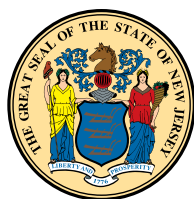




STATE OF NEW JERSEY HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2008
October 1, 2007 through September 30, 2008



JON S. CORZINE
GOVERNOR



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OVERVIEW

The New Jersey Division of Highway Traffic Safety (DHTS) is charged with the responsibility of 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.

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

measures for reducing traffic crashes, fatalities, and injuries; and creating a safer and more efficient transportation system. This document contains a Mission Statement and Executive Summary, a Performance Plan, Highway Safety Plan, Certifications and Assurances, and Program Cost Summary.

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

MISSION STATEMENT

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

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

EXECUTIVE SUMMARY

The Federal Fiscal Year (FFY) 2008 Highway Safety Plan (HSP) emphasizes programs that address the national priority program areas of the NHTSA and FHWA. For Fiscal Year 2008, the main priority is to reduce motor vehicle related fatalities in the State of New Jersey. The program areas that follow are addressed in the Highway Safety Plan and are the priority program areas that will be implemented by the Division in FFY 2008: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, roadway safety; traffic records, motorcycle safety, and emergency medical services. The State and Community Highway Safety grant program, known as the 402 program, is the primary source of funding for these programs. The Highway Safety Act of 1966 requires that 40 percent of the funds distributed must be used by or for the benefit of local government. The Plan provides a budget of 64 percent for projects that benefit local jurisdictions.¹

In accordance with other federal highway traffic safety grant funding statutes and NHTSA policies, the Plan must include documentation that demonstrates the intended use of grant funds in other highway safety grant programs. In addition to the Section 402 Program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides for additional funding sources in FFY 2008 that will be used to continue the highway safety program. These include the following: Section 405 Occupant Protection Incentive Grant, Section 406 Safety Belt Performance grant, Section 408 Traffic Safety Information System Grant, Section 410 Alcohol Incentive Grant, Section 1906 Incentive Grant to Prohibit Racial Profiling,

Section 2010 Motorcycle Safety Grant and Section 2011 Child Safety and Child Booster Seat Grant Program.

The Highway Safety Plan programs the expenditure of over \$15 million of federal highway safety funding during FFY 2008. The amount allocated to each of the programs is provided as follows:

FFY 2008 FEDERAL HIGHWAY SAFETY FUNDING		
Section 402	State and Community Grant Program	\$5,414,896
Section 405	Occupant Protection Incentive Grant	\$ 800,000
Section 406	Safety Belt Performance Grant	\$3,353,022
Section 408	Traffic Safety Information System Grant	\$1,500,000
Section 410	Alcohol Incentive Grant	\$2,492,850
Section 1906	Incentive Grant to Prohibit Racial Profiling	\$1,100,000
Section 2010	Motorcycle Safety Grant	\$ 130,000
Section 2011	Child Safety Seat and Child Booster Seat Grant	\$ 925,000

The FFY 2008 HSP begins with the Performance Plan, which articulates the highway safety goals based on highway safety problems, setting goals, choosing performance measures and selecting projects and programs.

The second part describes the projects and activities planned for implementation to reach the goals identified in the Performance Plan. This section is referred to as the Highway Safety Plan and describes the program activities that will be funded throughout the year.

¹ Public Law 2007 c.84 was enacted on May 4, 2007 and allows federally tax-exempt nonprofit organizations which provide services throughout the State to apply directly to the DHTS for federal highway safety grants. The DHTS is in the process of developing regulations and anticipates full implementation by the start of Federal Fiscal Year 2009 (October 1, 2008).

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 includes the cost summary and reflects the state's proposed allocation of funds (including carry-forward funds) by program areas based on the goals identified in the Performance Plan and the projects and activities identified in the Performance Plan and the projects and activities identified in the Highway Safety Plan.

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

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

The Division maintains a working relationship with several agencies within the Department of Law and Public Safety and other State and local agencies, as well as with other transportation and safety planning communities in the state. These agencies are active partners in assisting the Division in promoting traffic safety throughout the year. They include, but are not limited to, the following:

Division of Criminal Justice,
 Division of State Police,
 Division of Alcohol 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 of Traffic Safety Administration,
 Metropolitan Planning Organizations,
 County and Municipal Traffic Engineers Association,
 Association of Chiefs of Police,
 Traffic Officer's Association,
 American Automobile Association,
 New Jersey State Safety Council,
 Administrative Offices of the Courts,
 MADD, and

Other: community organizations and motorcycle safety groups.

HIGHWAY SAFETY PLAN

The DHTS uses two primary sources of crash data to identify problem areas and to analyze the nature of the problem. The two sources used are 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 the DOT for entry into the statewide crash records system. The data contained in the New Jersey Crash Records System is able to generally support analysis of crashes, plus within specific categories defined by person characteristics (e.g. age and gender), location characteristics (e.g. road-

way type) vehicle characteristics (e.g. condition), and the interaction of various components (e.g. time of day, day of week, weather, driver actions, etc). The New Jersey Institute of Technology also conducts seat belt observational surveys and provides usage rate data.

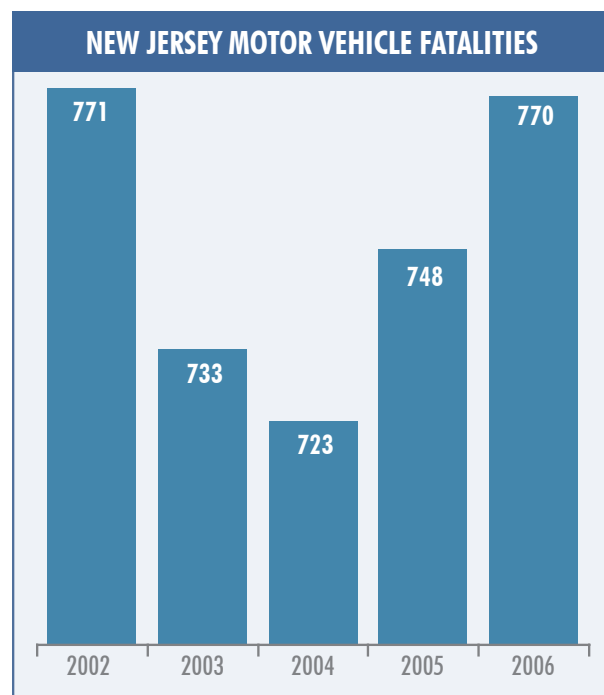
A state level analysis is completed, using data over a period of several years, to confirm the potential to fund projects in various program areas. Program level analysis is included with each of the national priority areas. This data is linked to performance goals and proposed projects for the coming year and is included in project objectives. Priorities are established for types of projects that will have the

greatest impact on generating a reduction of traffic crashes, injuries, and fatalities in the state.

Statistical and program information is reviewed and goals are ultimately established. Both current efforts and activities are reviewed in particular program areas. The successful endeavors as well as needs in these program areas are also addressed. After reviewing the data, decisions are made on which program areas will be addressed. A baseline is then established from which progress will be measured and data from previous years is used to compare progress.

Specific emphasis has been placed on identifying baseline exposure rates for the following variables that appear in this section.

- Fatalities
- Fatality rate per 100M Vehicle Miles Traveled (VMT)
- Injuries
- Serious injury rate per 100M VMT
- Fatality rate per 100K population
- Serious injury rate per 100K
- Alcohol related fatalities
- Proportion of alcohol related fatalities to all fatalities
- Alcohol related fatality rate per 100M VMT
- Percent of population using safety belts



SOURCE: FARS DATA 7•26•07

In 2006, there had been a 3.2 percent increase in the number of motor vehicle fatalities from the previous year. There was no difference between the number of motor vehicle fatalities that occurred in 2002 and 2006. However, fatalities significantly declined from 2003 and 2004, and then steadily increased afterward.

WHO DIED ON NEW JERSEY ROADS?												
YEAR	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	TOTAL	CHANGE
DRIVER	408	405	386	426	422	423	414	431	434	430	4179	+22
PASSENGER	200	161	167	149	166	156	168	127	143	162	1599	-38
PEDESTRIAN	147	158	152	145	134	179	140	151	154	166	1526	+19
PEDALCYCLIST	19	17	21	11	23	13	11	14	17	12	158	-7
OTHER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	774	741	726	731	745	771	733	723	748	770	7462	-4
FATAL CRASHES	699	671	664	659	681	698	664	684	691	708	6819	+9

SOURCE: FARS DATA 8•10•07

When examining who died on New Jersey roadways, it is important to note that the number of passengers killed had shown a significant re-

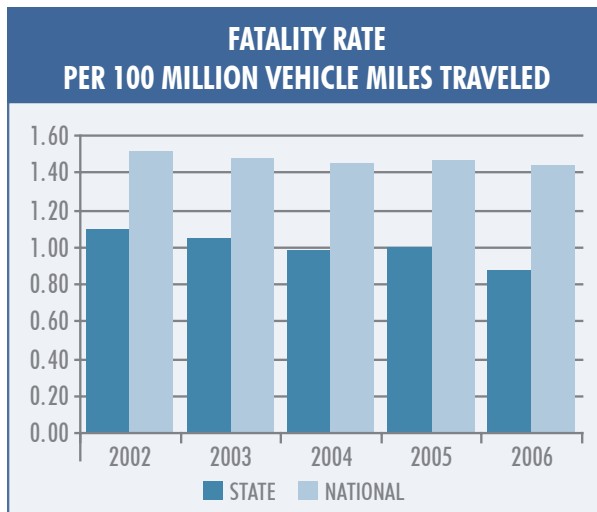
duction in 2004 and steadily increased to about 13 percent yearly. In 2006, fatalities began to stabilize from the previous year.

2006 VICTIM CLASSIFICATION BY COUNTY					
COUNTY NAMES	DRIVER	PASSENGER	PEDESTRIAN	BIKER	TOTAL
ATLANTIC	37	10	9	1	57
BERGEN	18	10	15	0	43
BURLINGTON	35	7	5	0	47
CAMDEN	33	6	8	0	47
CAPE MAY	10	4	1	0	15
CUMBERLAND	19	5	4	1	29
ESSEX	20	14	18	0	52
GLOUCESTER	24	6	7	0	37
HUDSON	15	10	5	0	30
HUNTERDON	11	4	2	1	18
MERCER	15	11	5	2	33
MIDDLESEX	32	14	23	0	69
MONMOUTH	27	11	9	1	48
MORRIS	17	11	11	1	40
OCEAN	35	10	16	1	62
PASSAIC	16	5	11	0	32
SALEM	10	7	2	0	19
SOMERSET	14	1	4	1	20
SUSSEX	16	4	0	0	20
UNION	15	8	10	3	36
WARREN	11	4	1	0	16
NJ STATE TOTALS	430	162	166	12	770

SOURCE: FARS DATA 8•10•07

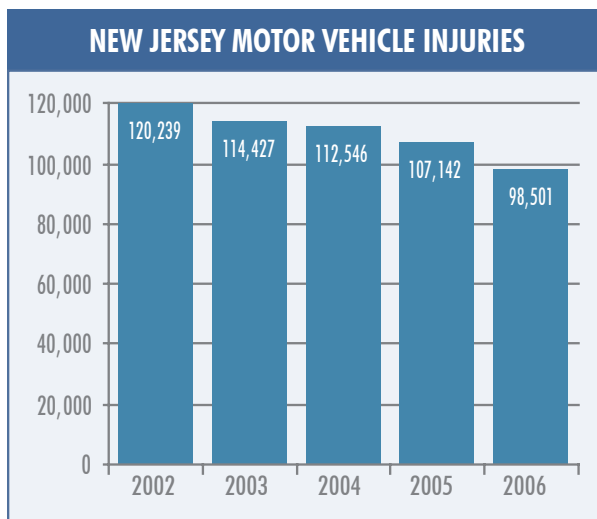
In 2006, Middlesex County had the highest rate of crash victims in all areas, except for the pedalcyclist and driver classification. Atlantic County was the location with the highest driver fatality level in the

state. Also, Union County had the highest number of pedalcyclists (3) who were fatally injured during this period.



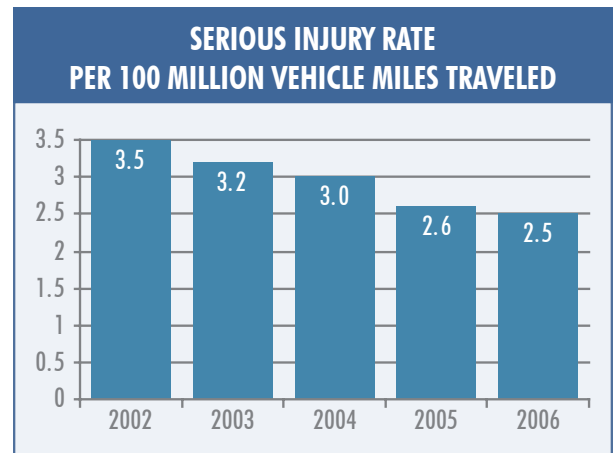
SOURCE: NHTSA TRAFFIC SAFETY FACTS, JULY 2007/ NJDOT CRASH RECORDS AUGUST 2007

The National fatality rate per 100 million vehicle miles traveled has remained consistent at 1.4 while the New Jersey rate declined to 0.88 during the past year.



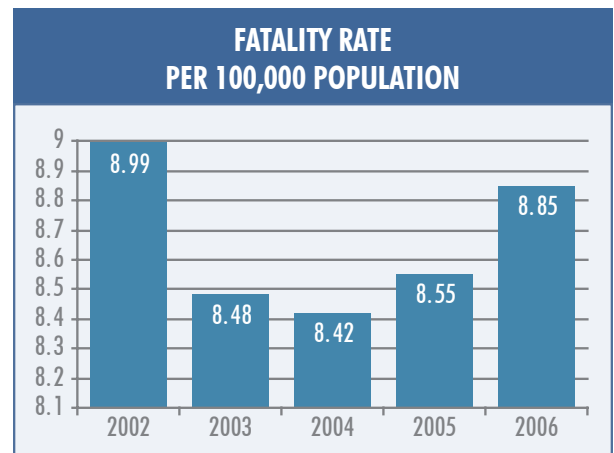
SOURCE: DOT DATA 7•26•07

In New Jersey, the number of motor vehicle injuries has steadily declined during the past five years, which resulted in an 18 percent reduction rate between 2002 and 2006. Also, there were 8 percent fewer motor vehicle injuries when comparing the 2005 to 2006 results.

