

NEW JERSEY HIGHWAY SAFETY PLAN

Federal Fiscal Year 2007



Jon S. Corzine
Governor



Anne Milgram
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Roberto Rodriguez
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MISSION STATEMENT

The New Jersey Division of Highway Traffic Safety (DHTS), by N.J.S.A. 27:5F-18 et seq., 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.

There is already a high level of public interest in highway traffic safety. Demands for continuing reductions in the incidence and severity of traffic crashes are universal in the face of increasing numbers of drivers and vehicles on New Jersey roadways.

Programs in education, enforcement and engineering will be implemented to combat the number and severity of traffic crashes.

EXECUTIVE SUMMARY

The Federal Fiscal Year (FFY) 2007 Highway Safety Performance Plan (HSPP) emphasizes programs that address the national priority program areas of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). For Fiscal Year 2007, the number one 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 programs that will be implemented by the division in FFY 2007: 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, commonly known as the 402 program, is the primary source of funding for these programs. Federal law 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.

Consistent with procedures administered by the NHTSA, documentation must be included in the Plan that indicates how it intends to use grant funds in other highway safety grant programs. In addition to the Section 402 Program, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU) provides for additional funding sources in FFY 2007 that will be used to implement 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.

Included in the FFY 2007 HSPP is a description of activities that will also be funded with carry-forward funds from the following: Section 157 Safety Incentive Grant, Section 157 Innovative Grant, Section 2003(b) Child Passenger Protection and Section 163 Safety Incentives to Prevent Operation of Motor Vehicles by Intoxicated Persons.

The Highway Safety Plan programs the expenditure of approximately \$13 million of federal highway safety funds during FFY 2007. The amount allocated to each of the programs is provided on the next page:

Section 402	State and Community Grant Program	\$5,365,500
Section 405	Occupant Protection Incentive Grant	\$ 887,000
Section 406	Safety Belt Performance Grant	\$2,542,724
Section 408	Traffic Safety Information System Grant	\$ 904,500
Section 410	Alcohol Incentive Grant	\$1,569,500
Section 157	Safety Incentive Grant Program	\$ 40,000
Section 157	Innovative Seat Belt Grant	\$ 5,000
Section 163	Operation of Vehicles by Intoxicated Persons Grant Program	\$ 30,000
Section 1906	Incentive Grant to Prohibit Racial Profiling	\$ 643,613
Section 2003(b)	Child Passenger Protection Program	\$ 8,000
Section 2010	Motorcycle Safety Grant	\$ 100,000
Section 2011	Child Safety Seat and Child Booster Seat Grant	\$ 922,703

The FFY 2007 HSPP begins with the Performance Plan which articulates the highway safety goals based on highway safety problems identified and describes the process used in identifying 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.

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 provides for the cost summary and reflects the state’s proposed allocations of funds (including carry-forward funds) by program area based on the goals 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. The regional breakdown is as follows:

Region I – Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem Counties.

Region II – Hunterdon, Mercer, Middlesex, Monmouth, Ocean, Somerset and Union Counties.

Region III – Bergen, Essex, Hudson, Morris, Passaic, Salem and Warren Counties.

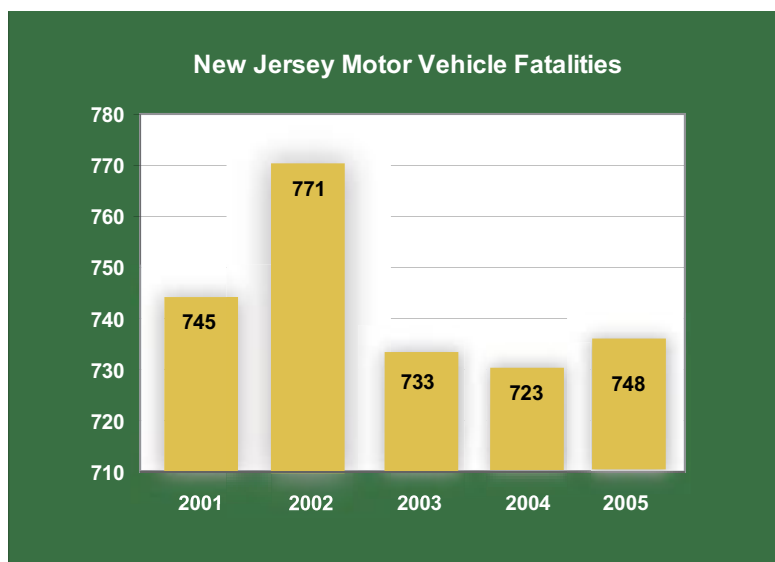
The Division maintains a working relationship with several state and local agencies as well as with other transportation and safety planning communities in the State. These agencies are active partners assisting the division in promoting traffic safety throughout the year. They include but are not limited to the following: Department of Transportation, Division of State Police, Division of Alcoholic Beverage Control, Department of Community Affairs, Center for Hispanic Policy and Development, Division of Criminal Justice, Motor Vehicle Commission, Department of Health and Human Services, Office of Emergency Medical Services, Federal Highway Administration, National Highway Traffic Safety Administration, Metropolitan Planning Organizations, Association of Traffic Engineers, Association of Chiefs of Police, Traffic Officer’s Association, American Automobile Association, New Jersey State Safety Council, Administrative Office of the Courts as well as groups such as MADD, other community organizations and motorcycle safety groups.

