle injuries. Despite having just 21 percent of the state’s population, the region accounted for nearly 27 percent of the state’s motorcycle injuries.



## DRIVER ATTITUDES, AWARENESS AND BEHAVIOR

For the third consecutive year, DHTS partnered with Fairleigh Dickinson University's PublicMind poll, an independent research organization, to conduct a telephone survey of 951 randomly selected state residents (17 years of age and older who drive regularly) about driver attitudes and behavior. Survey questions asked New Jersey drivers about their behavior and their perception of other drivers.

Poll results help shed light on the public's perception of traffic safety and aid DHTS in identifying what safety programs are needed to engage the public in making safety a priority. New Jersey drivers who admit to sending text messages while driving increased by 40 percent this past year. According to the recent study, 21 percent now say they have sent a text while driving, up from 15 percent a year ago.

Young people are still much more likely than their older counterparts to send a text message while driving: 57 percent under the age of 30 say they've done so, up 6 points from last year. But older drivers are increasingly likely to join them: more than one in four (28 percent) drivers 30 to 44 years of age (up 8 points from last year) say they have sent a text message while behind the wheel, along with about 1 in 8 (12 percent) drivers aged 45 to 60.

Texting is just one element in a related group of bad driving behaviors on New Jersey's roadways. Motorists who text are also more likely to use hand-held phones behind the wheel, regularly drive over the speed limit on highways, and make rude gestures at other motorists. The number of drivers who use hand-held phones while driving has stabilized, after a large decline from 2007 and 2008. Four out of five (80 percent) drivers say they "rarely" or "never" use a hand-held phone behind the wheel, unchanged from last year, and improved from 71 percent in 2007. Nonetheless, 18 percent of respondents hold cell phones while driving "very often" or "sometimes." These numbers do not include people who talk on hands-free phones while driving. Despite research showing that using a hands-free cell phone while driving is just as risky as holding a cell phone while driving, 70 percent of drivers say that hands-free phones are safer.

Meanwhile, 84 percent of drivers say they drive over 65 miles per hour at least once in a while. Nearly half (47 percent) say they go over 75 miles per hour on occasion. This correlates to the fact, that only one in four drivers say the real speed limit on New Jersey highways – the speed at which you can go without getting a ticket – is less than 70 mph. One in four (25 percent) say the real speed limit is 75 mph or greater.

One in five drivers (20 percent) say that they have consumed alcohol and then driven, up 6 points from last year. While one in four drivers (25 percent) say they don't drink, half of all drivers (and 77 percent of just those who do drink) think that they're "okay" to drive after having a drink. One in five say they can have two drinks and one in 10 of all drivers (11 percent or 16 percent of those who drink) say they can have three or more drinks and still be "okay" to drive.

Drivers by a wide margin point to aggressive driving habits as their greatest safety concern on the road. One-third of the drivers across all demographic groups rate aggressive driving as the biggest threat, with distracted drivers, drunk drivers and those talking on their cell phone tied for second.

Despite admitting to dangerous and unsafe driving behaviors, 70 percent of poll respondents say their driving skills are "above average," while only 1 percent say they're "below." Recognizing this disconnect, DHTS will continue to focus its public outreach efforts on educating about the public about the need to conduct a "personal reality" check of their driving behaviors. Additionally, enforcement initiatives will focus on cell phones/texting, speeding and impaired driving.

## GOAL SETTING AND PERFORMANCE MEASURES

FNHTSA 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 3 percent from the 2006-2008 calendar base year average of 695 to 674 by December 31, 2010 using a performance measure of total number of traffic fatalities.
2. To decrease serious traffic injuries by 2 percent from the 2006-2008 calendar base year average of 1,936 to 1,878 by December 31, 2010 using a performance measure of the number of incapacitated injuries in traffic crashes.
- 3a. To decrease fatalities/VMT from the 2006-2008 calendar base year average of 0.931 to 0.904 by December 31, 2010 using a performance measure of total traffic fatalities and vehicle miles traveled.
- 3b. To decrease rural fatalities/VMT from the 2006-2008 calendar base year average of 0.124 to 0.120 by December 31, 2007 using a performance measure of rural traffic fatalities and vehicle miles traveled.
- 3c. To decrease urban fatalities/VMT from the 2006-2008 base year average of 0.805 to 0.780 by December 31, 2007 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 4 percent from the 2006-2008 calendar base year average of 212 to 204 by December 31, 2010 using a performance measure of unrestrained passenger vehicle occupant fatalities in all seating positions.
5. To decrease alcohol impaired driving fatalities by 4 percent from the 2006-2008 calendar base year average of 191 to 184 by December 31, 2010 using a performance measure of all involved drivers and motorcycle operators only.
6. To decrease speeding-related fatalities by 3 percent from the 2006-2008 calendar base year average of 67 to 65 by December 31, 2010 using a performance measure of the number of speed-related fatalities.
7. To decrease motorcycle fatalities by 4 percent from the 2006-2008 calendar base year average of 89 to 85 by December 31, 2010 using a performance measure of the total number of motorcycle fatalities.
8. To decrease unhelmeted motorcycle fatalities by 17 percent from the 2006-2008 calendar base year average of 12 to 10 by December 31, 2010 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 5 percent from the 2006-2008 calendar base year average of 108 to 103 by December 31, 2010 using a performance measure of all drivers involved in fatal crashes under 21 years of age.
10. To reduce pedestrian fatalities by 3 percent from the 2006-2008 calendar base year average of 149 to 145 by December 31, 2010 using a performance measure of total number of pedestrian fatalities.

### BEHAVIOR MEASURES

1. To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 1 percentage point from 92.67 percent in 2009 to 93.67 percent by December 31, 2010 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 2 percentage points from 32 percent in 2009 to 34 percent by December 31, 2010 using a performance measure of the percent of restrained adult back seat occupants in passenger vehicles.

### ACTIVITY MEASURES

1. To increase the number of seat belt citations issued during grant-funded enforcement activities from 46,026 in 2008 to 47,100 by December 31, 2010 using a performance measure of total seat belt citations.
2. To increase the number of impaired driving arrests made during grant-funded enforcement activities from 3,498 in 2008 to 3,585 by December 31, 2010 using a performance measure of DWI arrests.
3. To increase the number of speeding citations issued during grant-funded enforcement activities from 9,643 in 2008 to 9,900 by December 31, 2010 using a performance measure of total speeding summonses.