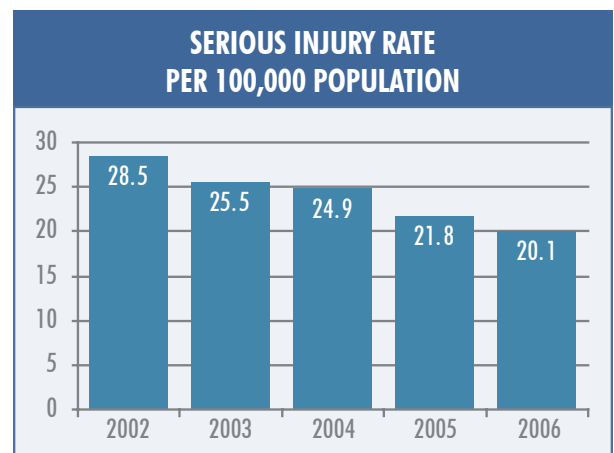


SOURCE: DOT DATA 7•26•07

There was a steady decline in Serious Injury Rate per 100 Million Vehicle Miles Traveled and Serious Injury Rate per 100,000 Population during this five year period. However, the fatality rate per 100,000 population showed an increase of 0.30, which was significantly lower than 2002. A 28.5 percent reduction had been realized when comparing the 2002 and 2006 figures.



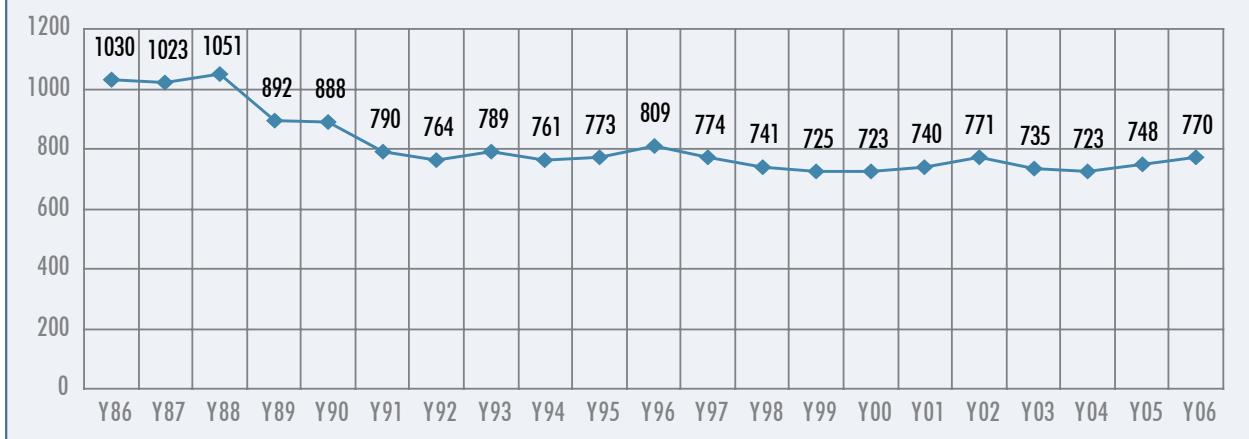
SOURCE: DOT DATA 8•10•07



SOURCE: DOT DATA 7•26•07

TREND IN FATALITIES

20 YEAR TREND IN FATALITIES



SOURCE: DOT DATA 8•10•07

A 25 percent reduction in the number of fatalities occurred on New Jersey roadways during the past 20 years. Beginning in 1991, the number of fatalities decreased to less than 800 per year and

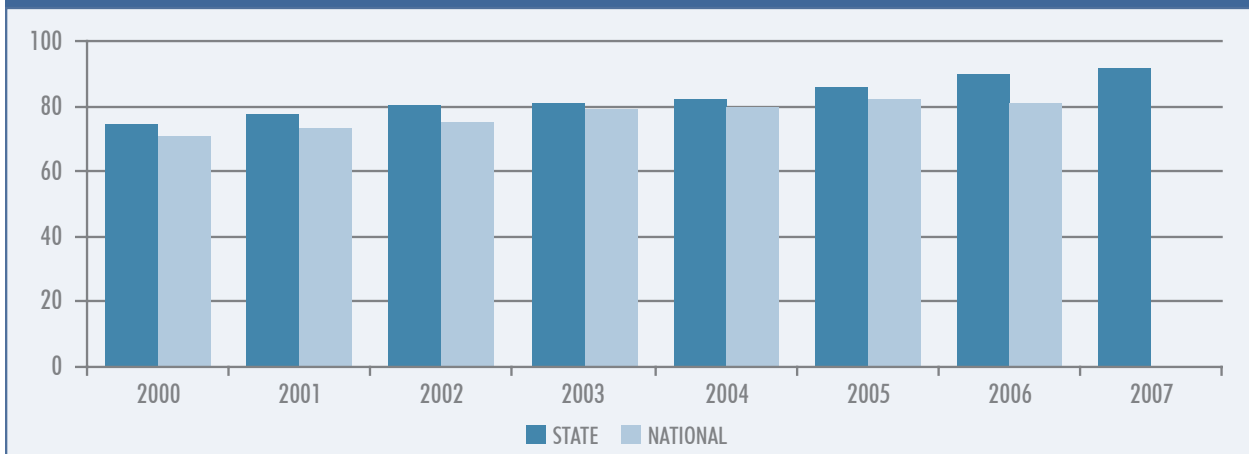
this trend has remained consistent. However, in 2006 there was a slight increase (2.9 percent) in the number of fatalities from the previous year.

OCCUPANT PROTECTION

Another important trend is the state's seat belt usage rate that increased for the eleventh consecutive

year in 2007. The rate has steadily increased since 1996 from 60.3 to 91.4 percent in 2007.

PERCENTAGE OF NEW JERSEY POPULATION USING SEAT BELTS

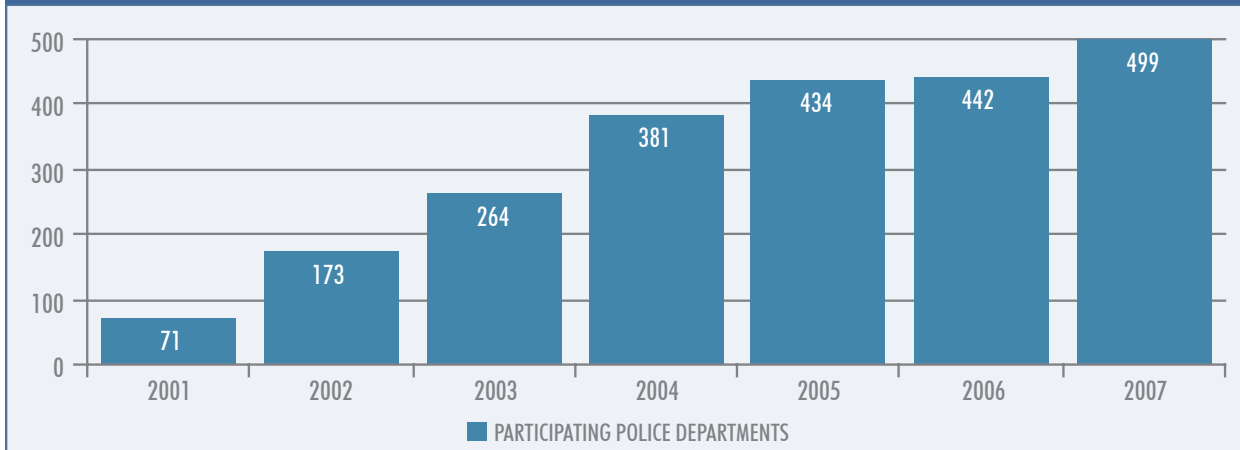


SOURCE: DOT DATA 7•26•07

The Division will continue to implement programs that support the increase of seat belt usage rates. The State will also participate in the national seat belt campaign that will include both an enforcement and public information component. Key

aspects of the campaign will include the participation of law enforcement agencies and a paid media campaign. In 2006 a total of 442 police agencies participated, while in 2007 that number increased to 499 agencies.

CLICK IT OR TICKET MOBILIZATION



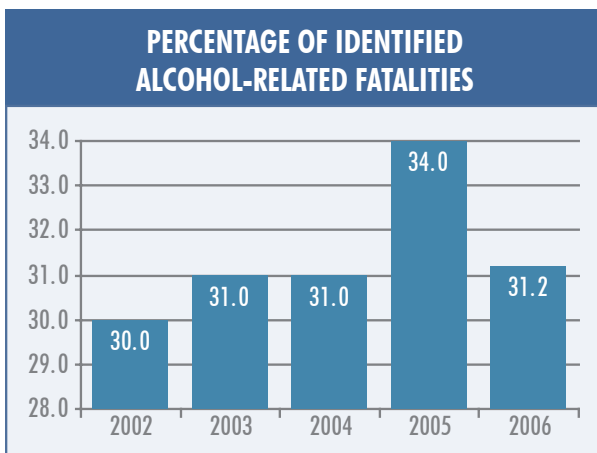
SOURCE: DOT DATA 7•26•07

It is also important to analyze several other types of crashes occurring on New Jersey roadways in order to fund programs that support the reduction of fatalities and injuries in designated areas. The

following section will describe fatalities and injuries attributed to alcohol-related, pedestrian, bicycle, motorcycle, young driver, and speed-related crashes.

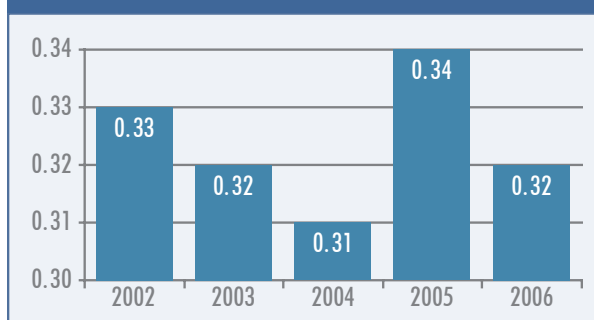
ALCOHOL-RELATED CRASHES

In 2006, alcohol-related fatalities represented 31.2 percent of all traffic fatalities. This percentage included 240 identified alcohol-related fatalities, an increase of slightly more than one percent from the 2002 figure.



SOURCE: DOT DATA 8•10•07

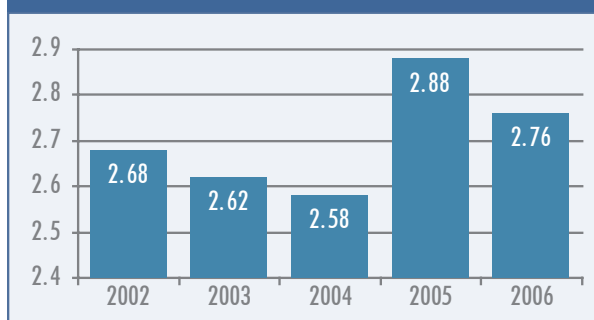
ALCOHOL-RELATED FATALITY RATE PER 100M VMT



SOURCE: DOT DATA 8•10•07

The alcohol-related fatality rate per 100 million vehicle miles traveled has declined slightly (.02) between 2005 and 2006. However, alcohol-related fatalities per 100,000 population has shown a slightly larger (.12) reduction rate during this period.

ALCOHOL-RELATED FATALITIES PER 100,000 POPULATION



SOURCE: DOT DATA 8•10•07

2002-2006 COMPARISON OF VICTIM ALCOHOL-RELATED FACTORS

Due to the Blood Alcohol Content (BAC) threshold changing in 2004, the values prior to 2004 are not shown. An examination of the victim-related factors confirmed that most victims (131, 144, and 162) were tested as having a 0.11 percent or greater BAC level. The number of drivers with 0.11+ percent BAC levels continually increased by 21 percent when comparing driver factor rates

between 2004 and 2006. Also, high alcohol levels (0.11+ percent) were attributed to pedestrian victims that netted a 3 percent increase when comparing the difference between 2004 and 2006 fatalities. Interestingly, the number of victims, not being tested for alcohol, has risen sharply to a 21 percent increase in 2006 from the previous year.

VICTIM ALCOHOL-RELATED FACTORS FOR 2004							
BAC LEVEL	.01-.03%	.04-.07%	.08%-.10%	.11% +	NEGATIVE	NO TEST	TOTAL
DRIVERS	16	12	9	80	228	53	402*
PASSENGERS	3	3	4	15	52	43	121
PEDESTRIANS	2	4	1	33	77	20	139
PEDALCYCLISTS	0	0	0	3	9	2	15
TOTAL	21	19	14	131	366	118	677
VICTIM ALCOHOL-RELATED FACTORS FOR 2005							
BAC LEVEL	.01-.03%	.04-.07%	.08%-.10%	.11% +	NEGATIVE	NO TEST	TOTAL
DRIVERS	11	11	12	87	222	51	396 *
PASSENGERS	7	7	3	25	53	45	140
PEDESTRIANS	6	3	1	29	85	18	142
PEDALCYCLISTS	0	0	0	3	12	2	17
TOTAL	24	21	16	144	372	116	695
VICTIM ALCOHOL-RELATED FACTORS FOR 2006							
BAC LEVEL	.01-.03%	.04-.07%	.08%-.10%	.11% +	NEGATIVE	NO TEST	TOTAL
DRIVERS	21	15	12	97	222	63	430
PASSENGERS	8	3	4	15	81	51	162
PEDESTRIANS	8	4	2	46	77	29	166
PEDALCYCLISTS	1	0	0	4	7	0	12
TOTAL	38	22	18	162	387	143	770

SOURCE: FARS 8•10•07 (NOTE: ESTIMATED DIFFERENCES IN 2004 & 2005 TOTALS)

Programs will be implemented that offer safety education and public information. Enforcement initiatives will also be provided in an effort to apprehend impaired drivers. Sobriety checkpoints and roving patrol details will be conducted by the

Division of State Police and municipal law enforcement agencies.

Additional initiatives will include addressing underage drinking and driving and the consequences

of the illegal purchase of alcohol by underage individuals. DWI training programs for local and state police will be conducted in an effort to

improve the identification of impaired drivers and the conviction of impaired driving offenses.

