



STATE OF NEW JERSEY HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2014
October 1, 2013 through September 30, 2014



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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 Highway Safety Plan, a Statewide Overview, a Performance Plan, State Certifications and Assurances, and Program Cost Summary.

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

MISSION STATEMENT

Pursuant to N.J.S.A. 27:5-F-18 et seq., DHTS is responsible for developing and implementing, on behalf of the Governor, the New Jersey Highway Safety Program. The mission of DHTS is the safe passage of all roadway users in New Jersey as we move towards zero fatalities. To achieve our mission, the DHTS promotes statewide traffic safety programs through education, engineering and enforcement activities. DHTS administers and coordinates funding for state and local projects.

EXECUTIVE SUMMARY

On July 6, 2012, the transportation reauthorization bill (P.L. 112-141) was signed into law, called Moving Ahead for Progress in the 21st Century Act (MAP-21). The reauthorization is effective until October 1, 2014. Many of its provisions regarding the highway safety programs are expected to continue into future reauthorizations. MAP-21 specifies a single application deadline for all highway safety grants and establishes a consolidated application process for the Section 402 program and six National Priority Safety Programs which were codified in a single section known as Section 405.

The annual plan is referred to as the Highway Safety Performance Plan (HSPP). The two components of the HSPP are the Highway Safety Plan and the Performance Plan. The Federal Fiscal Year (FFY) 2014 HSPP addresses the national priority program areas of NHTSA and FHWA. The following program areas will be addressed in FFY 2014: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, roadway safety, traffic records, emergency medical services and motorcycle safety. The State and Community Highway Safety grant program, known as the Section 402 Program, is the primary source of funding for these initiatives. Federal law requires that 40 percent of these funds be used by or for the benefit of local government. Grants are also accepted from federally tax-exempt, nonprofit organizations that provide

traffic safety services throughout the State. The Plan provides for a budget of 48 percent for projects that benefit local jurisdictions.

In addition to the Section 402 Program, several other funding sources in FFY 2014 will be used to continue the highway safety program. These include carryover funds from the Section 405 Occupant Protection Incentive 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 new Section 405 National Priority Safety Programs will also provide a source of funds to implement grant programs.

The FFY 2014 HSSP includes a budget of over \$11 million that will be allocated as illustrated below:

FFY 2014 FEDERAL HIGHWAY SAFETY FUNDING		
SECTION 402	STATE AND COMMUNITY GRANT PROGRAM	\$6,094,500
SECTION 405	OCCUPANT PROTECTION INCENTIVE GRANT	\$ 100,000
SECTION 408	TRAFFIC SAFETY INFORMATION SYSTEM GRANT	\$ 50,000
SECTION 410	ALCOHOL INCENTIVE GRANT	\$ 500,000
SECTION 2010	MOTORCYCLE SAFETY GRANT	\$ 25,000
SECTION 2011	CHILD SAFETY SEAT AND CHILD BOOSTER SEAT GRANT	\$ 50,000
SECTION 405	NATIONAL PRIORITY PROGRAMS	\$4,242,750*

***Estimated Amount (Includes Alcohol, Occupant Protection, Traffic Records and Motorcycle Safety Funds)**

The FFY 2014 HSSP begins with the Highway Safety Plan which provides a description of the planning cycle followed by the problem identification process, goal development and project selection. A statewide overview of fatalities and injuries is followed by a description of the core performance measures.

The Performance Plan includes highway safety performance targets and the projects and activities that will be implemented to achieve the goals identified. This section also provides a description of 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.

DHTS manages and implements programs by region as illustrated on the chart. The regional supervisors and their staff are responsible for coordinating, monitoring and evaluating the activities and programs within these 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, SOMERET AND UNION
REGION III	BERGEN, ESSEX, HUDSON, MORRIS, PASSAIC, SUSSEX AND WARREN

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

Division of Criminal Justice
 Division of State Police
 Division of Alcoholic Beverage Control
 Department of Community Affairs
 Center for Hispanic Policy and Development
 Department of Transportation
 Motor Vehicle Commission
 Department of Health and Human Services
 Office of Emergency Medical Services
 Federal Highway Administration
 National Highway Traffic Safety Administration
 Metropolitan Planning Organizations
 County and Municipal Traffic Engineer Association
 Association of Chiefs of Police
 Traffic Officers Association
 AAA
 New Jersey State Safety Council
 Administrative Office of the Courts
 MADD
 Transportation Management Associations
 New Jersey Inter-Scholastic Athletic Association
 Municipal Excess Liability Joint Insurance Fund
 Partnership for a Drug-Free New Jersey
 New Jersey Licensed Beverage Association

HIGHWAY SAFETY PLAN PLANNING CYCLE

- October**
1. Begin to close out projects.
 2. Reprogram carryover funds from the prior year into the current Highway Safety Plan.
 3. Grantees are reminded that final claims are due.
- November**
1. Receive program reports from DHTS staff and continue to receive final claims from grantees.
 2. Begin to prepare the Highway Safety Plan Annual Report
 3. Utilize new monies and carryover funds to implement projects in current fiscal year.
- December**
1. Finalize close out and submit final voucher to the NHTSA.
 2. Carryover funds and reprogram into current Highway Safety Plan.
 3. Place notice of grant availability for next fiscal year into the New Jersey Register.
 4. Complete the Highway Safety Plan Annual Report and submit to the NHTSA.
- January**
1. Monitor current project performance.
 2. Make adjustment to the Highway Safety Plan as necessary.
 3. Receive applications from potential grantees.
- February**
1. Begin to review grant applications.
 2. Set up initial meeting with program staff to begin planning for the Highway Safety Plan.
 3. Monitor progress of current grantees.
- March**
1. Program staff completes the grant application review process.
 2. Second meeting is held to discuss Highway Safety Plan development.
 3. Monitor progress of current grantees.
- April**
1. Program staff meets with Director to finalize grant awards for the upcoming Fiscal Year.
 2. Highway Safety Plan continues to be developed.
 3. Monitor progress of current grantees.
- May**
1. The draft of the Highway Safety Plan is prepared and submitted to the Director for review.
 2. Monitor progress of current grantees.
- June**
1. A draft copy of the Highway Safety Plan is sent to the Office of the Attorney General for review and approval.
 2. The Highway Safety Plan is finalized and submitted to the NHTSA.
 3. Monitor progress of current grantees.
- July**
1. Notify representatives from selected grant applications and inform them of the intent to award a highway safety grant.
 2. Monitor progress of current grantees.
- August**
1. Grantees are contacted and reminded that no funds can be used for current grant activity after September 30.
 2. Monitor progress of current grantees.
- September**
1. Begin to prepare final reports for current year projects.

PROBLEM IDENTIFICATION PROCESS

DHTS uses two primary sources of crash data to identify and analyze traffic safety problem areas: the New Jersey Crash Records system maintained by the Department of Transportation (DOT), Bureau of Safety Programs, and the Fatality Analysis Reporting System (FARS), maintained by the Division of State Police. All reportable crashes in the state are submitted to DOT for entry into the statewide crash records system. The data contained in the New Jersey Crash Records System provides for the analysis of crashes within specific categories defined by person (i.e., age and gender), location (i.e., roadway type) and vehicle characteristics (i.e., conditions), and the interaction of various components (i.e., time of day, day of week, weather, driver actions, etc). At both the state and local level, Plan4Safety is also used to analyze crash data. Plan4Safety is a support tool, developed and maintained by the Transportation Safety Resource Center (TSRC) at Rutgers University, which is used by county and local engineers, law enforcement agencies and other decision makers to help identify and assess the most cost-effective ways to improve safety on the state's roadways.

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

DHTS also requests information and data from other traffic safety groups. These include, but are not limited to the following: Motor Vehicle Commission (licensing data), Department of Transportation (crash data), and Administrative Office of the Courts (citation data).

Pursuant to 27:5F-18, New Jersey Highway Safety Act, the Highway Traffic Safety Policy Advisory Council was established by the Governor. The Council members are appointed as follows: one representative from the Department of Education; one representative of the Department of Health; one representative from the Department of Transportation; one representative each of the Motor Vehicle Commission and the Division of State Police; one representative of the Administrative Office of the Courts; two representatives of county and municipal law enforcement agencies (New Jersey Association of Chiefs of Police and New Jersey Police Traffic Officers Association); two representatives of county or local government; two members of the Governor's Advisory Council on Emergency Medical Services; one representative from the New Jersey State First Aid Council; three private sector corporate representatives; and three members of the general public. The purpose of the Advisory Council is to provide recommendations to assist in preparing the New Jersey Highway Traffic Safety Program.

Data sources are used to identify problem areas and to analyze the nature of the problem. Members of the program staff begin to meet in February to develop the Highway Safety Plan. 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. Within the crash data, each of the following was reviewed as part of the problem identification process: crash severity, driver age, driver sex, time of day and where the crashes were occurring.

Following the review of data, the program staff discusses current efforts and activities underway in particular program areas. The successful endeavors as well as the needs or gaps in these program areas are also addressed. After reviewing the data and subsequent discussions regarding program efforts to date, the group decides which problem areas will be addressed in FY 2014.

The problem identification process covers the following program areas: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, roadway safety, traffic records and motorcycle cycle.

Program staff established priorities for types of projects that would have the greatest impact on generating a reduction in traffic crashes, injuries and fatalities in the State. At the end of the planning sessions, it was the consensus of the group that certain types of projects were strategic to reducing the State's mileage death rate and the number of motor vehicle related injuries. Projects in the following areas will receive priority in FY 2014:

Alcohol Countermeasures: Enforcement and education programs that are necessary to impact impaired driving.

Pedestrian and Bicycle Safety: Development and implementation of education and enforcement programs that will enhance pedestrian and bicycle safety.

Occupant Protection: Development and implementation of programs designed to increase usage of safety belts and proper usage of child restraints for the reduction of fatalities and severity of injuries from vehicular crashes.

Police Traffic Services: Enforcement necessary to directly impact traffic crashes, fatalities and injuries. Comprehensive law enforcement initiatives and training opportunities for law enforcement officers will be pursued.

Community Traffic Safety Programs: Commitment and participation of the various groups and individuals working together to solve traffic safety related problems and issues.

Roadway Safety: Professional and technical engineering services necessary for the improvement of the roadway system in order to reduce the incidence and severity of crashes.

Traffic Records: The continued development and implementation of programs designed to enhance the collection, analysis, and dissemination of crash data that will increase the capability for identifying problems.

Motorcycle Safety: The development of programs that remind all motorists to safely "share the road" with motorcyclists and be alert.

GOAL DEVELOPMENT

The goals identified are determined in accordance with the problem identification process and are established for the various program priority areas and the specific thresholds.

Program managers review the statistical information which has been compiled. Program managers then examine the data from the past five years, review projects recommended for funding and how these projects will impact the identified problems. Crash data, vehicle miles travelled and population are also used to establish goals for priority areas. In addition, past trends and staff experience are used in setting goals.

PROJECT SELECTION

Projects are designed to impact problems that are identified through the problem identification process. Decisions on resource allocation are based on the potential for significant improvement in particular problem areas.

The process for funding state and local safety programs begins in December with a notification in the New Jersey Register containing a description of the purpose, eligibility, and qualifications of submitting a grant application for highway safety projects. State agencies and political subdivisions, including counties, municipalities, townships, and nonprofit organizations are eligible and must submit highway safety grant applications by a designated deadline.

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

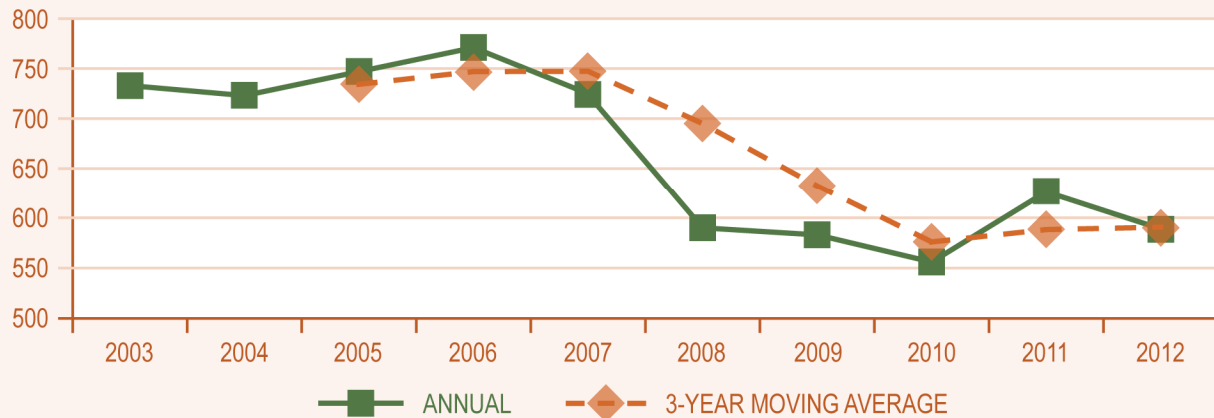
1. The degree to which the proposal addresses a state identified problem area. Primary consideration is granted to those projects addressing statewide traffic safety priorities. Also, projects are considered if they are well substantiated through data analysis and support identified problem areas.
2. 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.

The applications are rated for potential traffic safety impact, performance of previous grants, and seriousness of identified problems. The review also reflects how well the grant application was written. Each individual reviewing and scoring the grant application is provided with a scoring sheet. The scoring sheet assigns point values on each section of the grant application. Priority for funding is given to grant applications which demonstrate a highway safety problem defined by NHTSA or DHTS.

STATEWIDE OVERVIEW

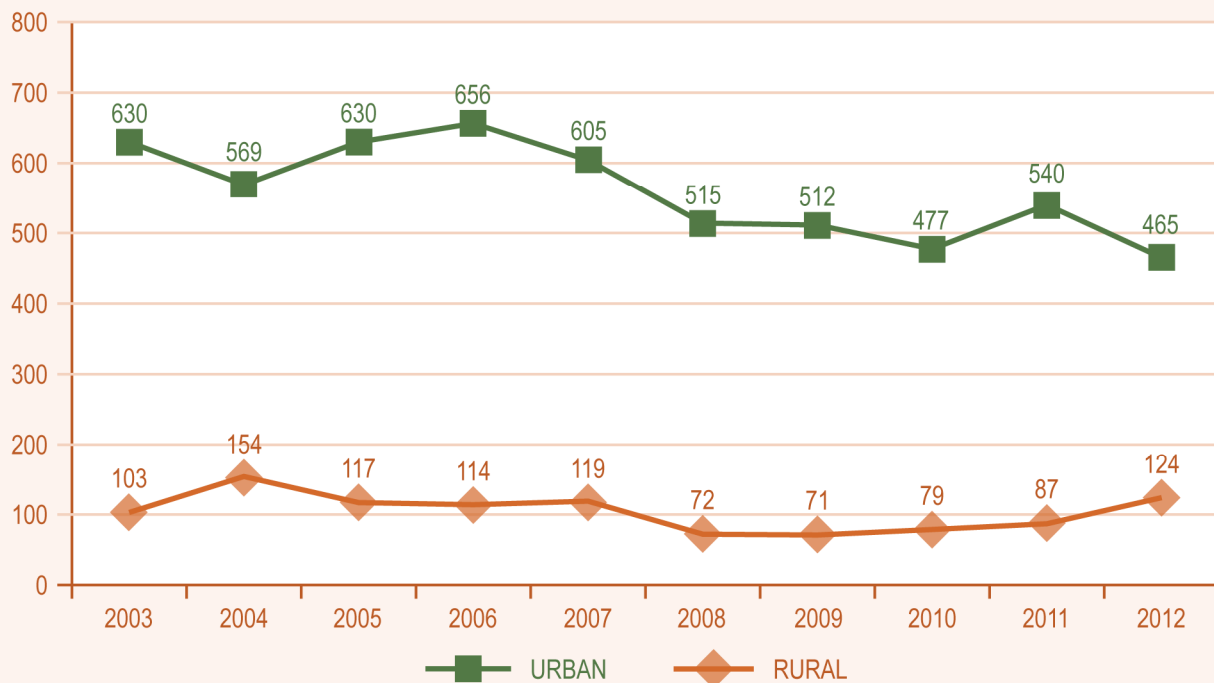
Motor vehicle fatalities have decreased in seven of the last ten years. In 2012, the State experienced a 6 percent decrease in overall traffic fatalities from the previous year. The 3-year moving average generally indicates a downward trend during the 10-year period, but has remained relatively stable from 2010-2012.

NEW JERSEY MOTOR VEHICLE FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



Fatalities by roadway function are shown below. The number of fatalities in the urban areas of the State decreased in 2012 to the lowest number during the last 10 years while fatalities on rural roadways increased for the third consecutive year and were the highest experienced since 2004.

FATALITIES BY ROADWAY FUNCTION – RURAL AND URBAN



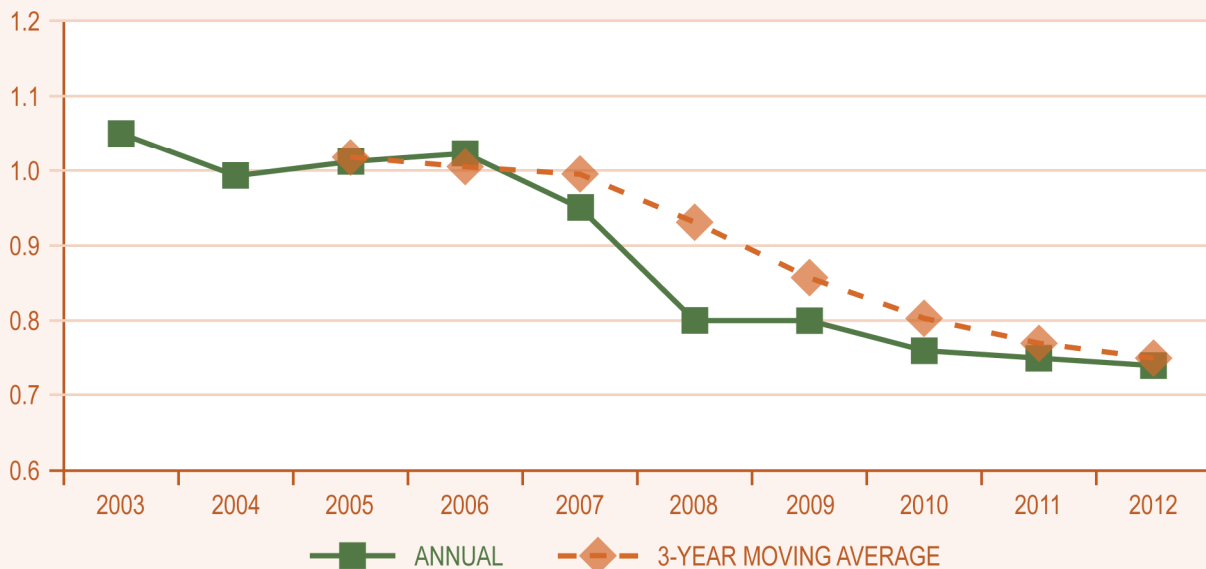
TRAFFIC RELATED FATALITIES BY CATEGORY: 2003 - 2012											
YEAR	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTAL
DRIVER	364	357	374	334	345	241	249	231	270	238	3,003
PASSENGER	164	124	142	162	134	109	98	99	105	97	1,234
PEDESTRIAN	137	152	153	164	149	135	157	141	143	163	1,494
BICYCLIST	11	14	17	12	12	20	14	13	17	14	144
MOTORCYCLIST	57	76	61	99	84	85	65	72	92	77	768
TOTAL	733	723	747	771	724	590	583	556	627	589	6,643
FATAL CRASHES	664	684	691	708	685	555	549	530	586	554	6,206

The highest number of motor vehicle fatalities (65) occurred in Middlesex County for the second consecutive year. Pedestrian fatalities (22) were most prevalent in Essex County, while bicycle fatalities (4) occurred most often in Ocean County. The county experiencing the greatest number of motorcyclist fatalities (9) was Middlesex County.