## FUNDING OF PROJECTS

The process for funding local safety programs begins in December with DHTS mailing solicitation packages to the 21 county prosecutors and executives, traffic engineers, municipal police chiefs, and mayors. These agencies, other political subdivisions, and state organizations must submit highway safety grant applications by the designated deadline, which is usually the last day of February before the upcoming federal fiscal year. Specialized enforcement campaigns (i.e., *Click It or Ticket*, *Over the Limit*, *Under Arrest*) are handled separately by DHTS.

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

1. The degree to which the proposal addresses a state identified problem area. Primary consideration is granted to those projects addressing statewide 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 (1) ongoing applications for the overall management and administration of the grant program; (2) continuation grants with less than three years of prior funding; and (3) grant applications which demonstrate a highway safety problem defined by NHTSA or DHTS.

## HIGHWAY SAFETY PLAN PLANNING AND ADMINISTRATION

**PROJECT NUMBER:** PA 10-01-01

**PROJECT TITLE:** PLANNING AND ADMINISTRATION

**PROJECT DESCRIPTION:**

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

As Federal funds increase, the number of sub-grant awards has also increased placing additional demands on staff to fulfill project monitoring and reporting requirements. As a means to improve efficiency, reduce workload and ensure that monitoring and reporting requirements are fully met DHTS will continue to pursue adoption of a web-based, “e-grant” management system in FY 2010.

**BUDGET:** \$600,000

PLANNING AND ADMINISTRATION: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PA10-01-01	P&A	\$500,000	SECTION 402
PA 10-01-01	P&A	\$100,000	SECTION 406
402 TOTAL		\$500,000	
406 TOTAL		\$100,000	
TOTAL ALL FUNDS		\$600,000	

## HIGHWAY SAFETY PLAN ALCOHOL AND OTHER DRUG COUNTERMEASURES

**PROJECT NUMBER:** AL 10-07-01

**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:** \$322,966

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**PROJECT NUMBER:** AL 10-07-02

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

**PROJECT DESCRIPTION:**

The Division of State Police will provide formal training to approximately 650 State and municipal police officers in DWI/Standard Field Sobriety Testing (DWI/SFST). The course includes instruction in detection, apprehension, processing, and prosecution of DWI offenders as well as standardized field sobriety testing and horizontal gaze nystagmus. 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 for approximately 100 officers and one DRE instructor course for approximately 15 officers will be held. The Division of State Police is charged with the responsibility of directing the DRE program.

**BUDGET:** \$600,000

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**PROJECT NUMBER:** AL 10-07-03

**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, 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: \$13,000**

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**PROJECT NUMBER: AL 10-07-04**

**PROJECT TITLE: ALCOTEST 7110 EVIDENTIAL BREATH TEST SYSTEM**

**PROJECT DESCRIPTION:**

Identification, apprehension, investigation, and processing of persons suspected of driving while under the influence of alcohol and/or drugs require a uniform and systematic approach. Under the authority of the Attorney General, the Alcohol Drug Testing Unit spearheads the continual process of training and re-certifying police officers throughout the state to operate approved chemical breath test instruments and recognize alcohol and/or drug indicators present in suspects. The Alcotest 7110 MK III-C chemical breath test unit continues to be implemented on a statewide basis.

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 as needed.

**BUDGET: \$110,000**

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**PROJECT NUMBER: AL 10-07-05**

**PROJECT TITLE: DWI ENFORCEMENT**

**PROJECT DESCRIPTION:**

The national *Drunk Driving, Over the Limit, Under Arrest* impaired driving crackdown is a comprehensive impaired driving prevention program that combines high-visibility enforcement and public awareness through paid and earned media. The national campaign slogan was adopted as the over-arching theme for all DWI initiatives implemented in the state beginning in FY 2009. Approximately 250 state, county and local police agencies will partner with DHTS during the summer holiday enforcement campaign. Another 50 municipal police departments and eight county task forces are expected to participate in other alcohol-related enforcement activities including DWI checkpoints and saturation patrols throughout the year.

**BUDGET: \$1,600,000**

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**PROJECT NUMBER: AL 10-07-06**

**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, Essex, Gloucester, Mercer, Middlesex, Monmouth, Morris, Somerset, and Union Counties. Additionally, the same program will be implemented during the summer in the state's shore communities and in municipalities in Atlantic, Cape May, Monmouth, and Ocean Counties.

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

**BUDGET: \$253,000**

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**PROJECT NUMBER: AL 10-07-07**

**PROJECT TITLE: COLLEGE CAMPUS PROGRAMS**

**PROJECT DESCRIPTION:**

Projects addressing underage drinking and driving at four New Jersey colleges and universities will be implemented. The College of New Jersey will host its 9th Statewide Peer Institute in 2010. The event trains peer educators and leaders from New Jersey colleges and the tri-state area to become peer educators on their respective campuses. Programs will also be developed with the campus police force and Ewing Township Police Department to address alcohol and other drug-related issues. Police from both agencies will work collaboratively to patrol off-campus housing and popular student gathering spots.

Stockton College will sponsor alcohol/drug education workshops on campus emphasizing the risks associated with alcohol/drug abuse and driving. In addition, personnel from local taverns and restaurants will be trained on how to prevent drunk driving by 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.

Funds will be provided to New Jersey City University to address the link between substance abuse, irresponsible behavior and highway safety among university and high school students in the Jersey City area. The program will focus on strengthening the relationship between university and inner city high school students through interactive role modeling exercises and a peer education training program. A highway safety outreach program on the New Jersey City University campus, consisting of presentations, information tables with resources on substance abuse and highway safety, and a peer mentoring high school program will be developed. Peer educators will be used to reach student groups in elementary, middle and senior high schools as well as to conduct community outreach with local social service agencies.

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

**BUDGET: \$224,000**

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**PROJECT NUMBER: AL 10-07-08**

**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 be invited to submit up to two English and/or two 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 Long Beach Police Department will conduct local programs to increase awareness of the dangers of driving while impaired. This will include demonstrating the effects of alcohol on the body utilizing Fatal Vision Goggles, conducting programs to raise awareness during prom season and providing information to teens about making healthy choices particularly when it comes to drugs and alcohol.