PEDESTRIAN-RELATED CRASHES

During the five year period from 2002 and 2006, there were 790 pedestrian fatalities. A total of 179 fatalities occurred in 2002, which decreased to

140 in 2003. Since then, there had been a steady increase in number of pedestrian fatalities that resulted in the loss of 166 pedestrians in 2006.

PEDESTRIAN FATALITIES 2002 - 2006

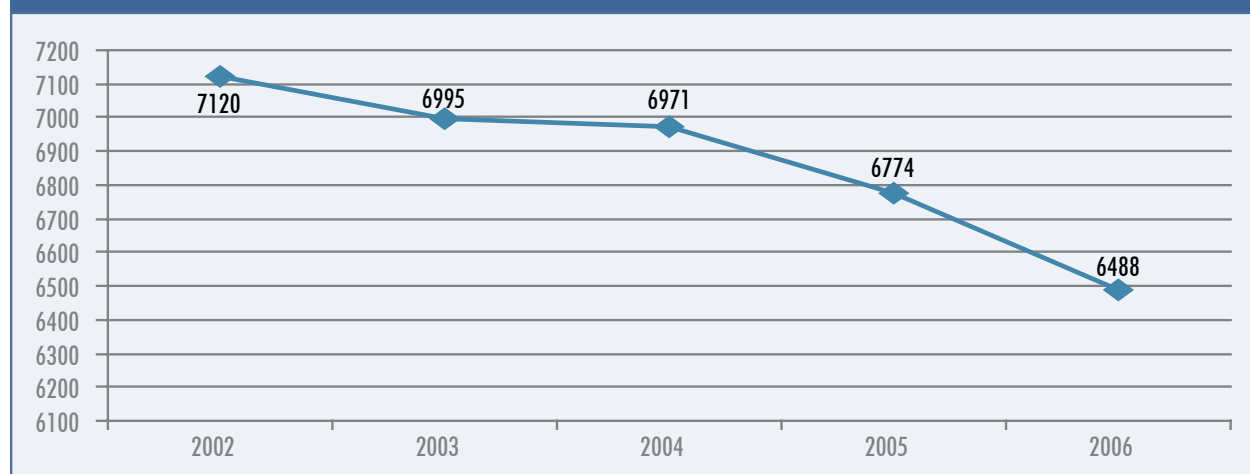
	2002	2003	2004	2005	2006	TOTAL	CHANGE
NEW JERSEY PEDESTRIAN FATALITIES	179	140	151	154	166	790	-7.26%

SOURCE: FARS DATA 6 • 20 • 07

In 2006, a total of 6,488 pedestrians were injured in traffic crashes. This represented a decrease of over four percent from the previous year. It is

important to note that there was an 8.9 percent decrease in the number of pedestrian injury crashes during this period.

PEDESTRIAN INJURY CRASHES 2002 - 2006



SOURCE: DOT DATA 7 • 26 • 07

Pedestrian injuries were highest in Essex County (915), followed by Hudson (786) and Bergen (777) counties. Nearly half of these entities (48

percent) showed an increase when comparing 2005 to 2006 rates.

PEDESTRIAN INJURIES BY COUNTY/YEAR										
COUNTY NAME	2002	%	2003	%	2004	%	2005	%	2006	%
ATLANTIC	210	3.0	233	3.3	260	3.7	243	3.6	253	3.9
BERGEN	765	10.7	755	10.8	726	10.4	765	11.3	777	12.0
BURLINGTON	156	2.2	138	2.0	132	1.9	145	2.1	146	2.3
CAMDEN	354	5.0	335	4.8	363	5.2	360	5.3	393	6.1
CAPE MAY	72	1.0	59	0.8	70	1	60	0.9	80	1.2
CUMBERLAND	104	1.5	91	1.3	111	1.6	92	1.4	92	1.4
ESSEX	1415	19.9	1277	18.3	1329	19.1	1236	18.3	915	14.1
GLOUCESTER	81	1.1	101	1.4	85	1.2	100	1.5	110	1.7
HUDSON	1019	14.3	991	14.2	990	14.2	909	13.4	786	12.1
HUNTERDON	18	0.3	20	0.3	25	0.4	14	0.2	28	0.4
MERCER	271	3.8	277	4.0	273	3.9	258	3.8	248	3.8
MIDDLESEX	552	7.8	526	7.5	518	7.4	500	7.4	502	7.7
MONMOUTH	301	4.2	315	4.5	312	4.5	325	4.8	327	5.0
MORRIS	190	2.7	200	2.9	161	2.3	180	2.7	231	3.6
OCEAN	292	4.1	310	4.4	303	4.4	255	3.8	311	4.8
PASSAIC	623	8.8	638	9.1	588	8.4	645	9.5	577	8.9
SALEM	11	0.2	14	0.2	22	0.3	18	0.3	26	0.4
SOMERSET	93	1.3	129	1.8	108	1.6	113	1.7	129	2.0
SUSSEX	23	0.3	45	0.6	40	0.6	34	0.5	55	0.9
UNION	540	7.6	505	7.2	517	7.4	488	7.2	466	7.2
WARREN	30	0.4	36	0.5	39	0.6	34	0.5	36	0.6
NJ TOTALS	7120		6995		6972		6774		6488	

SOURCE: DOT DATA 7•26•07

BICYCLE-RELATED CRASHES

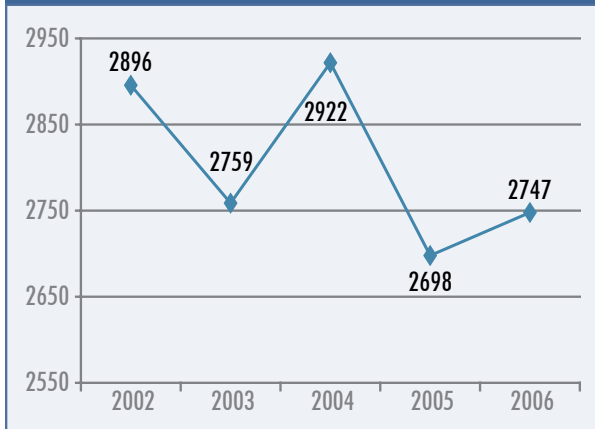
During the five year period from 2002 to 2006, there were 67 bicycle fatalities. From 2002 to 2003, bicycle fatalities and injuries had decreased slightly. During the period from 2002 to 2006,

bicycle fatalities accounted for approximately three percent of all fatalities, which was close to the national average of two percent.

BICYCLE FATALITIES 2002 - 2006							
	2002	2003	2004	2005	2006	TOTAL	CHANGE
NEW JERSEY BICYCLIST FATALITIES	13	11	14	17	12	67	-7.7%

SOURCE: FARS/DOT DATA 6•26•07 & 8•10•07

BICYCLE INJURY CRASHES 2002 - 2006



SOURCE: DOT DATA 7 • 26 • 07

In 2006, Burlington (8), Cape May (27), Gloucester (16), Middlesex (24), Ocean (33), Passaic (27), Somerset (14), and Warren (14) counties reflected an increase in the number of injuries. Bergen, Essex, and Camden counties showed significant reductions in bicycle injuries that ranged between 13 to 18 percent. Overall, most of the counties showed a reduction in injuries during this five year period.

BICYCLE INJURIES BY COUNTY/YEAR

COUNTY NAME	2002	%	2003	%	2004	%	2005	%	2006	%
ATLANTIC	155	5.4	160	5.8	155	5.3	139	5.2	144	5.2
BERGEN	313	10.8	260	9.4	271	9.3	302	11.2	254	9.3
BURLINGTON	80	2.8	85	3.1	101	3.5	94	3.5	102	3.7
CAMDEN	210	7.3	216	7.8	199	6.8	199	7.4	172	6.3
CAPE MAY	96	3.3	80	2.9	87	3.0	85	3.2	112	4.1
CUMBERLAND	60	2.1	73	2.7	81	2.8	66	2.5	70	2.6
ESSEX	314	10.8	248	9.0	283	9.7	264	9.8	217	7.9
GLOUCESTER	48	1.7	54	2.0	64	2.2	42	1.6	58	2.1
HUDSON	283	9.8	294	10.7	272	9.3	210	7.8	220	8.0
HUNTERDON	18	0.6	4	0.1	14	0.5	20	0.7	17	0.6
MERCER	122	4.2	109	4.0	118	4.0	109	4.0	114	4.2
MIDDLESEX	156	5.4	167	6.1	195	6.7	178	6.6	202	7.4
MONMOUTH	205	7.1	217	7.9	250	8.6	237	8.8	218	7.9
MORRIS	91	3.1	68	2.5	91	3.1	87	3.2	97	3.5
OCEAN	190	6.6	163	5.9	224	7.7	207	7.7	240	8.7
PASSAIC	183	6.3	200	7.3	168	5.8	143	5.3	170	6.2
SALEM	12	0.4	18	0.7	13	0.4	12	0.4	10	0.4
SOMERSET	59	2.0	72	2.6	70	2.4	79	2.9	93	3.4
SUSSEX	17	0.6	13	0.5	13	0.4	15	0.6	14	0.5
UNION	269	9.3	230	8.3	240	8.2	194	7.2	193	7.0
WARREN	15	0.5	28	1.0	13	0.4	16	0.6	30	1.1
NJ TOTALS	2,896		2,759		2,922		2,698		2,747	

SOURCE: DOT DATA 7 • 26 • 07

MOTORCYCLE CRASHES

Since 2003, New Jersey followed the national trend of increased motorcycle fatalities. When comparing the results from 2002 to 2006,

motorcycle fatalities have more than doubled from 50 to 102.

MOTORCYCLE FATALITIES 2002 - 2006

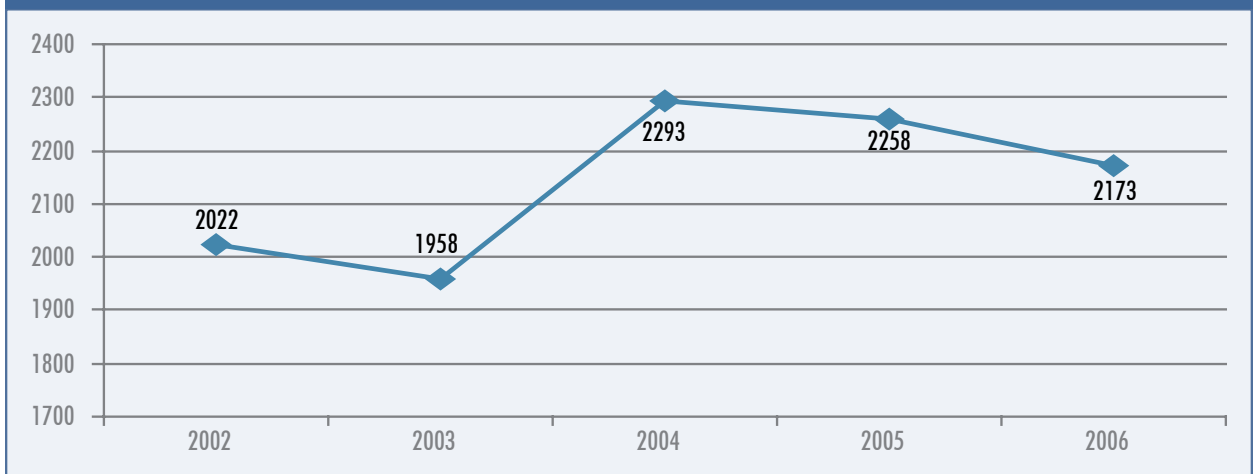
	2002	2003	2004	2005	2006	TOTAL	CHANGE
NEW JERSEY MOTORCYCLE FATALITIES	50	46	70	60	102	328	104%

SOURCE: FARS DATA 8 • 10 • 07

In 2006, there were 2,173 motorcycle crashes which represented a slight increase of four percent from 2005. When comparing the 2002 to 2006

results, the number of crashes increased to more than 7 percent.

MOTORCYCLE CRASHES 2002 - 2006



SOURCE: DOT DATA 7 • 26 • 07

In 2006, eight of the counties (Atlantic, Cape May, Middlesex, Morris, Salem, Somerset, Sussex, and Union) reflected an increase in motorcycle crashes

from the previous year. Only Cumberland, Essex, Ocean, and Passaic counties showed a decline in crashes during this five year period.

MOTORCYCLE INJURY CRASHES BY COUNTY/YEAR										
COUNTY NAME	2002	%	2003	%	2004	%	2005	%	2006	%
ATLANTIC	76	3.8	80	4.1	116	5.1	83	3.7	96	4.4
BERGEN	150	7.4	158	8.1	216	9.4	167	7.4	161	7.4
BURLINGTON	104	5.1	104	5.3	130	5.7	131	5.8	121	5.6
CAMDEN	110	5.4	119	6.1	126	5.5	146	6.5	136	6.3
CAPE MAY	42	2.1	53	2.7	61	2.7	58	2.6	59	2.7
CUMBERLAND	52	2.6	48	2.5	62	2.7	77	3.4	49	2.3
ESSEX	161	8.0	158	8.1	159	6.9	153	6.8	116	5.3
GLOUCESTER	58	2.9	74	3.8	97	4.2	100	4.4	89	4.1
HUDSON	91	4.5	81	4.1	92	4.0	93	4.1	90	4.1
HUNTERDON	39	1.9	38	1.9	64	2.8	52	2.3	50	2.3
MERCER	69	3.4	74	3.8	74	3.2	88	3.9	77	3.5
MIDDLESEX	156	7.7	138	6.8	189	8.2	154	6.8	185	8.5
MONMOUTH	162	8.0	154	7.9	164	7.2	184	8.1	163	7.5
MORRIS	112	5.5	108	5.5	108	4.7	99	4.4	117	5.4
OCEAN	155	7.7	144	7.4	163	7.1	176	7.8	147	6.8
PASSAIC	171	8.5	132	6.7	128	5.6	150	6.6	123	5.7
SALEM	18	0.9	20	1.0	31	1.4	29	1.3	36	1.7
SOMERSET	65	3.2	62	3.2	82	3.6	71	3.1	80	3.7
SUSSEX	86	4.3	71	3.6	82	3.6	87	3.9	92	4.2
UNION	112	5.5	106	5.4	111	4.8	108	4.8	140	6.4
WARREN	33	1.6	36	1.8	38	1.7	52	2.3	46	2.1
NJ TOTALS	2,022		1,958		2,293		2,258		2,173	

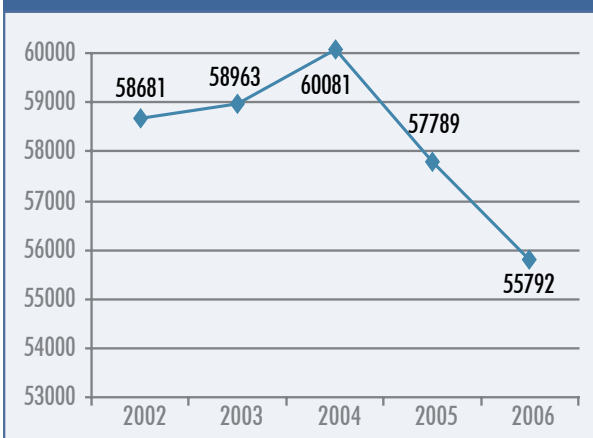
SOURCE: DOT DATA 7 • 26 • 07

YOUNG DRIVER CRASHES

There were 55,792 drivers involved in motor vehicle crashes in 2006. Of this total, 491,511 or 83 percent were reported with a known age. A total of 52,877, or 11 percent of all drivers involved in these crashes were between 17-20 years

of age. During the past five years, from 2002 to 2006, the number of young drivers involved in motor vehicle crashes decreased by five percent, from 58,681 in 2002 to 55,792 in 2006.