2012 VICTIM CLASSIFICATION BY COUNTY						
COUNTY NAME	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL
ATLANTIC	11	8	7	1	4	31
BERGEN	15	6	10	0	2	33
BURLINGTON	23	12	11	0	7	53
CAMDEN	9	4	6	1	6	26
CAPE MAY	4	1	5	0	1	11
CUMBERLAND	6	2	6	1	3	18
ESSEX	5	8	22	2	4	41
GLOUCESTER	11	4	4	0	4	23
HUDSON	9	3	9	1	3	25
HUNTERDON	2	2	1	1	0	6
MERCER	10	0	10	1	1	22
MIDDLESEX	25	11	19	1	9	65
MONMOUTH	18	3	10	0	5	36
MORRIS	16	6	4	0	4	30
OCEAN	26	6	10	4	7	53
PASSAIC	10	5	10	0	6	31
SALEM	6	1	1	0	1	9
SOMERSET	8	5	4	0	1	18
SUSSEX	6	2	2	0	5	15
UNION	11	4	11	1	3	30
WARREN	7	4	1	0	1	13
NJ STATE TOTALS	238	97	163	14	77	589

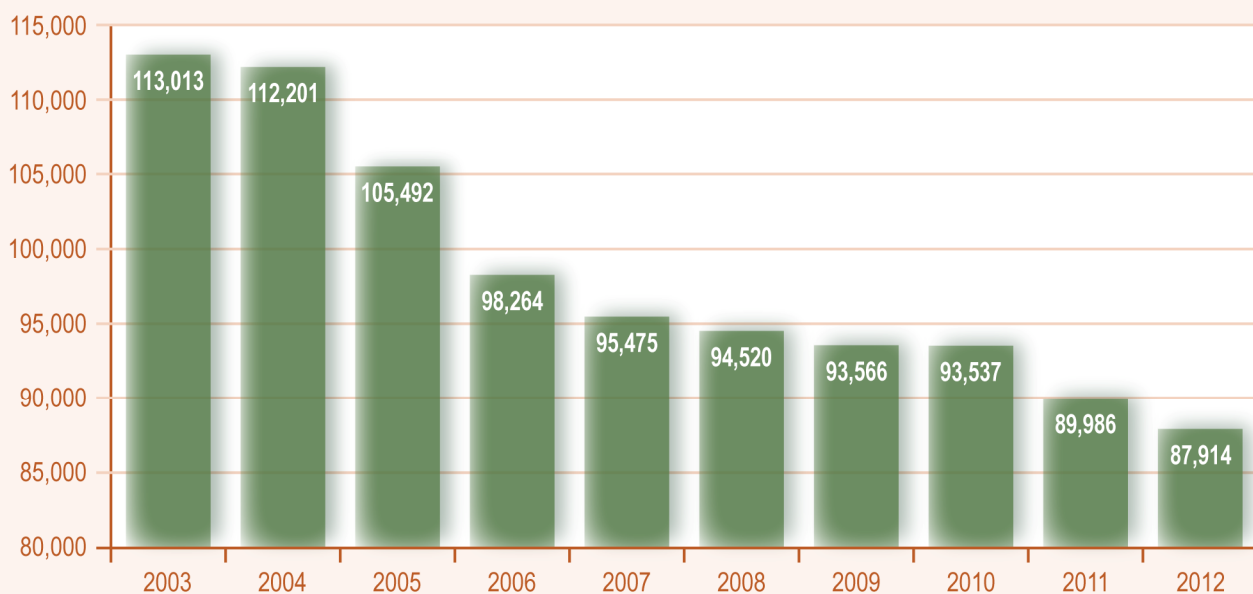
The statewide fatality rate per 100 million vehicle miles traveled continued to trend downward in 2012, falling to 0.74.

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



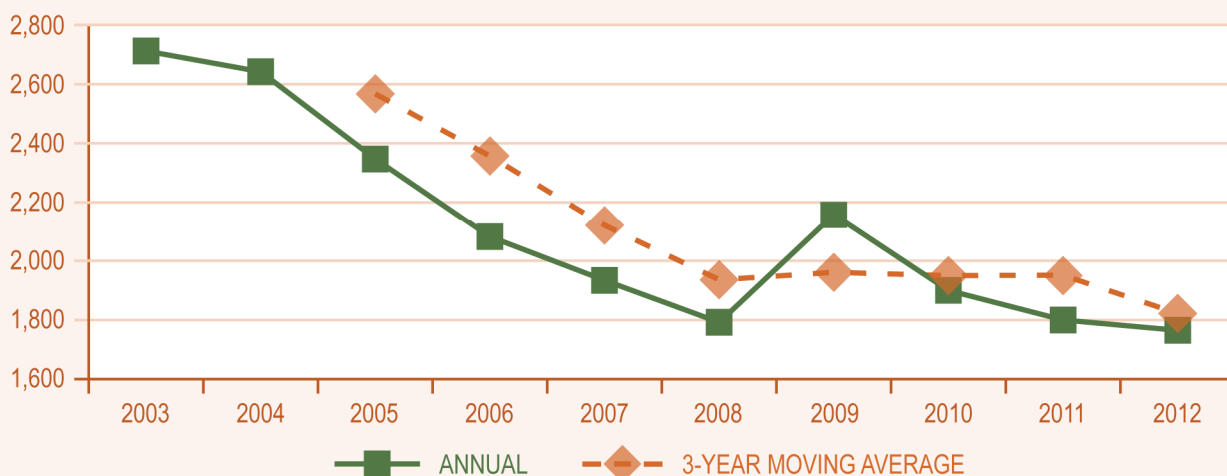
The number of motor vehicle injuries declined for the tenth consecutive year dropping from 89,986 in 2011 to 87,914 in 2012.

MOTOR VEHICLE INJURIES



The number of serious injuries declined for the third consecutive year in 2012.

SERIOUS INJURIES, ANNUAL AND 3-YEAR MOVING AVERAGE



CORE PERFORMANCE MEASURES: 2010 - 2012

	2010	2011	2012	3-YEAR AVG.
FATALITIES	556	627	589	590
SERIOUS INJURIES	1,899	1,802	1,765	1,822
FATALITIES/100 MILLION VMT	0.76	0.75	0.74	0.75
RURAL ROAD FATALITIES/100 MILLION VMT	1.21	1.27	1.32	1.27
URBAN ROAD FATALITIES/100 MILLION VMT	0.71	0.85	0.76	0.77
UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEATING POSITIONS	159	165	156	160
DRIVER OR MOTORCYCLE OPERATOR BAC OF .08 OR ABOVE	160	193	117	157
SPEEDING RELATED FATALITIES	141	174	156	157
MOTORCYCLE FATALITIES	72	92	77	80
UNHELMETED MOTORCYCLE FATALITIES	12	7	8	9
DRIVERS AGE 20 OR YOUNGER IN FATAL CRASHES	68	81	67	72
PEDESTRIAN FATALITIES	141	143	163	149
SEAT BELT OBSERVATIONAL USE FOR PASSENGER VEHICLES, FRONT SEAT OCCUPANTS (%)	93.73	94.51	88.29	92.18
SEAT BELT CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT	35,671	32,228	29,307	32,402
IMPAIRED DRIVING ARRESTS DURING GRANT FUNDED ENFORCEMENT	3,817	3,314	3,014	3,382
SPEEDING CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT	23,270	19,996	16,639	19,968

Note: The number used to determine three-year averages, with the exception of serious injuries, was obtained from the Fatality Analysis Reporting System (FARS) for 2010 and 2011. The FARS data for 2012 has not been finalized and is preliminary. Data on serious injuries was obtained from the State crash records system.

PERFORMANCE PLAN PLANNING AND ADMINISTRATION

PROJECT TITLE: PLANNING AND ADMINISTRATION

PROJECT DESCRIPTION:

The DHTS is responsible for the planning, development, administration, and coordination of an integrated framework for traffic safety planning and action among agencies and organizations in New Jersey. The successful implementation of traffic safety programs must involve the combined efforts of a number of organizations to be successful.

Although the primary responsibility for managing traffic safety lies with the DHTS, a number of State and local government agencies and other organizations must also play a role if the entire traffic safety system is to be effective.

Funds from this task include the salaries of the management, fiscal and clerical support staffs; most operating costs; and the cost of human resource and IT services provided to DHTS by the Department of Law and Public Safety's Office of the Attorney General. Funds will also be used for the maintenance of the eGrants system SAGE (System for Administering Grants Electronically).

BUDGET: \$500,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
PA 14-01-01-01	DHTS P&A	\$500,000	SECTION 402

PERFORMANCE PLAN

ALCOHOL AND OTHER DRUG COUNTERMEASURES

Driving while intoxicated continues to be a major factor contributing to fatalities, crashes and injuries on the State's highways. In 2012, alcohol impaired fatalities (based on all involved drivers and motorcycle riders with a .08 BAC or higher) accounted for 19 percent of all traffic fatalities in the state. This is a decrease from the previous year when there were 193 alcohol impaired fatalities compared to 117 in 2012.

ALCOHOL IMPAIRED DRIVING FATALITIES WITH A BAC OF .08 AND ABOVE
ANNUAL AND 3-YEAR MOVING AVERAGE



Certain categories of drivers are more likely to become involved in alcohol-related crashes. They are frequently referred to as “high risk” drivers. In New Jersey, that particular group includes the 17-34 age group. These drivers are involved in alcohol-related crashes at a higher rate than older drivers.

2012 ALCOHOL RELATED CRASHES BY COUNTY & AGE GROUP							
COUNTY NAME	AGE GROUP						TOTAL
	15-19	20-24	25-34	35-49	50-64	65+	
ATLANTIC	18	103	130	111	58	16	436
BERGEN	41	115	177	197	104	27	661
BURLINGTON	17	104	112	137	77	16	463
CAMDEN	12	114	196	172	70	14	578
CAPE MAY	10	38	45	36	22	8	159
CUMBERLAND	4	40	73	58	20	3	198
ESSEX	15	74	184	154	50	22	499
GLOUCESTER	19	59	83	82	44	5	292
HUDSON	8	71	122	110	46	10	367
HUNTERDON	13	30	30	30	23	3	129
MERCER	11	61	75	86	57	14	304
MIDDLESEX	16	112	170	156	71	16	541
MONMOUTH	34	151	161	178	99	22	645
MORRIS	33	87	127	105	67	17	436
OCEAN	25	90	171	169	93	25	573
PASSAIC	28	97	141	122	55	5	448
SALEM	4	15	30	27	6	4	86
SOMERSET	19	46	80	57	35	6	243
SUSSEX	13	51	30	38	14	6	152
UNION	14	72	118	127	50	14	395
WARREN	8	26	29	24	18	1	106
NJ STATE TOTALS	362	1,556	2,284	2,176	1,079	254	7,711

The municipalities representing the highest number of alcohol-related crashes during the five-year period is provided by each region.

REGION I ALCOHOL RELATED CRASHES, TOP MUNICIPALITIES 2008 – 2012

Municipality	2008			2009			2010			2011			2012			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
CAMDEN	74	61	1	59	50	0	51	40	1	65	47	1	42	40	0	532
ATLANTIC CITY	84	59	1	62	40	0	60	28	0	52	31	0	54	39	0	510
GLOUCESTER TWP	86	44	4	51	45	1	36	23	1	42	26	1	55	25	0	440
VINELAND	33	26	1	63	37	3	57	25	3	46	23	3	43	40	3	406
HAMILTON (ATLANTIC CO)	37	28	0	52	27	4	49	34	0	45	30	1	44	21	2	374
PENNSAUKEN	51	38	0	37	24	2	43	17	0	38	40	0	54	22	0	366
EGG HARBOR TWP	35	29	2	33	37	2	37	26	1	39	24	2	46	34	0	347
CHERRY HILL	34	30	2	33	40	1	25	15	2	49	26	0	35	31	0	323
WASHINGTON (GLOUCESTER CO)	30	17	0	25	30	1	26	22	1	33	28	0	40	19	0	272
GALLOWAY	33	27	0	38	26	2	25	24	0	21	28	0	19	23	0	266

REGION II ALCOHOL RELATED CRASHES, TOP MUNICIPALITIES 2008 – 2012

Municipality	2008			2009			2010			2011			2012			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
TOMS RIVER	83	51	1	83	51	1	90	56	4	87	60	1	81	64	0	740
HAMILTON (MERCER CO)	64	38	1	64	38	1	57	46	0	61	43	0	65	43	0	521
BRICK	70	50	1	70	50	1	48	44	2	52	29	2	65	31	2	478
WOODBIDGE	78	48	1	78	48	1	46	29	0	39	19	2	38	17	2	443
ELIZABETH	52	29	1	52	29	1	47	30	0	45	19	1	48	23	2	373
MIDDLETOWN	38	28	2	38	28	2	39	20	0	40	32	1	46	25	0	360
TRENTON	57	39	2	45	16	2	38	28	3	48	23	0	34	22	0	357
LAKEWOOD	35	33	0	35	33	0	32	28	3	30	20	2	43	29	0	342
OLD BRIDGE	53	30	0	53	30	0	38	28	2	24	24	0	47	19	0	328
UNION TWP	38	24	0	38	24	0	40	20	0	36	28	1	41	24	0	311

REGION III ALCOHOL RELATED CRASHES, TOP MUNICIPALITIES 2008 – 2012

Municipality	2008			2009			2010			2011			2012			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
NEWARK	116	88	1	82	60	1	72	80	1	87	80	2	104	84	0	858
CLIFTON	75	43	1	81	61	1	71	38	0	91	33	0	84	45	0	624
JERSEY CITY	73	42	1	64	46	0	68	38	1	57	51	0	57	52	0	550
PATERSON	66	52	0	65	55	0	55	44	1	52	35	1	75	37	1	539
PASSAIC	40	27	0	51	23	0	41	29	0	61	15	0	56	15	0	358
PARSIPPANY-TROY HILLS	44	25	0	22	18	0	34	17	0	40	30	1	33	22	1	287
WAYNE	34	20	0	39	24	0	32	13	0	47	24	0	21	27	0	281
UNION CITY	39	14	0	39	16	0	30	18	0	45	10	0	41	10	0	262
KEARNY	39	18	0	34	9	0	22	18	0	30	14	2	31	9	0	226
EAST ORANGE	22	12	0	19	17	0	24	19	0	29	28	0	28	25	1	224

As a State and nation, we have seen declines in the number of people killed and injured as a result of drunk driving. It is now time to recognize and address the similar dangers that can occur with drugged driving. The problem has become even more extensive because drivers are drug impaired not only on illegal drugs but on prescription and over-the-counter medications. There has been a statewide increase in drug related crashes over the last five years.

PRESCRIPTION DRUG RELATED CRASHES BY COUNTY: 2008 – 2012						
COUNTY NAME	2008	2009	2010	2011	2012	TOTAL
ATLANTIC	33	26	21	26	28	134
BERGEN	38	44	54	44	44	224
BURLINGTON	43	34	30	41	39	187
CAMDEN	59	40	49	48	26	222
CAPE MAY	9	9	7	9	9	43
CUMBERLAND	10	6	5	6	7	34
ESSEX	49	37	51	51	41	229
GLOUCESTER	32	24	29	36	31	152
HUDSON	22	15	27	27	16	107
HUNTERDON	7	15	12	10	12	56
MERCER	25	40	31	20	30	146
MIDDLESEX	41	44	58	45	46	234
MONMOUTH	31	49	46	50	47	223
MORRIS	32	24	38	28	24	146
OCEAN	48	58	61	53	69	289
PASSAIC	36	36	34	33	22	161
SALEM	1	12	7	10	9	39
SOMERSET	15	14	10	12	11	62
SUSSEX	12	4	5	11	9	41
UNION	31	22	29	34	23	139
WARREN	8	7	10	11	10	46
NJ STATE TOTALS	582	560	614	605	553	2,914

ILLEGAL DRUG RELATED CRASHES BY COUNTY: 2008 – 2012						
COUNTY NAME	2008	2009	2010	2011	2012	TOTAL
ATLANTIC	20	30	22	28	31	131
BERGEN	30	14	46	27	35	152
BURLINGTON	19	36	37	30	39	161
CAMDEN	78	63	66	97	86	390
CAPE MAY	6	10	6	11	13	46
CUMBERLAND	8	5	8	5	8	34
ESSEX	30	26	24	38	34	152
GLOUCESTER	26	23	15	28	35	127
HUDSON	19	23	20	17	34	113
HUNTERDON	7	6	5	7	7	32
MERCER	17	10	14	16	9	66
MIDDLESEX	16	22	36	37	36	147
MONMOUTH	36	25	32	40	36	169
MORRIS	15	22	26	38	30	131
OCEAN	19	32	40	43	35	169
PASSAIC	12	23	28	23	22	108
SALEM	2	5	8	6	6	27
SOMERSET	6	7	8	13	6	40
SUSSEX	9	9	8	7	11	44
UNION	18	21	14	22	19	94
WARREN	5	6	3	8	10	32
NJ STATE TOTALS	398	418	466	541	542	2,365

SURVEY RESULTS

Seventeen percent of drivers admit to having consumed alcohol before driving in the past three years, with men nearly twice as likely as women to do so (22 percent versus 14 percent). This figure is not significantly different from the 16 percent who said the same last year, though it is significantly lower than the 21 percent in 2009. The biggest movement in this figure is among younger drivers. Last year, the number of drivers under the age of 30 who admitted to drinking and driving in the last 3 years spiked, going from 15 percent in 2010 to 24 percent in 2011. This year, the percentage of young drivers who say that they imbibe and drive returned to its earlier, lower level.

About half (48 percent) of all drivers say that they can drink and still be okay to drive. New Jersey drivers are less worried about being arrested for drunk driving that they were last year. In 2011, 47 percent of drivers said that it was “very likely” that they would be arrested; this year, the figure was

down to 41 percent. This year, 44 percent of drivers – no different from last year's 43 percent, said that they had seen or heard something about drunk driving enforcement in the past month. As in past years, men (47 percent) were more likely than women (41 percent) to say that they had heard something about enforcement, but in a reversal of last year's numbers, young people are less likely to say that they heard something: only 37 percent say that they did this year, down from 51 percent last year.

GOAL: To decrease alcohol impaired driving fatalities by 5 percent from the 2010-2012 calendar base year average of 157 to 149 by December 31, 2014 using a performance measure of all involved drivers and motorcycle operators.

The 3-year moving average shows a relatively downward trend in alcohol impaired driving fatalities since 2008. Preliminary data from FARS in 2012 have shown a significant decrease in alcohol impaired fatalities. Funding from both State and Federal resources are planned to be increased in 2014 in an effort to further curtail drunk driving in the State.

GOAL: To decrease drug related crashes by 2 percent from the 2010-2012 calendar base year average of 1,107 to 1,085 by December 31, 2014 using a performance measure of all involved drivers.

A new goal for 2014 addressing drug related crashes can be found above. Bills proposed in the Legislature establish a "per se" standard for driving under the influence of drugs; deem driver's consent to non-invasive drug test; and establish a per se standard for driving under the influence of an inhalant. Additional emphasis on drug related offenses will also be addressed during the 2014 fiscal year.

PRIOR YEAR PERFORMANCE

The State experienced a reduction in the number of alcohol impaired driving fatalities in 2012. The number of fatalities was reduced from 193 in 2011 to 117 in 2012, thereby, meeting the performance measure. Two highly visible enforcement campaigns were conducted in August and December that included targeted enforcement by local and State Police. Underage drinking initiatives were implemented by bringing undercover law enforcement establishments together in partnership to deter the sale of alcohol to underage individuals. Drug recognition and standardized training in the detection and apprehension of DWI offenders were provided to the law enforcement community.

STRATEGIES

1. Provide for enforcement programs, both checkpoints and saturation patrols, to maintain the general deterrence effect. Conduct the *Drive Sober or Get Pulled Over* impaired driving prevention program.
2. Provide for DWI and Drug Recognition Expert (DRE) training programs. Conduct training for municipal and State Police officers in DWI/Standard Field Sobriety Testing and DRE.
3. Conduct training courses for law enforcement personnel in Advanced Roadside Impaired Driving Enforcement (ARIDE).
4. Conduct training to State and municipal police officers in the Alcotest chemical breath test unit.
5. Provide local law enforcement agencies with grants to conduct underage drinking prevention and enforcement programs coordinated by the Division of Alcohol Beverage Control.
6. Implement DWI prevention programs at colleges and universities.
7. Provide for programs to prevent the illegal purchase of alcohol by underage individuals.
8. Promote the designated driver program.

OTHER FUNDING SOURCES USED TO ACHIEVE GOALS

The Alcohol Education, Rehabilitation and Enforcement Fund receives monies from a tax imposed on the sale of liquors. The Fund receives approximately \$11 million in annual deposits from alcohol beverage tax collections. Of the balances in the Fund, 75 percent is spent on alcohol rehabilitation initiatives, 15 percent on enforcement initiatives, and 10 percent on education initiatives. Additionally, collections from a \$40 fee paid by persons convicted of operating a motor vehicle under the influence of intoxicating liquor or drugs are deposited into this Fund to pay for the screening, evaluation, education and referral of persons who have been convicted of driving while intoxicated.

The Drunk Driving Enforcement Fund (DDEF), N.J.S.A. 39:4-50.8, established a \$100 surcharge on each drunk driving conviction. Monies in this Fund are distributed to municipal, county, State, and interstate police agencies to increase enforcement of driving laws. Every law enforcement agency whose officers make arrests leading to DWI convictions and imposition of the surcharge are entitled to grants representing its proportionate contribution to the Fund. Law enforcement agencies, through application to the DHTS and approval, may use DDEF monies for DWI enforcement patrols and any other appropriate DWI countermeasures. DDEF funds totaling over \$3.3 million were distributed to law enforcement agencies in FY 2012 to help reduce alcohol-related crashes and fatalities.