A third initiative will provide funding to an agency 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.

**BUDGET: \$150,000**

**PROJECT NUMBER:** AL 10-07-09

**PROJECT TITLE:** VICTIM IMPACT PANEL

**PROJECT DESCRIPTION:**

A victim impact panel is made up of individual who have had a personal experience with loss attributable to a drunk driver. Defendants charged with DWI who are convicted or enter into a diversion agreement are required to attend the panel if the presiding judge mandates attendance. MADD New Jersey currently has only one statewide victim impact panel. The goal is to expand the program to three victim impact panels by the end of the fiscal year. Funds will be used to hire a program specialist who will be responsible for meeting with judges in every county and educating them about the importance of including victim impact panels as a component in DWI sentencing. A survey will be completed after each session and statistics on the effectiveness of the program will be analyzed to determine offender recidivism. Information will also be compiled on the interaction and outcome of meetings with judges and prosecutors.

**BUDGET:** \$50,000

#### ALCOHOL AND OTHER DRUG COUNTERMEASURES: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
AL 10-07-01	PROGRAM MANAGEMENT	\$ 322,966	SECTION 402
AL 10-07-02	DWI TRAINING/DRE COORDINATION	\$ 600,000	SECTION 410
AL 10-07-03	ALCOHOL/DRUG TESTING PROGRAM	\$ 13,000	SECTION 410
AL 10-07-04	ALCOTEST BREATH SYSTEM	\$ 110,000	SECTION 410
AL 10-07-05	DWI ENFORCEMENT	\$1,600,000	SECTION 410
AL 10-07-06	UNDERAGE ENFORCEMENT	\$ 253,000	SECTION 410
AL 10-07-07	COLLEGE CAMPUS PROGRAMS	\$ 224,000	SECTION 410
AL 10-07-08	LOCAL ALCOHOL PROGRAMS	\$ 150,000	SECTION 410
AL 10-07-09	VICTIM IMPACT PANEL	\$50,000	SECTION 410
402 TOTAL		\$ 322,966	
410 TOTAL		\$3,000,000	
TOTAL ALL FUNDS		\$3,322,966	

## HIGHWAY SAFETY PLAN PEDESTRIAN AND BICYCLE SAFETY

**PROJECT NUMBER:** PS 10-16-01

**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:** \$192,689

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**PROJECT NUMBER:** PS 10-16-02

**PROJECT TITLE:** PEDESTRIAN SAFETY PROGRAMS

**PROJECT DESCRIPTION:**

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

In an effort to ensure the safety of pedestrians in urban and busy suburban areas, the Pedestrian Decoy program, which targets drivers who are either discourteous to pedestrians or fail to yield to pedestrians in the crosswalk, will be expanded to include all municipal police departments requesting grant funds in 2010. Police officers in plain clothes pose as pedestrians in marked crosswalks, while officers watch for violations. Drivers failing to yield the right of way are stopped and issued a citation. Officers involved in the enforcement effort use the opportunity to educate drivers about pedestrian right of way and related traffic laws. The program also includes a public outreach initiative and is coordinated with municipal prosecutors, the courts and local media.

The New Jersey Trauma Center at the University of Medicine and Dentistry (UMDNJ) will be entering into the third year of its Pedestrian Injury Prevention Program (PIPP). What started as a pilot project in calendar year 2007 has grown into a large-scale community coalition that includes evaluation of street safety knowledge and behaviors among children. Over the past two years, the New Jersey Trauma Center and the community collaborators have been addressing pedestrian safety through education, engineering and enforcement. The *WalkSAFE* education program has been provided to more than 9,000



students. Observing behaviors of children on city streets will be conducted in the fall of 2009 via video taping and analysis by medical students who will count the number of students who stop at the curb, look left and then right before crossing the street. In addition, mapping of real time pedestrian motor vehicle crash data continues to be ongoing. The goal in 2010 is to expand the community coalition in Newark as well as in other urban and suburban areas (in partnership with Transportation Management Associations), while continuing to address the four “Es” of traffic safety. Careful data collection and analysis by UMDNJ staff will continue to ensure the PIPP is having its intended affect – an increased knowledge of safe street crossing behaviors resulting in a reduction in motor vehicle-related incidences among children in Newark and Essex County.

**BUDGET: \$150,000**

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**PROJECT NUMBER: PS 10-16-03**

**PROJECT TITLE: BICYCLE SAFETY PROGRAMS**

**PROJECT DESCRIPTION:**

As more adults engage in bicycling for fitness, recreation and/or commuting purposes, a targeted education and awareness campaign is needed. Particular emphasis will be given to immigrants, children, seniors, and families. The campaign will include 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 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.

Researchers at the Voorhees Transportation Center at Rutgers, in partnership with bicycle advocates (BikeNY) and educators (New Jersey Association of Health, Physical Education, Dance and Recreation or NJAHPERD), partnered with four communities in 2008 to educate children about bicycle rider safety. Equipment and supplies were secured, trainer education was completed and the program is being piloted in the summer of 2009 in Hanover Township, Pemberton, Camden and Medford. Upon completion of the course, students will be administered a tested on their knowledge of skills, helmet use, and cycling safety. VTC staff will evaluate the program to determine the shortcomings and successes with the goal of determining how to best deliver, via schools, camps and other community-based entities, a bicycle education program to elementary school-age students statewide.

The Division of State Police's Community Service Unit will implement a program for law enforcement professionals focusing on bicycle traffic laws and its offenders. The program will have 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 patrol activities.

**BUDGET: \$115,921**

PEDESTRIAN AND BICYCLE SAFETY: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PS10-16-01	PROGRAM MANAGEMENT	\$ 192,689	SECTION 402
PS 10-16-02	PEDESTRIAN SAFETY PROGRAMS	\$ 150,000	SECTION 406
PS 10-16-03	BICYCLE SAFETY PROGRAMS	\$ 115,921	SECTION 402
402 TOTAL		\$ 308,610	
406 TOTAL		\$ 150,000	
TOTAL ALL FUNDS		\$ 458,610	

## HIGHWAY SAFETY PLAN OCCUPANT PROTECTION

**PROJECT NUMBER:** OP 10-11-01

**PROJECT TITLE:** PROGRAM MANAGEMENT

**PROJECT DESCRIPTION:**

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

**BUDGET:** \$705,444

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**PROJECT NUMBER:** OP 10-11-02

**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 30 child passenger safety details will be conducted. Promotional materials will also be obtained for distribution at designated child safety seat checkpoints throughout the state

The 32-hour Standardized Child Passenger Safety Training course will be offered at approximately nine sites (3 per region) across the state with an emphasis on training technicians who will assist under served populations. In addition, recertification classes will be conducted during the year to ensure that the state has an adequate cadre of technicians to serve the public.