YOUNG DRIVER-RELATED CRASHES 2002 - 2006



SOURCE: DOT DATA 8 • 22 • 06

Bergen and Middlesex counties consistently had the highest percentage of young drivers involved in total crashes during the five year period.

YOUNG DRIVER-RELATED CRASHES BY COUNTY/YEAR

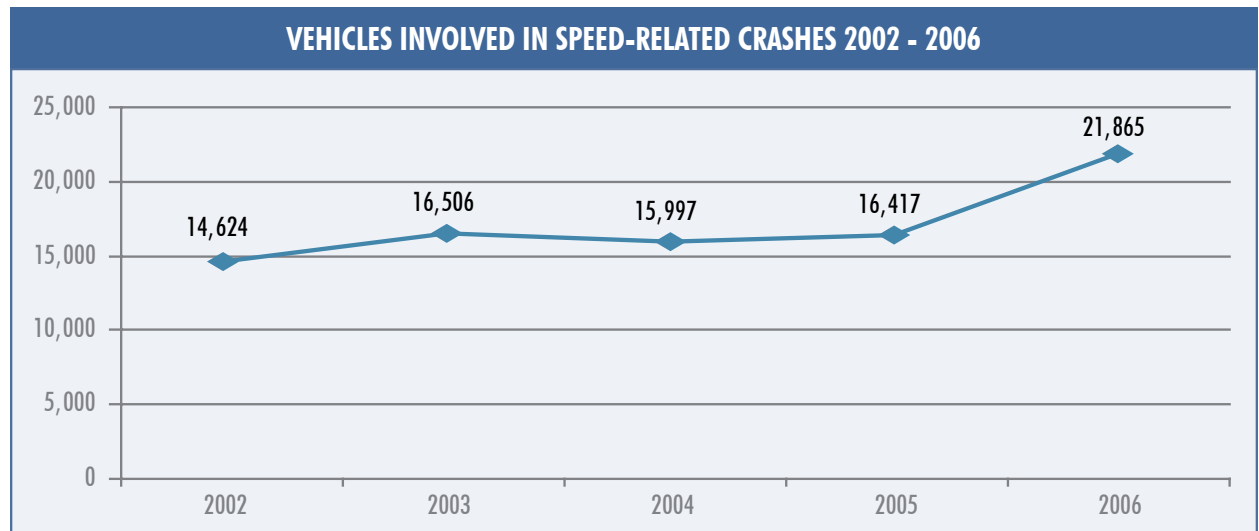
COUNTY NAME	2002	%	2003	%	2004	%	2005	%	2006	%
ATLANTIC	1,688	2.9	1,979	3.4	2,004	3.3	1,941	3.4	1,935	3.5
BERGEN	5,873	10.0	5,921	10.0	5,788	9.6	5,430	9.4	5,204	9.3
BURLINGTON	2,905	5.0	3,043	5.2	2,934	4.9	2,934	5.1	2,890	5.2
CAMDEN	3,238	5.5	3,488	5.9	3,599	6.0	3,424	5.9	3,338	6.0
CAPE MAY	947	1.6	975	1.7	874	1.5	917	1.6	831	1.5
CUMBERLAND	1,175	2.0	1,214	2.1	1,315	2.2	1,102	1.9	1,114	2.0
ESSEX	4,529	7.7	4,284	7.3	4,185	7.0	4,231	7.3	3,459	6.2
GLOUCESTER	2,032	3.5	2,072	3.5	2,170	3.6	2,103	3.6	2,055	3.7
HUDSON	2,447	4.2	2,111	3.6	2,025	3.4	1,930	3.3	1,817	3.3
HUNTERDON	708	1.2	803	1.4	863	1.4	873	1.5	806	1.4
MERCER	2,638	4.5	2,826	4.8	2,745	4.6	2,695	4.7	2,612	4.7
MIDDLESEX	6,184	10.5	5,679	9.6	6,043	10.1	5,757	10.0	5,967	10.7
MONMOUTH	4,920	8.4	4,989	8.5	5,225	8.7	5,169	8.9	5,034	9.0
MORRIS	3,246	5.5	3,280	5.6	3,458	5.8	3,269	5.7	3,078	5.5
OCEAN	4,378	7.5	4,602	7.8	4,682	7.8	4,407	7.6	4,309	7.7
PASSAIC	3,743	6.4	3,645	6.2	3,800	6.3	3,634	6.3	3,453	6.2
SALEM	383	0.7	399	0.7	433	0.7	349	0.6	329	0.6
SOMERSET	2,154	3.7	2,174	3.7	2,271	3.8	2,230	3.9	2,179	3.9
SUSSEX	1,185	2.0	1,210	2.1	1,331	2.2	1,291	2.2	1,223	2.2
UNION	3,590	6.1	3,620	6.1	3,576	6.0	3,304	5.7	3,394	6.1
WARREN	718	1.2	649	1.1	760	1.3	799	1.4	765	1.4
NJ TOTALS	58,681		58,963		60,081		57,789		55,792	

SOURCE: DOT DATA 7 • 26 • 07

VEHICLES INVOLVED IN SPEED-RELATED CRASHES

Vehicles involved in speed-related crashes did increase by 49.5 percent, when comparing the 2002 to 2006 crash rates. This increase was impacted by

a 33 percent increase in the number of vehicles reported to be involved in these types of crashes during the past year.



SOURCE: DOT DATA 7 • 26 • 07

Several important trends were identified using the data contained in this section. During the past year, there has been some increases in the number of alcohol-related, bicycle, and motorcycle-related fatalities. Vehicles involved in speed-related crashes increased by 33 percent during the past year. However, the trend reversed with injury-related crashes (3.5 to 4.2 percent reduction rate); except for bicycles which had a 1.8 percent increase in the crash rate. New Jersey continued to have one

of the highest seatbelt usage rates in the country (91.4 percent), which possibly related to the decrease in the number of injury crashes. Also, continued police department participation in the statewide “Click It or Ticket” Campaign may have also affected the reduction of injury crashes.

Note: All the information included in this section is based on data available at the time the Plan was prepared and is subject to change.

REGIONAL TRAFFIC SAFETY PROGRAMS

The DHTS implements traffic safety programs on a regional basis. The Regional Supervisors and their staff are responsible for coordinating,

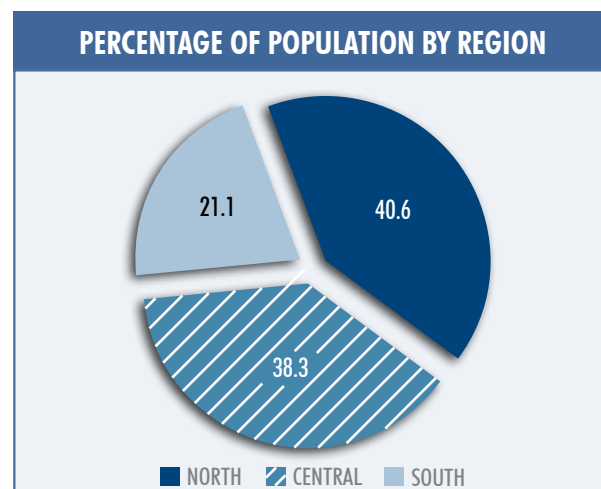
monitoring, and evaluating activities and programs within each region.

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

The regional traffic safety needs differ according to the population and number of persons per square mile. The North Region is predominantly urban with a population of over 3.5 million residents inhabiting approximately 1,755 square miles (23.7 percent) of the land. The Central Region is considered suburban since fewer people (3.3 million) reside in 1,845 square miles located in the middle area of the State. The remaining square miles (40 percent) are represented in the rural South Region with 1.8 million residents.

Since transportation safety needs differ between regions, their Supervisors have established fourteen Comprehensive Highway Traffic Safety Programs (CTSP) to serve in advisory and technical capacities for local development of safety initiatives. In the South Region, most of the CTSPs are sponsored through county law enforcement agencies, except for the South Jersey Traffic Safety Alliance that has evolved as a unit of the South Jersey Trans-

portation Planning Organization (SJTPO). All of these agencies promote public awareness campaigns, specialized training programs, and local enforcement initiatives that reduce traffic crashes in their designated territories.



2006 CENSUS DATA = 8,724,560 RESIDENTS

REGION I: COMPREHENSIVE HIGHWAY TRAFFIC SAFETY PROGRAM

COUNTY	LEADERSHIP	AGENCY
ATLANTIC	MIKE SCHURMAN	ATLANTIC COUNTY OFFICE OF HIGHWAY SAFETY
BURLINGTON	JEANNE ONDUSKO	BURLINGTON COUNTY SHERIFF'S DEPARTMENT
CAMDEN	SAM SPINO	TRAFFIC SAFETY
CUMBERLAND	WILLIAM GARRISON	CUMBERLAND COUNTY OFFICE OF HIGHWAY TRAFFIC SAFETY
GLOUCESTER	STEVE LAPORTA	GLOUCESTER COUNTY PROSECUTOR'S OFFICE
SJTPO	TERESA THOMAS	SOUTH JERSEY TRAFFIC SAFETY ALLIANCE

Although Region II represents seven counties, only three CTSPs are located in this area. The Ocean County Traffic Safety Committee has been managed by the County Traffic Engineer-

ing Department while the other programs are headed by representatives from county-based enforcement agencies.

REGION II: COMPREHENSIVE HIGHWAY TRAFFIC SAFETY PROGRAMS

COUNTY	LEADERSHIP	AGENCY
MIDDLESEX	PETER GATELY	MIDDLESEX COUNTY PROSECUTOR'S OFFICE
UNION	CAPT. JEFF FOULKS	UNION COUNTY POLICE DEPARTMENT
OCEAN	RODEN LIGHTBODY	OCEAN COUNTY TRAFFIC SAFETY COMMITTEE

Two Safe Communities programs serve as local outreach initiatives in the densely populated North Region. Although affiliated with health care agencies, these programs are responsible for

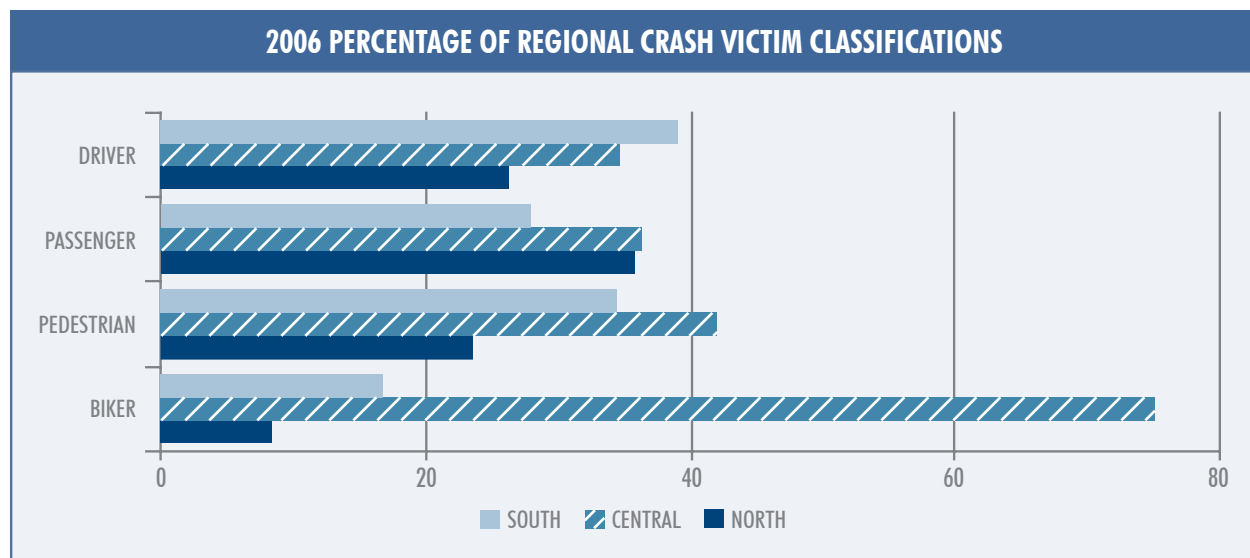
coordinating educational safety activities (e.g. child safety seat campaigns). Other CTSPs are located at county based Offices of Highway Safety or the Prosecutor's Office.