EFFECTIVENESS OF STRATEGIES SELECTED

Sobriety Checkpoints and Saturation Patrols

At a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location to check whether the driver is impaired. A saturation patrol consists of a large number of law enforcement officers patrolling a specific area for a set time to detect and arrest impaired drivers. NHTSA has supported a number of efforts to reduce alcohol-impaired driving through sobriety checkpoints. Evaluations of statewide campaigns in Connecticut and West Virginia involving sobriety checkpoints and paid media found decreases in alcohol-related fatalities following the program, as well as fewer drivers with positive BACs at roadside surveys (Zwicker, Chaudhary, Maloney, & Squeglia, 2007; Zwicker, Chaudhary, Solomon, Siegler, & Meadows, 2007). In addition, a study examining demonstrations programs in 7 States found reductions in alcohol-related fatalities between 11 percent and 20 percent in States that employed numerous checkpoints and intensive publicity of the enforcement activities (Fell, Langston, Lacey, & Tippetts, 2008).

Saturation patrols can be effective in arresting impaired drivers. A demonstration program in Michigan revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by publicity (Fell et al., 2008).

Training and Equipment

Studies have highlighted the key characteristics of an efficient and effective DWI control system (Hedlund & McCartt, 2002; Robertson & Simpson, 2003): Training and education for law enforcement, prosecutors, judges, and probation officers; adequate resources for staff, facilities, training, equipment, and new technology; and record systems that are accurate, up-to-date, easily accessible, and able to track each DWI offender from arrest through the completion of all sentence requirements.

Youth Programs

Social norm programs are based on studies showing that students often overestimate alcohol use among their peers. By providing students with accurate information about drinking, social norm programs reduce the pressure that light- or non-drinkers feel to drink, and help heavier drinkers realize that their driving is atypical (Perkins 2002, 2003).

Minimum Drinking Age 21 Law Enforcement

In a compliance check, law enforcement officers watch as underage people attempt to purchase alcohol and cite the vendor for a violation if a sale is made. Several studies document that well-publicized and vigorous compliance checks reduce sales to youth; for example, a review of eight high quality studies found that compliance checks reduced sales to underage people by an average of 42 percent (Elder et al., 2007).

Designated Driving Programs

A review from Australia concluded that designated driver programs can successfully increase awareness and use of designated drivers, but evidence for changes in alcohol-related crashes is inconclusive (Nielson & Watson, 2009). However, the authors note the lack of supporting evidence “does not necessarily mean that such programs should be discouraged. On the contrary, it highlights the need for them to be better implemented and evaluated”. (Nielson & Watson, 2009, p. 36).

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Many partners from the public and private sector contribute to the development of the *Comprehensive Strategic Highway Safety Plan* developed by the New Jersey Department of Transportation.* Organizations that were instrumental in the creation of the document are all partners of the DHTS and work with both agencies to reduce roadway fatalities, injuries and property damage due to motor vehicle crashes.

Strategies included in the Strategic Highway Safety Plan mirror those initiatives that have been incorporated in the Highway Safety Plan. These include: employing enforcement and publicity programs to apprehend drunk drivers in targeted areas; providing law enforcement officers with standardized training courses that will provide instruction in detection, apprehension, investigation and prosecution of DWI offenders; alcohol and drug testing programs, programs that enhance enforcement in and around college and universities; and initiatives to develop and conduct training programs for peer educators in an effort to curb drinking on college campuses.

*A consultant will be hired during FY 2013-2014 to coordinate all tasks associated with updating New Jersey's Strategic Highway Safety Plan.

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 working with local, state and community organizations to develop awareness campaigns; supporting and assisting local, county and state task force initiatives; and providing technical assistance to project directors.

BUDGET: \$330,000

PROJECT TITLE: DWI TRAINING, DRE PROGRAM & ARIDE

PROJECT DESCRIPTION:

The Division of State Police will conduct training for State and municipal police officers in DWI/Standard Field Sobriety Testing (DWI/SFST). The course includes instruction in the detection, apprehension, processing, and prosecution of DWI offenders as well as standardized field sobriety testing and horizontal gaze nystagmus. Twenty classes are scheduled to be held. Six DWI/SFST refresher class will be held for officers in the use of the SFST. Upon completion of the DWI/SFST course, an officer becomes eligible to enroll in the Drug Recognition Expert (DRE) course. It is anticipated that one DRE regional courses and one DRE instructor course will be held. In addition, the Drug Impairment Training Program for Educational Professionals will be conducted under the DRE program. This two-day training will be conducted for school administrators, teachers and nurses as well as state parole and probation officers. Approximately 10 of these training classes will be held.

The county-wide policy utilizing DRE's to evaluate and assess subjects who are arrested for driving while under the influence of drugs will continue in FY 2014. The counties of Atlantic, Bergen, Morris and Ocean will implement the policy and call-out procedures.

The Advanced Roadside Impaired Driving Enforcement (ARIDE) program was created to address the gap in training between the SFST and the DRE program by providing officers with general knowledge related to drug impairment and by promoting the use of DRE's. The 16-hour training course stresses the importance of securing the most appropriate biological sample in order to identify substances likely causing impairment and both reviews and requires student demonstration of the SFST proficiency requirements. It is anticipated that ten classes will be implemented in select counties throughout the state.

BUDGET: \$733,000

PROJECT TITLE: ALCOHOL/DRUG TESTING PROGRAM

PROJECT DESCRIPTION:

While police officers are trained to recognize alcohol-impaired drivers, similar training is needed to aid law enforcement in apprehending drug-impaired drivers. The Alcohol Drug Testing Unit at the Division of State Police will provide training to members of the law enforcement community in drug impaired driving, and alcohol and highway safety to ensure that the level of expertise necessary to carry out assigned duties is maintained. In addition, funds from this task will be used by members of the Alcohol Drug Testing Unit and scientists from the Office of Forensic Science to obtain training in the latest trends in drug use and abuse, litigation and new resources.

BUDGET: \$15,000

PROJECT TITLE: ALCOTEST 7110 EVIDENTIAL BREATH TEST SYSTEM

PROJECT DESCRIPTION:

Identification, apprehension, investigation, and processing of persons suspected of driving while under the influence of alcohol and/or drugs require a uniform and systematic approach. Under the authority of the Attorney General, the Alcohol Drug Testing Unit spearheads the ongoing training and re-certification of police officers throughout the state to operate approved chemical breath test instruments and recognizes alcohol and/or drug indicators present in suspects. Training will be offered to police officers in the operation of the Alcotest 7110 MK III-C chemical breath test unit during a 4-day training program. This training will be offered a minimum of thirty-five times throughout the year. In addition, re-certification classes for approximately 3,200 students will be scheduled.

BUDGET: \$105,000

PROJECT TITLE: DWI ENFORCEMENT

PROJECT DESCRIPTION:

The national drunk driving campaign, *Drive Sober or Get Pulled Over*, is a comprehensive impaired driving prevention program that combines high-visibility enforcement and public awareness through paid and earned media. Approximately 180 state, county and local police agencies will partner with DHTS during the summer holiday enforcement campaign, August 15 - September 1, 2014. Municipal police departments and county agencies are expected to also participate in alcohol-related enforcement

activities including DWI checkpoints and saturation patrols throughout the year. The winter holiday season crackdown will be held from December 12, 2013 - January 1, 2014.

BUDGET: \$1,800,000

PROJECT TITLE: UNDERAGE ENFORCEMENT INITIATIVES

PROJECT DESCRIPTION:

The purchase and consumption of alcohol by underage persons as well as the over-consumption of alcohol by patrons in licensed beverage establishments, has been a long-standing problem. Using the resources provided by this task, the Division of Alcoholic Beverage Control will undertake efforts intended to result in administrative disciplinary charges against the offending license-holders as well as criminal charges against those who purchase and/or provide alcoholic beverages to underage persons.

Funds will be used to continue the *Cops In Shops* program for a seven-month period in municipalities with a college or university either within its borders or in a neighboring community. This program will fund overtime salaries for police officers to work in an undercover capacity in liquor stores in an effort to identify and bring criminal charges against underage persons who purchase or attempt to purchase alcoholic beverages and adults who purchase alcoholic beverages for minors. The program will be implemented in Atlantic, Bergen, Camden, Essex, Gloucester, Mercer, Middlesex, Monmouth, Morris, Ocean, Union and Warren Counties. Additionally, the same program will be implemented during the summer in the state's shore communities and in municipalities in Atlantic, Cape May, Monmouth, and Ocean Counties.

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

BUDGET: \$247,000

PROJECT TITLE: COLLEGE CAMPUS PROGRAMS

PROJECT DESCRIPTION:

Research reveals that alcohol problems on college campuses should be addressed through a comprehensive approach that features environmentally focused prevention strategies.

The College of New Jersey will hold statewide events such as the Peer Institute as a way to share ideas, methods, and strategies to create substance-free events on college campuses. The event trains students from New Jersey colleges and the tri-state area to become peer educators on their respective campuses. Programs will also be developed with the CNJ campus police force and Ewing Township Police

Department to address alcohol and other drug-related issues. Police from both agencies will work collaboratively to patrol off-campus housing and popular student gathering spots.

Stockton College will sponsor alcohol/drug education workshops on campus emphasizing the risks associated with alcohol/drug abuse and driving. In addition, personnel from local taverns and restaurants will be trained on how to prevent drunk driving by student customers. The prevention program will include an intensive, three-hour training session leading to certification from Stockton College and regular communication with local restaurants and taverns to offer confidential counseling programs to students who are experiencing problems with drinking and driving. In addition, peer educators from the college will present alcohol and drunk driving awareness programs to local high school juniors and seniors emphasizing the consequences of intoxicated driving, peer pressure and decision making.

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.

New Jersey City University will focus on strengthening the relationship between university students and high school students in the Jersey City area through interactive role modeling exercises and a peer education training program. The program will focus on training peer educators to present interactively on various issues including alcohol use and abuse and reaching out to the campus community by providing university students with information and resources on alcohol and driving.

BUDGET: \$154,000

PROJECT TITLE: LOCAL ALCOHOL PROGRAMS

PROJECT DESCRIPTION:

The Middlesex County *3D: Don't Drink and Drive Contest* is a local initiative that allows teens to educate their peers through the creation of thought-provoking public service announcements (PSAs). The contest is open to teens in all public and private schools in Middlesex County. Each high school will have an opportunity to submit English and/or Spanish, 30-second, student-produced PSAs for radio and/or television. The contest helps to promote an awareness of the dangers and consequences of drinking and driving.

A second project will promote a "no use" message regarding alcohol and drugs to drivers under 21 years of age. The Middletown Township Police Department will conduct local programs to increase awareness of the dangers of driving while impaired. This will include demonstrating the effects of alcohol on the body

utilizing Fatal Vision Goggles, conducting programs to raise awareness during prom season and providing information to teens about making healthy choices particularly when it comes to drugs and alcohol.

A third initiative provides funding to implement the *Proms and Alcohol Don't Mix* contest. This initiative is coordinated by the Division of Alcoholic Beverage Control and is designed to help young people understand they can have fun without alcohol at this special time of their lives. Open to high school seniors throughout New Jersey, students will be asked to create scripts for a 30-second television public service announcement reinforcing the message that proms and alcohol don't mix.

A fourth initiative will provide funding to develop and deliver a community outreach program serving drivers 16-20 years of age in the Hispanic community. The grantees will assign a project director to work with youth to produce a video or PSA for statewide distribution that addresses underage drinking and the dangers of drinking and driving.

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

BUDGET: \$257,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 14-07-01-01	DHTS PROGRAM MANAGEMENT	\$330,000	SECTION 402
AL 14-45-01-01	TBD DWI TRNG. & DRE	\$600,000	SECTION 405
AL 14-10-01-01	TBD CO. DRE CALLOUT	\$ 45,000	SECTION 410
AL 14-10-01-02	TBD CO. DRE CALLOUT	\$ 35,000	SECTION 410
AL 14-10-01-03	TBD CO. DRE CALLOUT	\$ 28,000	SECTION 410
AL 14-10-01-04	TBD CO. DRE CALLOUT	\$ 25,000	SECTION 410
AL 14-10-02-01	TBD ALCOHOL/DRUG TEST PROG.	\$ 15,000	SECTION 410
AL 14-10-03-01	TBD BREATH TEST PROG	\$105,000	SECTION 410
AL 14-45-02-01	TBD CUMBERLAND SHERIFF	\$ 41,000	SECTION 405
AL 14-45-02-02	TBD GLOUCESTER SHERIFF	\$ 24,000	SECTION 405
AL 14-45-02-03	TBD PD REGIONAL DWI	\$ 53,000	SECTION 405
AL 14-45-02-04	DWI TBD CO. PROSECUTOR	\$ 50,000	SECTION 405
AL 14-45-02-05	DWI TBD CO.	\$ 20,000	SECTION 405
AL 14-45-02-06	DWI TBD CO.	\$ 35,000	SECTION 405
AL 14-45-02-07	DWI TBD CO.	\$ 20,000	SECTION 405
AL 14-45-02-08	DWI TBD CO.	\$ 50,000	SECTION 405
AL 14-45-02-09	DWI TBD CO.	\$ 27,000	SECTION 405
AL 14-45-02-10	TBD DWI MOBILIZATION	\$252,400	SECTION 405
AL 14-45MH-01-01	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-02	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-03	TBD HOLIDAY DWI	\$ 4,400	SECTION 405

AL 14-45MH-01-04	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-05	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-06	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-07	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-08	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-09	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-10	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-11	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-12	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-13	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-14	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-15	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-16	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-17	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-18	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-19	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-20	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-21	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-22	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-23	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-24	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-25	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-26	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-27	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-28	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-29	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-30	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-31	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-32	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-33	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-34	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-35	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-36	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-37	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-38	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-39	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-40	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-41	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-42	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-43	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-44	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-45	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-46	TBD HOLIDAY DWI	\$ 4,400	SECTION 405

AL 14-45MH-01-47	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-48	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-49	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-50	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-51	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-52	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-53	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-54	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-55	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-56	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-57	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-58	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-59	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-60	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-61	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-62	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-63	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-64	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-65	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-66	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-67	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-68	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-69	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-70	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-71	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-72	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-73	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-74	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-75	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-76	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-77	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-78	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-79	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-80	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-81	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-82	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-83	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-84	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-86	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-87	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-88	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-89	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-91	TBD HOLIDAY DWI	\$ 4,400	SECTION 405

AL 14-45MH-01-92	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-93	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MH-01-94	TBD HOLIDAY DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-01	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-02	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-03	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-04	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-05	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-06	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-07	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-08	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-09	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-10	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-11	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-12	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-13	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-14	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-15	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-16	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-17	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-18	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-19	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-20	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-21	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-22	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-23	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-24	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-25	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-26	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-27	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-28	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-29	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-30	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-31	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-32	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-33	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-34	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-35	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-36	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-37	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-38	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-39	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-40	TBD SUMMER DWI	\$ 4,400	SECTION 405

AL 14-45MS-01-41	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-42	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-43	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-44	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-45	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-46	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-47	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-48	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-49	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-50	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-51	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-52	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-53	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-54	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-55	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-56	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-57	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-58	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-59	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-60	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-61	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-62	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-63	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-64	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-65	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-66	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-67	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-68	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-69	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-70	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-71	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-72	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-73	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-74	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-75	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-76	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-77	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-78	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-79	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-80	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-81	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-82	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-83	TBD SUMMER DWI	\$ 4,400	SECTION 405

AL 14-45MS-01-84	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-85	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-86	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-87	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-88	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-89	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-90	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-91	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-92	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-93	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-94	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-95	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-96	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-97	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-98	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-99	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-100	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-101	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-102	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-103	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-104	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-105	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-106	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-107	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-108	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-109	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-110	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-111	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-112	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-113	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-114	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-115	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-116	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-117	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-118	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-119	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-120	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-121	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-122	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-123	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-124	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-125	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-126	TBD SUMMER DWI	\$ 4,400	SECTION 405

AL 14-45MS-01-127	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-128	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-129	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-130	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-131	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-132	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-133	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-134	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-135	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-136	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-137	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-138	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-139	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-140	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-141	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-142	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-143	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-144	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-145	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-146	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-147	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-148	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-149	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-150	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-151	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-152	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-153	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-154	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-155	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-156	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-157	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-158	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-159	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-160	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-161	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-162	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-163	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-164	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-165	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-166	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-167	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-168	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-169	TBD SUMMER DWI	\$ 4,400	SECTION 405

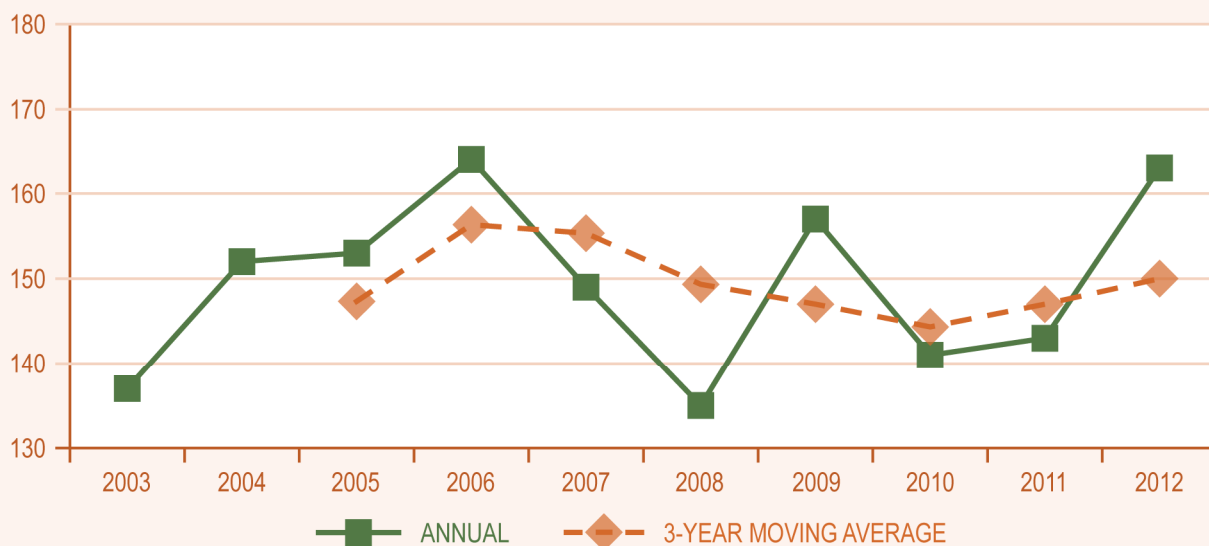
AL 14-45MS-01-170	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-171	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-172	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-173	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-174	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-175	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-176	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-177	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-178	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-179	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-180	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-181	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-182	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-183	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-184	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45MS-01-185	TBD SUMMER DWI	\$ 4,400	SECTION 405
AL 14-45-03-01	TBD – FALL INITIATIVE	\$ 65,000	SECTION 410
AL 14-45-03-02	TBD – SUMMER	\$ 65,000	SECTION 410
AL 14-45-03-03	TBD ENFORCEMENT	\$117,000	SECTION 410
AL 14-45-04-01	COLLEGE CAMPUS – TBD	\$ 75,000	SECTION 405
AL 14-45-04-02	COLLEGE CAMPUS – TBD	\$ 22,000	SECTION 405
AL 14-45-04-03	COLLEGE CAMPUS – TBD	\$ 35,000	SECTION 405
AL 14-45-04-04	COLLEGE CAMPUS – TBD	\$ 22,000	SECTION 405
AL 14-45-05-01	TBD	\$ 17,000	SECTION 405
AL 14-45-05-02	TBD “NO USE MESSAGE”	\$ 10,000	SECTION 405
AL 14-45-05-03	TBD	\$ 10,000	SECTION 405
AL 14-45-05-04	COMMUNITY OUTREACH – TBD	\$175,000	SECTION 405
AL 14-45-05-05	TBD	\$ 45,000	SECTION 405

PERFORMANCE PLAN

PEDESTRIAN AND BICYCLE SAFETY

During the ten year period from 2003-2012, there were 1,494 pedestrian fatalities in the state, with 163 occurring in 2012. Using the three-year moving average, a trend for pedestrian fatalities is illustrated below. Pedestrians accounted for 28 percent of all traffic fatalities in the State in 2012.

PEDESTRIAN FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



Pedestrian related crashes by age group show an increase in the 25-34 year-old age group as well as the 50+ age groups during the period from 2008-2012. The 0-14 and 15-19 age groups continue to be a concern. Pedestrian injuries reveal an overrepresentation in both Essex and Hudson counties.