**BUDGET:** \$735,000

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**PROJECT NUMBER:** OP 10-11-03

**PROJECT TITLE:** CHILD PASSENGER SAFETY CONFERENCE

**PROJECT DESCRIPTION:**

The child passenger safety technical conference is scheduled to be held in New York State during calendar year 2010. Certified child passenger safety technicians/instructors from throughout the region will be attending the conference. Funds will be used to support the conference and provide grants to defray the cost of participation by New Jersey technicians and instructors.

**BUDGET:** \$40,000

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**PROJECT NUMBER:** OP 10-11-04

**PROJECT TITLE:** SEAT BELT ENFORCEMENT

**PROJECT DESCRIPTION:**

The *Click It or Ticket* campaign will be conducted to increase seat belt use and educate the public about the impact belt use has in reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Approximately 250 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. In addition, emphasis will be given to including certified child passenger safety technicians at *Click It or Ticket* and other seat belt enforcement events and to the lifesaving importance of buckling up in the back seat.

**BUDGET:** \$800,000

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**PROJECT NUMBER:** OP 10-11-05

**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 2010.

**BUDGET:** \$155,000

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## OCCUPANT PROTECTION: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
OP 10-11-01	PROGRAM MANAGEMENT	\$ 705,444	SECTION 402
OP 10-11-02	CHILD PASSENGER SAFETY EDUCATION	\$ 660,000	SECTION 2011
OP 10-11-02	CHILD PASSENGER SAFETY EDUCATION	\$ 75,000	SECTION 402
OP 10-11-03	CHILD PASSENGER SAFETY CONFERENCE	\$ 40,000	SECTION 2011
OP 10-11-04	SEAT BELT ENFORCEMENT	\$ 800,000	SECTION 405
OP 10-11-05	SEAT BELT SURVEY	\$ 155,000	SECTION 402
402 TOTAL		\$ 935,444	
405 TOTAL		\$ 800,000	
2011 TOTAL		\$ 700,000	
TOTAL ALL FUNDS		\$2,435,444	

## HIGHWAY SAFETY PLAN POLICE TRAFFIC SERVICES

**PROJECT NUMBER:** PT10-03-01

**PROJECT TITLE:** PROGRAM MANAGEMENT

**PROJECT DESCRIPTION:**

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

**BUDGET:** \$213,165

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**PROJECT NUMBER:** PT 10-03-02

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

**PROJECT DESCRIPTION:**

Funds will be provided to allow municipal and state law enforcement agencies across the state to participate in a 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. The summer mobilization, *Obey the Signs or Pay the Fines*, will also be funded from this task.

**BUDGET:** \$143,000

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**PROJECT NUMBER:** PT 10-03-03

**PROJECT TITLE:** SPEED DETECTION PROGRAM

**PROJECT DESCRIPTION:**

Excessive speed is one of the causes of serious and/or fatal crashes. Because enforcement is essential for compliance, funds will be provided to obtain K55 radar units and laser speed detection devices. These units will be assigned to the Division of State Police for use on a statewide basis.

**BUDGET:** \$254,000

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**PROJECT NUMBER:** PT 10-03-04

**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.

Funds will be provided to NJ Transit Police to continue implementing enforcement and education programs aimed at pedestrians that circumvent activated pedestrian crossing gates and motorists who drive around activated rail crossings. In calendar year 2008, there were 21 train/vehicle crashes and 36 motor vehicle crashes at crossings. There has also been a significant increase in cell phone and pedestrian crossing violations. The NJ Transit Police will also participate in both the *Click It or Ticket* and *Over the Limit, Under Arrest* campaigns.

**BUDGET:** \$143,000

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**PROJECT NUMBER:** PT 10-03-05

**CELL PHONE MOBILIZATION**

**PROJECT DESCRIPTION:**

Despite a 750 percent increase in the number of citations written for the use of hand-held cell phones, while driving (since enactment of the primary cell phone/texting law on March 1, 2008), public perception is that the law is widely ignored and not enforced, causing extreme risk to motorists, their passengers and other roadway users. Funds will be provided to continue implementation of a cell phone enforcement campaign in additional communities statewide. 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:** \$150,000

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**PROJECT NUMBER:** PT 10-03-06

### **GRADUATED DRIVER LICENSE (GDL) ENFORCEMENT AND EDUCATION**

**PROJECT DESCRIPTION:**

Police officers will continue to conduct overtime enforcement and education details focusing on teen drivers at or near school exits at school dismissal. Officers will initiate contact with young drivers, distribute *Don't Drive Stupid* educational materials and issue summonses for GDL violations when warranted.

**BUDGET:** \$150,000

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**PROJECT NUMBER:** PT 10-03-07

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

**PROJECT DESCRIPTION:**

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

**BUDGET:** \$45,000

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**PROJECT NUMBER:** PT 10-03-08

### **PROJECT TITLE: TRAINING**

**PROJECT DESCRIPTION:**

Funds will be provided for police personnel to attend highway traffic safety and crash investigation techniques training courses, traffic safety conferences and seminars. When a crash occurs, the police officer called to the scene is considered the specialist and is expected to conduct the initial investigation. Often the police officer assigned this task lacks the formal training and expertise to be a responsible crash investigator. Due to the nature of crash investigations, the investigating officer must be an experienced and highly trained crash investigator. The requisite training covers skills the officers will need to complete a fair and accurate report: Crash Investigation I (10 classes), Crash Investigation II (8 classes) and Vehicle Dynamics (6 classes). In addition to the introductory courses, several advanced and more technically oriented training courses will be offered including Traffic Crash Reconstruction (3 classes), Computerized Diagramming (1 class), Pedestrian/Bicycle Crash Investigation (2 classes),



Motorcycle Crash Investigation (2 classes) and Advanced Commercial Motor Vehicle Collision Investigation (1 class). Two train-the-trainer classes in Motorcycle Enforcement will be made available to law enforcement officers to enhance their knowledge of applicable laws, equipment and licensing. Training will be held at police academies throughout the state.