HIGHWAY SAFETY PERFORMANCE PLAN

The two primary sources used by the DHTS to collect and analyze crash data are the New Jersey Crash Records system maintained by the Department of Transportation (DOT), Bureau of Crash Records and 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 support analysis of crashes in general and crashes within specific categories defined by person characteristics (e.g., age or gender), location characteristics (e.g., roadway 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.

Specific emphasis has been placed upon identifying baseline exposure rates for the following:

1. Fatalities
2. Fatality rate per 100M Vehicle Miles Traveled (VMT)
3. Injuries
4. Serious injury rate per 100M VMT
5. Fatality rate per 100K population
6. Serious injury rate per 100K
7. Alcohol related fatalities
8. Proportion of alcohol related fatalities to all fatalities
9. Alcohol related fatality rate per 100M VMT
10. Percent of population using safety belts

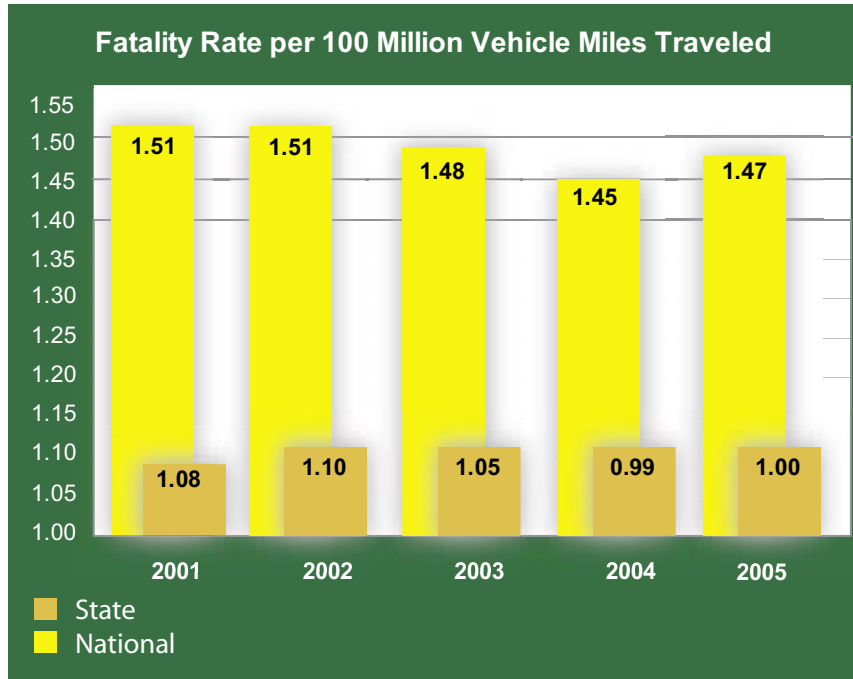


FARS DATA 8/22/06

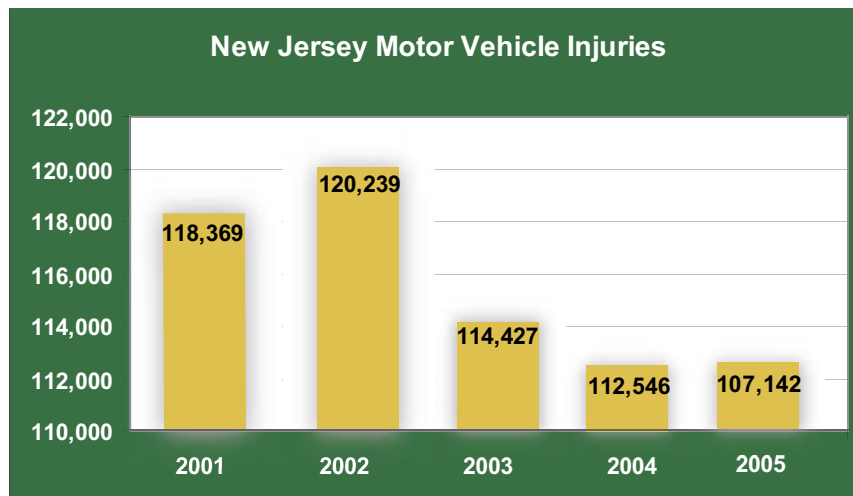
WHO DIED IN NEW JERSEY ROADS?