REGION III: COMPREHENSIVE HIGHWAY TRAFFIC SAFETY PROGRAMS

COUNTY	LEADERSHIP	AGENCY
BERGEN	CHIP GREINER	BERGEN COUNTY OFFICE OF HIGHWAY SAFETY
ESSEX COUNTY	ARNOLD ANDERSON	ESSEX COUNTY PROSECUTOR'S OFFICE
HUDSON	DOREEN DUTCHAK	HUDSON COUNTY SAFE COMMUNITIES
MORRIS, SUSSEX, WARREN	KJ FEURY	NEW JERSEY SAFE COMMUNITIES
PASSAIC	LES GOLDSTEIN	PASSAIC COUNTY OFFICE OF HIGHWAY TRAFFIC SAFETY

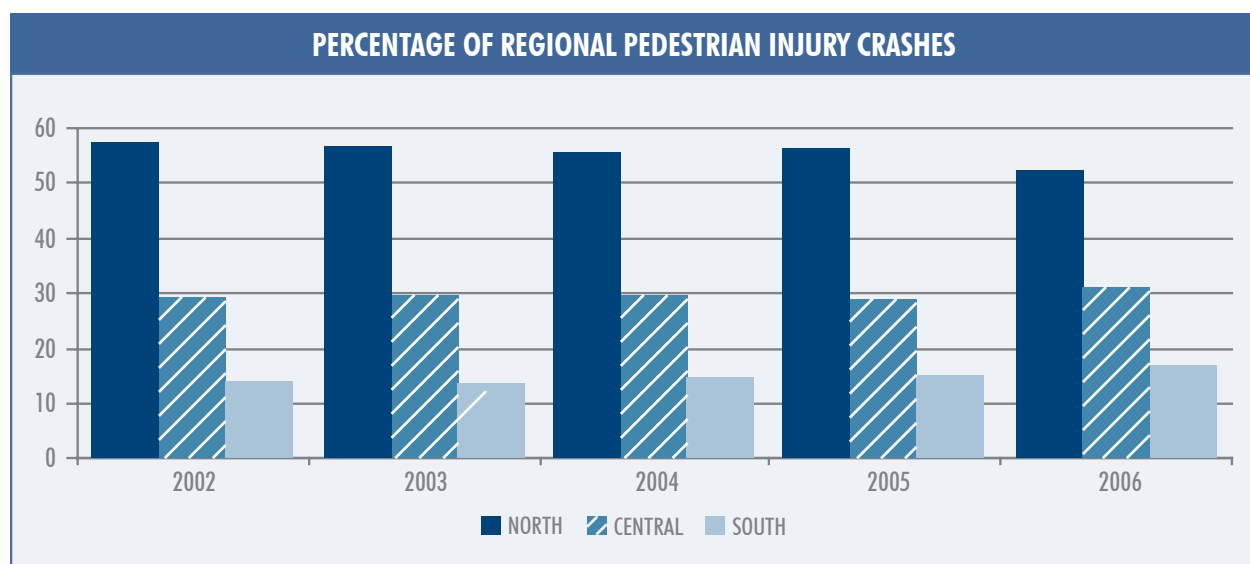
It was important to determine where victims were being injured or killed on New Jersey roadways in 2006. In the South Region, drivers (168) were losing their lives at the highest rate, while passenger (45), pedalcyclist (2), and pedestrian (36) fatalities were lower. There appeared to be an inverse rela-

tionship in the Central Region where pedestrian (69), pedalcyclist (9) and passenger (59) fatalities were the highest in the State. Lastly, the North Region had the lowest driver (113) and pedalcyclist (1) fatality rates.



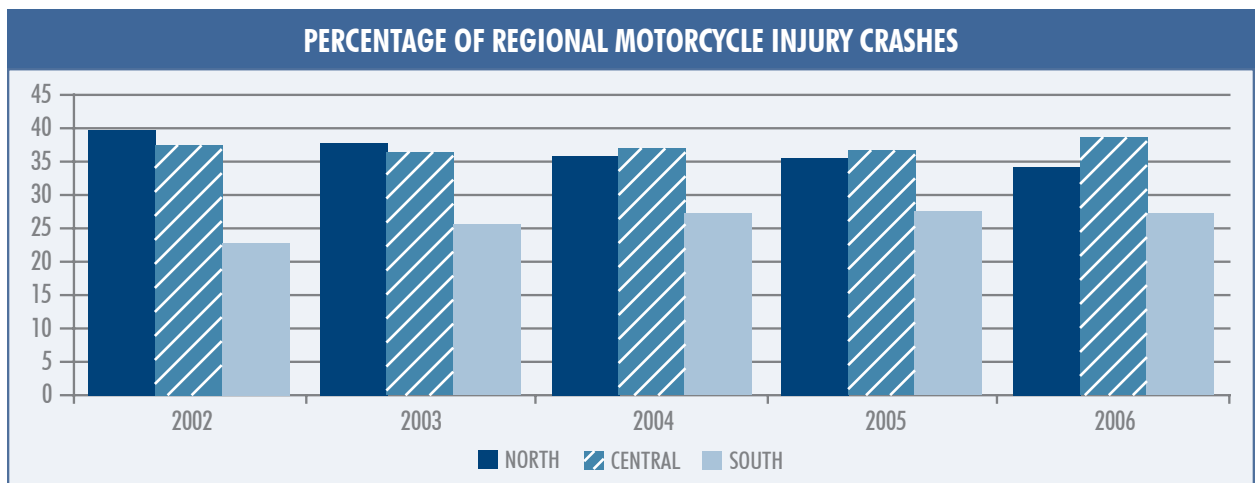
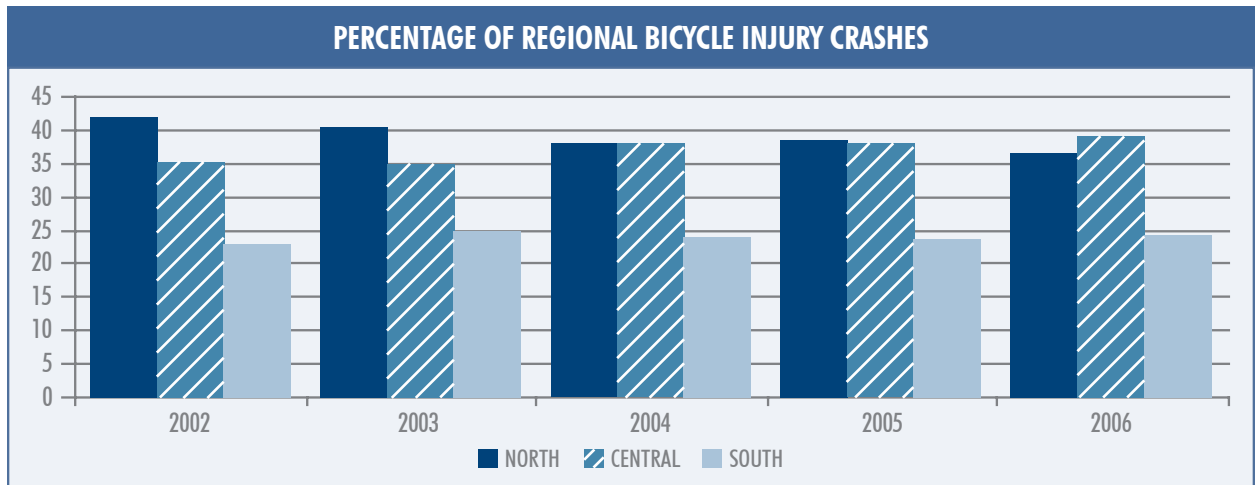
In 2006, nearly 60 percent of all pedestrian injury crashes occurred in Region III: North. The other regions remained consistent with about 30 percent

of pedestrian crashes occurring in Region II: Central and 15 percent in Region I: South.



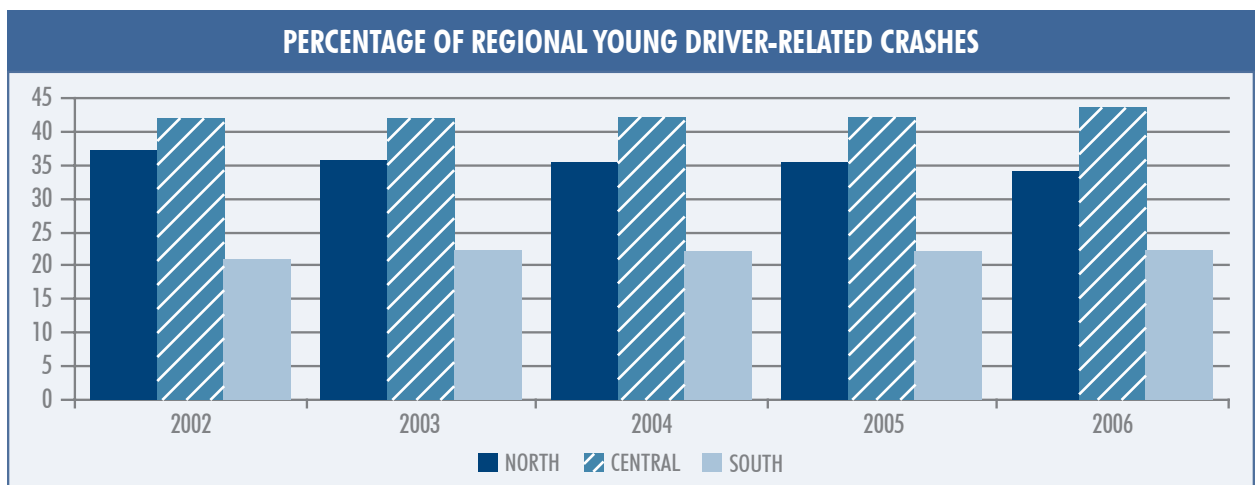
The percentage of Bicycle Injury Crashes appeared to decline in Region III: North while Region II: Central and Region I: South crashes

increased during this period. Interestingly, a similar trend existed for Motorcycle Injury Crashes in the three regions.



Region II: Central had consistently maintained the highest level of young driver related crashes (above 40%) for five years. Region III: North av-

eraged about 35 percent of young driver crashes and the range for Region I: South was between 20 and 22 percent.



GOAL SETTING

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

and by considering available data sources. The following goals have been determined in accordance with the problem identification process.

STATEWIDE

1. To decrease the number of fatalities from 770 in 2006 to 760 in 2008.
2. To decrease the fatality rate per 100 million vehicle miles traveled from 0.88 in 2006 to 0.87 in 2008.
3. To reduce the number of injuries from 98,501 in 2006 to no more than 98,000 in 2008.
4. To reduce the serious injury rate per 100 million vehicle miles traveled from 2.5 in 2006 to 2.4 in 2008.
5. To decrease the fatality rate per 100,000 population from 8.85 in 2006 to 8.80 in 2008.
6. To decrease the serious injury rate per 100,000 population from 20.1 in 2006 to 20.0 in 2008.

OCCUPANT PROTECTION

1. To increase statewide seat belt compliance by from 91.4 percent in 2007 to 93 percent in 2008.

ALCOHOL AND OTHER DRUG COUNTERMEASURES

1. To reduce the number of alcohol related fatalities from 240 in 2006 to 235 in 2008.
2. To decrease the percentage of alcohol related fatalities to all fatalities from 31.2 percent in 2006 to less than 31 percent in 2008.
3. To reduce the alcohol related fatality rate per 100 million vehicle miles of travel from 0.32 in 2006 to 0.31 in 2008.

PEDESTRIAN AND BICYCLE SAFETY

1. To decrease the number of pedestrian fatalities from 166 in 2006 to 163 in 2008.
2. To reduce the percentage of pedestrian fatalities to all fatalities from 21.5 percent in 2006 to no more than 20.5 percent in 2008.
3. To decrease the number of bicycle fatalities from 12 in 2006 to no more than 10 in 2008.

MOTORCYCLE SAFETY

1. To decrease the number of motorcycle fatalities from 102 in 2006 to less than 100 in 2008.
2. To reduce the number of motorcycle crashes from 2,173 in 2006 to less than 2,150 in 2008.

YOUNG DRIVER

1. To decrease the percentage of 17-20 year old drivers involved in crashes from 11 percent in 2006 to 10 percent in 2008.

SPEED

1. To reduce the number of speed related crashes from 21,865 in 2006 to no more than 21,800 in 2008.

PERFORMANCE MEASURES

The purpose of measuring performance is to determine whether or not and to what extent the programs are working toward the reduction of roadway crashes. The selected measures demon-

strate the effectiveness of the goal. Data will be used to calculate performance against the state-wide goals that have been established.

NEW JERSEY DIVISION OF HIGHWAY TRAFFIC SAFETY PERFORMANCE MEASURES

STATEWIDE

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

OCCUPANT PROTECTION

- Percent of front seat occupants wearing seatbelts
- Annual safety belt citations

ALCOHOL AND OTHER DRUG COUNTERMEASURES

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

PEDESTRIAN SAFETY

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

BICYCLE SAFETY

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

MOTORCYCLE SAFETY

- Number of motorcycle fatalities and injuries
- Number of motorcycle crashes

YOUNG DRIVERS

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

SPEED MANAGEMENT

- Number of speed related crashes

FUNDING OF PROJECTS

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

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

The following criterion, used for review and approval of grant applications, are listed below:

1. The degree to which the proposal addresses a state identified problem area. Primary consideration is granted to those projects addressing statewide priorities. Also, locally identified impact and support projects are considered if they are well substantiated and are in support of or compatible with 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 the federal funds are not longer available.

Priority in the order of projects recommended for funding is given to (1) ongoing grant applications for the overall management and administration of the grant program; (2) continuation grants with

less than three years of prior funding; and (3) grant applications which demonstrate a highway safety problem defined by NHTSA or the Division.

HIGHWAY SAFETY PLAN PLANNING AND ADMINISTRATION

PROJECT NUMBER: PA 08-01-01

PROJECT TITLE: PLANNING AND ADMINISTRATION

PROJECT DESCRIPTION:

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

BUDGET: \$500,000.00

PLANNING AND ADMINISTRATION: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PA 08-01-01	P&A	\$500,000	SECTION 402
PA 08-01-01	P&A	\$100,000	SECTION 406
402 TOTAL		\$500,000	
TOTAL ALL FUNDS		\$600,000	

HIGHWAY SAFETY PLAN ALCOHOL AND OTHER DRUG COUNTERMEASURES

PROJECT NUMBER: AL 08-07-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

Provides funds for the program managers to coordinate alcohol and drug countermeasure activities. Their responsibilities include: working with local, state and community organizations to develop awareness campaigns, supporting and assisting task force activities and providing technical assistance to project directors.

BUDGET: \$262,000.00

PROJECT NUMBER: AL 08-07-02

PROJECT TITLE: DWI TRAINING/DRE COORDINATION

PROJECT DESCRIPTION:

The Division of State Police will offer standardized training courses to law enforcement officers that will provide them with instruction in detection, apprehension, investigation, processing and prosecution of DWI offenders under the influence of alcohol and/or drugs. Standardized field sobriety testing will also be provided to police officers offering the same basic and advanced techniques when handling an impaired person. Approximately 28 DWI/Standard Field Sobriety Testing classes will be conducted and 700 law enforcement officers will be trained. Funds from this task will also be used to coordinate and administer the statewide Drug Recognition training programs. It is anticipated that six Drug Recognition Expert classes will be conducted and approximately 130 law enforcement officers trained.