**BUDGET: \$710,000**

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**PROJECT NUMBER: PT 10-03-09**

**PROJECT TITLE: FATAL CRASH INVESTIGATION**

**PROJECT DESCRIPTION:**

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

**BUDGET: \$75,000**

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**PROJECT NUMBER: PT 10-03-10**

**PROJECT TITLE: TRAFFIC SPECIALIST**

**PROJECT DESCRIPTION:**

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

**BUDGET: \$145,000**

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## POLICE TRAFFIC SERVICES: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PT 10-03-01	PROGRAM MANAGEMENT	\$ 213,165	SECTION 402
PT 10-03-02	SPEED/AGGRESSIVE DRIVING	\$ 143,000	SECTION 406
PT 10-03-03	SPEED DETECTION PROGRAM	\$ 254,000	SECTION 406
PT 10-03-04	COMPREHENSIVE ENFORCEMENT/EDUCATION PROGRAM	\$ 143,000	SECTION 406
PT 10-03-05	CELL PHONE MOBILIZATION	\$ 150,000	SECTION 406
PT 10-03-06	GDL ENFORCEMENT AND EDUCATION	\$ 150,000	SECTION 406
PT 10-03-07	RED LIGHT RUNNING PILOT PROGRAM	\$ 45,000	SECTION 402
PT 10-03-08	TRAINING	\$ 710,000	SECTION 406
PT 10-03-09	FATAL CRASH INVESTIGATION	\$ 75,000	SECTION 402
PT 10-03-10	TRAFFIC SPECIALIST	\$ 145,000	SECTION 402
402 TOTAL		\$ 478,165	
406 TOTAL		\$1,550,000	
TOTAL ALL FUNDS		\$2,028,165	

## HIGHWAY SAFETY PLAN COMMUNITY TRAFFIC SAFETY PROGRAMS

**PROJECT NUMBER:** CP 10-08-01

**PROJECT TITLE:** CTSP

**PROJECT DESCRIPTION:**

Funds will be provided to continue implementing the Community Traffic Safety Programs (CTSPs), which address priority traffic safety concerns in the following counties: Atlantic, Bergen, Burlington, Camden, Cumberland, Gloucester, Hudson, Morris, Ocean, Passaic, and Union. Cape May, Middlesex and Salem Counties also plan on establishing CTSPs in 2010. Each CTSP establishes a management system which includes a coordinator and advisory group responsible for planning, directing and implementing its programs. Traffic safety professionals from law enforcement agencies, educational institutions, community and emergency service organizations, and planning and engineering are brought together to develop county-wide traffic safety education programs based on their crash data. The CTSPs also share best practices, and provide information and training throughout their counties. CTSPs are being encouraged to expand their partnerships to ensure diversity in membership and communities served.

Funds will also be provided to the Department of Community Affairs, Center for Hispanic Policy, Research and Development to assist at least three Hispanic organizations establish CTSPs that will educate the communities they serve on all aspects of traffic safety. To obtain funding, selected agencies must adopt traffic safety as part of their core mission and develop a task force comprised of stakeholders who will partner with the agency to establish goals and implement programs to lower crashes, injuries and fatalities.

**BUDGET:** \$1,100,000

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**PROJECT NUMBER:** CP 10-08-02

**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 focusing on the general public as well as specific segments of the population. Funds will also support priority programs with printed materials, educational items, media campaigns, and special events. The DHTS Safety Cruiser will continue to travel throughout the state bringing traffic safety information to thousands of citizens on a year-round basis. Work is underway to replace the current cruiser, which regularly experiences downtime due to ongoing mechanical problems, with an interactive, colorful, state-of-the-art vehicle that will engage the public.

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. DHTS hopes to expand its partnership with the New Jersey State Inter-Scholastic Athletic Association to further engage athletes, coaches, parents, and fans through deployment of a new safety cruiser carrying the *Don't Drive Stupid* message and materials in order to ensure they understand the risks associated with teen driving and the importance of adhering to the GDL law. Funds will also be used to continue to educate motorists that talking on a hand-held phone or texting while driving is against the law and that any use of electronic devices while behind the wheel is distracting. DHTS also plans to partner with DOT and MVC to launch an advertising campaign focusing on pedestrian safety as a shared responsibility between motorists and walkers.

**BUDGET: \$400,000**

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**PROJECT NUMBER: CP 10-08-03**

**PROJECT TITLE: COMMUNITY SAFETY AND ENFORCEMENT TRAINING**

**PROJECT DESCRIPTION:**

Over the past two years the role of the Rutgers University Center for Advanced Infrastructure and Transportation, Technical Assistance Program (LTAP) expanded from work zone safety training to the establishment of community safety outreach programs, education and enforcement training. The LTAP staff will serve as technical support for the Safe Passage Task Force and Work Zone Safety Partnership. Three statewide safety conferences will be conducted for the enforcement community, driver education instructors and the transportation industry. Additionally, a series of three police work zone safety train-the-trainer workshops for municipal police officers will be conducted.

The Garret Morgan Academy, New Jersey's only transportation high school, will work with the Paterson Police Department as safety advocates for the teen driver program. Roadway safety training for the laborer population will continue through basic, intermediate and advanced work zone safety, flagging techniques and procedures, and train-the-trainer flagging program. In addition, the Annual Work Zone Safety Awareness Conference, held during National Work Zone Safety Week in April, will be co-sponsored by Rutgers.

**BUDGET: \$275,000**

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**PROJECT NUMBER: CP 10-08-04**

**PROJECT TITLE: MULTIMEDIA TRANSPORTATION SAFETY AWARENESS**

**PROJECT DESCRIPTION:**

The Brain Injury Association of New Jersey (BIANJ) will continue to build upon its comprehensive transportation safety programs that address all age groups and modes of transportation, by using websites and second-generation Internet communication to reach a broad audience. Along with focusing on teen driving, emphasis will also be given to pedestrian safety. BIANJ will continue to build on the success of its web-based safety information and prevention efforts targeted to teens, young adults and their parents ([www.Ugotbrains.com](http://www.Ugotbrains.com) and [www.njteendriving.com](http://www.njteendriving.com)). These websites will be regularly updated with new and fresh material, and an additional website, targeted to driver education professionals (classroom and behind the wheel) will be launched during FY 2010. BIANJ will expand its web presence and increase the exposure of these websites and key safety messages by developing content for the social networking sites Facebook, MySpace and Hi-Five, popular in the Hispanic community.