YEAR	1997	1998	1999	2000	2001	2002	2003	2004	2005	TOTAL	CHANGE +/-
DRIVER	370	375	351	377	351	376	370	366	376	3312	+6
PASSENGER	198	157	166	144	160	153	166	122	141	1407	-57
PEDESTRIAN	147	158	152	145	134	179	140	151	154	1360	+7
MC DR	38	30	35	49	71	47	44	65	58	437	+20
MC PAS	2	4	1	5	6	3	2	5	2	30	0
BIKER	19	17	21	11	23	13	11	14	17	146	-2
OTHER	0	0	0	0	0	0	0	0	0	0	0
TOTAL	774	741	726	731	745	771	733	723	748	6692	-26
FATAL CRASHES	699	671	664	659	681	698	664	684	691	6111	-8

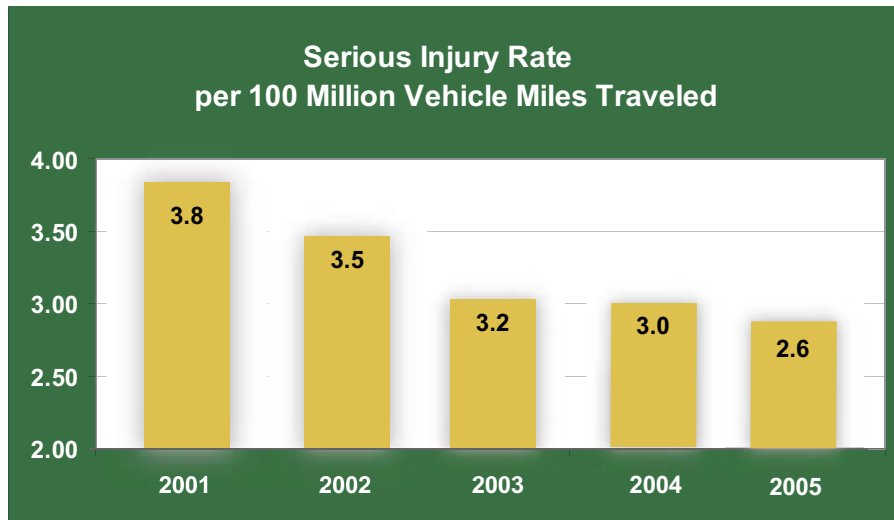
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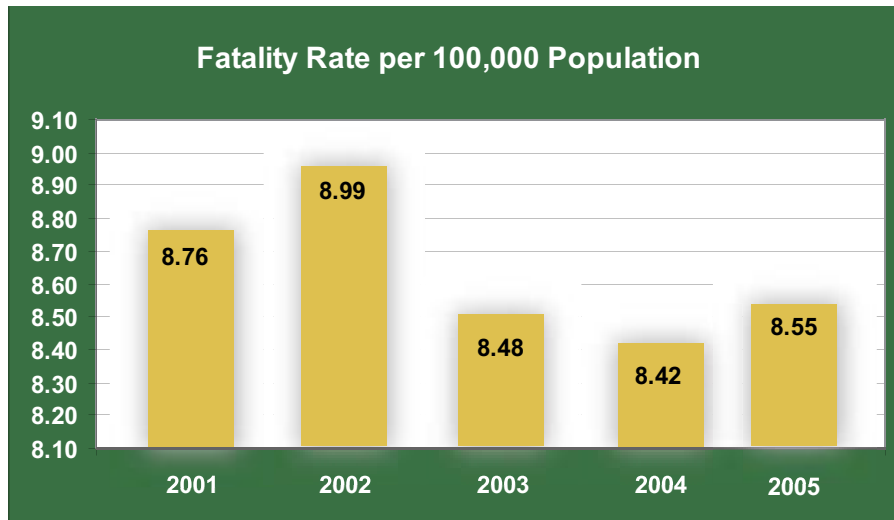
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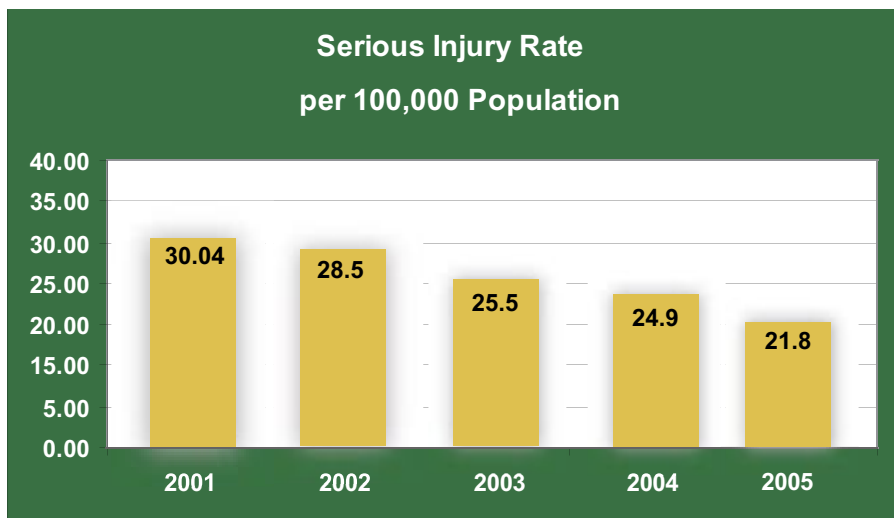
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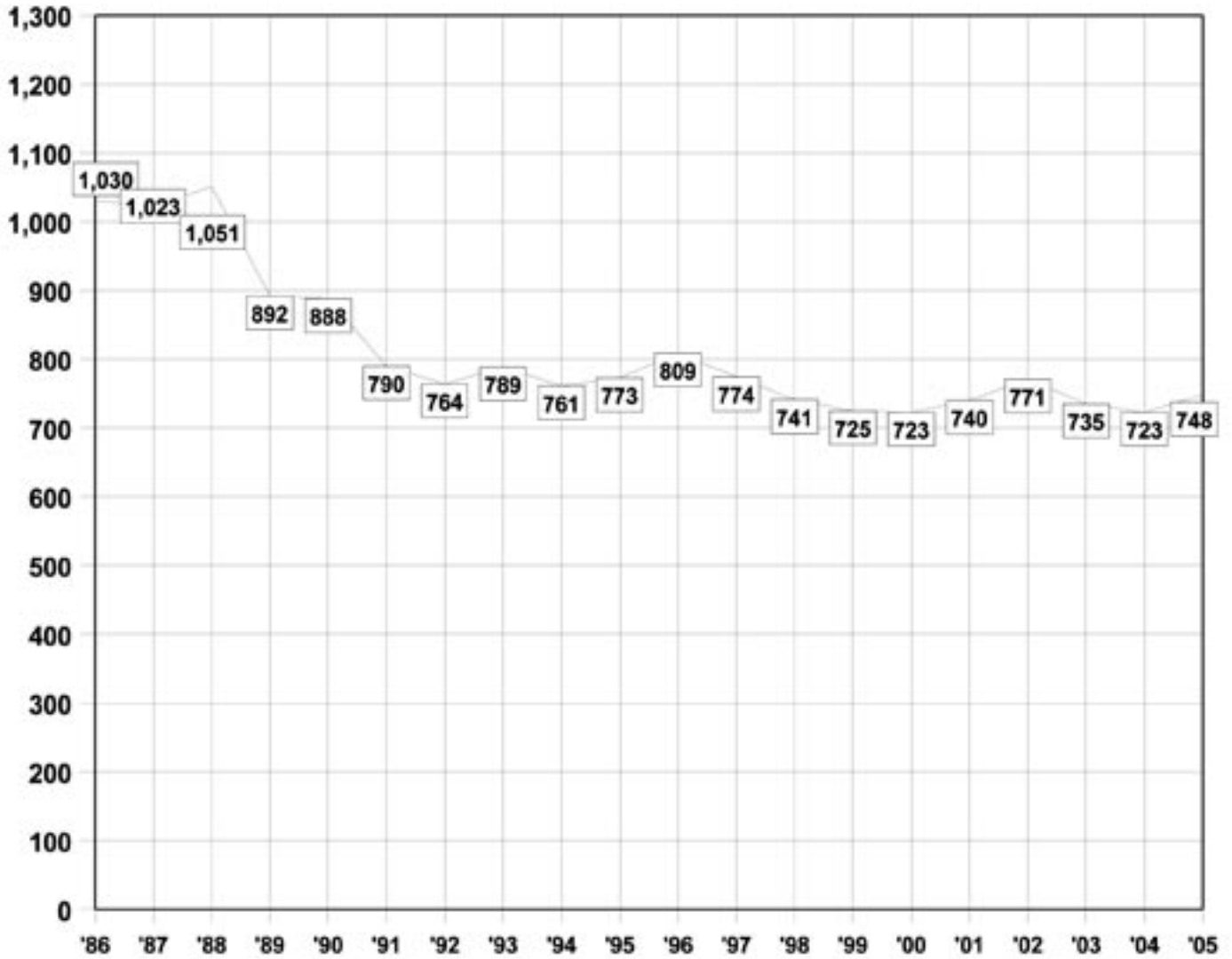
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TREND IN FATALITIES