PEDESTRIAN RELATED CRASHES BY AGE GROUP: 2008 – 2012

AGE GROUP	2008	2009	2010	2011	2012	TOTAL
0 – 14	458	445	419	397	416	2,135
15 – 19	582	441	466	475	389	2,353
20 – 24	643	652	640	589	555	3,079
25 – 34	991	1,030	1,003	961	1,009	4,994
34 – 49	1,458	1,449	1,428	1,376	1,342	7,053
50 – 64	1,131	1,142	1,151	1,182	1,154	5,760
65 +	741	793	789	792	783	3,898
TOTALS	6,004	5,952	5,896	5,772	5,648	29,272

PEDESTRIAN RELATED INJURIES BY COUNTY: 2008 – 2012						
COUNTY NAME	2008	2009	2010	2011	2012	TOTAL
ATLANTIC	199	190	210	195	203	997
BERGEN	618	603	639	621	375	2,856
BURLINGTON	119	93	110	114	112	548
CAMDEN	291	277	245	251	248	1,312
CAPE MAY	49	46	41	40	44	220
CUMBERLAND	55	48	61	57	63	284
ESSEX	922	839	840	851	846	4,298
GLOUCESTER	73	90	90	72	69	394
HUDSON	693	648	630	715	683	3,369
HUNTERDON	16	15	9	14	18	72
MERCER	149	149	184	163	164	809
MIDDLESEX	362	402	338	350	339	1,791
MONMOUTH	222	213	217	206	172	1,030
MORRIS	147	140	115	118	116	636
OCEAN	167	208	197	171	170	913
PASSAIC	462	452	461	286	177	1,838
SALEM	14	12	14	7	4	51
SOMERSET	92	100	122	92	101	507
SUSSEX	28	35	18	24	23	128
UNION	419	397	393	333	246	1,788
WARREN	31	25	25	33	17	131
NJ STATE TOTALS	5,128	4,982	4,959	4,713	4,190	23,972

The top ten municipalities in each region with the highest pedestrian related crashes are listed below. In pedestrian related crashes for all three regions, there is an abundance of male drivers involved in fatal crashes in comparison to female drivers, but as for other levels of injury, the distinction is not as high.

REGION I PEDESTRIAN RELATED CRASHES BY MUNICIPALITY 2008 – 2012

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
CAMDEN	63	501	7	571	BRIDGETON	12	95	0	107
ATLANTIC CITY	34	524	11	569	PENNSAUKEN	14	70	3	87
VINELAND	64	108	7	179	MILLVILLE	23	59	4	86
CHERRY HILL	15	99	7	118	DEPTFORD	14	70	1	85
GLOUCESTER TWP.	14	96	6	116	EGG HARBOR	6	69	7	82

REGION II PEDESTRIAN RELATED CRASHES BY MUNICIPALITY 2008 – 2012

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
ELIZABETH	44	485	23	552	EDISON	41	222	10	273
TRENTON	140	351	13	504	TOMS RIVER	49	206	12	267
NEW BRUNSWICK	68	368	4	440	WOODBIDGE	37	221	9	267
LAKEWOOD	56	226	12	294	PLAINFIELD	29	228	2	259
UNION TWP.	36	230	8	274	PERTH AMBOY	37	207	5	249

REGION III PEDESTRIAN RELATED CRASHES BY MUNICIPALITY 2008 – 2012

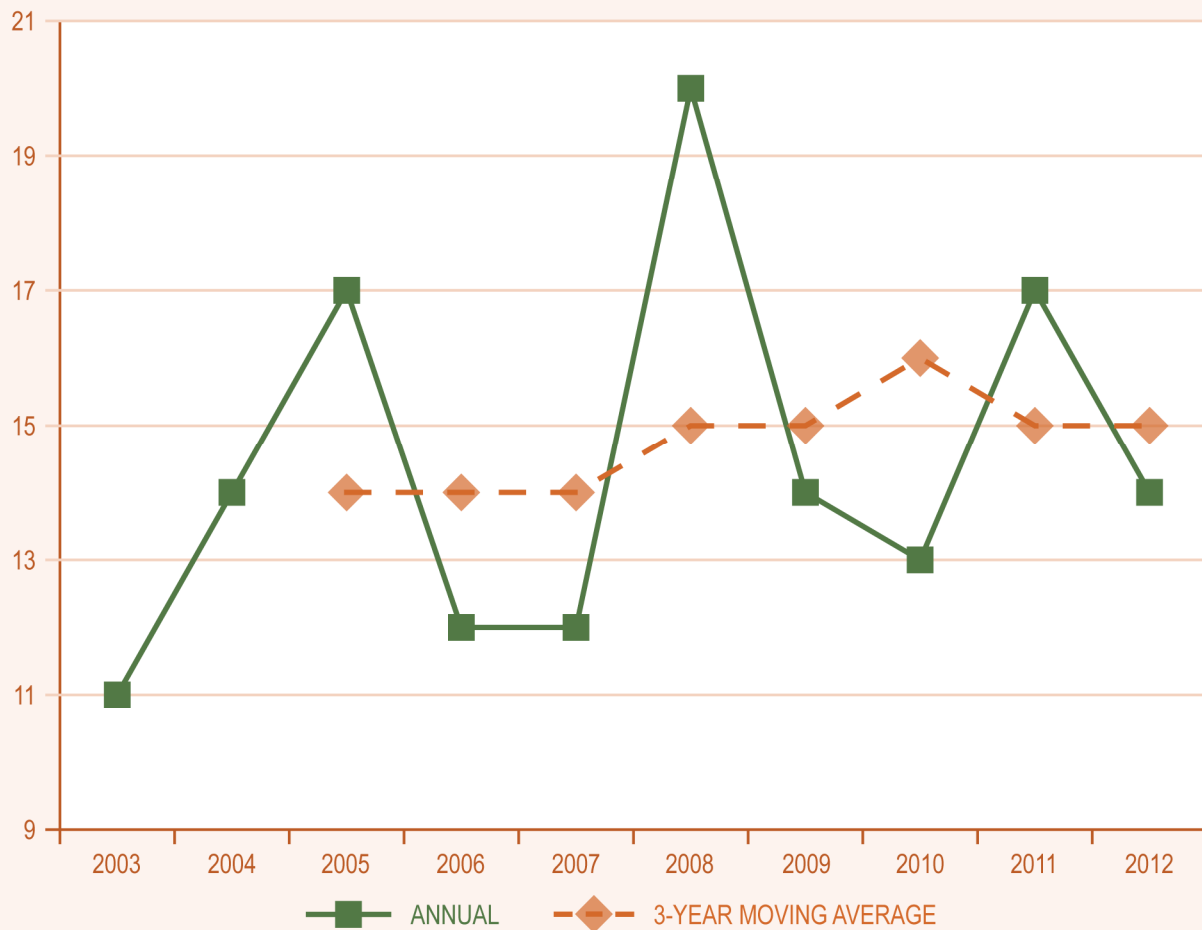
Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
NEWARK	279	2,085	35	2,399	CLIFTON	68	355	11	434
JERSEY CITY	183	1,525	13	1,721	UNION CITY	64	357	3	424
PATERSON	387	791	11	1,189	EAST ORANGE	58	354	11	423
IRVINGTON	64	482	7	553	HACKENSACK	57	334	5	396
PASSAIC	117	350	3	530	BAYONNE	54	324	5	385

In general, motorists in the State need to be conditioned to stop for pedestrians in the crosswalks. Pedestrians will not necessarily seek out crosswalk locations before crossing the street and, therefore, are inclined to jaywalk more frequently. Older adults desire to remain independent and mobile and, as a result, are more likely to be encountered as either drivers or pedestrians at a variety of locations. Because of age, they are much more vulnerable as pedestrians. The most prevalent causation factors for pedestrians involved in crashes include the following contributing circumstances: driver inattention, crossing where prohibited, running or darting across traffic and inattentiveness.

Through education, enforcement and outreach, DHTS will continue to work toward reducing pedestrian injuries and fatalities in FFY 2014.

During the ten year period from 2003 to 2012, 144 bicycle fatalities occurred statewide. Bicycle fatalities decreased slightly in 2012 from the previous year from 17 to 14.

BICYCLE FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



Bicycle injuries have decreased in each of the last five years with the highest number of injuries occurring in Bergen and Ocean Counties.

BICYCLE RELATED INJURIES BY COUNTY: 2008 – 2012						
COUNTY NAME	2008	2009	2010	2011	2012	TOTAL
ATLANTIC	106	108	111	84	102	511
BERGEN	200	210	208	205	69	892
BURLINGTON	75	75	61	65	61	337
CAMDEN	144	156	126	108	140	674
CAPE MAY	73	70	62	70	54	329
CUMBERLAND	33	22	32	35	23	145
ESSEX	169	140	161	153	121	744
GLOUCESTER	39	38	39	46	33	195
HUDSON	151	140	152	168	181	792
HUNTERDON	12	10	10	11	10	53
MERCER	78	71	88	67	73	377
MIDDLESEX	165	141	125	127	113	671
MONMOUTH	157	173	170	152	147	799
MORRIS	72	74	56	51	53	306
OCEAN	208	176	162	133	133	812
PASSAIC	88	127	117	70	54	456
SALEM	10	5	7	5	1	28
SOMERSET	69	44	62	47	48	270
SUSSEX	11	7	13	6	10	47
UNION	148	138	141	85	103	615
WARREN	7	9	11	5	10	42
NJ STATE TOTALS	2,015	1,934	1,914	1,693	1,539	9,095

The top five municipalities in Region I with the highest bicyclist crashes are Camden, Atlantic City, Vineland, Ocean City and Egg Harbor Township. In Region II, Lakewood, Toms River, New Brunswick, Trenton and Elizabeth were the highest for bicycle crashes and in Region III the towns of Jersey City, Newark, Paterson, Passaic and Union City were most represented.

REGION I BICYCLE RELATED CRASHES BY MUNICIPALITY 2008 – 2012

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
CAMDEN	36	207	0	243	CHERRY HILL	11	53	1	65
ATLANTIC	26	197	0	223	GLOUCESTER TWP.	15	50	0	65
VINELAND	52	72	4	128	WILDWOOD	9	53	0	62
OCEAN CITY	18	69	0	87	LOWER TWP.	5	50	0	55
EGG HARBOR	9	56	2	67	PENNSAUKEN	6	48	1	55

REGION II BICYCLE RELATED CRASHES BY MUNICIPALITY 2008 – 2012

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
LAKEWOOD	38	193	0	231	BRICK	24	93	1	118
TOMS RIVER	28	132	3	163	HAMILTON (MERCER CO.)	20	92	0	112
NEW BRUNSWICK	28	118	2	148	LONG BRANCH	24	82	0	106
TRENTON	54	85	2	141	WOODBIDGE	13	87	0	100
ELIZABETH	13	122	0	135	PLAINFIELD	18	77	0	95

REGION III BICYCLE RELATED CRASHES BY MUNICIPALITY 2008 – 2012

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
JERSEY CITY	64	389	1	454	CLIFTON	32	96	1	129
NEWARK	35	265	2	302	HACKENSACK	27	88	0	115
PATERSON	67	172	0	239	BAYONNE	28	84	0	112
PASSAIC	53	108	0	161	NORTH BERGEN	13	88	1	102
UNION CITY	42	89	3	134	IRVINGTON	11	71	1	82

Bicyclists in the age range of 15-24 and 34-49 are experiencing the most crashes. As the age of the bicyclist increases, there is a decrease in crashes. During the past five years, there have been more severe crashes that occur during the daylight hours as opposed to night crashes. The contributing circumstances most prevalent in bicyclist crashes are: driver inattention, failure to obey a traffic control device, failure to yield the right-of-way, and traveling the wrong way down a road.

DHTS will continue to partner with law enforcement and transportation management agencies to promote safe and lawful riding practices, including the use of bicycle helmets (mandatory for all riders under 17 years of age), the importance of being highly visible, and the need to share the road.

GOAL: To reduce pedestrian fatalities by 1 percent from the 2010-2012 calendar base year average of 149 to 148 by December 31, 2014 using a performance measure of total number of pedestrian fatalities.

The three year moving average has trended upward and overall pedestrian fatalities have increased over the past two years. Because of this, a slight reduction of 1 percent is projected in 2014. The use of State funds to supplement the Federal monies will be pursued to increase enforcement efforts. Pending bills in the legislature, if passed, could have an impact on this goal. One bill would require drivers to move over or slow down when approaching a bicyclist or pedestrian and the second would increase fines for violation of certain laws concerning pedestrian safety and traffic control while also dedicating funds for pedestrian safety.

GOAL: To reduce bicycle injuries by 5 percent from the 2010-2012 calendar base year average of 1,715 to 1,629 by December 31, 2014 using a performance measure of total number of bicycle injuries.

Bicycle injuries have declined each year from 2008-2012. Further reductions are also anticipated in 2014. Additional efforts to educate bicyclists on how to interact safely with motorists on the road and conducting programs to increase the use of properly fitted bicycle helmets will be implemented.

PRIOR YEAR PERFORMANCE

Reducing pedestrian injuries and fatalities continues to be a challenge as the percentage of pedestrian fatalities increase. The overall number of pedestrian fatalities increased in 2012 from 143 in 2011 to 163. Enforcement grants from both State and Federal funding sources that target high pedestrian crash locations will continue to be funded in an effort to increase compliance with appropriate traffic laws by both pedestrians and motorists.

STRATEGIES

1. Conduct pedestrian enforcement and education programs in municipalities.
2. Increase awareness of driver and pedestrian traffic safety through pedestrian decoy programs (Cops in Crosswalks).
3. Support the New Jersey Department of Transportation's Pedestrian Safety Strategic Action Plan that will set goals, objectives, targets and performance measures to address pedestrian safety.
4. Implement and deliver pedestrian safety programs to senior groups, schools and businesses to reinforce safe walking tips.
5. Work with Safe Routes to Schools and the North Jersey Transportation Planning Authority to maximize the reach of pedestrian safety outreach efforts.
6. Promote safety helmet distribution programs.
7. Increase the use of properly fitted bicycle helmets.

OTHER FUNDING SOURCES USED TO ACHIEVE GOALS

The Pedestrian Safety, Enforcement and Education Fund is a repository for monies provided pursuant to subsection c. of N.J.S.A 39:4-36. Under the statute, a motorist must stop for a pedestrian crossing in the roadway in a marked crosswalk. Failure to stop may result in a fine not to exceed \$200. A total of \$100 of such a fine is dedicated to the Fund to be used to award grants to municipalities and counties with pedestrian safety problems. Priority is given to municipalities and counties requesting funds in order to take remedial steps for intersections that have been identified by the Department of Transportation as demonstrating pedestrian safety problems. Grant funds are used for the following initiatives: engineering and design of traffic signs; purchasing and installing of traffic signs; educational or training materials or media campaigns concerning pedestrian safety; compensation for law enforcement officers or authorized crossing guards assigned to an intersection, crosswalk, or other roadway; personnel or contractual services; and other commodities. Pedestrian Safety, Enforcement and Education Funds of nearly \$250,000 were provided in local grants in FY 2013.

EFFECTIVENESS OF STRATEGIES SELECTED

Targeted Pedestrian Enforcement

Targeted enforcement can be employed for a wide range of purposes in a wide range of circumstances, so effectiveness is context-dependent. Van Houten and Malenfant (2004) found that drivers yielding to pedestrians increased in response to targeted police enforcement at crosswalks on two corridors in Miami Beach, Florida. Warnings and educational flyers were handed out to most violators, while citations were issued for flagrant violations. Some publicity resulted from the enforcement efforts.

Yielding also increased to some extent at other untreated crosswalks in the affected corridors. Increases in yielding were sustained for up to a year following the two-week intensive enforcement efforts with nominal additional enforcement, but effects on crashes and injuries have not been reported.

Child Pedestrian Training

Child pedestrian training programs have been shown to increase knowledge. Long-lasting behavior improvements may be harder to achieve. Evaluations of 5-day and 3-day WalkSafe programs in the Miami school district that used videos, formal curricula, workbooks, and outside simulation activities on an imaginary road on school grounds showed improvements in safety knowledge compared to before, although no control group was used in the evaluation. Improvements were more consistent for grades K-3 than for 4 and 5. Actual in-traffic behaviors were also reportedly improved in the short term, but did not hold up at 3 months after the program. No comparison group was used. (Hotz et al., 2004; Hotz et al., 2009).

Promotion of Bicycle Helmet Use

Helmet promotions are successful in getting more helmets into the hands of bicyclists. Rouzier and Alto (1995) describe a comprehensive program of presentations, media coverage, messages from doctors to patients, as well as low-cost helmet availability, which increased helmet purchases and use for all ages. A Cochrane systematic review and meta-analysis of twenty-two studies evaluating non-legislative helmet promotion programs aimed at children under 18 years old found the odds of observed helmet wearing were significantly greater among those receiving the interventions (Owen, Kendrick, Mulvaney, Coleman, & Royal, 2011).

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Included in the Strategic Highway Safety Plan are strategies that have also been identified in the FY 2014 HSP, such as the implementation of pedestrian enforcement and education programs in targeted municipalities, pedestrian safety campaigns, and community outreach and education campaigns for bicycle helmet safety.

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: \$220,000

PROJECT TITLE: PEDESTRIAN EDUCATION/SAFETY PROGRAMS**PROJECT DESCRIPTION:**

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

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

The stretch of the Route 130 corridor in Burlington County has been named the deadliest portion of roadway for pedestrians in the State by the Tri-State Transportation Campaign. The Burlington County Sheriff's Department will coordinate with the municipal police departments to schedule 3,000 hours of proactive traffic enforcement operations along the Route 130 corridor. Persons violating the law will receive warnings and/or summonses. To further encourage compliance, media releases and flyers will be disseminated to educate the public about pedestrian safety laws and the enforcement efforts.

Pedestrian safety enforcement train-the-trainer workshops will be conducted for local police departments that will be participating in the pedestrian decoy program. The local police departments will work in coordination with the consultant to select crosswalks for the "field" component of the workshop.

BUDGET: \$545,000

PROJECT TITLE: BICYCLE SAFETY PROGRAMS**PROJECT DESCRIPTION:**

This task will provide funds to educate bicyclists about the dangers associated with not wearing a helmet while riding. Basic overall education, particularly to those under the age of 17, in the form of community wide education programs on the benefits of wearing a bicycle/safety helmet will be provided. Education and information will also be provided to bicyclists riding between the hours of sunset and sunrise when they are not conspicuous to motorists. The focus will be on implementing a State Police initiative in the high crash municipalities in the State.

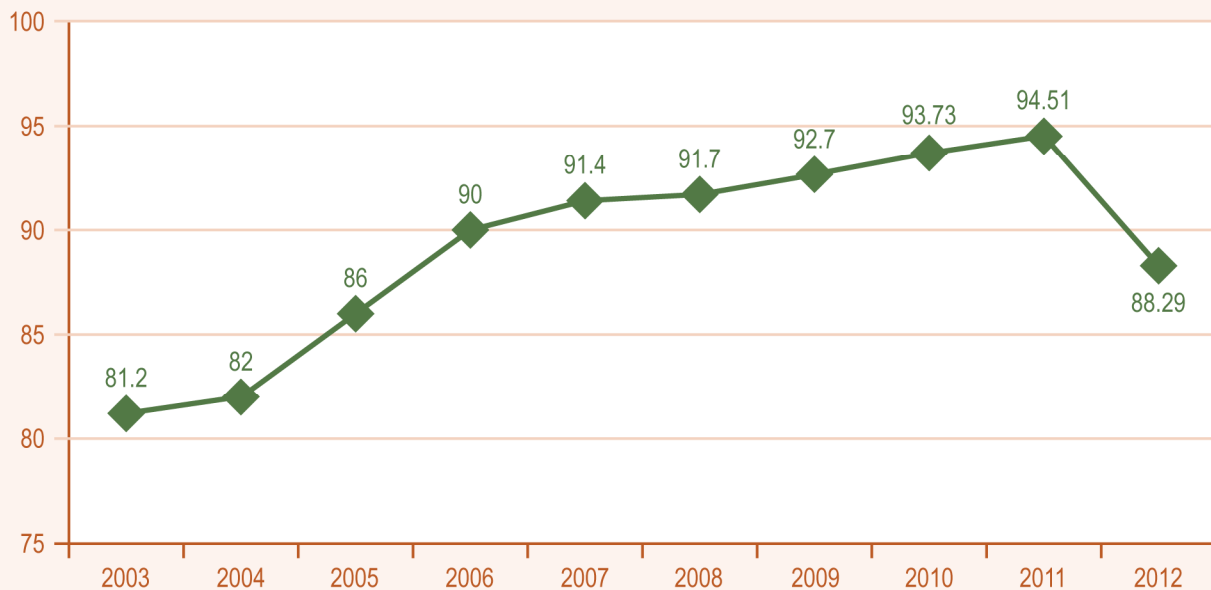
BUDGET: \$30,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
PS 14-16-01-01	DHTS PROGRAM MANAGEMENT	\$220,000	SECTION 402
PS 14-16-02-01	TBD PED. DECOY PROGRAM	\$ 50,000	SECTION 402
PS 14-16-02-02	TBD PED. DECOY PROGRAM	\$ 50,000	SECTION 402
PS 14-16-02-03	TBD PED. DECOY PROGRAM	\$ 50,000	SECTION 402
PS 14-16-02-04	TBD ROUTE 130	\$ 75,000	SECTION 402
PS 14-16-02-05	TBD PED. DECOY PROGRAM	\$ 50,000	SECTION 402
PS 14-16-02-06	TBD PED. DECOY PROGRAM	\$ 50,000	SECTION 402
PS 14-16-02-07	TBD PED. DECOY PROGRAM	\$ 50,000	SECTION 402
PS 14-16-02-08	TBD PED. DECOY PROGRAM	\$ 50,000	SECTION 402
PS 14-16-02-09	TBD PED. DECOY PROGRAM	\$ 50,000	SECTION 402
PS 14-16-02-10	TBD PED. DECOY PROGRAM	\$ 50,000	SECTION 402
PS 14-16-02-11	PEDESTRIAN DECOY TRAINING	\$ 20,000	SECTION 402
PS 14-16-03-01	TBD BICYCLE SAFETY GRANT	\$ 15,000	SECTION 402
PS 14-16-03-02	TBD BICYCLE SAFETY PROGRAM	\$ 15,000	SECTION 402

PERFORMANCE PLAN OCCUPANT PROTECTION

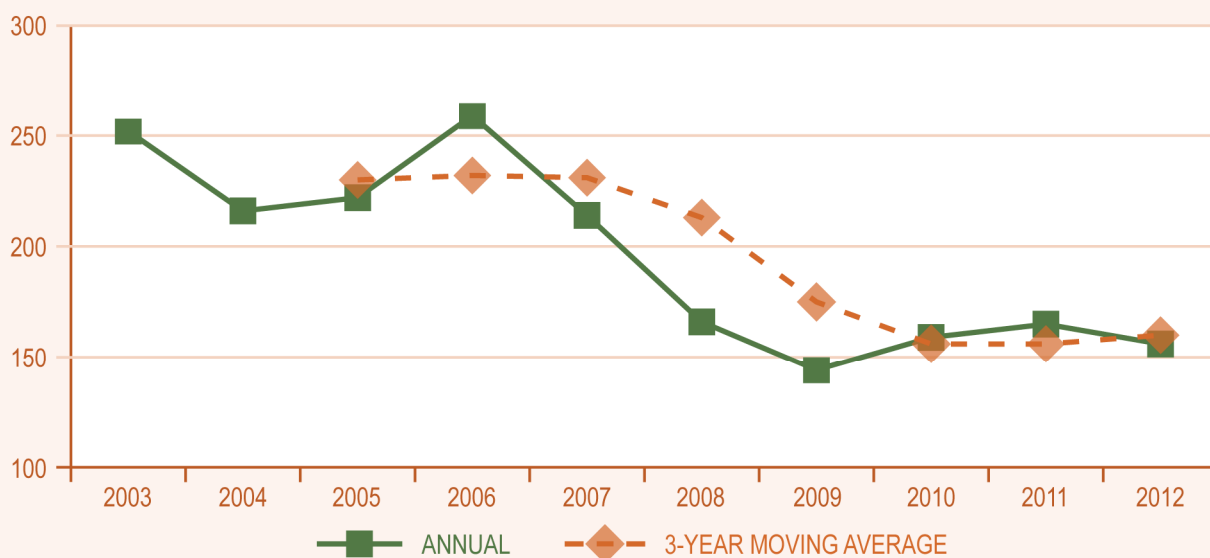
The use of seat belts by occupants of motor vehicles is one of the most effective ways of reducing traffic fatalities. After fifteen years of increases in seat belt usage rates, the annual statewide seat belt usage survey, conducted by the New Jersey Institute of Technology, found the State's front seat belt usage rate decreased by 6.2 percent to 88.29 percent in 2012. A new set of guidelines set by the NHTSA in 2012 changed the methodology of determining seat belt usage rates. Changes between 2011 and 2012 data collecting, which may have contributed to this reduction include adding three new counties to the survey; the number of locations selected were reduced; and weighting of usage rates was changed from weights based on vehicle miles traveled in 2011 to the use of probability of selection in 2012.