BIANJ's [Brainybunch.info](http://Brainybunch.info) website will be redesigned to provide more user-friendly information for children and include a focus on pedestrian and bicycle/wheeled sport safety. The teen website, [www.Ugotbrains.com](http://www.Ugotbrains.com), will add content that also addresses bicycle and pedestrian safety. In an effort to reach out to Spanish-speaking web users, an application will be added to BIANJ's sites that allows users to initiate "one click" translation of content into Spanish.

BIANJ has a long history of providing educational programs with a transportation safety message targeted to all age groups. From the *Kids on the Block* interactive puppet presentation for preschool and grammar school-age children, to more sophisticated prevention presentations geared to middle school-age children and high school students, the Association has developed content on pedestrian, wheeled sport and driver safety. The Association's *HeadsUpSeniors!* Presentation, delivered in senior citizen settings across the state, also contains a traffic safety component. These programs will continue to be offered across the state with an emphasis on presentations to children that highlight pedestrian and bicycle safety and outreach in Hispanic communities and to senior citizens focusing on pedestrian safety.

**BUDGET: \$235,000**

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**PROJECT NUMBER:** CP 10-08-05

**PROJECT TITLE:** TEEN DRIVER PROGRAM

**PROJECT DESCRIPTION:**

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

Funds will also be used to purchase *Alive at 25* materials to continue presentations to teens and their parents at the 14 high schools served by State Police school resource officers.

**BUDGET:** \$35,000

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**PROGRAM NUMBER:** CP 10-08-06

**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. 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:** \$300,000

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**PROGRAM NUMBER:** CP 10-08-07

**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 focused on lowering pedestrian and bicycle injury and fatality rates among all age groups, with a particular emphasis on children, seniors and immigrants. Additionally, training and educational materials, promoting DHTS' *Buckle Up – Everyone, Every Ride* campaign will be developed and disseminated to employer carpools and vanpools reminding riders, particularly those in the backseat, of the importance of buckling up.

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. Funds will also be provided to hold a statewide symposium that will address a wide range of safety topics from occupant protection to roadway and vehicle safety.

The New Jersey State Safety Council will develop and present three fleet safety symposiums, *Keep Your Employees Alive*, that address the operational, psychological and physical aspects of driving. The symposiums will also engage employers in developing workplace policies addressing impaired, fatigued and distracted driving as well as occupant protection. The Council will continue to work with schools to implement a comprehensive parent/teen driving orientation that incorporates the *Alive at 25* crash avoidance program.

**BUDGET:** \$500,000

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**PROGRAM NUMBER:** CP 10-08-08

**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 10-08-01	CTSP	\$1,100,000	SECTION 402
CP 10-08-02	PUBLIC INFORMATION & EDUCATION	\$ 400,000	SECTION 402
CP 10-08-03	COMMUNITY SAFETY & ENFORCEMENT TRAINING	\$ 275,000	SECTION 402
CP 10-08-04	MULTIMEDIA TRANSPORTATION SAFETY AWARENESS	\$ 235,000	SECTION 402
CP 10-08-05	TEEN DRIVER PROGRAM	\$ 35,000	SECTION 402
CP 10-08-06	PAID MEDIA	\$ 300,000	SECTION 402
CP 10-08-07	COMPREHENSIVE STATEWIDE INITIATIVES	\$ 500,000	SECTION 402
CP 10-08-08	TRAINING	\$ 30,000	SECTION 402
402 TOTAL		\$2,875,000	
TOTAL ALL FUNDS		\$2,875,000	



## HIGHWAY SAFETY PLAN ROADWAY SAFETY

**PROJECT NUMBER:** RS 10-06-01

**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:** \$162,628

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**PROJECT NUMBER:** RS 10-06-02

**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.

**BUDGET:** \$20,160

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**PROJECT NUMBER:** RS 10-06-03

**PROJECT TITLE:** PEDESTRIAN IMPROVEMENTS

**PROJECT DESCRIPTION:**

Newark has installed 500 pedestrian and 2,000 school crossing signs at 180 and 340 intersections, respectively, since 2000. Flashing school signs and textured crosswalks have also been installed at key locations to further reinforce the presence of pedestrians and students in crosswalks. Funds will be provided for new pavement markings including crosswalk, stop bars and lane lines at intersections where school crossing signs have been installed. Once the pavement marking project is completed, the city will monitor all locations for the next three years to evaluate the effectiveness of the improvements in reducing pedestrian-related crashes, injuries and fatalities.

**BUDGET:** \$45,000

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**PROJECT NUMBER:** RS 10-06-04

**PROJECT TITLE:** TRAFFIC COUNTERS/RADAR RECORDER

**PROJECT DESCRIPTION:**

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

**BUDGET:** \$15,000

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**PROJECT NUMBER:** RS 10-06-05

**PROJECT TITLE:** TRAFFIC ENGINEERING STUDY

**PROJECT DESCRIPTION:**

Funds will be provided to conduct an engineering study to determine the cause of crashes and the possible need for design improvements aimed at improving traffic safety at the intersection of Hickory Corner Road and Oak Creek Road in East Windsor Township.

**BUDGET:** \$6,000

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#### ROADWAY SAFETY: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
RS 10-06-01	PROGRAM MANAGEMENT	\$162,628	SECTION 402
RS 10-06-02	TRAFFIC INTERNS	\$ 20,160	SECTION 402
RS 10-06-03	PEDESTRIAN IMPROVEMENTS	\$ 45,000	SECTION 402
RS 10-06-04	TRAFFIC COUNTERS	\$ 15,000	SECTION 402
RS 10-06-05	TRAFFIC STUDY	\$ 6,000	SECTION 402
402 TOTAL		\$248,788	
TOTAL ALL FUNDS		\$248,788	

## HIGHWAY SAFETY PLAN TRAFFIC RECORDS

**PROJECT NUMBER:** TR 10-02-01

**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:** \$257,077

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**PROJECT NUMBER:** TR 10-02-02

**PROJECT TITLE:** DATA COLLECTION

**PROJECT DESCRIPTION:**

Funds will be provided to a select number of police departments to obtain the tools (including diagramming software) and training needed to electronically complete and upload the NJTR-1 crash report to the New Jersey Department of Transportation crash data file.