BUDGET: \$511,848.00

PROJECT NUMBER: AL 08-07-03

PROJECT TITLE: ALCOHOL/DRUG TESTING PROGRAM

PROJECT DESCRIPTION:

The Alcohol Drug Testing Unit at the Division of State Police will provide training to members of the law enforcement community in alcohol, drugs 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 unit and scientists from the Office of Forensic Science to receive training in the latest trends in drug use and abuse, litigation and new resources.

BUDGET: \$12,585.00

PROJECT NUMBER: AL 08-07-04**PROJECT TITLE: ALCOTEST 7110 EVIDENTIAL BREATH TEST SYSTEM****PROJECT DESCRIPTION:**

The Division of State Police will plan for conversion training of thousands of police officers in the new breath test instrumentation under a county-by-county phase in implementation schedule. This task will increase the number of Alcotest 7110 MKIII-C units that will be used for training. Pending the outcome of the current court case, the units will either be purchased by the Division of State Police or an adjustment to the plan will be made to reallocate funds to other program areas.

BUDGET: \$91,417.00

PROJECT NUMBER: AL 08-07-05**PROJECT TITLE: DWI ENFORCEMENT****PROJECT DESCRIPTION:**

State, county and local police agencies will be asked to partner with the DHTS in the national drunk driving campaign, Drunk Driving...Over the Limit, Under Arrest, and during the holiday enforcement campaign. The purpose will be to reduce alcohol-related crashes, injuries and fatalities by raising awareness among the motoring public regarding the dangers of drinking and driving and through high visible enforcement and media initiatives. It is anticipated that approximately 200 state, county and local municipal police agencies will be funded and participate in this initiative in 2008. In addition, over 50 municipal police departments are expected to participate in the holiday enforcement campaign.

BUDGET: \$1,400,000.00

PROJECT NUMBER: AL 08-07-06**PROJECT TITLE: UNDERAGE ENFORCEMENT INITIATIVES****PROJECT DESCRIPTION:**

Funds will be used to initiate the Cops In Shops program for a seven month period in municipalities with a college or university either within its borders or in a neighboring community. The program will be implemented in Atlantic, Bergen, Essex, Gloucester, Mercer, Middlesex, Monmouth, Morris, Somerset and Union counties. Additionally, the same program will be implemented for three and one-half months during the summer in the shore communities. The program will be implemented in various municipalities in Atlantic, Cape May, Monmouth and Ocean counties. Undercover, off duty police officers will be placed in retail stores posing as employees or patrons to stop anyone under the age of 21 who attempts to purchase alcohol or uses false identification. The program also will focus on adults who purchase alcoholic beverages for minors. Funds will be provided for off duty police officers to participate in the overtime enforcement efforts.

Funds will also be provided to enforce the Alcoholic Beverage Control acts and other related laws with respect to underage alcohol use and/or intoxicated patrons. The use of undercover police personnel is intended to identify underage persons who order and/or consume alcoholic beverages as well as those serving the underage person. Appropriate criminal and/or administrative charges will be initiated against the underage persons, those providing alcoholic beverages to the underage as well as liquor licenses

that allow such activity on their license premises. This project will help reduce the underage purchase and consumption of alcohol and sends a message to the owners of licensed beverage establishments to strictly adhere to the requirements of the Alcoholic Beverage Controls acts, particularly with respect to age requirements and service of alcohol to intoxicated patrons.

Funds will also be used by the Closter Police Department to reduce juvenile related arrests involving alcohol and false identification. Four alcohol presentations will be conducted in the schools to raise awareness. In addition, twenty undercover enforcement details will be conducted by local police officers to apprehend underage persons attempting to purchase alcohol.

BUDGET: \$225,000.00

PROJECT NUMBER: AL 08-07-07

PROJECT TITLE: COLLEGE CAMPUS PROGRAMS

PROJECT DESCRIPTION:

Funds will be provided to implement programs at four New Jersey colleges and universities. The College of New Jersey will host its 7th Statewide Peer Institute in 2008. The two-three day event serves to train peer educators and leaders from colleges within New Jersey and the tri-state area to become peer educators on their respective campuses. Programs will also be developed with the campus police force and Ewing Township Police Department to address alcohol and other drug related issues. The police from both agencies will work collaboratively in patrolling off-campus housing areas and popular student gathering points.

The program at Stockton College will include orientation of bar staff of local taverns concerning designated driver efforts. Approximately 20 peer educators and student volunteers will be trained to provide on and off campus support of the designated driver programs. A campus wide “Stay Safe and Graduate” media campaign involving campus radio and campus media outlets to broadcast messages about drinking and driving will be implemented and a four-credit elective course on communication techniques and background on alcohol/drug traffic safety issues that curb drinking on the college campus and reduce incidents of drinking and driving will be offered.

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

The Rutgers Comprehensive Alcohol and Traffic Education and Enforcement Program will include a series of supplemental enforcement initiatives on or near the campus during peak periods of DWI violations. Surrounding parking lots will also be monitored to prevent young people from attempting to have adults purchase alcohol for their use. Several awareness workshops for students will be conducted, disseminating related information on the campus and through accessing alcohol and drug abuse awareness information on the website. The Community Police Officers will also work with the campus community to reach the student body through distribution of information about the prevention of drug and alcohol use on the campus. These police officers will serve as mentors and conduct drug and alcohol educational programs for the campus population.

BUDGET: \$200,000.00

PROJECT NUMBER: AL 08-07-08**PROJECT TITLE: LOCAL ALCOHOL PROGRAMS****PROJECT DESCRIPTION:**

This task will provide funds to Middlesex County and the Long Beach Township Police Department. High school students in Middlesex County will be invited to submit an English or Spanish 30 second student-produced public service announcement that focuses on the consequences of “drinking and driving”. Zero tolerance awareness presentations will be provided to middle and high school students in Long Beach Township. Funds will be used to purchase educational products such as fatal vision goggles and other impaired driving experience devices such as the Simulated Impaired Driving Experience (SIDNE) device.

BUDGET: \$52,000.00

ALCOHOL AND OTHER DRUG COUNTERMEASURES: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
AL 08-07-01	PROGRAM MANAGEMENT	\$ 262,000	SECTION 402
AL 08-07-02	DWI TRNG./DRE COORDINATION	\$ 511,848	SECTION 410
AL 08-07-03	ALCOHOL/DRUG TESTING PROGRAM	\$ 12,585	SECTION 410
AL 08-07-04	ALCOTEST BREATH SYSTEM	\$ 91,417	SECTION 410
AL 08-07-05	DWI ENFORCEMENT	\$1,400,000	SECTION 410
AL 08-07-06	UNDERAGE ENFORCEMENT	\$ 225,000	SECTION 410
AL 08-07-07	COLLEGE CAMPUS PROGRAMS	\$ 200,000	SECTION 410
AL 08-07-08	LOCAL ALCOHOL PROGRAMS	\$ 52,000	SECTION 410
402 TOTAL		\$ 262,000	
410 TOTAL		\$2,492,850	
TOTAL ALL FUNDS		\$2,754,850	

HIGHWAY SAFETY PLAN PEDESTRIAN AND BICYCLE SAFETY

PROJECT NUMBER: PS 08-16-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

Provides funds for pedestrian and bicycle safety program managers who will coordinate, monitor and evaluate projects within the pedestrian safety area. The program managers will assist in the development, implementation and monitoring of pedestrian and bicycle safety programs.

BUDGET: \$253,000.00

PROJECT NUMBER: PS 08-16-02

PROJECT TITLE: PEDESTRIAN SAFETY PROGRAMS

PROJECT DESCRIPTION:

Funds will continue to be provided to develop and implement pedestrian safety campaigns in cities that reveal a high incidence of pedestrian crashes, injuries and fatalities. Motorists who commit moving violations that put pedestrians at risk will receive summonses. In addition, pedestrians whose own actions put them at risk will also be issued summonses.

A new initiative is planned for implementation in FY 2008 that will bring additional attention to problems with drivers not yielding to pedestrians. A program will be developed where police officers pose as pedestrians to identify drivers who fail to stop for crossing pedestrians. Law enforcement agencies will conduct driver yielding programs using informational fliers and saturation enforcement operations along roadways with a high pedestrian crash experience.

BUDGET: \$798,657.00

PROJECT NUMBER: PS 08-16-03

PROJECT TITLE: BICYCLE SAFETY PROGRAMS

PROJECT DESCRIPTION:

This task will provide funds to law enforcement agencies to educate bicyclists regarding 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 helmet will be provided. Bicycle safety clinics and rodeos will be conducted by members of participating law enforcement outreach and education units.

BUDGET: \$25,000.00

PEDESTRIAN AND BICYCLE SAFETY: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PS 08-16-01	PROGRAM MANAGEMENT	\$ 253,000	SECTION 402
PS 08-16-02	PEDESTRIAN SAFETY PROGRAMS	\$ 798,657	SECTION 406
PS 08-16-03	BICYCLE SAFETY PROGRAMS	\$ 25,000	SECTION 402
402 TOTAL		\$ 278,000	
406 TOTAL		\$ 798,657	
TOTAL ALL FUNDS		\$1,076,657	

HIGHWAY SAFETY PLAN OCCUPANT PROTECTION

PROJECT NUMBER: OP 08-11-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

This task provides funds to occupant protection program managers responsible for coordinating and monitoring projects within the occupant protection area. The program managers will assist in the development and implementation of law enforcement seat belt projects and child safety seat projects.

BUDGET: \$623,000.00

PROJECT NUMBER: OP 08-11-02

PROJECT TITLE: CHILD PASSENGER SAFETY EDUCATION

PROJECT DESCRIPTION:

Funds for personal services will be used to conduct child safety seat clinics throughout county and municipal jurisdictions. Child safety seat technicians will perform safety seat checks and conduct educational seminars to reduce misuse, non-use and misinformation regarding child passenger safety. Funds will also be used to purchase child safety seats for implementation at child seat inspection programs.

Funds will again be provided to the Division of State Police, Community Outreach Unit, to maintain the permanent child safety seat inspection fitting station and enhance their existing child passenger safety programs and efforts.

A child passenger safety coordinator has been hired and will assume responsibility for testing requirements including certification and re-certification of child passenger safety technicians as well as coordinating all other aspects of the program.

BUDGET: \$875,000.00

PROJECT NUMBER: OP 08-11-03

PROJECT TITLE: CHILD PASSENGER SAFETY CONFERENCE

PROJECT DESCRIPTION:

The child passenger safety conference is scheduled to be held in New Jersey during calendar year 2008. The conference will be hosted by the DHTS and will welcome child safety seat technicians from New Jersey, New York, Pennsylvania and Connecticut. Funds will be used to support the conference.

BUDGET: \$50,000.00

PROJECT NUMBER: OP 08-11-04**PROJECT TITLE: SEAT BELT ENFORCEMENT****PROJECT DESCRIPTION:**

This task will provide funds to state and municipal law enforcement agencies to implement seat belt saturation or tactical overtime patrols. Funding will be provided to law enforcement agencies during the Buckle Up South Jersey campaign and statewide during the national Click It or Ticket campaign. It is anticipated that over 50 municipal police departments will participate in the South Jersey campaign and over 200 state, county and municipal police departments will receive funds to participate in the national campaign.

BUDGET: \$800,000.00**PROJECT NUMBER: OP 08-11-05****PROJECT TITLE: SEAT BELT SURVEY****PROJECT DESCRIPTION:**

This task provides funds to perform the statewide safety belt usage rate observation survey to determine the annual seat belt usage rate for the state. The survey will be conducted by representatives from the New Jersey Institute of Technology during the spring/summer calendar year of 2008.

BUDGET: \$132,000.00**OCCUPANT PROTECTION: BUDGET SUMMARY**

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
OP 08-11-01	PROGRAM MANAGEMENT	\$ 623,000	SECTION 402
OP 08-11-02	CHILD PASSENGER SAFETY ED.	\$ 875,000	SECTION 2011
OP 08-11-03	CHILD PASSENGER SAFETY CONE	\$ 50,000	SECTION 2011
OP 08-11-04	SEAT BELT ENFORCEMENT	\$ 800,000	SECTION 405
OP 08-11-05	SEAT BELT SURVEY	\$ 132,000	SECTION 402
402 TOTAL		\$ 755,000	
405 TOTAL		\$ 800,000	
2011 TOTAL		\$ 925,000	
TOTAL ALL FUNDS		\$2,480,000	

HIGHWAY SAFETY PLAN POLICE TRAFFIC SERVICES

PROJECT NUMBER: PT 08-03-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

This task will provide funds for the staff and expenses related to planning, development, coordination, monitoring and evaluation of projects within the police traffic services program area.

BUDGET: \$369,000.00

PROJECT NUMBER: PT 08-03-02

PROJECT TITLE: SPEED/AGGRESSIVE DRIVING PROGRAM

PROJECT DESCRIPTION:

Funds will be provided to allow municipal police departments to participate in speed/aggressive driving reduction programs. Saturation patrols will concentrate on a multitude of problem areas, including main arteries into and out of town where speeding is a constant issue; business areas that have a traditionally high level of traffic volume and intersections in areas that have historically experienced high crash rates. The tri-state speed reduction campaign held in July of 2006 and 2007 is expected to be implemented again in FY 2008. The speed reduction enforcement and education campaign will be carried out in the northern region of the state.

A second initiative that will be considered is the Smooth Operator Program. This program has been conducted in Maryland, Pennsylvania, Virginia and Washington D.C. for several years. The program is a public safety initiative which aims to provide education, information and solutions for the problem of aggressive driving. The components of the program include public awareness, education and enforcement.

BUDGET: \$1,200,000

PROJECT NUMBER: PT 08-03-03

PROJECT TITLE: SPEED DETECTION PROGRAM

PROJECT DESCRIPTION:

Funds will be provided to the Division of State Police to obtain 100 radar speed detection units. The radar speed detection devices will be assigned to the State Police stations throughout the state in order to supplement laser as a tool utilized for speed enforcement. Funds will also be provided from this task to acquire laser speed detection devices.