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



Increasing seat belt use is the simplest way to reduce serious injury and death in the event of a motor vehicle crash. However, failure to buckle up remains a major contributing factor in fatal crashes. Unrestrained motor vehicle occupant fatalities have been relatively stable since 2010, however, nearly 45 percent of occupants killed in crashes are unrestrained. There is also an over-representation of unrestrained occupant injuries in the 25-49 year old age groups. 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.

UNRESTRAINED MOTOR VEHICLE OCCUPANT FATALITIES - ALL SEAT POSITIONS ANNUAL AND 3-YEAR MOVING AVERAGE



MOTOR VEHICLE INJURIES (NOT WEARING A SEAT BELT) BY AGE GROUP: 2008 – 2012

AGE GROUP	2008	2009	2010	2011	2012	TOTAL
0 – 14	230	235	201	257	239	1,162
15 – 19	437	445	363	325	310	1,880
20 – 24	549	544	579	521	540	2,733
25 – 34	695	664	763	652	637	3,411
34 – 49	722	703	725	707	728	3,585
50 – 64	414	433	490	469	547	2,263
65 +	195	237	235	223	224	1,114
TOTALS	3,242	3,261	3,356	3,154	3,135	16,148

The usage rate for rear seat passengers in 2012 was 74 percent compared to 61 percent in 2011. Young children, between the ages of 0 and 8 years old, had the highest usage rate of 91 percent, compared to a usage rate of 85 percent in 2011. Passengers between the age of 8 and 18 had the next highest usage rate of 65 percent, compared to a usage rate of 54 percent in 2011. The lowest usage rate occurred for adults, greater than 18 years, with a usage rate of 36 percent compared to a usage rate of 35 percent in 2011.

SURVEY RESULTS

Since 2008, there has been no significant change in the aggregate proportion of drivers who say they always wear their seatbelts while in the driver's seat: 91 percent said so this year, unchanged from last year (90 percent). Among the youngest age cohort, last year saw a significant drop in the proportion

who said that they always wear their seat belt while driving, and it did not recover this year. In 2009, 91 percent said that they always did so; since then, it's stayed stable at 83 percent.

In the overall figures, the proportion of drivers who wear their seat belts as passengers has stayed stable over the past five years, with only insignificant changes year to year, and no overall trend of increase or decrease. Also constant has been women's increased propensity to wear seat belts as passengers: this year, women were about 10 points more likely than men to do so.

Overall, 60 percent of drivers say that it is "very" or "somewhat" likely that they will receive a ticket if they don't wear a belt, a decline from last year, when the figure was 66 percent. Younger drivers are less likely to be worried about it, though: only 17 percent say that it is "very likely" that they will be pulled over for doing so, compared with 25 percent of all respondents. Continuing last year's dramatic drop in the proportion of drivers who said that they had heard anything about seat belt enforcement by police, only 34 percent said that they had read, seen or heard anything in the past month. This figure is no different than last year's 31 percent, but both represent a significant decline from 2010's 51 percent.

GOAL: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 1.71 percent from 88.29 percent in 2012 to 90 percent by December 31, 2014 using a performance measure of the percent of restrained front seat occupants in passenger vehicles.

NHTSA's procedure for observing seat belt usage changed in 2012. The new methodology resulted in a decrease in observed rates for the first time in 15 years. It is anticipated that rates will increase with a sustained enforcement initiative planned for in 2014.

GOAL: To increase statewide observed use of seat belts for adult back seat occupants in passenger vehicles by 2 percentage points from 36 percent in 2012 to 38 percent by December 31, 2014.

Back seat adult occupant usage rates have begun to increase slightly over the last two years from 34 to 36 percent. Additional increases are anticipated as the general public become more familiar with the law requiring the use of belts for back seat passengers.

GOAL: To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 2 percent from the 2010-2012 calendar base year average of 160 to 157 by December 31, 2014 using a performance measure of the percent of restrained front seat occupants in passenger vehicles.

The 3-year moving average for unrestrained passenger vehicle occupant fatalities has been trending downward for the past 8 years with the exception of an increase in 2012. This trend is expected to continue.

PRIOR YEAR PERFORMANCE

Increasing seat belt usage rates for front seat occupants in passenger motor vehicles fell short of its projected goal in 2012. Backseat usage rates increased for all passengers, including adults 18 years of age and older, but did fall short of the projected goal. The anticipated decrease in unrestrained passenger vehicle occupant fatalities was slightly off the mark at 156 fatalities in 2012 instead of the projected number of 153.

Many programs have been implemented to provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraints. The observational surveys indicated a six percentage point increase for children between the ages of 0-8 years of age.

STRATEGIES

1. Meet with municipal law enforcement agencies with below average seat belt usage rates.
2. Develop printed materials to support seat belt program.
3. Implement a statewide sustained enforcement seat belt program.
4. Participate in the annual Click It or Ticket campaign.
5. Perform child safety seat clinics throughout county and municipal jurisdictions.
6. Provide for child passenger safety technician training programs.
7. Update the annual seat belt survey.

EFFECTIVENESS OF STRATEGIES SELECTED

Short Term, High Visibility Law Enforcement

The Center for Disease Control’s systematic review of 15 high-quality studies (Dinh-Zarr et al., 2001; Shults et al., 2004) found that short-term, high-visibility enforcement programs increased belt use by about 16 percentage points, with greater gains when pre-program belt use was lower. Because many of the studies were conducted when belt use rates were considerably lower than at present, new programs likely will not have as large an effect. Following the enforcement program, belt use often dropped by about 6 percentage points demonstrating the ratchet effect typical of these programs (belt use increases during and immediately after the program and then decreases somewhat, but remains at a level higher than the pre-program belt use).

Hedlund et al. (2008) compared 16 States with high seat belt rates and 15 States with low seat belt rates. The single most important difference between the two groups was the level of enforcement, rather than demographic characteristics or the amount spent on media. High-belt use States issued twice as many citations per capita during their *Click It or Ticket* campaigns as low-belt-use States.

Sustained Enforcement

Nichols and Ledingham (2008) conducted a review of the impact of enforcement, as well as legislation and sanctions, on seat belt use over the past two decades and concluded that sustained enforcement is as effective as “blitz” enforcement (short-term, high-visibility enforcement) and unlike blitz campaigns, is not usually associated with abrupt drops in belt use after program completion.

Inspection Stations

One study evaluated Safe Kids child restraint inspection events held at car dealerships, hospitals, retail outlets and other community locations (to provide as much local exposure as possible). The objective of the study was to measure parent confidence levels, skill development and safe behavior over a 6-week interval using checklists and a matching behavioral survey. Results showed that within the 6-week time period, the child passenger safety checkup events successfully and positively changed parents’ behavior and increased their knowledge: children arriving at the second event were restrained more safely and more appropriately than they were at the first (Dukehart, Walker, Lococo, Decina, & Staplin, 2007).

Another study evaluated whether a “hands-on” educational intervention makes a difference in whether or not parents correctly use their child restraints. All study participants received a free child restraint and education, but the experimental group also received a hands-on demonstration of correct installation and use of the child restraint in their own vehicles. Parents who received this demonstration were also required to demonstrate in return that they could correctly install the restraint. Follow-up observations found that the intervention group was four times more likely to correctly use their child restraints than was the control group (Tessier, 2010).

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

A major goal in the Strategic Highway Safety Plan is a reduction in the number of unrestrained vehicle occupant fatalities. Other strategies listed include participation in the Click It or Ticket campaign, accessibility of child safety seat clinics and the development of a seat belt public education program.

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

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

BUDGET: \$720,000

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 2014.

BUDGET: \$150,000

PROJECT TITLE: SEAT BELT ENFORCEMENT**PROJECT DESCRIPTION:**

The *Click It or Ticket* campaign will be conducted from May 19 – June 1, 2014 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Approximately 180 state, county and municipal police departments will receive funds to participate in the enforcement efforts. All education-related occupant protection initiatives conducted at the local level will utilize DHTS' *Buckle Up — Everyone, Every Ride* materials. Emphasis will be placed on enforcing the recently enacted secondary seat belt law requiring all adult passengers in the back seat to buckle up.

A statewide program of periodic, highly visible enforcement programs will be conducted in an effort to increase seat belt use rates. This initiative will be conducted by the Division of State Police and local enforcement agencies for a period of 12 months and consist of four waves of enforcement during the course of the year.

BUDGET: \$700,000

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 32-hour Standardized Child Passenger Safety (CPS) Training course will be offered at sites across the state with an emphasis on training technicians who will assist underserved populations. In addition, at least three recertification classes will be conducted during the year to ensure that the state has an adequate cadre of technicians to serve the public.

The Department of Children and Families (DCF) and its Division of Youth and Family Services (DYFS) will conduct CPS training for staff whose assigned duties include the transportation of children. Staff will be instructed on how to select the correct car seat and provide hands-on practice on installing child restraints into vehicles utilized within the DCF fleet so that children under the Department's supervision, custody or guardianship are safely secured. An added benefit of this program is that the local offices of the DCF/DYFS will be open and available to provide CPS education and awareness programs to the residents within those respective communities, thereby, enhancing efforts to reach underserved and urban communities.

BUDGET: \$281,750

PROJECT NUMBER	TITLE	BUDGET	SOURCE
OP 14-11-01-01	DHTS PROGRAM MANAGEMENT	\$720,000	SECTION 402
OP 14-11-02-01	TBD SEAT BELT SURVEY	\$150,000	SECTION 402
OP 14-45-01-01	TBD ENFORCEMENT INITIATIVE	\$100,000	SECTION 405
OPA 14-45-01-MC-01	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-02	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-03	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-04	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-05	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-06	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-07	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-08	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-09	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
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OPA 14-45-01-MC-13	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-14	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-15	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-16	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-17	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-18	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-19	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-20	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-21	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405

OPA 14-45-01-MC-22	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-23	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-24	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-25	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-26	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-27	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-28	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-29	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-30	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-31	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-32	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-33	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-34	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-35	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-36	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-37	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-38	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-39	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-40	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-41	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-42	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-43	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-44	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-45	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-46	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-47	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-48	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-49	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-50	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-51	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-52	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-53	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-54	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-55	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-56	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-57	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-58	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-59	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-60	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-61	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-62	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-63	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-64	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405

OPA 14-45-01-MC-65	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-66	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-67	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-68	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-69	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-70	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-71	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-72	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-73	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-74	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-75	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-76	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-77	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-78	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-79	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-80	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-81	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
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OPA 14-45-01-MC-84	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
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OPA 14-45-01-MC-92	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-93	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-94	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-95	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-96	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-97	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-98	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-99	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-100	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
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OPA 14-45-01-MC-104	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-105	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-106	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-107	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405

OPA 14-45-01-MC-108	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-109	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-110	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-111	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-112	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OPA 14-45-01-MC-113	TBD CLICK IT OR TICKET	\$ 4,000	SECTION 405
OP 14-45-01-02	TBD CLICK IT OR TICKET	\$148,000	SECTION 405
OP 14-21-01-01	TBD CPS	\$ 40,000	SECTION 2011
OP 14-21-01-02	TBD CPS	\$ 10,000	SECTION 2011
OP 14-45-02-01	TBD CPS	\$ 15,000	SECTION 405
OP 14-45-02-02	TBD CPS	\$ 15,000	SECTION 405
OP 14-45-02-03	TBD CPS	\$ 15,000	SECTION 405
OP 14-45-02-04	TBD CPS	\$ 1,500	SECTION 405
OP 14-45-02-05	TBD CPS	\$ 1,500	SECTION 405
OP 14-45-02-06	TBD CPS	\$ 1,550	SECTION 405
OP 14-45-02-07	TBD CPS	\$ 24,000	SECTION 405
OP 14-45-02-08	TBD CPS	\$ 3,200	SECTION 405
OP 14-45-02-09	TBD CPS	\$ 3,000	SECTION 405
OP 14-45-02-10	TBD CPS	\$ 65,000	SECTION 405
OP 14-45-02-11	TBD	\$ 20,000	SECTION 405
OP 14-45-02-12	TBD CPS	\$ 25,000	SECTION 405
OP 14-45-02-13	TBD	\$ 12,000	SECTION 405
OP 14-45-02-14	TBD CPS	\$ 30,000	SECTION 405

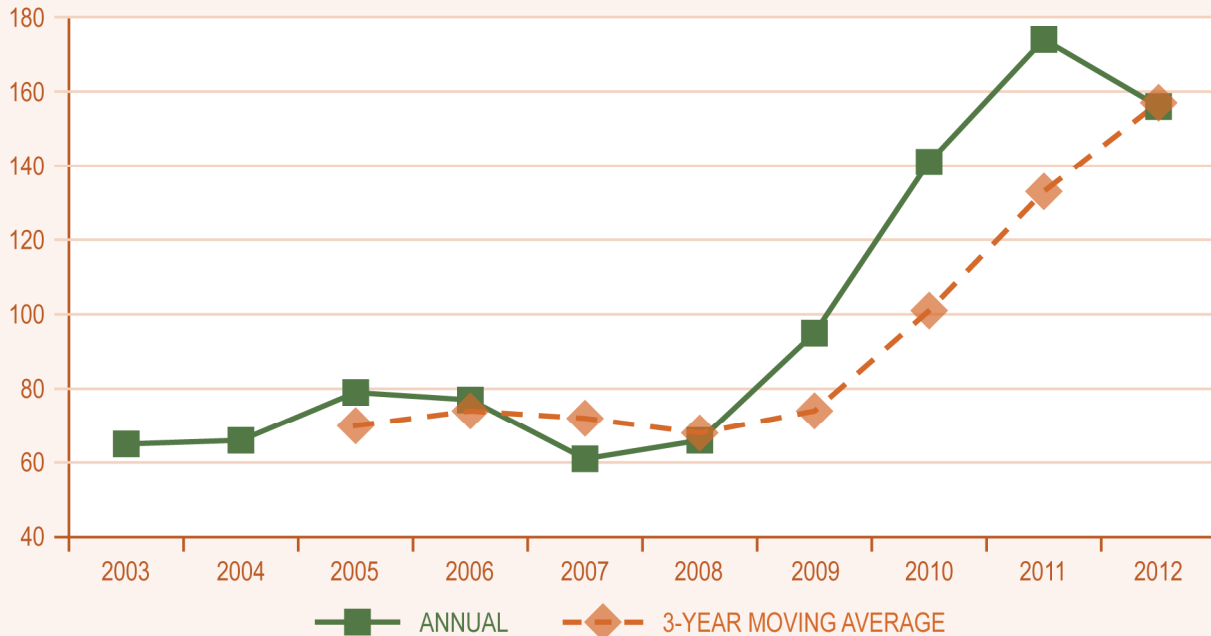
PERFORMANCE PLAN POLICE TRAFFIC SERVICES

Traffic law enforcement plays a critical role in deterring impaired driving, increasing safety belt usage, encouraging compliance with speed laws and reducing unsafe driving actions. Law enforcement agencies have been compelled to be selective in traffic enforcement efforts by providing maximum enforcement effort at selected times and in selected areas.

Traffic crashes occur for reasons. While some traffic laws are mainly supportive to the traffic system, several are directly and specifically designed to prevent unsafe acts or conditions which cause crashes. These generally are called hazardous moving violations. Hazardous moving violations are identified as a contributing factor in fatal and non-fatal crashes. One of the moving violations that needs increased attention are speed related violations.

Speed is a contributing factor in fatal crashes regardless of road type. A significant increase in speed related fatalities has occurred over the last five years. Fatalities have increased from 61 in 2007 to 156 in 2012. A reduction in speed-related crashes and the resulting fatalities requires a coordinated effort by engineering, education and enforcement agencies.

SPEED-RELATED FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



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 most prominent age group that is

involved with speed related crashes are between 17 and 25 years of age with Essex and Middlesex counties having the highest number of speed related crashes.

SPEED RELATED CRASHES BY COUNTY: 2008 – 2012						
COUNTY NAME	2008	2009	2010	2011	2012	TOTAL
ATLANTIC	689	791	654	551	527	3,212
BERGEN	1,472	1,466	1,354	1,264	1,091	6,647
BURLINGTON	1,016	1,176	1,002	953	863	5,010
CAMDEN	1,700	1,794	1,449	1,384	1,381	7,708
CAPE MAY	107	120	128	131	118	604
CUMBERLAND	422	420	275	322	267	1,706
ESSEX	2,083	1,928	1,724	1,638	1,654	9,027
GLOUCESTER	799	885	757	702	565	3,708
HUDSON	574	609	527	610	520	2,840
HUNTERDON	332	370	216	265	239	1,422
MERCER	1,021	976	819	896	695	4,407
MIDDLESEX	1,901	1,832	1,668	1,534	1,325	8,260
MONMOUTH	1,514	1,677	1,409	1,275	1,197	7,072
MORRIS	1,032	1,036	821	824	776	4,489
OCEAN	876	1,056	856	716	748	4,252
PASSAIC	1,043	1,101	932	935	912	4,923
SALEM	188	197	167	147	88	787
SOMERSET	722	761	590	544	516	3,133
SUSSEX	393	383	291	300	287	1,654
UNION	988	953	739	712	652	4,044
WARREN	275	308	290	309	255	1,437
NJ STATE TOTALS	19,147	19,839	16,668	16,012	14,676	86,342

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

Formal police training programs are also needed for law enforcement officers. Increased crash experience necessitates an increased investigative capacity in order to determine the causative factors of crashes. Without adequate training it is difficult for an investigative officer to determine driver error and

sustain a court conviction when cited for a violation. The Traffic Safety Resource Prosecutor can also be helpful in providing training, education and technical support to traffic prosecutors and law enforcement agencies throughout the State. Traffic safety issues include but are not limited to: alcohol and/or drug impaired driving, vehicular homicide, occupant restraint and other highway safety issues.

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.