**BUDGET:** \$25,000

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**PROJECT NUMBER:** TR 10-02-03

**PROJECT TITLE:** TRAINING GRANT

**PROJECT DESCRIPTION:**

Funds will be provided to personnel from the New Jersey Department of Transportation to reimburse them for travel expenses associated with attendance at traffic records training programs and NHTSA's annual Traffic Records Forum.

**BUDGET:** \$10,000

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**PROJECT NUMBER:** TR 10-02-04

**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 ready 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:** \$700,000

TRAFFIC RECORDS: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
TR 10-02-01	PROGRAM MANAGEMENT	\$ 257,077	SECTION 402
TR 10-02-02	DATA COLLECTION	\$ 25,000	SECTION 402
TR 10-02-03	TRAINING GRANT	\$ 10,000	SECTION 402
TR 10-02-04	TRAFFIC RECORDS INFORMATION SYSTEM	\$ 700,000	SECTION 408
402 TOTAL		\$ 292,077	
408 TOTAL		\$ 700,000	
TOTAL ALL FUNDS		\$992,077	

## HIGHWAY SAFETY PLAN MOTORCYCLE SAFETY

**PROJECT NUMBER:** MC 10-05-01

**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.

Washington Township (Bergen County) will continue to offer a modified version of the Motorcycle Safety Foundation (MSF) rider education course to county residents and police officers will speak to senior citizen groups and high school driver education classes about sharing the road with motorcycles. In addition, the MSF Riding Straight (alcohol) program will be offered as a two-day course. Federal funds will be provided, with the Township providing matching funds, to purchase the leased Harley Davidson police motorcycle that has and will continue to be used for training and patrol activities.

**BUDGET:** \$150,840

MOTORCYCLE SAFETY: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
MC 10-05-01	PUBLIC AWARENESS/ED/TRAINING	\$ 8,400	SECTION 402
MC 10-05-01	PUBLIC AWARENESS/ED/TRAINING	\$150,000	SECTION 2010
402 TOTAL		\$ 8,400	
2010 TOTAL		\$150,000	
TOTAL ALL FUNDS		\$158,400	

## HIGHWAY SAFETY PLAN EMERGENCY MEDICAL SERVICES

**PROJECT NUMBER:** EM 10-09-01

**PROJECT TITLE:** EXPEDITED EMS RESPONSE

**PROJECT DESCRIPTION:**

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

**BUDGET:** \$550

### EMERGENCY MEDICAL SERVICES: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
EM 10-09-01	EXPEDITED EMS RESPONSE	\$550	SECTION 402
402 TOTAL		\$550	
TOTAL ALL FUNDS		\$550	

## STATE CERTIFICATIONS AND ASSURANCES

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

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

## CERTIFICATIONS AND ASSURANCES

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

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

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing. The State will implement activities in support of national highway safety goals to reduce motor vehicle-related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process including:

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

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

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

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

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

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

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



and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. S794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to the nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment, and Rehabilitation act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) SS 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. SS290 dd-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. SS3601 et. seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- A) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition
- B) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- C) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (A).
- D) Notifying the employee in the statement required by paragraph (A) that, as a condition of employment under the grant, the employee will —
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- E) Notifying the agency within ten days after receiving notice under subparagraph (D) (2) from an employee or otherwise receiving actual notice of such conviction.
- F) Taking one of the following actions, within 30 days of receiving notice under subparagraph (D) (2), with respect to any employee who is so convicted —
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.

- 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by 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**

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

Only steel, iron, and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

## **POLITICAL ACTIVITY (HATCH ACT)**

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The State will comply with the provisions of 5 U.S.C. SS1501-1508 and implementing regulations of 5 CFR Part 151, concerning “Political Activity of State or Local Offices, or Employees.”

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

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### **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**

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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**

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### **INSTRUCTION FOR PRIMARY CERTIFICATION**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below:
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has been erroneous by reasons of changed circumstances.
5. The term covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person primary, covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with the person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tiered covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4 suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

#### 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.

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#### 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.

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#### 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.

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#### ENVIRONMENTAL IMPACT

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



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Governor's Representative for Highway Safety