BUDGET: \$252,000.00

PROJECT NUMBER: PT 08-03-04

PROJECT TITLE: COMPREHENSIVE ENFORCEMENT/EDUCATION PROGRAM

PROJECT DESCRIPTION:

Funds will be provided to law enforcement agencies to conduct comprehensive enforcement and education campaigns that focus on pedestrian safety, DWI, bicycle safety, senior safety and child passenger safety. The programs will be implemented by department police officers. Programs will be designed to increase awareness of important public safety issues by providing educational programs and instruction to seniors, school children and the general public. In addition, overtime costs will increase police officer deployments at DWI checkpoints and provide for additional enforcement in occupant protection, aggressive driving and pedestrian safety. New Jersey Transit Police will again be included under this task initiative. Problematic areas involving rail-crossing violations will be identified and education and enforcement initiatives will be implemented to minimize violations.

The Essex County Prosecutor's Office has developed a program entitled, "Smarter Drivers = Safer Streets" and is currently being presented to Middle and High School students throughout the state with special emphasis on the urban centers of Essex County. In 2008, the Prosecutor's Office will also develop a pilot program aimed at identifying and prosecuting the aggressive driver. Middle of the Pack-Undercover-Patrols or MOP-UP will utilize unmarked patrol vehicles equipped with digital video cameras aimed at identifying the aggressive driver. Marked patrol vehicles will then be used to apprehend the violator. Funds will be used for overtime enforcement details and video recording equipment.

Education programs will be conducted at various high schools to inform new drivers of the conditions of the provisional driver's license. This information will be presented to students and parents by local law enforcement officers, municipal court Judge and/or Prosecutor. Funds will also be used to conduct enforcement details following the education component of the program.

BUDGET: \$394,865.00

PROJECT NUMBER: PT 08-03-05

PROJECT TITLE: RED LIGHT RUNNING PILOT PROGRAM

PROJECT DESCRIPTION:

The Freehold Township Police Department will partner with law enforcement agencies in Manalapan and Marlboro to implement a pilot program that takes aim at red light running violations. Funds will be provided for enforcement details and educational items that will be used throughout the campaign. In addition, motorists will be educated through the local media, banners that will be displayed in the respective towns and public service announcements.

BUDGET: \$51,000.00

PROJECT NUMBER: PT 08-03-06

PROJECT TITLE: TRAINING

PROJECT DESCRIPTION:

Funds will be provided for police personnel to attend various training courses directly related to highway traffic safety and crash investigation techniques. In addition, funds will also be provided for police personnel to attend conferences and seminars. The crash investigation courses will be held at the police academies throughout the state and provide important at-scene and advanced investigative methods. The training will enhance skills of the police officers in the areas of crash investigation by providing the most up to date technical training offered in the field. Courses will be held in crash investigation, traffic crash reconstruction, vehicle dynamics, pedestrian/bicycle crash investigation, motorcycle crash investigation and commercial vehicle crash investigation. Representatives from the Division of State Police will again manage the program.

BUDGET: \$680,000.00

PROJECT NUMBER: PT 08-03-07

PROJECT TITLE: FATAL CRASH INVESTIGATION

PROJECT DESCRIPTION:

Funds will be provided to support the fatal crash investigation unit in Cape May County. This unit consists of trained crash investigators who respond to the scene of serious crashes, conduct interviews and investigate fatal and serious injury crashes to determine if criminal charges or other related charges are appropriate. Funds will be used to defray overtime costs.

Funds will also be provided to the Division of State Police to purchase computers and laser technology crash reconstruction packages that will be used to enhance crash/crime scene investigations. Additionally, the Medford Township Police Department will receive funds for a laser range finder and associated software to assist patrols in the investigations of motor vehicle crashes.

BUDGET: \$80,500.00

PROJECT NUMBER: PT 08-03-08**PROJECT TITLE: TRAFFIC SPECIALIST****PROJECT DESCRIPTION:**

A Deputy Attorney General, specializing in traffic law enforcement and prosecution, will serve as a focal point and resource for county and municipal Prosecutor's and law enforcement personnel on issues of statewide importance pertaining to the enforcement and prosecution of traffic and motor vehicle offenses. Duties will include, but not limited to, formulating uniform statewide policies for county and municipal Prosecutor's and law enforcement personnel on the enforcement and prosecution of motor vehicle and traffic offenses, providing legal advice on matters pertaining to the enforcement and prosecution of drunken driving offenses, participating in Frye evidential hearings on the new chemical breath testing methods and providing Prosecutor's offices with legal advice and/or technical assistance to any underlying motor vehicle offense(s) related to the prosecution of indictable cases involving death or aggravated assault by motor vehicle in the Superior Court and where appropriate intervene or participate in any pending traffic or motor vehicle enforcement matter for the purpose of prosecuting the offense.

BUDGET: \$120,000.00**PROJECT NUMBER: PT 08-03-09****PROJECT TITLE: TRAFFIC INCIDENT RESPONSE UNIT****PROJECT DESCRIPTION:**

The Mt. Laurel Township Police Department is the initial responding agency to emergency situations that occur on the roadways located within the Township. The need to divert traffic could be caused by any one of a number of reasons. An action plan will be formulated in coordination with township fire, emergency management and public works for responding to serious traffic incidents that may occur on any of the roadways throughout the Township. The action plan will include at the minimum pre-planning, manpower allocation and inventory control components. The department's certified police work zone safety officer will design and present an in-service training program for 45 of the uniformed officers on the use and deployment of traffic diversion equipment. Funds will be provided for personal services and materials that will be placed in use at the time the unit is deployed.

BUDGET: \$29,500.00**PROJECT NUMBER: PT 08-03-10****PROJECT TITLE: PROHIBIT RACIAL PROFILING PROGRAM****PROJECT DESCRIPTION:**

The State's eligibility for funds as an "Assurances State" requires assurances that it will undertake activities at the local level to maintain and provide public access to racial and ethnic traffic stop data. Funds will be used to support projects in which local police agencies will maintain racial/ethnic data for all traffic stops.

The Office of State Police Affairs (OSPA) in the Attorney's General Office will oversee the projects. A description of the project initiatives follows. Existing policies, procedures, rules and regulations and software and infrastructure considerations will be identified in the following areas: existing data collection with regard to performance (e.g., arrests, routine and spontaneous vehicle and pedestrian stops, crashes,

etc.); misconduct and performance issues; training; and analysis of officer background history and information (e.g., education, assignment history). Following the completion of the needs assessment, the OSPA is expected to lead the police departments through a policy-development process. Growing from the policy-development process, OSPA will help set local benchmarks for examining data and creating initial reports depending on the size of the jurisdiction and the amount of data to be reviewed.

Training initiatives will address benchmarking, data collection, development of forms, coding, analysis and interpretation of data and reporting requirements. The OSPA will also provide training and conducting supervisory reviews of Fourth and Fourteenth Amendment issues including, but not limited to, preventing racial profiling and search and seizure. Other training, such as application of computer software/hardware will occur as deemed necessary. As the data starts becoming available to the police department, on-going assessments will be necessary as to what they may mean for the department and the community it serves. In addition, a state repository of traffic stop data will be created. As the state repository, OSPA will not only provide the necessary data collection tools and training to local departments, but will also develop a standardized process to collect, review and interpret data generated by various departments at the state level. This will require the development of a database that will maintain information collected, development of data sharing protocols with local departments and the development of analytic and reporting protocols. A state steering committee will develop the protocols and policies for which data elements and in what format local sites will provide data that will become part of the state repository.

BUDGET: \$1,100,000.00

POLICE TRAFFIC SERVICES: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PT 08-03-01	PROGRAM MANAGEMENT	\$ 369,000	SECTION 402
PT 08-03-02	SPEED/AGGRESSIVE DRIVING	\$1,200,000	SECTION 406
PT 08-03-03	SPEED DETECTION PROGRAM	\$ 252,000	SECTION 402
PT 08-03-04	COMPREHENSIVE ENF/ED. PROG.	\$ 394,865	SECTION 406
PT 08-03-05	RED LIGHT RUNNING PILOT PROG.	\$ 51,000	SECTION 402
PT 08-03-06	TRAINING	\$ 680,000	SECTION 406
PT 08-03-07	FATAL CRASH INVESTIGATION	\$ 80,500	SECTION 402
PT 08-03-08	TRAFFIC SPECIALIST	\$ 120,000	SECTION 402
PT 08-03-09	TRAFFIC INCIDENT RESPONSE UNIT	\$ 29,500	SECTION 406
PT 08-03-10	PROHIBIT RACIAL PROFILING PROG.	\$1,100,000	SECTION 1906
402 TOTAL		\$ 872,500	
406 TOTAL		\$2,304,365	
1906 TOTAL		\$1,100,000	
TOTAL ALL FUNDS		\$4,276,865	

HIGHWAY SAFETY PLAN COMMUNITY TRAFFIC SAFETY PROGRAMS

PROJECT NUMBER: CP 08-08-01

PROJECT TITLE: CTSP

PROJECT DESCRIPTION:

Funds will be provided to continue with the implementation of the community traffic safety programs (CTSP) which address priority traffic safety concerns in the following counties: Atlantic, Bergen, Burlington, Camden, Cumberland, Gloucester, Hudson, Middlesex, Morris, Ocean, Passaic, Salem and Union. The CTSP establish a management system which includes a coordinator and advisory group responsible for planning, directing and implementing the program. Traffic safety professionals from law enforcement agencies, education institutes, community and emergency service organizations and planning and engineering are brought together to develop county wide traffic safety programs, share successful practices and provide information and training. It is necessary to continue building partnerships with leaders of diverse communities from the various counties.

BUDGET: \$952,246.00

PROJECT NUMBER: CP 08-08-02

PROJECT TITLE: PUBLIC INFORMATION AND EDUCATION

PROJECT DESCRIPTION:

Funds will be used to increase public awareness of traffic safety issues. The funds will be used to implement statewide public information initiatives in a number of traffic safety priority areas focusing on the general public as well as specific segments of the population. Funds will continue to be used to support priority programs with printed materials, educational items, media campaigns and special events. Monies will also be used to maintain the "Safety Cruiser". The 12 Months of Traffic Safety public outreach campaign will also be continued. The campaign highlights a different traffic safety issue each month. A monthly distribution of brochures and posters will be disseminated to police departments, community traffic safety coordinators and made available at motor vehicle agencies.

A statewide comprehensive traffic safety awareness campaign is planned for implementation in FY 2008. The campaign will initially provide information to the public on the impact of motor vehicle fatalities in the state. The components of the initial phase includes a billboard campaign, a dedicated web site dealing directly with the issue of raising awareness of roadway fatalities and a broadcast and/or print advertising campaign. Additional initiatives include partnership with broadcasters and involvement of top State officials. Once the seriousness of the campaign has been realized on the part of the public, the opportunity will then present itself to deliver specific program-type messages relating to issues such as seat belt usage, impaired driving, speed, etc.

The State Legislature has passed bills making it a primary motor vehicle offense to use a hand-held wireless telephone or electronic communication device while driving, including using these devices to send a text message. If signed into law, the DHTS will work in partnership with the Motor Vehicle Commission to notify and provide information to the public regarding the law change. A second legislative initiative, if introduced and adopted, would amend the current seat belt law by requiring seat belt usage by passengers

in all seating positions equipped with a safety belt. The DHTS will be responsible for developing and undertaking a program that will both notify and inform the public of the change in the law and emphasize the importance of using seat belts.

BUDGET: \$500,000.00

PROJECT NUMBER: CP 08-08-03

PROJECT TITLE: PARTNERING FOR TRAFFIC SAFETY

PROJECT DESCRIPTION:

A public education program will continue to be implemented with the New Jersey Department of Community Affairs, Center for Hispanic Policy, Research and Development to address the correct use of child safety seats and seat belts in Latino communities. Nine day care centers will participate in the program. Funding will continue to be provided to promote child passenger safety. The program will also include raising awareness on the importance of proper usage of occupant restraints, pedestrian safety and bicycle helmet use.

BUDGET: \$300,000.00

PROJECT NUMBER: CP 08-08-04

PROJECT TITLE: COMMUNITY SAFETY AND ENFORCEMENT TRAINING

PROJECT DESCRIPTION:

Rutgers University Department of Civil and Environmental Engineering, New Jersey Local Assistance Program is a technology transfer model that addresses safety from multiple perspectives. A variety of community awareness, enforcement enhancement and training programs will be conducted with funds received from this task. Rutgers University has established a mentoring relationship with the Garrett Morgan Transportation Academy. The Academy is sponsored by the Paterson Board of Education. This transportation high school includes studies of roadways, passenger and pedestrian safety and traffic engineering. Students receive job-related training that enables them to pursue a career in transportation safety. The Rutgers staff will continue to work with the predominantly Hispanic population of students in organizing a roadway safety community campaign and promoting community traffic safety programs in minority communities.

The New Jersey State Safety Council, as a subcontractor, will conduct 20 statewide workshops using the "Alive at 25" educational program that addresses operational, psychological and physical aspects of driving. This program focuses on the teenage driver and minimizing the effect of social norms that may increase the risk of drinking and driving among teens.

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

The Rutgers team will work with the DHTS to develop the FY 2009 Highway Safety Plan. The plan will establish overall goals and objectives as well as strategies for each of the program areas. The plan also provides the framework for reducing highway fatalities and serious injuries on the state's highways.

BUDGET: \$300,000.00

PROJECT NUMBER: CP 08-08-05

PROJECT TITLE: MULTIMEDIA TRANSPORTATION SAFETY AWARENESS

PROJECT DESCRIPTION:

In previous years, the Brain Injury Association of New Jersey focused its transportation safety efforts on wheeled sports safety with successful programs aimed towards children from pre-school through middle school. The Association will continue with these programs and will also expand its efforts to conduct a comprehensive traffic safety initiative for teenagers that will encompass all types of transportation used by teens.

The Association will continue to communicate highway safety and general transportation safety messages to pre-school through middle school children and high school aged students. An interactive transportation safety web site for teenagers will also be created. This web site will include a variety of videos about transportation safety issues to illustrate consequences; an interactive question and answer page; facts and statistics about transportation safety and interactive games with transportation safety messages. The site will include links to other web sites that teens would find appealing that have traffic safety or helmet safety messages. A newsletter will also be developed quarterly and distributed to safety and prevention partners throughout the state.