20 Year Trend



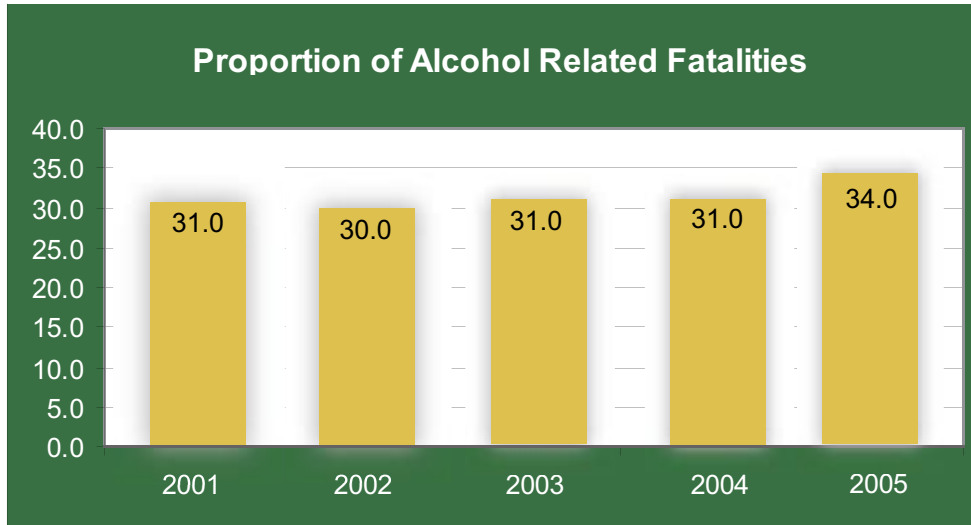
New Jersey State Police Fatal Crashes Unit

Data sources are used to identify problem areas and to confirm the potential to fund projects in various program areas. Program level analysis is included with national priority areas. The data is linked to performance goals and proposed projects for the coming year. Priorities are established for types of projects that will have the greatest impact on generating a reduction in traffic crashes, injuries and fatalities in the state.

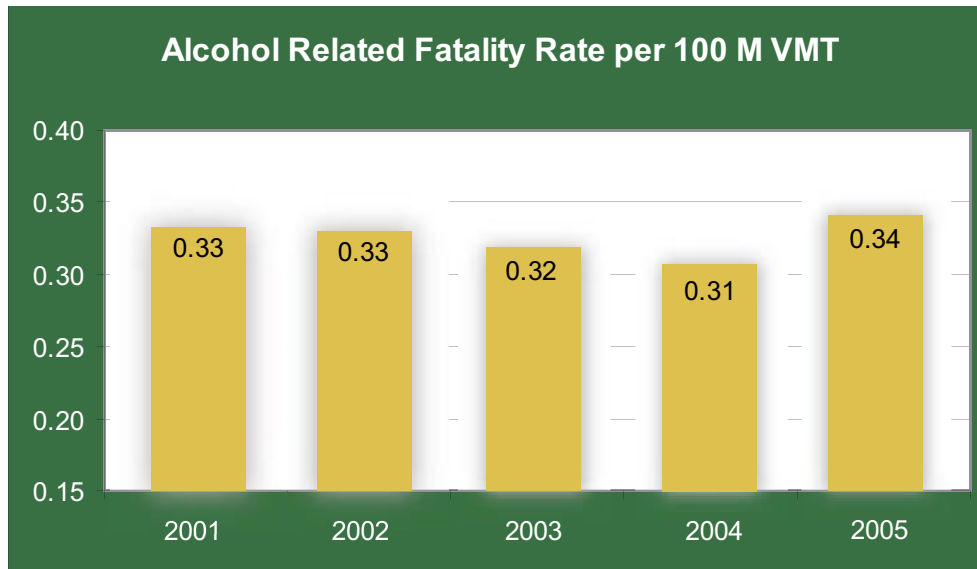
Identifying problems in program areas is addressed in the following section.

Alcohol

Alcohol related fatalities in 2005 represented 34 percent of all traffic fatalities. Additionally, there were 252 alcohol-related fatalities in 2005 or an increase of 3 percent from 2001.