08-31-2009

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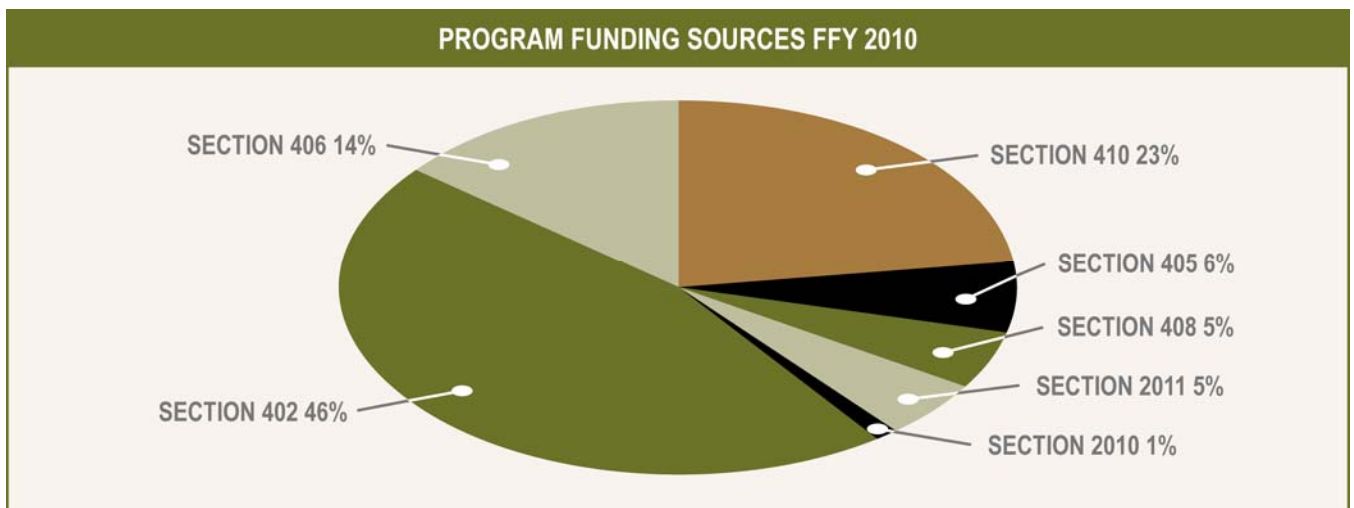
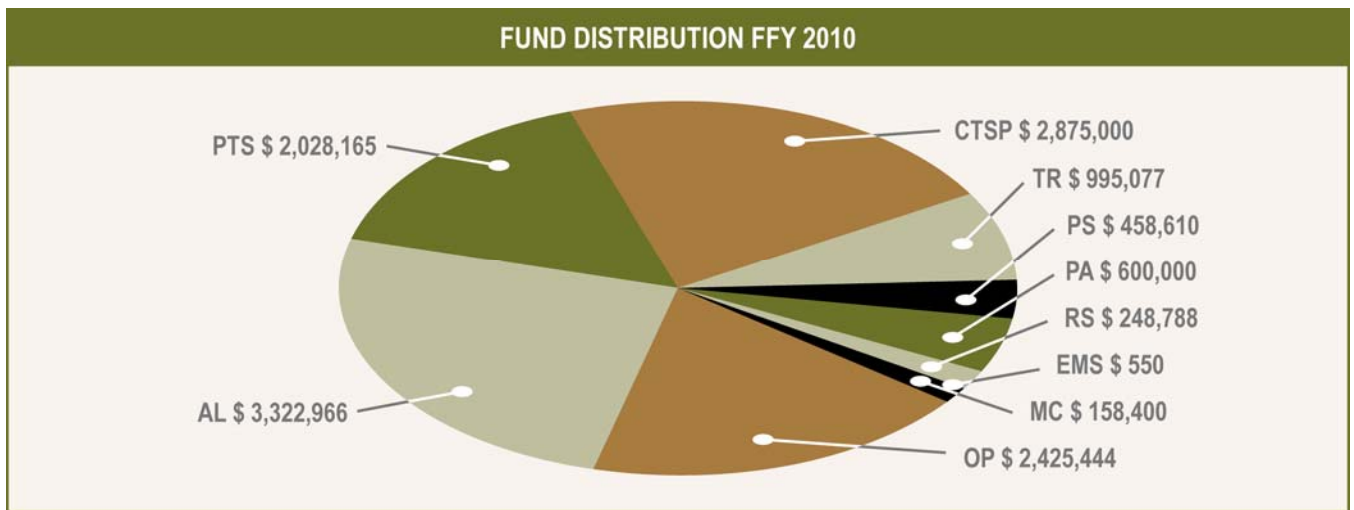
Date

## PROGRAM COST SUMMARY

PROGRAM COST SUMMARY				
PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
<b>SECTION 402</b>				
PLANNING & ADMIN	\$ 500,000	\$ 500,000		\$ 500,000
ALCOHOL	\$ 322,966			\$ 322,966
PED/BICYCLE SAFETY	\$ 308,610		\$ 115,921	\$ 308,610
OCCUPANT PROTECTION	\$ 935,444		\$ 155,000	\$ 935,244
POLICE SERVICES	\$ 478,165	\$2,000,000	\$ 265,000	\$ 478,165
CTSP	\$2,875,000		\$2,375,000	\$2,875,000
ROADWAY SAFETY	\$ 248,788		\$ 86,160	\$ 248,788
TRAFFIC RECORDS	\$ 292,077		\$ 35,000	\$ 292,077
MOTORCYCLE SAFETY	\$ 8,400		\$ 8,400	\$ 8,400
EMS	\$ 550		\$ 550	\$ 550
<b>TOTAL SECTION 402</b>	<b>\$5,970,000</b>	<b>\$2,500,000</b>	<b>\$3,041,031</b>	<b>\$5,970,000</b>
<b>SECTION 405</b>				
OCCUPANT PROTECTION	\$800,000	\$800,000	\$700,000	\$800,000
<b>TOTAL SECTION 405</b>	<b>\$800,000</b>	<b>\$800,000</b>	<b>\$700,000</b>	<b>\$800,000</b>
<b>SECTION 406</b>				
PLANNING & ADMIN	\$ 100,000			\$ 100,000
PED/BICYCLE SAFETY	\$ 150,000		\$ 150,000	\$ 150,000
POLICE SERVICES	\$1,550,000		\$1,296,000	\$1,550,000
<b>TOTAL SECTION 406</b>	<b>\$1,800,000</b>		<b>\$1,446,000</b>	<b>\$1,800,000</b>
<b>SECTION 408</b>				
TRAFFIC RECORDS	\$ 700,000	\$400,000	\$400,000	\$ 700,000
<b>TOTAL SECTION 408</b>	<b>\$ 700,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$ 700,000</b>
<b>SECTION 410</b>				
ALCOHOL	\$3,000,000	\$1,800,000	\$2,453,000	\$3,000,000
<b>TOTAL SECTION 410</b>	<b>\$3,000,000</b>	<b>\$1,800,000</b>	<b>\$2,453,000</b>	<b>\$3,000,000</b>

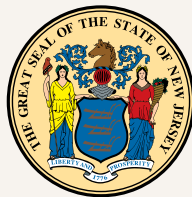
PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
<b>SECTION 2010</b>				
MOTORCYCLE	\$ 150,000		\$ 150,000	\$ 150,000
<b>TOTAL SECTION 2010</b>	<b>\$ 150,000</b>		<b>\$ 150,000</b>	<b>\$ 150,000</b>

<b>SECTION 2011</b>				
CHILD SAFETY	\$700,000	\$1,700,000	\$ 700,000	\$700,000
<b>TOTAL SECTION 2011</b>	<b>\$700,000</b>	<b>\$1,700,000</b>	<b>\$ 700,000</b>	<b>\$700,000</b>



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 overrepresented in the state. This comprehensive plan prudently utilizes engineering, education, enforcement, and emergency medical services countermeasures to improve traffic safety on all of the States roadways.





JON S. CORZINE



ANNE MILGRAM

# SAFE PASSAGE

*moving toward zero fatalities*

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