BUDGET: \$150,000.00

PROJECT NUMBER: CP 08-08-06

PROJECT TITLE: TEEN DRIVER PROGRAM

PROJECT DESCRIPTION:

The Teen Driver Program will be conducted by the Division of State Police Field Operations Section, Community Outreach Unit. The program will be implemented at high schools throughout the state during a half-day event in which youthful/teen drivers are educated about the hazards of driving under the influence. The program involves the use of golf cars and Fatal Vision goggles. The goggles allow the golf car driver to experience the effects of alcohol on reaction time and vision distortion. The students, under the direction of a member of the State Police, will be encouraged to operate a golf car through a predetermined driving course. While not completely exposing a student to the physiological and psychological effects of alcohol, this practical exercise, combined with a classroom presentation explaining the hazards of driving while under the influence of alcohol is expected to have a lasting effect on the students.

BUDGET: \$22,000.00

PROGRAM NUMBER: CP 08-08-07**PROJECT TITLE: PAID MEDIA****PROJECT DESCRIPTION:**

Funds will be used to place paid advertisements into various publications that address the dangers of drinking and driving, the benefits of seat belt usage and other safety messages as well. These funds will also be used to create highway safety messages that promote initiatives and provide greater public awareness of our programs on a statewide basis. This initiative will allow the division to communicate on a regular basis with minority groups by providing information that advises and educates the community on a number of traffic safety topics that will potentially decrease motor vehicle related crashes, injuries and fatalities.

BUDGET: \$45,000.00

COMMUNITY TRAFFIC SAFETY PROGRAMS: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
CP 08-08-01	CTSP	\$952,246	SECTION 402
CP 08-08-02	PUBLIC INFORMATION & ED.	\$500,000	SECTION 402
CP 08-08-03	PARTNERING FOR SAFETY	\$300,000	SECTION 402
CP 08-08-04	COMMUNITY SAFETY & TRNG.	\$300,000	SECTION 402
CP 08-08-05	MULTIMEDIA TRANSP. AWARENESS	\$150,000	SECTION 406
CP 08-08-06	TEEN DRIVER PROGRAM	\$ 22,000	SECTION 402
CP 08-08-07	PAID MEDIA	\$ 45,000	SECTION 402
402 TOTAL		\$2,119,246	
406 TOTAL		\$ 150,000	
TOTAL ALL FUNDS		\$2,269,246	

HIGHWAY SAFETY PLAN ROADWAY SAFETY

PROJECT NUMBER: RS 08-06-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

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

BUDGET: \$229,000.00

PROJECT NUMBER: RS 08-06-02

PROJECT TITLE: TRAFFIC INTERNS

PROJECT DESCRIPTION:

Funds will be used to enable county or municipal traffic engineers to hire college/university engineering students to collect traffic crash data and assist in performing safety studies at high crash locations. These high crash locations will be identified and studied for possible improvements.

BUDGET: \$37,000.00

PROJECT NUMBER: RS 08-06-03

PROJECT TITLE: PEDESTRIAN IMPROVEMENTS

PROJECT DESCRIPTION:

Funds from this task will be used to purchase materials needed to fabricate and install pedestrian signs in the City of Newark. The signs will be installed at high pedestrian crash intersections and school crossing intersections. The City has also installed school flashing signs, new pavement markings and textured crosswalks at certain locations to further reinforce the presence of pedestrians and students in crosswalks.

The Union County Department of Engineering will evaluate high crash locations for volume, speed, crash history, visibility, proper markings and signage. Funds will be provided to make improvements as necessary to help ensure a safer environment for users of the county's road system.

BUDGET: \$48,000.00

PROJECT NUMBER: RS 08-06-04**PROJECT TITLE: TRAFFIC COUNTERS****PROJECT DESCRIPTION:**

Funds from this task will be used by the Morris County Division of Transportation to purchase traffic counters. The counters will record traffic volume on county and municipal roads in Morris County. County planners will work closely with its municipal police to conduct traffic counts. The results of the counts will be an instrumental tool for police to utilize in enforcement and safety.

BUDGET: \$15,100.00

ROADWAY SAFETY: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
RS 08-06-01	PROGRAM MANAGEMENT	\$229,000	SECTION 402
RS 08-06-02	TRAFFIC INTERNS	\$ 37,000	SECTION 402
RS 08-06-03	PEDESTRIAN IMPROVEMENTS	\$ 48,000	SECTION 402
RS 08-06-04	TRAFFIC COUNTERS	\$ 15,100	SECTION 402
402 TOTAL		\$329,100	
TOTAL ALL FUNDS		\$329,100	

HIGHWAY SAFETY PLAN TRAFFIC RECORDS

PROJECT NUMBER: TR 08-02-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

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

BUDGET: \$269,000.00

PROJECT NUMBER: TR 08-02-02

PROJECT TITLE: DATA COLLECTION

PROJECT DESCRIPTION:

The awarding of funds for the second year of the data collection project will allow the Gloucester Township Police Department to continue implementing the project started last year. Funds will be used to purchase computer software to expand and improve the mapping, collection and correlation of the crash and injury data received from Gloucester Township EMS and the training costs necessary to operate the software. Funds will also be used to fund a data clerk to continue reviewing and correlating data received from Gloucester Township EMS with the data from the NJTR-1 crash report. In addition, crash locations will be mapped and summonses that are issued will be logged into the database.

BUDGET: \$29,500.00

PROJECT NUMBER: TR 08-02-03

PROJECT TITLE: TRAFFIC RECORDS INFORMATION SYSTEM

PROJECT DESCRIPTION:

Funds from this task will be used to implement projects from the Section 408 traffic safety information system improvement grant program. The Department of Health and Senior Services (DHSS) will use funds to collect a variety of statistical information regarding EMS activities that will prove valuable to other State agencies such as the Division of State Police and Motor Vehicle Commission. Other projects include the integration of EMS and crash records data, the acquisition of GPS units for law enforcement agencies, and the development and implementation of an electronic data transfer crash reporting system at the Division of State Police.

BUDGET: \$1,500,000.00

TRAFFIC RECORDS: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
TR 08-02-01	PROGRAM MANAGEMENT	\$ 269,000	SECTION 402
TR 08-02-02	DATA COLLECTION	\$ 29,500	SECTION 402
TR 08-02-03	TRAFFIC RECORDS SYSTEM	\$1,500,000	SECTION 408
402 TOTAL		\$ 298,500	
408 TOTAL		\$1,500,000	
TOTAL ALL FUNDS		\$1,798,500	

HIGHWAY SAFETY PLAN MOTORCYCLE SAFETY

PROJECT NUMBER: MC 08-05-01

PROJECT TITLE: PUBLIC AWARENESS/EDUCATION/TRAINING

PROJECT DESCRIPTION:

Funds will be provided for motorcyclist awareness programs. Public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists will be implemented.

BUDGET: \$130,000.00

MOTORCYCLE SAFETY: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
MC 08-05-01	PUBLIC AWARENESS/ED/TRNG.	\$130,000	SECTION 2010
2010 TOTAL		\$130,000	
TOTAL ALL FUNDS		\$130,000	

HIGHWAY SAFETY PLAN EMERGENCY MEDICAL SERVICES

PROJECT NUMBER: EM 08-09-01

PROJECT TITLE: EXPEDITED EMS RESPONSE

PROJECT DESCRIPTION:

Funds will be provided to train police officers from the Borough of Eatontown Police Department in the EMT-Basic level course. Upon completion of the training, the certified officers will be designated as primary responders, thereby, alleviating the delayed response to traffic crash victims.

BUDGET: \$550.00

EMERGENCY MEDICAL SERVICES: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
EM 08-09-01	EXPEDITED EMS RESPONSE	\$550	SECTION 402
402 TOTAL		\$550	
TOTAL ALL FUNDS		\$550	

STATE CERTIFICATIONS AND ASSURANCES

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

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

CERTIFICATIONS AND ASSURANCES

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

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

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

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

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

BUY AMERICAN ACT

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

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

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

POLITICAL ACTIVITY (HATCH ACT)

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

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

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

INSTRUCTION FOR PRIMARY CERTIFICATION

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

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

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

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

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.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect en-

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



Governor's Representative for Highway Safety

08-31-2007

Date

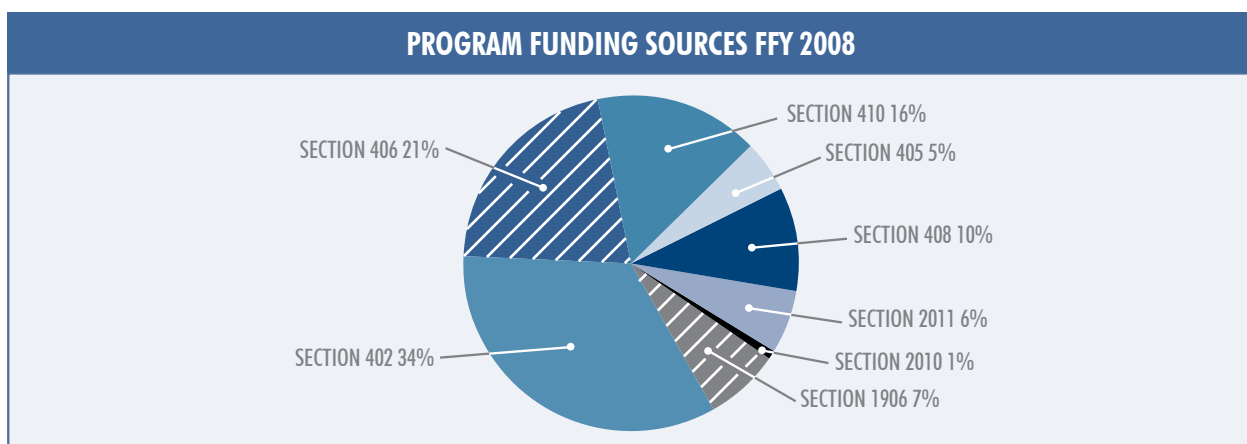
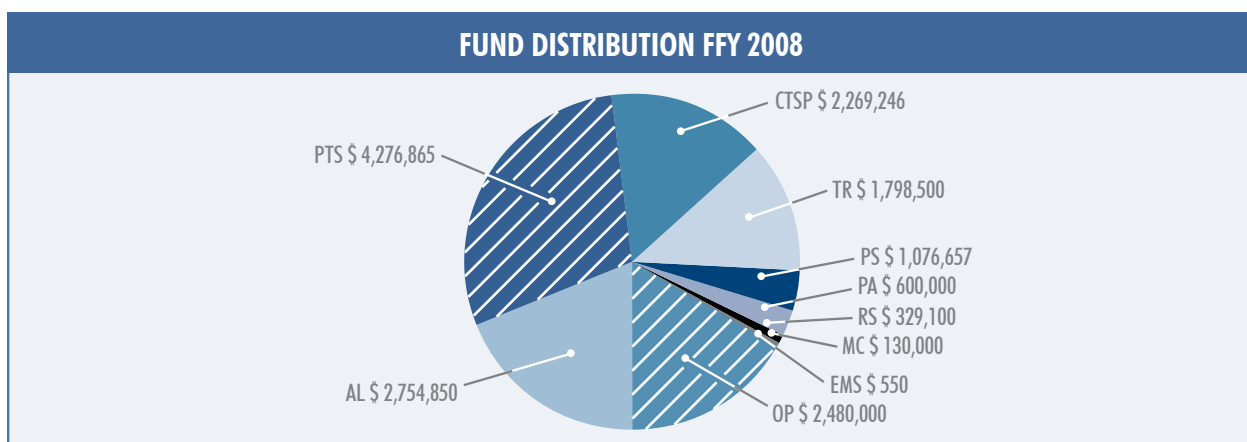
PROGRAM COST SUMMARY

PROGRAM COST SUMMARY					
PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL FUNDED PROGRAMS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
SECTION 402					
P&A	\$ 500,000	\$500,000			\$ 500,000
ALCOHOL	\$ 262,000				\$ 262,000
PED. SAFETY	\$ 278,000			\$ 25,000	\$ 278,000
OCCUPANT PROT.	\$ 755,000			\$ 755,000	\$ 755,000
POLICE SVCS.	\$ 872,500	\$900,000		\$ 101,000	\$ 872,500
CTSP	\$2,119,246			\$2,119,246	\$2,119,246
ROADWAY	\$ 329,100			\$ 100,100	\$ 329,100
TRAFFIC REC.	\$ 298,500			\$ 29,500	\$ 298,500
EMS	\$ 550			\$ 550	\$ 550
TOTAL SECTION 402	\$5,414,896	\$1,400,000		\$2,375,396	\$5,414,896
SECTION 405					
OCCUPANT PROT	\$800,000	\$800,000		\$700,000	\$700,000
TOTAL SECTION 405	\$800,000	\$800,000		\$700,000	\$800,000
SECTION 406					
P&A	\$ 100,000				\$ 100,000
PED. SAFETY	\$ 798,657			\$ 798,657	\$ 798,657
POLICE SVCS.	\$2,304,365			\$1,924,365	\$2,304,365
CTSP	\$ 150,000			\$ 150,000	\$ 150,000
TOTAL SECTION 406	\$3,353,022			\$2,873,022	\$3,353,022
SECTION 408					
TRAFFIC RECORD	\$1,500,000	\$400,000		\$700,000	\$1,500,000
TOTAL SECTION 408	\$1,500,000	\$400,000		\$700,000	\$1,500,000
SECTION 410					
ALCOHOL	\$2,492,850	\$2,492,850		\$1,852,000	\$2,492,850
TOTAL SECTION 410	\$2,492,850	\$2,492,850		\$1,852,000	\$2,492,850

PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL FUNDED PROGRAMS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
SECTION 1906					
PTS	\$1,100,000	\$300,000		\$700,000	\$1,100,000
TOTAL SECTION 1906	\$1,100,000	\$300,000		\$700,000	\$1,100,000

SECTION 2010					
MOTORCYCLE	\$130,000			\$130,000	\$130,000
TOTAL SECTION 2010	\$130,000			\$130,000	\$130,000

SECTION 2011					
CHILD SAFETY	\$925,000	\$325,000		\$800,000	\$925,000
TOTAL SECTION 2011	\$925,000	\$325,000		\$800,000	\$925,000



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

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