FARS DATA 8/22/06

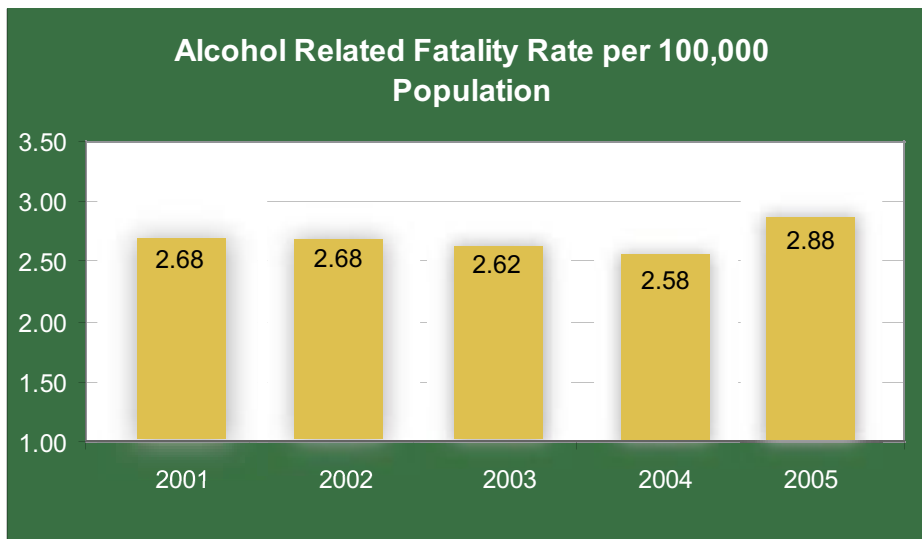


FARS DATA 8/22/06

From 1995 to 2005, there were 2,554 people killed in alcohol related crashes. Over the 11 year period, the largest number of alcohol related fatalities occurred in Essex County (220), followed by Middlesex County (207), Monmouth County (187), Atlantic County (183) and Camden County (175). With the exception of Burlington, Mercer, Middlesex, Salem and Union, the other counties in 2005 each experienced an increase in alcohol related fatalities.

Alcohol – Related Fatalities by County/Year												
County Names	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Atlantic	17	20	18	12	9	18	19	17	16	18	19	183
Bergen	14	16	22	12	20	12	12	21	12	10	14	165
Burlington	19	11	13	18	18	16	14	17	15	17	11	169
Camden	12	20	21	15	17	22	17	12	12	12	15	175
Cape May	9	4	3	4	5	5	6	3	8	6	12	65
Cumberland	7	5	6	12	15	12	5	6	11	6	14	99
Essex	27	21	22	21	22	24	12	20	8	20	23	220
Gloucester	18	11	12	9	6	19	13	8	10	6	13	125
Hudson	9	8	15	16	7	11	10	9	12	5	8	110
Hunterdon	6	6	2	2	3	4	2	4	1	1	2	33
Mercer	7	9	4	10	7	9	9	6	9	8	7	85
Middlesex	14	16	20	14	20	23	17	22	28	19	14	207
Monmouth	18	14	21	17	18	19	10	16	17	17	20	187
Morris	11	11	7	9	9	4	13	8	4	10	11	97
Ocean	7	11	9	11	10	14	20	12	12	13	19	138
Passaic	4	9	10	6	8	9	12	13	7	12	13	103
Salem	4	6	3	4	7	7	2	4	6	7	4	54
Somerset	11	11	9	5	5	5	8	11	4	4	4	77
Sussex	7	5	4	4	6	5	6	5	7	9	9	67
Union	14	11	8	5	11	16	20	11	24	21	15	156
Warren	5	2	5	3	3	4	1	5	3	3	5	39
	233	240	227	234	209	226	258	228	230	224	252	2,554

FARS DATA 8/22/06



FARS DATA 8/22/06

Programs will be implemented that provide for education and public information. Enforcement initiatives will also be provided in an effort to apprehend drunk drivers. The New Jersey Broadcasters Association will again be utilized to produce public service announcements that will coincide with enforcement mobilizations. Sobriety checkpoints and roving patrol

details will be utilized by the Division of State Police and municipal law enforcement agencies.

Additional initiatives will include programs 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 drunk drivers and conviction of drunk driving offenses.

Pedestrian and Bicycle

Over a five-year period, 2001-2005, there were 758 pedestrian fatalities. Pedestrian fatalities increased from 134 fatalities in 2001 to 179 in 2002. Pedestrian fatalities decreased to 140 in 2003, however, there was an increase in each of the following two years.

Pedestrian Fatalities							
	2001	2002	2003	2004	2005	Total 2001-05	Change 2001-05
New Jersey Pedestrian Fatalities	134	179	140	151	154	758	+14.9%

FARS DATA 8/22/06

A total of 6,774 pedestrians were injured in traffic crashes in 2005. This represented a decrease of three percent from the 6,972 pedestrians injured in 2004 and a decrease of four percent from the 7,031 in 2001. However, the percentage of pedestrian injuries increased to 6.34 in 2005 from 5.94 in 2001.

Percentage of Pedestrian Injuries					
	2001	2002	2003	2004	2005
Pedestrians	7,031	7,120	6,995	6,972	6,774
Total MV Injuries	118,369	120,239	114,427	112,546	107,142
Percentage	5.94	5.92	6.11	6.19	6.32

DOT DATA 8/22/06

Pedestrian injuries were highest in Essex followed by Hudson and Bergen counties. However, only one-third (1/3) of counties showed an increase in calendar year 2005 from 2004. Essex and Hudson counties reported a significant decrease from 2001.