SURVEY RESULTS

One in six drivers (15 percent) say that they drive over 70 miles per hour on state highways “most of the time” with another 17 percent saying that they do so “often.” These figures are up significantly from last year, when 10 percent of respondents said that they drove over 70 miles per hour regularly, but are statistically indistinguishable from 2010’s 12 percent. As in previous years, men were more likely than women to speed: 30 percent of men say they do so “most of the time” or “often,” compared with just 22 percent of women. As with many risky driving behaviors, age plays a major role. Thirty-seven percent of drivers under the age of 45 say that they regularly go faster than 70 on the highways, compared to 23 percent of drivers over the age of 45. However, the youngest drivers are not the worst offenders: drivers under 30 and those 30 to 45 are equally likely to say that they go over 70 “most of the time” or “often.” Driver awareness of speed enforcement initiatives is up significantly this year. Forty-eight percent of drivers say they’ve heard something about speed enforcement by police in the past month, up from 43 percent last year and 44 percent in 2010.

The downward trend of drivers saying that they talk on handheld phones while driving continues this year. Only 9 percent of drivers say that they do so “very often” or “sometimes,” down from 14 percent last year, and 26 percent five years ago. This is a significant decline from last year, and the lowest figure yet recorded in the study. Last year’s data showed a substantial increase in the proportion of younger drivers who said that they used a hand-held phone while driving, with 23 percent saying that they did so “very often” or “sometimes.” This year, that figure fell to 17 percent, but is still marginally above the 13 percent figure recorded in 2010. For the first time since the survey began, the proportion of drivers admitting that they text while driving fell, from 25 percent last year to 19 percent.

GOAL: To decrease speeding-related fatalities by 2 percent from the 2010-2012 calendar base year average of 157 to 154 by December 31, 2014 using a performance measure of the number of speed-related fatalities.

The 3-year moving average for speed-related fatalities has been steadily increasing for the past ten years. However, fatalities in 2012 dropped by 10 percent from the previous year. Further decreases are expected with the additional focus on speed related efforts in 2014.

GOAL: To decrease traffic fatalities by 1 percent from the 2010-2012 calendar base year average of 590 to 584 by December 31, 2014 using a performance measure of total number of traffic fatalities.

GOAL: To decrease fatalities/VMT from the 2010-2012 calendar base year average of 0.77 to 0.76 by December 31, 2014 using a performance measure of total traffic fatalities and vehicle miles traveled.

GOAL: To decrease rural fatalities/VMT from the 2010-2012 calendar base year average of 1.27 to 1.25 by December 31, 2014 using a performance measure of rural traffic fatalities and vehicle miles traveled.

GOAL: To decrease urban fatalities/VMT from the 2010-2012 calendar base year average of 0.77 to 0.75 by December 31, 2014 using a performance measure of urban traffic fatalities and vehicle miles traveled.

There has been a slight upward trend in the 3-year moving average for fatalities due primarily to the 13 percent increase in fatalities during calendar year 2011 after historic lows were observed in 2009 and 2010. In 2012, fatalities dropped by 6 percent from the previous year. This reduction is expected to continue through 2014.

GOAL: To decrease serious traffic injuries by 2 percent from the 2010-2012 calendar base year average of 1,822 to 1,786 by December 31, 2014 using a performance measure of the number of incapacitated injuries in traffic crashes.

The 3-year moving average continues to steadily decline. Traffic injuries have declined for ten consecutive years and it is anticipated based on the data that serious injuries will continue to decline.

PRIOR YEAR PERFORMANCE

Speeding is the most frequently cited aggressive driving citation and fatalities related to speed have been on the rise. The total number of speed-related fatalities exceeded the anticipated outcome in 2012. Overall traffic fatalities have been declining each year, except for 2011, where there was an increase of 9 percent from 2010. Traffic fatalities decreased in 2012 by 6 percent from 627 in 2011 to 589 in 2012. Fatalities per 100 million vehicle miles traveled also continue to decline.

STRATEGIES

1. Deploy overtime patrols on state and municipal highways.
2. Provide formal police officer training.
3. In consultation with law enforcement, implement effective programs to address aggressive driving, cell phone use and speeding.
4. Provide radar or laser speed measuring equipment to determine evidence of speeding.
5. Utilize the services of the Traffic Safety Resource Prosecutor to provide training in speed management in the judicial, prosecutorial, and law enforcement fields.
6. Allow for the purchase of equipment that will be used in the investigation of fatal or serious crashes.
7. Implement the DDACTS (Data Driven Approaches to Crime and Traffic Safety) concept to address traffic safety by reducing the number of violators in a given area and thereby reducing the number of motor vehicle crashes and injuries as well as overall crime.

EFFECTIVENESS OF STRATEGIES SELECTED

Enforcement

Several studies have reported reductions in crashes or reductions in speeding or other violations attributed to both general and targeted high-visibility enforcement campaigns. Although the evidence is not conclusive, the trends are promising. These efforts have included a substantial increase in general traffic enforcement in Fresno, California (Davis et al., 2006), and a neighborhood high-visibility speed enforcement campaign in Phoenix and Peoria, Arizona (Blomberg & Clevon, 2006).

A 2008 test of a 4-week, high-visibility enforcement campaign along a 6-mile corridor in London, U.K. with a significant crash history found significant reductions in driver speeding in the enforced area. There was also a halo effect up to two weeks following the end of the campaign (Walter, Broughton, & Knowles, 2011). The campaign was covered by print media as well as by billboards and active messaging along the enforced corridor.

Cell Phone Enforcement

Results from the NHTSA high visibility enforcement program suggest hand-held cell phone use among drivers dropped 57% in Hartford and 32% in Syracuse (Cosgrove, Chaudhary, & Reagan, 2011). The percentage of drivers observed manipulating a phone (e.g., texting or dialing) also declined.

Other Enforcement Methods

In addition to high-visibility enforcement campaigns and automated enforcement, a number of new technologies have been recommended to address speeding and aggressive driving (NHTSA, 2001a). Law enforcement agencies around the country have also conducted innovative and effective aggressive driving enforcement programs (NHTSA, 2000).

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

The Strategic Highway Safety Plan addresses the need to curb aggressive driving and speeding through the implementation of aggressive driving programs and increased police enforcement in designated areas.

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

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

BUDGET: \$230,000

PROJECT TITLE: SPEED/AGGRESSIVE DRIVING & CELL PHONE PROGRAM

PROJECT DESCRIPTION:

Funds will be provided to allow municipal and state law enforcement agencies across the state to participate in high visibility enforcement designed to deter aggressive driving behaviors such as speeding, tailgating and red light running. Saturation patrols will concentrate on a multitude of problem areas, including main arteries into and out of towns, where speed and aggressive driving is a major problem and roadways that have historically experienced high crash rates.

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

BUDGET: \$115,500

PROJECT TITLE: SPEED DETECTION PROGRAM

PROJECT DESCRIPTION:

Speed detection is the backbone of traffic enforcement programs aimed at reducing crashes and injuries. Radar speed detection remains one of the most cost effective means of speed enforcement. Funds from this task will be used to purchase Stalker radar speed detection units for the Division of State Police. The funding of a second speed detection trailer will also be considered to supplement the speed detection program.

BUDGET: \$120,000

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.

The Bayshore Traffic Enforcement Grant is designated as a shared service enforcement/education grant intended to target motor vehicle violators in the towns of Aberdeen, Atlantic Highlands, Hazlet, Highlands, Holmdel, Keansburg, Keyport, Matawan, Middletown, and Union Beach.

BUDGET: \$116,000

PROJECT TITLE: FATAL CRASH INVESTIGATION**PROJECT DESCRIPTION:**

The Division of State Police and its Fatal Accident Unit performs many functions relating to fatal crash investigation. The unit not only investigates serious and fatal crashes that occur in the areas patrolled by the State Police but also responds to requests by county prosecutors and municipal police departments for on-scene investigation and post crash technical assistance. Additional equipment will allow detectives to improve on-scene crash investigation and return a normal flow of traffic as soon as possible.

BUDGET: \$30,000

PROJECT TITLE: TRAFFIC SAFETY RESOURCE PROSECUTOR**PROJECT DESCRIPTION:**

The need for a Deputy Attorney General (DAG) specialist in the area of prosecution and law enforcement has been underscored through experience developed within the Prosecutors Supervision and Coordination Bureau of the Division of Criminal Justice and in its statutory role over the county prosecutors and municipal prosecutors in the State. In performing this function, the Division of Criminal Justice has recognized the importance of having at least one DAG who is well versed in both the legal and technical issues associated with the enforcement and prosecution of traffic and motor vehicle violations and the statewide implications of those issues.

This need has become valuable in the field of the enforcement and prosecution of drunken driving offenses. Nearly every municipality in the state has its own Municipal Court, consisting of at least one Municipal Court Judge, a Municipal Prosecutor, a Municipal Public Defender, and associated court staff and personnel. In small jurisdictions and areas with smaller populations, joint or central Municipal Courts are utilized. There has evolved a great need for coordination, training, and support for these

diverse entities. Additionally, there is a need for interaction between the courts, law enforcement and other traffic safety agencies.

The areas of impaired driving, distracted driving, young drivers and speed management require coordination and training in the judicial, prosecutorial, and law enforcement fields. There have also been significant legal challenges in the area of chemical breath testing in the State. There is a need to be aware of the many legal challengers being brought statewide to ensure that a uniform response is taken by the many prosecutors throughout the State and to coordinate a uniform response when needed.

BUDGET: \$148,000

PROJECT TITLE: TRAINING

PROJECT DESCRIPTION:

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

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

BUDGET: \$250,000

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

PROJECT DESCRIPTION:

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

BUDGET: \$56,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
PT 14-03-01-01	DHTS PROGRAM MANAGEMENT	\$230,000	SECTION 402
PT 14-03-02-01	TBD SPEED/AGG. DRIVING	\$ 25,000	SECTION 402
PT 14-03-02-02	TBD SPEED/AGG. DRIVING	\$ 25,000	SECTION 402
PT 14-03-02-03	TBD SPEED/AGG. DRIVING	\$ 10,000	SECTION 402
PT 14-03-02-04	TBD SPEED/AGG. DRIVING	\$ 16,500	SECTION 402
PT 14-03-02-05	TBD SPEED/AGG. DRIVING	\$ 25,000	SECTION 402
PT 14-03-02-06	TBD SPEED/AGG. DRIVING	\$ 4,000	SECTION 402
PT 14-03-02-07	TBD SPEED/AGG. DRIVING	\$ 10,000	SECTION 402
PT 14-03-03-01	TBD SPEED DETECTION PROGRAM	\$120,000	SECTION 402
PT 14-03-04-01	TBD COMP. ENF./ED. PROGRAM	\$ 31,000	SECTION 402
PT 14-03-04-02	TBD COMP. ENF./ED. PROGRAM	\$ 40,000	SECTION 402
PT 14-03-04-03	TBD COMP. ENF./ED. PROGRAM	\$ 25,000	SECTION 402
PT 14-03-04-04	TBD ENF./ED. PROGRAM	\$ 20,000	SECTION 402
PT 14-03-05-01	TBD FATAL CRASH INVESTIGATION	\$ 30,000	SECTION 402
PT 14-03-06-01	TRAFFIC SAFETY RESOURCE PROSECUTOR	\$148,000	SECTION 402
PT 14-03-07-01	TBD TRAFFIC SAFETY TRAINING GRANT	\$250,000	SECTION 402
PT 14-03-08-01	TBD PD DDACTS	\$ 36,000	SECTION 402
PT 14-03-08-02	TBD PD DDACTS	\$ 20,000	SECTION 402

PERFORMANCE PLAN YOUNGER DRIVERS

During the ten year period from 2003 to 2012, there were 941 fatalities in New Jersey involving young drivers. During the ten year period this age group represented 14 percent of all fatalities while representing 6 percent of the driving population.

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



Injuries involving younger drivers have declined but are overrepresented in both Bergen and Middlesex counties. Male drivers were involved with substantially more severe crashes than female drivers and there are more fatal crashes that occur during the night hours in comparison to the day hours. In terms of incapacitating injuries, it should be noted that there are an overwhelming amount of crashes that occur during the day hours.

YOUNG DRIVER (20 & UNDER) INJURIES BY COUNTY: 2008 – 2012						
COUNTY NAME	2008	2009	2010	2011	2012	TOTAL
ATLANTIC	958	980	937	862	881	4,618
BERGEN	2,271	2,303	2,305	2,208	1,902	10,989
BURLINGTON	1,196	1,172	1,235	1,098	1,033	5,734
CAMDEN	1,756	1,710	1,635	1,485	1,379	7,965
CAPE MAY	310	313	314	276	259	1,472
CUMBERLAND	525	449	459	483	454	2,370
ESSEX	2,165	2,001	2,057	1,832	1,785	9,840
GLOUCESTER	907	940	742	773	622	3,984
HUDSON	920	916	889	873	879	4,477
HUNTERDON	268	294	249	232	265	1,308
MERCER	1,026	937	972	949	885	4,769
MIDDLESEX	2,357	2,325	2,317	2,145	2,026	11,170
MONMOUTH	1,780	1,873	1,662	1,598	1,492	8,405
MORRIS	1,164	1,190	1,116	1,085	1,011	5,566
OCEAN	1,704	1,694	1,671	1,457	1,426	7,952
PASSAIC	1,586	1,636	1,579	1,407	1,484	7,692
SALEM	184	167	180	148	134	813
SOMERSET	866	851	874	792	819	4,202
SUSSEX	402	393	412	344	321	1,872
UNION	1,433	1,495	1,568	1,335	1,402	7,233
WARREN	359	307	296	259	252	1,473
NJ STATE TOTALS	24,137	23,946	23,469	21,641	20,711	113,904

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

GOAL: To decrease drivers age 20 or younger involved in fatal crashes by 3 percent from the 2008-2012 calendar base year average of 72 to 70 by December 31, 2014 using a performance measure of all drivers involved in fatal crashes under 21 years of age.

Young driver involvement in fatal crashes has steadily decreased since 2007 except for an increase in 2011. This is the same year that overall fatalities increased as well. The 3-year moving average has also been moving downward. Additional efforts will be made to expand the *Share the Keys* program in 2014.

PRIOR YEAR PERFORMANCE

Fatalities involving young drivers in 2012 represented the lowest number of fatalities (67) during the ten year period from 2003-2012. This number also represented a 17 percent decrease from the previous year.

STRATEGIES

1. Present the *Share the Keys* program to parents and teens in the pre-permit or permit state of licensure.
2. Provide training and support for regional *Share the Keys* facilitators.
3. Underage anti-drinking initiatives are addressed in the Alcohol and Other Drug Countermeasure section of the Plan.

EFFECTIVENESS OF STRATEGIES SELECTED

Parent Programs

Although evaluations of programs to assist parents have not yet shown reductions in young driver crashes, there is still reason to be optimistic. Some parent programs have increased parent limit setting, and several studies show that teenagers whose parents impose more strict driving limits report fewer risky driving behaviors, traffic violations and crashes (see Simons- Morton, 2007, for a review). Educational programs alone are unlikely to produce changes in behavior. However, education in combination with other strategies may deliver stronger results.

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Promoting education and parental involvement is included in the Strategic Highway Safety Plan as an emphasis area. Additionally, educating parents to provide guidance, instruction, and consequences of poor driving habits to their teen drivers is an action item included in the Strategic Highway Safety Plan.

PROJECT TITLE: SHARE THE KEYS**PROJECT DESCRIPTION:**

The DHTS and Kean University have worked closely with Children's Hospital of Pennsylvania to involve parents in the Graduated Driver Licensing process. The New Jersey Parent/Teen Driver orientation program was developed and offered to parents and teens. Workshops for parents and teens and facilitator training will continue to be offered in FY 2014.

BUDGET: \$15,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
CP 14-08-07-01	TBD SHARE THE KEYS PROGRAM	\$15,000	SECTION 402

PERFORMANCE PLAN

COMMUNITY TRAFFIC SAFETY PROGRAMS

OLDER DRIVER PROGRAMS

A community traffic safety program is administered by an established unit in the community or county, sustained over time that has public and private input and participation to an action plan to solve one or more of the community's traffic safety problems.

Problem identification and assessment are essential parts of planning a community traffic safety program. By knowing the nature and extent of the community's problem and assessment, approaches and strategies can be planned effectively and resources allocated. Problem identification clarifies the nature and magnitude of the problem, while program assessment documents what has been accomplished in the community.

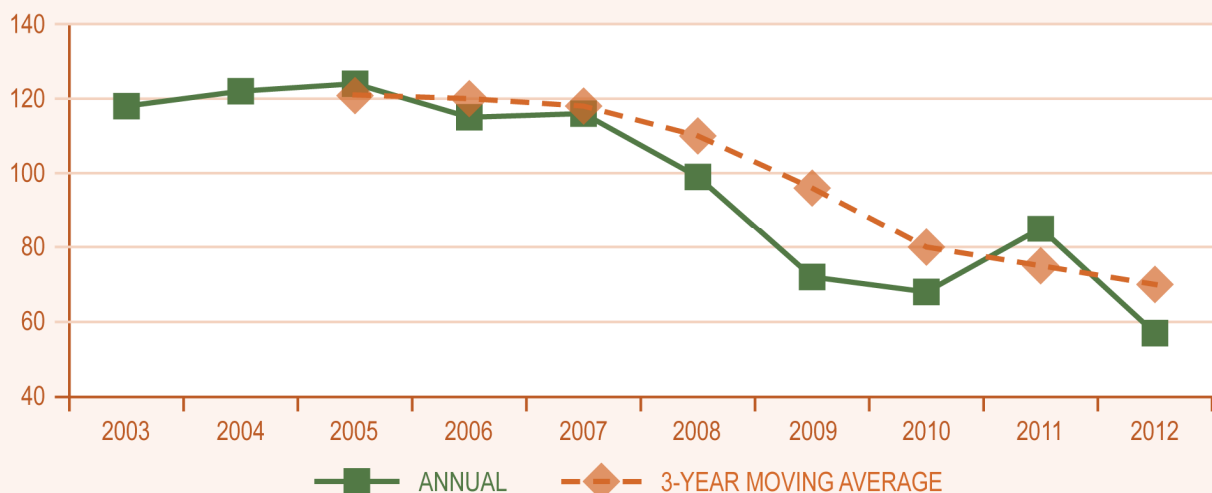
Highway safety issues that are addressed by county and local community groups in an uncoordinated manner often times are ineffective. This results in a "shot gun" effect which creates a traffic safety public awareness environment composed of numerous independent programs and activities which cannot be quantified into measurable outcomes.

Making the best use of limited resources in order to give the greatest benefits for the investment is important today. Cost-effectiveness must be a key criterion in the selection of community traffic safety locations and prioritizing their respective programs and activities.

Increasing public awareness and involvement in traffic safety issues and public knowledge about the importance of the Division's program will also be addressed.

During the ten year period from 2003 to 2012, there were 976 fatalities involving older drivers (65+) in New Jersey. The lowest number of fatalities (57) occurred in 2012, while the greatest number (124) occurred in 2005. Older driver crashes by county also indicates crash involvement is highest in Bergen, Middlesex and Ocean counties.

FATALITIES INVOLVING OLDER DRIVERS 65+, ANNUAL AND 3-YEAR MOVING AVERAGE



OLDER DRIVER (65+) CRASHES BY COUNTY: 2008 – 2012						
COUNTY NAME	2008	2009	2010	2011	2012	TOTAL
ATLANTIC	1,670	1,729	1,685	1,583	1,685	8,352
BERGEN	5,258	5,506	5,915	5,830	5,422	27,931
BURLINGTON	1,990	2,038	2,164	2,075	2,168	10,435
CAMDEN	2,048	2,137	2,077	2,033	2,017	10,312
CAPE MAY	639	614	632	700	687	3,272
CUMBERLAND	703	726	641	705	739	3,514
ESSEX	3,525	3,482	3,396	3,467	3,239	17,109
GLOUCESTER	1,078	1,150	1,175	1,097	1,028	5,528
HUDSON	1,828	1,837	2,103	2,025	2,185	9,978
HUNTERDON	526	549	608	582	620	2,885
MERCER	1,770	1,846	1,916	2,051	1,982	9,565
MIDDLESEX	3,692	3,658	3,991	3,927	3,983	19,251
MONMOUTH	3,310	3,407	3,575	3,419	3,509	17,220
MORRIS	2,243	2,242	2,532	2,659	2,575	12,251
OCEAN	3,566	3,460	3,796	3,751	3,671	18,244
PASSAIC	2,152	2,361	2,423	2,401	2,502	11,839
SALEM	239	256	279	226	275	1,275
SOMERSET	1,547	1,609	1,730	1,687	1,755	8,328
SUSSEX	518	553	595	631	546	2,843
UNION	2,447	2,481	2,604	2,680	2,612	12,824
WARREN	492	508	515	510	473	2,498
NJ STATE TOTALS	41,241	42,149	44,352	44,039	43,673	215,454

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

GOAL: To increase community awareness and understanding of traffic safety, causing a shift in community attitudes toward a safe behavior on the roads and an appropriate community priority for traffic safety by providing funds to implement community traffic safety projects in a minimum of 13 counties.

GOAL: To reduce older driver fatalities by 3 percent from the 2010-2012 calendar base year average of 70 to 68 by December 31, 2014 using a performance measure of total number of older driver fatalities.

There has been a downward trend in older adult driver fatalities for the past several years and in 2012 the number of driver fatalities decreased significantly. Although the likelihood of another significant reduction is not anticipated, a reduction from the base year average is expected through 2014.