**Pedestrian Injuries by County
2001 to 2005**

	No.		No.		No.		No.		No.	
	2001	%	2002	%	2003	%	2004	%	2005	%
Atlantic	225	3.2	210	3.0	233	3.3	260	3.7	243	3.6
Bergen	724	10.3	765	10.7	755	10.8	726	10.4	765	11.3
Burlington	149	2.1	156	2.2	138	2.0	132	1.9	145	2.1
Camden	380	5.4	354	5.0	335	4.8	363	5.2	360	5.3
Cape May	89	1.3	72	1.0	59	0.8	70	1.0	60	0.9
Cumberland	97	1.4	104	1.5	91	1.3	111	1.6	92	1.4
Essex	1,404	20.0	1,415	19.9	1,277	18.3	1,329	19.1	1,236	18.3
Gloucester	86	1.2	81	1.1	101	1.4	85	1.2	100	1.5
Hudson	1,032	14.7	1,019	14.3	991	14.2	990	14.2	909	13.4
Hunterdon	21	0.3	18	0.3	20	0.3	25	0.4	14	0.2
Mercer	264	3.8	271	3.8	277	4.0	273	3.9	258	3.8
Middlesex	449	6.4	552	7.8	526	7.5	518	7.4	500	7.4
Monmouth	328	4.7	301	4.2	315	4.5	312	4.5	325	4.8
Morris	166	2.4	190	2.7	200	2.9	161	2.3	180	2.7
Ocean	251	3.6	292	4.1	310	4.4	303	4.4	255	3.8
Passaic	602	8.6	623	8.8	638	9.1	588	8.4	645	9.5
Salem	22	0.3	11	0.2	14	0.2	22	0.3	18	0.3
Somerset	95	1.4	93	1.3	129	1.8	108	1.6	113	1.7
Sussex	36	0.5	23	0.3	45	0.6	40	0.6	34	0.5
Union	570	8.1	540	7.6	505	7.2	517	7.4	488	7.2
Warren	41	0.6	30	0.4	36	0.5	39	0.6	34	0.5
Total	7,031		7,120		6,995		6,972		6,774	

DOT DATA 8/22/06

Bicycle Safety

Over the five-year period, 2001-2005, there were 78 bicycle fatalities. From 2001-2003, bicycle fatalities and injuries were on a downward trend. In 2004, both fatalities and injuries increased while in 2005 fatalities continued to increase but there was a decrease in injuries. Each year from 2001-2005, bicycle fatalities accounted for 1-3 percent of all total fatalities which was consistent with the national average of 2 percent during the same period of time.

Bicycle Fatalities and Injuries							
	2001	2002	2003	2004	2005	Total 2001-05	Change 2001-05
Bicyclist Fatalities	23	13	11	14	17	78	-26 %
Bicyclist Injuries	3,132	2,896	2,759	2,922	2,698	14,407	-13.9 %
Percent of Total Fatalities	3.1	1.7	1.5	1.9	2.3	2.1	-25.8%

FARS/DOT DATA 8/22/06

In 2005, bicyclist fatalities increased from 14 in 2004 to 17 in 2005. However, the overall percentage of fatalities from 2001 to 2005 decreased by 26 percent. Only Bergen, Hunterdon, Somerset, Sussex and Warren counties reflected an increase of injuries in 2005 from 2004. Overall, most of the counties revealed a decrease in injuries from 2001 to 2005.

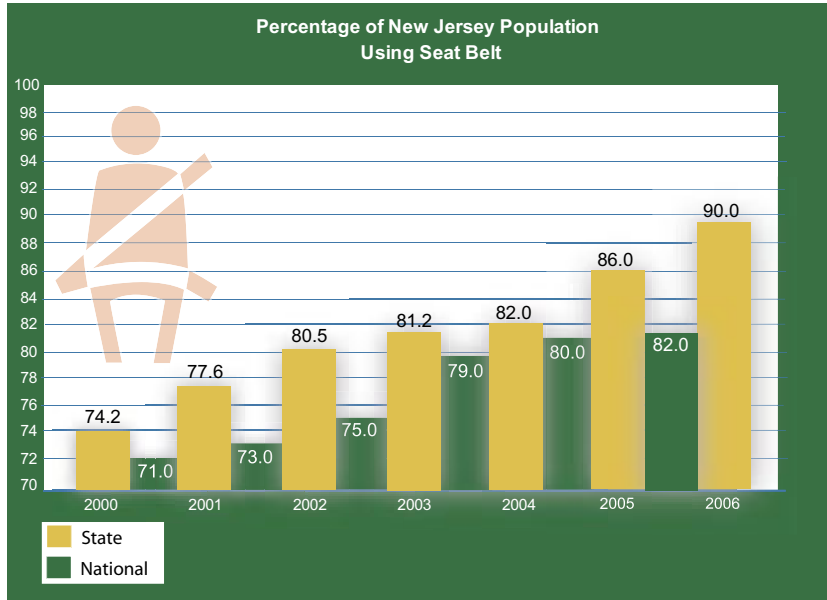
**Bicyclist Injuries by County
2001 to 2005**