PRIOR YEAR PERFORMANCE

The multi-disciplinary approach to solving roadway safety problems on the streets and highways in the State has been implemented in 13 counties. The common goal of each community traffic safety program is to reduce the number and severity of traffic crashes within the community. It has been found that community partnerships promote a sense of ownership and is often a key to change in the community.

Older adult driver fatalities dropped by 33 percent from 2011 to 2012. The economic conditions in the State may have contributed to this decline with the presumption that vehicle miles traveled for the 65+ age group is lower than in previous years.

STRATEGIES

1. Develop and provide information on identified traffic safety issues and communicate to appropriate target groups through local and statewide programs involving enforcement and educational components.
2. Encourage community groups to recognize traffic safety as a pertinent issue and to become involved in traffic safety actions and programs.
3. Work with locally-based groups of highway safety advocates to solve traffic safety problems.
4. Provide for comprehensive and public information and education programs.
5. Provide materials to the general public on highway safety related subject matters.
6. Include marketing to underserved segments of the State's population, particularly during the Click It or Ticket and Driver Sober or Get Pulled Over campaigns.
7. Prepare press releases and submit to the media to inform the public of traffic safety issues.
8. Support and participate in the Motor Vehicle Commission's *Wisdom Behind the Wheel* program designed to help mature drivers make wise decisions and remain safe on the road and provide support for the AAA *Car Fit* program for older drivers.

EFFECTIVENESS OF STRATEGIES SELECTED

The effectiveness of the Seminole County Community Traffic Safety Team (Best Practices) effort is demonstrated by the commitment and participation of the various groups and individuals working together to solve traffic safety related problems and issues. By using a team approach, utilizing task forces and combining law enforcement, emergency medical services, public education and engineering efforts, the agencies involved in traffic safety addresses road improvements, driver education and enhanced response times. The task force brings a variety of perspectives into play when solving mutual traffic safety problems.

General Communication and Education (65+)

The limited information available suggests that some material may increase driver's knowledge; however, there are no evaluations of the effects of this material on driving or on crashes (National Cooperative Highway Research Program, 2004).

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

The Strategic Highway Safety Plan includes the importance of raising awareness of driver safety through media campaigns and the development of community traffic safety programs aimed at saving lives and reducing crashes and injuries on New Jersey's roadways. The Plan also addresses the need to develop a coordinated and integrated system that supports monitors and maintains safe senior mobility.

PROJECT TITLE: CTSP

PROJECT DESCRIPTION:

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

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

BUDGET: \$854,000

PROJECT TITLE: PUBLIC INFORMATION AND EDUCATION**PROJECT DESCRIPTION:**

Public information is the cornerstone of the work in highway safety. The primary function is to educate the public about traffic safety and to induce the public to change their attitudes and behaviors in a way that leads to greater safety on the roads. Funds from this task will be used to support the division's priority programs with printed materials, educational items, media campaigns and special events. Priority areas to be supported included: seat belt usage, child passenger safety, pedestrian safety, bicycle safety, distracted driving, aggressive driving, impaired driving and motorcycle safety.

BUDGET: \$135,000

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

Funds from this task will be used to fund Kean University's statewide comprehensive traffic safety program. The program includes all components of the "Three E" Injury Prevention Model: Enforcement, Education and Environment. Kean will continue working closely with the traffic safety community to sponsor training and develop educational curricula and parent/teen orientation programs. Enforcement activities include working with the Division of State Police to reduce driver fatalities by scheduling 15 crash investigation courses for over 350 police officers. Crash expert review sessions will be conducted to develop the Crash Reconstruction Curriculum and specialty workshops. Regional data retrieval technician training will also be held for 50 police officers.

Educational services have been expanded to include offering statewide parent/teen driver orientation programs. Kean University will also continue to expand and implement the K-12 traffic learning progression curriculum. The Environmental component supports a network of Comprehensive Traffic Safety Programs through the distribution of technical assistance services and resources developed at the University.

BUDGET: \$275,000

PROJECT TITLE: MULTIMEDIA TRANSPORTATION SAFETY AWARENESS**PROJECT DESCRIPTION:**

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

schools. In addition, the project will promote a transportation safety curriculum for grades K-12 in New Jersey schools.

The Alliance will deliver 30 transportation safety presentations and seek new ways to get transportation safety materials to large systems that reach target audiences, including the development of a partnership with a major automobile insurance company. The Alliance will also develop traveling workshops geared towards transportation safety in an effort to make the transportation safety message at the Alliance more readily available statewide.

BUDGET: \$170,000

PROJECT TITLE: PAID MEDIA

PROJECT DESCRIPTION:

Fund will be used to place paid advertisements that address the dangers of drinking and driving and the lifesaving value of seat belts that reach minority audiences, particularly the Latino community. This initiative will allow DHTS to continue its efforts to provide information that educates the community about traffic safety issues that will potentially decrease motor vehicle related crashes, injuries and fatalities. The newspaper advertisements are a component in the strategy to combine education and enforcement during the Click It or Ticket campaign in May and the Driver Sober or Get Pulled Over campaign during Labor Day and between Thanksgiving and Christmas. The cost of the paid advertisements will range from \$11,000 to \$16,000. Each media campaign will be assessed by providing the actual number of print ads or paid airings, if produced, and the size of the audience reached. In addition, the number of free airings or print ads that occurred and the size of the audience reached will also be provided.

BUDGET: \$140,000

PROJECT TITLE: COMPREHENSIVE STATEWIDE INITIATIVES

PROJECT DESCRIPTION:

The State's eight Transportation Management Associations or TMAs (Meadowlink, TransOptions, HART Commuter Information Services, Greater Mercer, Cross County Connections, Ridewise, Keep Middlesex Moving, and Hudson), which serve all 21 counties in the state, will partner with local agencies, schools and businesses to conduct traffic safety outreach and education programs. Pedestrian safety will be addressed for all ages while bicycle safety for recreational riders as well as bicycle commuters will be covered with an emphasis on techniques for safely sharing the road. Funds will also be used to raise awareness of the rules of the road. In particular, laws pertaining to occupant protection, ice and snow removal, pedestrian safety, and the use of handheld devices will be addressed.

Funds will be provided to the AAA Clubs of New Jersey to conduct a variety of traffic safety initiatives focusing on child passenger safety, senior mobility and teen driving. AAA will partner with child passenger safety technicians and hospitals to disseminate child passenger safety toolkits to local pediatricians to foster a greater awareness of proper restraint and free child safety seat checks. *CarFit*, a

program aimed at helping mature drivers ensure that their vehicle “fits” them properly (i.e., mirror placement, distance seated from the steering wheel and gas and brake pedals, etc.), will be offered at AAA offices, senior housing units and community centers. *Dare to Prepare* teen driving seminars will be offered for parents and teens at high schools, PTA/PTO meetings, community gatherings, and health fairs. Low conspicuity can increase the risk of motorcycle crash related injuries. Conspicuity is very important to riders of motorcycles and increasing the use of reflective clothing could considerably reduce motorcycle crash related injury and death. In cooperation with existing public and private motorcycle safety organizations, education seminars will be conducted and reflective safety vests will be made available to a select number of riders.

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

BUDGET: \$250,000

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

PROJECT NUMBER	TITLE	BUDGET	SOURCE
CP 14-08-01-01	TBD CO. CTSP	\$ 85,000	SECTION 402
CP 14-08-01-02	TBD CO. CTSP	\$ 55,000	SECTION 402
CP 14-08-01-03	TBD CO. CTSP	\$ 65,000	SECTION 402
CP 14-08-01-04	TBD CO. CTSP	\$ 60,000	SECTION 402
CP 14-08-01-05	TBD CO. CTSP	\$ 80,000	SECTION 402
CP 14-08-01-06	TBD CO. CTSP	\$ 70,000	SECTION 402
CP 14-08-01-07	TBD CO. CTSP	\$ 60,000	SECTION 402
CP 14-08-01-08	TBD CO. CTSP	\$ 50,000	SECTION 402
CP 14-08-01-09	TBD	\$ 45,000	SECTION 402
CP 14-08-01-10	TBD CO. CTSP	\$ 42,000	SECTION 402
CP 14-08-01-11	TBD CO. CTSP	\$ 40,000	SECTION 402
CP 14-08-01-12	TBD CO. CTSP	\$ 32,000	SECTION 402
CP 14-08-01-13	TBD CO. CTSP	\$ 20,000	SECTION 402
CP 14-08-01-14	TBD CTSP	\$150,000	SECTION 402
CP 14-08-02-01	DHTS PUBLIC INFORMATION AND ED.	\$135,000	SECTION 402
CP 14-08-03-01	COMMUNITY SAFETY AND TRAINING TBD	\$275,000	SECTION 402
CP 14-08-04-01	TRANSPORTATION SAFETY AWARENESS TBD	\$170,000	SECTION 402
PM 14-21-01-01	DHTS PAID MEDIA	\$140,000	SECTION 402
CP 14-08-05-01	TBD (TMA) PROG. INITIATIVE	\$130,000	SECTION 402
CP 14-08-05-02	TBD COMPREHENSIVE PROGRAM	\$ 80,000	SECTION 402
CP 14-08-05-03	TBD – CHILDREN IN TRAFFIC	\$ 40,000	SECTION 402
CP 14-08-06-01	DHTS TRAINING GRANT	\$ 30,000	SECTION 402

PERFORMANCE PLAN

ROADWAY SAFETY

New Jersey streets and highways are expected to safely and efficiently move several million vehicles each year in addition to an unknown number of visiting vehicles. A complex network of interstate and state highways, county roads, and city streets has been constructed for this purpose.

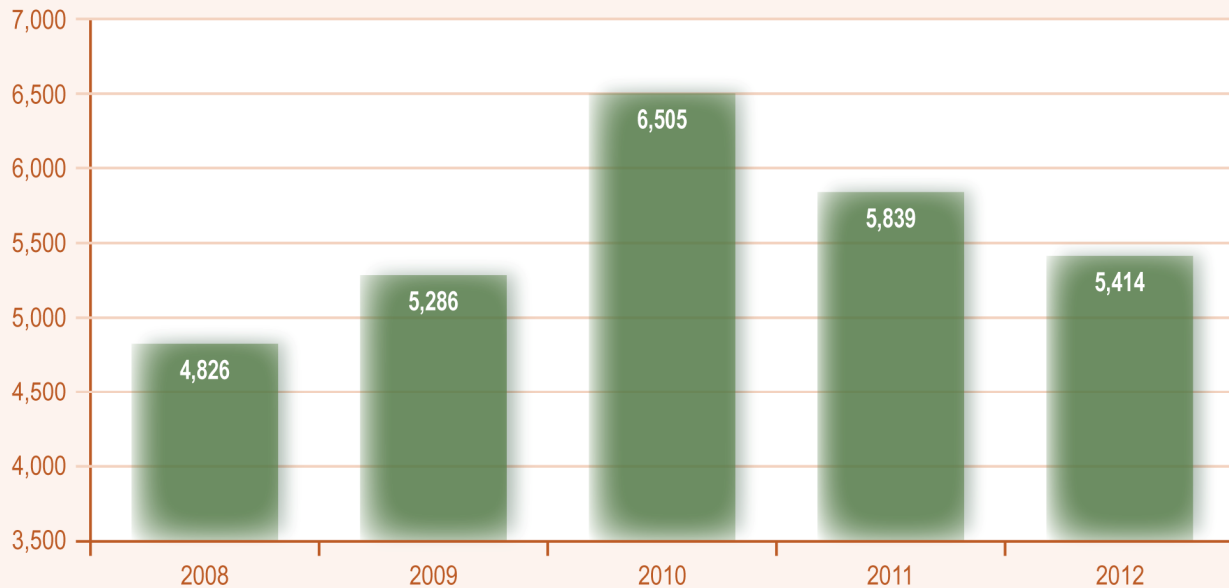
Many problems can be associated with this network. The growing and shifting population may cause some routes to become inadequate; maintenance costs often increase; the wide national backgrounds of the public makes signing communications difficult; increasing congestion also increases frustration levels; and the growing population causes drastic alterations in traffic flow patterns.

Responsibility for the design, construction and maintenance of the highway system falls on the public works departments, at the state, county and local levels of government. There continues to be a need for a traffic engineering infrastructure to monitor highway operations, recommend improvements in the highway system and improve the safety for vehicle operators, pedestrians and bicyclists.

Local jurisdictions vary widely in the degree to which they are equipped to handle the roadway maintenance and operational review. Many lack basic program needs such as sign and signal inventories, systematic traffic count programs, or means and criteria for identifying and analyzing high crash locations. As county sizes increase, many do not have the specialized expertise of traffic engineering.

Work zone safety continues to be a high-priority issue for traffic engineering professionals and highway agencies. Construction and maintenance crews, plus other groups working on the roadway require training in how best to protect themselves as well as the driving public. Effective temporary traffic control must provide for the safety of workers, road users and pedestrians. Training in the proper set-up of a work zone by public works employees, utility workers, and police officers will allow drivers to clearly identify the proper travel lane and reduce the chances for a vehicle-vehicle or vehicle-worker conflict. Crash analysis indicates that during the three-year period 2009-2012 there were 12,315 reported crashes in construction and maintenance zones, those crashes represent 38 motorist and passenger fatalities.

WORK ZONE CRASHES: 2008 – 2012



GOAL: To decrease work zone related crashes by 3 percent from the 2010-2012 calendar base year average of 5,919 to 5,801 by December 31, 2014 using a performance measure of the number of work zone related crashes.

This is the first year that a goal has been set for work zone crashes. Crashes have decreased in the past two years based on the data. It is anticipated that by improving traffic control and continuing to provide training opportunities, there can be further reductions in work zone related crashes.

PRIOR YEAR PERFORMANCE

Roadway construction and maintenance activities result in significant safety and mobility issues for both workers and motorists. Awareness of proper work zone set up, maintenance, personal protection, and driver negotiation are all factors to be considered in establishing a safe work zone. The Work Zone Safety Conference was held for the 14th consecutive year and work zone safety training addressing the needs of local public agencies, road departments and law enforcement continued to be offered. This is a first year performance measure for this program area.

STRATEGIES

1. Work zone safety training will be provided to the law enforcement community as well as municipal and public works/ engineering personnel.
2. Utilize the services of engineering students to complete a maintenance file so counties and municipalities can use them to update and change existing traffic control devices.
3. Conduct annual work zone training conference.

EFFECTIVENESS OF STRATEGIES SELECTED

Training and administrative controls are vital in the highway construction process which contractors need to implement among their workers in order to reduce the fatality rate. Proper training administrative control is very important in the highway construction industry, and if implemented properly, the highway fatality and accident rate could possibly decline. (Work Zone Safety in the Highway Construction Industry, Virginia Polytechnic Institute and State University, 2010)

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Roadway safety emphasis areas are found in the Strategic Highway Safety Plan including the need for work zone safety training and designing safer work zones.

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: \$190,000

PROJECT TITLE: WORK ZONE SAFETY TRAINING

PROJECT DESCRIPTION:

The 15th Annual Work Zone Safety Conference will be held in conjunction with National Work Zone Week in 2014. The conference agenda appeals to a wide variety of attendees – typically laborers, managers, law enforcement, engineers and maintenance personnel. Input from a diverse group of stakeholders is used to develop a comprehensive agenda. Partnering agencies also use this venue to distribute pertinent safety materials and offer assistance and resources to attendees.

Training in the Police Work Zone Safety Train-the-Trainer program will be conducted in 2014. The goal of this training is to provide adequate education in the proper role of law enforcement, including

safe placement of police vehicles, understanding standards and guidelines of temporary traffic control in work zones and jurisdictional boundaries of those involved in work zones.

A new refresher course will be prepared and offered to law enforcement officers who have previously completed work zone safety training but are in need of an update.

BUDGET: \$105,000

PROJECT TITLE: TRAFFIC INTERNS

PROJECT DESCRIPTION:

This task enables county traffic engineers to hire college engineering students to gather crash data, perform traffic counts, collect location data, evaluate intersections and other locations, and recommend solutions to problems. Additionally, an inventory of traffic control devices, signs, guardrail, raised pavement markers, mileposts and other related work for inventory purposes will be conducted.

BUDGET: \$20,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
RS 14-61-01-01	DHTS PROGRAM MANAGEMENT	\$190,000	SECTION 402
RS 14-61-02-01	WORK ZONE SAFETY TRAINING TBD	\$105,000	SECTION 402
RS 14-61-03-01	TBD CO. TRAFFIC SAFETY INTERN	\$ 20,000	SECTION 402

PERFORMANCE PLAN TRAFFIC RECORDS

Traffic records data remains the basis for funding programs to transport people safely and reduce motor vehicle crashes. Accurate data enables safety officials to know the who, what, where, when and why in the transportation safety field so improvements can be implemented. The Traffic Records Assessment completed in March, 2012, included an assessment of all of the components of a traffic records system and provided recommendations to improve the ability of the present traffic records system to optimally support New Jersey's management of its highway safety programs.

The data that will be received in the coming year will need to be analyzed to identify trends and problem causes for crashes. This information will be provided to managers in highway traffic safety for program development and will be offered to other public and private agencies.

GOAL: To incorporate recommendations from the March 2012 Traffic Records Assessment into the Strategic Traffic Records Plan and to ensure that agencies have access to current and complete traffic data in order to identify and analyze traffic safety issues and concerns.

PRIOR YEAR PERFORMANCE

Crash data accessibility is made possible by the online data query tool Plan4Safety and a Crash Data Warehouse. The Motor Vehicle Commission started to combat identity fraud and document fraud through a scrub of its driver database using facial recognition technology to identify persons within the current system who have multiple identities. Progress continues to be made in the number of agencies submitting patient care reports to the Office of Emergency Medical Services for inclusion in the Crash Data Warehouse. The State underwent a traffic records assessment in 2012 and recommendations were made for improvement of the traffic records system.

STRATEGIES

1. Charge the Traffic Records Coordinating Committee to update the Strategic Plan for Traffic Records and incorporate recommendations from the January, 2012 Traffic Records Assessment.
2. Continue to work with the Office of Emergency Medical Services to implement electronic patient care reporting so all relative data to the patient and their injuries are available upon arrival for treatment.
3. Continue to use Plan4 Safety and New Jersey State Health Assessment Data websites as models for making data and analytic resources available for all traffic records system components as well as for merged datasets managed by the Office of Information Technology.
4. Continue to integrate data in support of highway traffic safety activities.
5. Maintain a staff of student geocoders to geocode current and past records as they are introduced into the Plan4Safety system.

EFFECTIVENESS OF STRATEGIES SELECTED

High quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State, in cooperation with its local, regional and Federal partners, should maintain a traffic records system that supports the data-driven, science-based decision making necessary to identify problems; develop, deploy, and evaluate countermeasure; and efficiently allocate resources. (Traffic Records Program Assessment Advisory, NHTSA, 2012)

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Plan4Safety is a decision support tool created for the New Jersey Department of Transportation and is a multi-layered decision support program for transportation engineers, planners, enforcement, and decision makers in transportation and safety agencies to analyze crash data. Plan4Safety integrates statewide crash data, roadway characteristic data, calculates statistical analyses, incorporates network screening layers and models, and includes visual analytical tools (GIS). Metropolitan planning organizations, county and local engineers, and other decision makers all use Plan4Safety to help resolve critical issues and assess the most sound and cost-effective ways to approach safety management, enforcement and safety.

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 Traffic Records program area.

BUDGET: \$250,000

PROJECT TITLE: DATA ANALYSIS FOR SAFETY PROGRAMS

PROJECT DESCRIPTION:

Each year the DHTS is responsible for producing the Highway Safety Plan and Annual Report. These documents detail the data behind the various highway safety program areas and reviews not only the progress made in the Annual Report, but discusses priority and emphasis areas based on recent data analysis for steps in the future to minimize motor vehicle crashes and the involvement of people, vehicles and roadways in crashes. The data analysis behind these documents is extensive and involves several databases in order to ensure accuracy. Plan4Safety as well as the FARS database have been used to provide the data necessary for these reports. In order to efficiently and accurately provide this information to the State in a timely manner, there is a need to have a dedicated individual assigned to this task. Funds will be provided to Rutgers University to hire an individual to perform data analysis and assist in the preparation of the Highway Safety Plan, Annual Report and Teen Driver Report.

BUDGET: \$60,000

PROJECT TITLE: TRAFFIC RECORDS COORDINATING COMMITTEE**PROJECT DESCRIPTION:**

This task will continue providing funds for the Chairperson to lead the Statewide Traffic Records Coordinating Committee (STRCC). Responsibilities will include facilitating STRCC meetings, recruiting new members and retaining current members, updating the Strategic Plan in accordance with the 2012 Traffic Records Assessment, preparing reports of the STRCC projects, facilitating and/or participating in any subcommittees and reporting progress to the STRCC's Executive Committee.

BUDGET: \$40,000

PROJECT TITLE: TRAFFIC RECORDS INFORMATION SYSTEM**PROJECT DESCRIPTION:**

Funds from this task will be used to implement projects under the traffic safety information system improvement grant program. The Department of Health 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. With the electronic patient care program, patient and circumstantial data is collected through tablet personal computer devices by the Advanced and Basic Life Support providers who are the first responders. As the data fields are completed, the information is transferred via modem, in real-time, to the closest hospital so all relative data to the patient and their injuries are available upon their arrival for treatment. Simultaneously, data is also transmitted to the New Jersey Office of Information Technology data warehouse where EMS providers as well as the Division of State Police and Motor Vehicle Commission and other agencies can access the data for report purposes. In essence, all patient information is captured electronically as one chart at the site of the injury, shared with any treatment facilities, updated by those facilities and used by multiple state and federal agencies to produce their required reports.

The on-going project of the Office of Information Technology will continue to integrate crash data collected by police agencies and maintained by the Department of Transportation and the Division of State Police, injury and fatality data collected by volunteer and career EMS units and maintained by the Department of Health, and motor vehicle inspection and driver data maintained by the Motor Vehicle Commission.

Approximately 25 percent of crash records reach the crash database with no geocoding information, leaving an unacceptable number of records that are excluded when users search for problem locations and crash clusters essential in determining where countermeasures are needed. Until crash records are generated and submitted electronically with precise GIS information automatically entered at the site of the crash, there will be a need to have crash locations identified. Crash records geocoded under this task will be shared with the Department of Transportation. The Department of Transportation will then

upload the enhanced records to the crash database, impacting the completeness and quality of crash data available in the state repository.

BUDGET: \$450,000

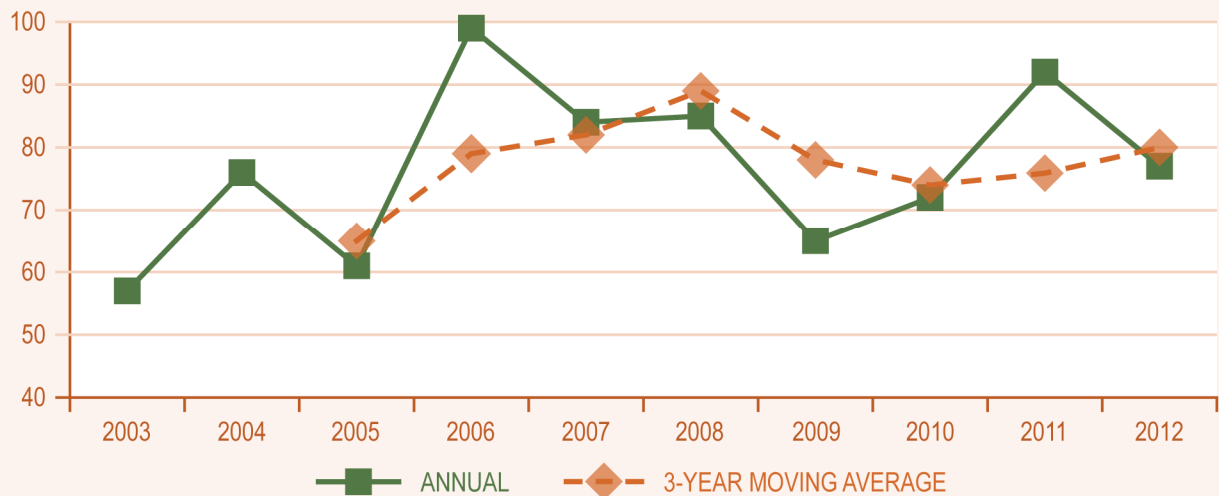
PROJECT NUMBER	TITLE	BUDGET	SOURCE
TR 14-02-01-01	DHTS PROGRAM MANAGEMENT	\$250,000	SECTION 402
TR 14-02-02-01	DATA ANALYSIS FOR SAFETY PROGRAMS TBD	\$ 60,000	SECTION 402
TR 14-02-03-01	TRAFFIC RECORDS COMMITTEE	\$ 40,000	SECTION 402
TR 14-45-01-01	ELECTRONIC PATIENT REPORTING TBD	\$200,000	SECTION 405
TR 14-45-01-02	DATA WAREHOUSE TBD	\$250,000	SECTION 405
TR 14-08-01-01	GEOCODING – TBD	\$ 50,000	SECTION 408

PERFORMANCE PLAN

MOTORCYCLE SAFETY

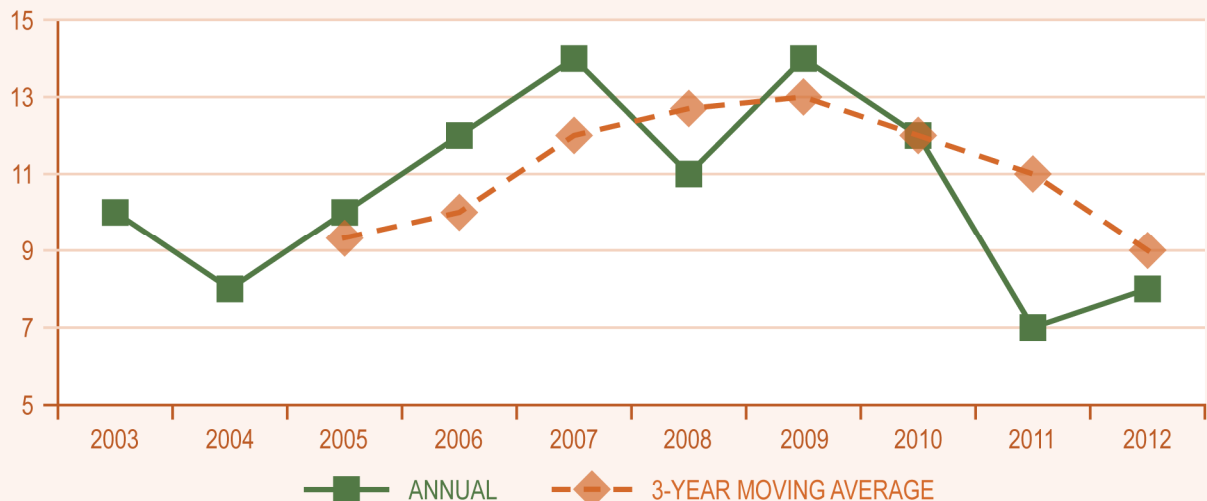
Motorcycle fatalities have been rather unstable over the ten year period from 2003-2012. The highest number of fatalities (99) occurred in 2006 while the lowest number (57) occurred in 2003. Motorcycle rider fatalities increased by 28 percent in 2011 but decreased by 16 percent in 2012. In 2012, motorcycle fatalities represented 13 percent of all traffic fatalities.

MOTORCYCLE FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



The moving average for unhelmeted motorcycle fatalities has been declining over the past 4 years, however, even though a State law requiring all riders and passengers to wear helmets is mandated, there are those who continue to ride without a helmet.

UNHELMETED MOTORCYCLE FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



Motorcycle crashes and injuries are highest in Bergen, Essex, Middlesex and Monmouth counties. Overall crashes and injuries have declined over the five year period.

MOTORCYCLE CRASHES BY COUNTY: 2008 – 2012						
COUNTY NAME	2008	2009	2010	2011	2012	TOTAL
ATLANTIC	122	111	119	94	87	533
BERGEN	231	241	286	227	216	1,201
BURLINGTON	166	161	169	147	161	804
CAMDEN	181	178	158	160	153	830
CAPE MAY	81	55	58	51	39	284
CUMBERLAND	82	65	76	75	65	363
ESSEX	213	181	226	234	209	1,063
GLOUCESTER	104	83	100	88	77	452
HUDSON	178	139	158	164	129	768
HUNTERDON	60	49	66	40	74	289
MERCER	122	88	110	106	105	531
MIDDLESEX	251	210	255	227	200	1,143
MONMOUTH	235	183	226	194	199	1,037
MORRIS	162	142	167	145	140	756
OCEAN	199	166	182	144	176	867
PASSAIC	212	184	202	149	203	950
SALEM	43	26	29	28	32	158
SOMERSET	98	117	88	97	100	500
SUSSEX	88	85	104	96	87	460
UNION	154	138	149	133	133	707
WARREN	62	45	49	41	38	235
NJ STATE TOTALS	3,044	2,647	2,977	2,640	2,623	13,931

MOTORCYCLE INJURIES BY COUNTY: 2008 – 2012						
COUNTY NAME	2008	2009	2010	2011	2012	TOTAL
ATLANTIC	91	88	100	83	69	431
BERGEN	180	181	225	158	152	896
BURLINGTON	131	121	131	112	128	623
CAMDEN	137	142	123	126	127	655
CAPE MAY	66	39	43	41	29	218
CUMBERLAND	68	58	61	70	53	310
ESSEX	148	127	173	157	158	763
GLOUCESTER	88	68	85	76	67	384
HUDSON	113	87	100	99	75	474
HUNTERDON	41	37	57	36	69	240
MERCER	101	60	77	80	73	391
MIDDLESEX	183	170	204	174	155	886
MONMOUTH	182	142	182	145	157	808
MORRIS	125	114	143	120	113	615
OCEAN	170	122	151	107	134	684
PASSAIC	158	137	164	118	143	720
SALEM	39	14	23	20	27	123
SOMERSET	80	98	71	80	80	409
SUSSEX	77	70	90	77	63	377
UNION	114	90	113	104	91	512
WARREN	57	31	36	29	34	187
NJ STATE TOTALS	2,349	1,966	2,352	2,012	1,997	10,706

GOAL: To decrease motorcycle fatalities by 1 percent from the 2010-2012 calendar base year average of 80 to 79 by December 31, 2014 using a performance measure of the total number of motorcycle fatalities.

There has been a slight increase in the 3-year moving average related to motorcycle fatalities. Also, fatalities have generally risen and then declined from year to year since 2003 making it difficult to establish a goal. As a result, a rather modest decrease of 1 percent has been targeted for 2014.

GOAL: To decrease unhelmeted motorcycle fatalities by 20 percent from the 2010-2012 calendar base year average of 9 to 7 by December 31, 2014 using a performance measure of all motorcyclists killed while riding without a helmet.

The 3-year moving average for unhelmeted fatalities has been on a downward trend. It is anticipated this will continue through 2014.

PRIOR YEAR PERFORMANCE

Although the goal of 72 fatalities was not met, there was a 16 percent decrease in motorcycle fatalities from 2011. In addition, additional efforts were made to promote the *Share the Road* message and increase awareness of motorcycle safety.

STRATEGIES

1. Promote the *Share the Road* message with the general public through a pledge program for motorists.
2. Maintain and update NJ SmartDrivers website with motorcycle awareness and *Share the Road* information for the general public.
3. Provide range training for the 16 Motorcycle Safety Foundation certified Rider Courses throughout the State.
4. Promote the *Share the Road* educational materials to driver education instructors.

OTHER FUNDING SOURCES USED TO ACHIEVE GOALS

Pursuant to existing statutory authority, P.L. 1991 c.451 (27:5F-36 et seq.) the Chief Administrator of the Motor Vehicle Commission established a motorcycle safety education program. The program consists of a motorcycle safety education course of instruction and training that meets or exceeds the standards and requirements of the rider's course developed by the Motorcycle Safety Foundation. The course is open to any person who is an applicant or who has been issued a New Jersey motorcycle license or endorsement. Approximately 7,000 riders are trained annually in motorcycle education courses.

The Motorcycle Safety Education Fund supports the program and is used to defray the costs of the program. Five dollars of the fee collected by the Motor Vehicle Commission for the issuance of each motorcycle license or endorsement is deposited in the Fund.

The Chief Administrator is authorized to approve public or private educational institutions to provide the course and is also charged with certifying that an instructor of the motorcycle safety education course has been qualified by the Motorcycle Safety Foundation and has the riding experience and driving record required by statute.

EFFECTIVENESS OF STRATEGIES SELECTED

Communications and Outreach: Other Driver Awareness of Motorcyclist

When motorcycles crash with other vehicles, the other vehicle driver usually violates the motorcyclist's right-of-way (Clarke et al., 2007; Elliott et al., 2007; NCHRP, 2008, Strategy F3; NHTSA, 2000a). Motorcycles and motorcyclists are smaller visual targets than cars or trucks, resulting in low conspicuity. Also, drivers may not expect to see motorcycles on the road (NCHRP, 2008, Strategy F3; NHTSA, 2000a). Clarke et al (2007) reported that even when motorcyclists were using headlights and high-conspicuity clothing, drivers sometimes failed to notice them.

Several States have conducted communications and outreach campaigns to increase other drivers' awareness of motorcyclists. Typical themes are "Share the Road" or "Watch for Motorcyclists." Some States build campaigns around "Motorcycle Awareness Month," often in May, early in the summer riding season. Many motorcyclist organizations, including MSF, SMSA, the Gold Wing Road Riders Association, and State and local rider groups, have driver awareness material available. Some organizations also make presentations on drivers' awareness of motorcyclists to driver education classes.

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Increasing motorcycle awareness is listed as an emphasis area in the Strategic Plan and calls for the need to increase other drivers' awareness of motorcycles by educating motor vehicle drivers on the importance of sharing the road with motorcycles.

PROJECT TITLE: PUBLIC AWARENESS, EDUCATION & TRAINING

PROJECT DESCRIPTION:

The Brian Injury Alliance will promote the *Share the Road* message in FY 2014 that will be targeted to automobile drivers and the general public to make them aware of motorcycles on the road and how they can contribute to motorcyclist safety.

This will be accomplished through the following actions:

Creation of a statewide interactive *Share the Road* game for automobile drivers and their passengers that will occur during the peak riding season. Activities to accomplish this includes reaching out to local businesses to become "stops", promoting the game to the general public, and setting up related informational materials and quizzes on the *Share the Road* page of the Smart Riders website.

Creation of a *Share the Road* component for the New Jersey Smart Riders website focused on Smart Drivers and motorcycle awareness for the general public.

Developing *Share the Road* materials specifically geared to pique the interest of high school students and sharing the information with the schools through existing high school contacts and driver education instructors throughout the State.

Development of a system of interactive online tools emphasizing the *Share the Road* message to serve as a fun compliment to the facts and statistics regarding motorcycle awareness.

BUDGET: \$175,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
MC 14-20-01-01	SHARE THE ROAD PROGRAM	\$ 25,000	SECTION 2010
TR 14-45-01-01	SHARE THE ROAD PROGRAM TBD	\$150,000	SECTION 405

STATE CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

STATE: NEW JERSEY

FISCAL YEAR: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

The State will comply with applicable statutes and regulations, including but not limited to:

- **23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended**
- **49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments**
- **23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs**

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

NONDISCRIMINATION (applies to subrecipients as well as States)

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 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the

basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C.290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 USC 8103)

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.
 - 5) 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).
- C) 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.
- D) Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- E) 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.
- F) Making a good faith effort to continue to maintain a drug-free workplace through implementation of all the paragraphs above.

BUY AMERICAN ACT (applies to sub-recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT) (applies to sub-recipients as well as States)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING (applies to sub-recipients as well as States)

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, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients 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 (applies to sub-recipients as well as States)

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., “grassroots”) 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 (applies to sub-recipients as well as States)

INSTRUCTIONS FOR PRIMARY CERTIFICATION

- 1) By signing and submitting this proposal, the prospective primary participant is providing the certification set out below
- 2) The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
- 3) The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.
- 4) The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has been erroneous by reasons of changed circumstances.
- 5) The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person primary, covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
- 6) The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with the person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
- 7) The prospective primary participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction,” provided by the department or agency entering into this covered

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

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER MATTERS PRIMARY COVERED TRANSACTIONS

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

INSTRUCTION FOR LOWER TIER CERTIFICATION

- 1) By signing and submitting this proposal, the prospective lower tier participant is providing the certification set below.
- 2) The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
- 3) The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- 4) *The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.*
- 5) The prospective lower tier participant agrees, by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
- 6) The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
- 7) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method or frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
- 8) Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- 9) Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, increasing seat belt use in the United States, dated April 16, 1997, the grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, *Text Messaging While Driving*, States are encouraged to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting and driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply

with the National Environmental Policy Act of 1969 (49 USC 4321 et.seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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 (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E));

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:

- Participation in the National high visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection and driving in excess of posted speed limits;
- An annual statewide safety belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocations of highway safety resources,
- Coordination of its Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan as defined in 23 U.S.C. Section 148(a).

(23 USC 402 (b)(1)(F));

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4)).

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certification and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

Gary Poedubicky

Printed name of Governor's Representative for Highway Safety

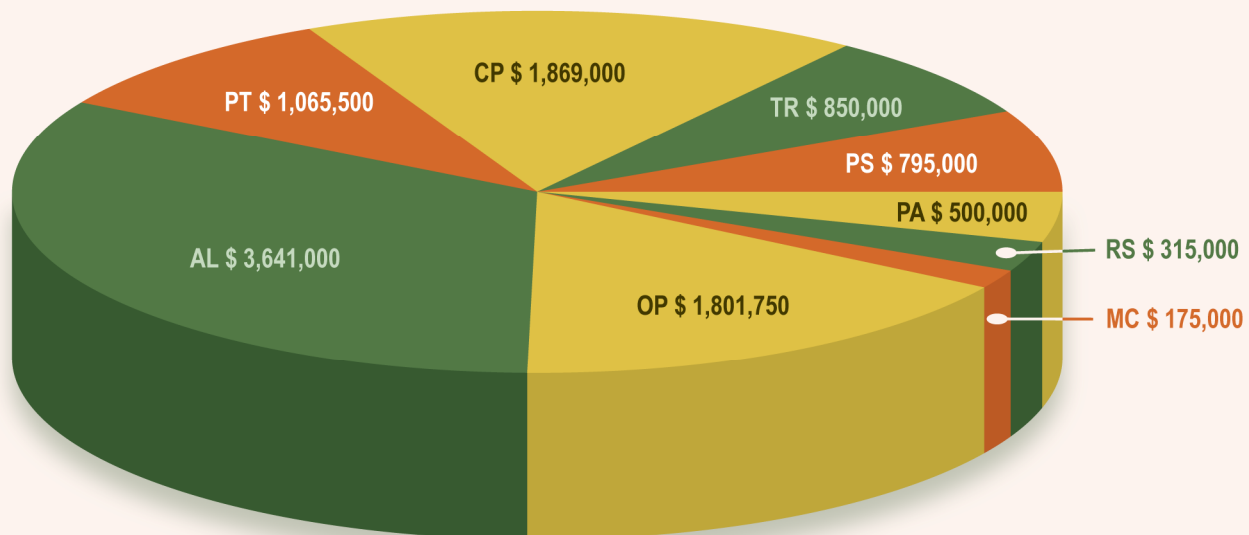
06-30-2013

Date

PROGRAM COST SUMMARY

PROGRAM COST SUMMARY				
PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
SECTION 402				
PLANNING & ADMIN - PA 14-01	\$ 500,000	\$ 500,000	0	\$ 500,000
ALCOHOL - AL 14-07	\$ 330,000	0	0	\$ 330,000
PED/BICYCLE SAFETY – PS 14-16	\$ 795,000	0	\$ 575,000	\$ 795,000
OCCUPANT PROTECTION – OP 14-11	\$ 870,000	0	0	\$ 870,000
POLICE SERVICES – PT 14-03	\$ 1,065,500	\$3,500,000	\$ 487,500	\$1,065,500
CTSP – CP 14-08	\$1,869,000	0	\$1,399,000	\$1,869,000
ROADWAY SAFETY - RS 14-61	\$ 315,000	0	\$ 100,000	\$ 315,000
TRAFFIC RECORDS – TR 14-02	\$ 350,000	0	0	\$ 350,000
TOTAL SECTION 402	\$6,094,500	\$4,000,000	\$2,561,500	\$6,094,500
SECTION 405 NATIONAL PRIORITY PROGRAMS				
IMPAIRED DRIVING - AL 14-45	\$ 2,811,000	\$ 1,000,000	\$ 1,973,600	\$ 2,811,000
OCCUPANT PROTECTION - OP 14-45	\$ 831,750	\$ 300,000	\$ 588,750	\$ 831,750
TRAFFIC RECORDS – TR 14-45	\$ 450,000	\$ 200,000	0	\$ 450,000
MOTORCYCLE – OP 14-45	\$ 150,000	\$ 50,000	0	\$ 150,000
TOTAL SECTION 405	\$4,242,750	\$1,550,000	\$2,562,350	\$4,242,750
SECTION 405 CARRYOVER				
OCCUPANT PROTECTION	\$100,000	\$450,000	0	\$100,000
TOTAL SECTION 405	\$100,000	\$450,000	0	\$100,000
SECTION 408 CARRYOVER				
TRAFFIC RECORDS	\$ 50,000	\$200,000	0	\$ 50,000
TOTAL SECTION 408	\$ 50,000	\$200,000	0	\$ 50,000
SECTION 410 CARRYOVER				
ALCOHOL	\$500,000	\$2,000,000	\$133,000	\$500,000
TOTAL SECTION 410	\$500,000	\$2,000,000	\$133,000	\$500,000
SECTION 2010 CARRYOVER				
MOTORCYCLE	\$25,000	0	\$25,000	\$25,000
TOTAL SECTION 2010	\$25,000	0	\$25,000	\$25,000

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