	No.		No.		No.		No.		No.	
	2001	%	2002	%	2003	%	2004	%	2005	%
Atlantic	155	4.95	155	5.35	160	5.8	155	5.3	139	5.15
Bergen	334	10.66	313	10.81	260	9.42	271	9.27	302	11.19
Burlington	76	2.43	80	2.76	85	3.08	101	3.46	94	3.48
Camden	164	5.24	210	7.25	216	7.83	199	6.81	199	7.38
Cape May	78	2.49	96	3.31	80	2.9	87	2.98	85	3.15
Cumberland	88	2.81	60	2.07	73	2.65	81	2.77	66	2.45
Essex	316	10.09	314	10.84	248	8.99	283	9.69	264	9.79
Gloucester	47	1.5	48	1.66	54	1.96	64	2.19	42	1.56
Hudson	327	10.44	283	9.77	294	10.66	272	9.31	210	7.78
Hunterdon	16	0.51	18	0.62	4	0.14	14	0.48	20	0.74
Mercer	153	4.89	122	4.21	109	3.95	118	4.04	109	4.04
Middlesex	224	7.15	156	5.39	167	6.05	195	6.67	178	6.6
Monmouth	241	7.69	205	7.08	217	7.87	250	8.56	237	8.78
Morris	74	2.36	91	3.14	68	2.46	91	3.11	87	3.22
Ocean	201	6.42	190	6.56	163	5.91	224	7.67	207	7.67
Passaic	231	7.38	183	6.32	200	7.25	168	5.75	143	5.3
Salem	14	0.45	12	0.41	18	0.65	13	0.44	12	0.44
Somerset	76	2.43	59	2.04	72	2.61	70	2.4	79	2.93
Sussex	24	0.77	17	0.59	13	0.47	13	0.44	15	0.56
Union	271	8.65	269	9.29	230	8.34	240	8.21	194	7.19
Warren	22	0.7	15	0.52	28	1.01	13	0.44	16	0.59
Total	3132		2,896		2,759		2,922		2,698	

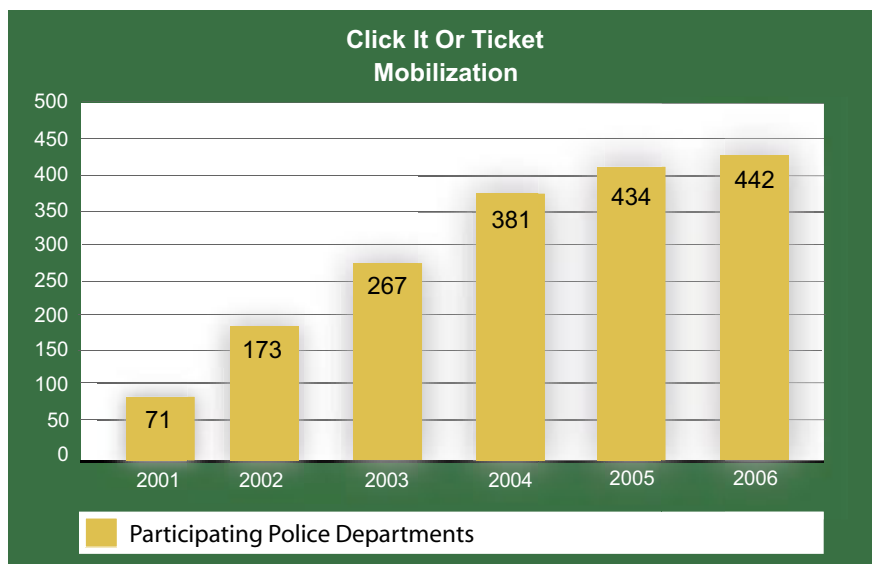
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Occupant Protection

The state's seat belt usage rate increased for the tenth consecutive year in 2006. The rate has increased steadily since 1996 from 60.3 percent to 90 percent in 2006.



The State will continue to implement programs in an effort to increase seat belt usage rates. The State will participate in the national seat belt campaign that will include both an enforcement and public information component. Key components of the campaign will include the participation of law enforcement agencies and a paid media campaign. During 2005, a total of 434 police agencies participated while in 2006 that number increased to 442 agencies. This is commendable, particularly since there was less funding available for distribution to police agencies in 2006 compared to 2005 and no paid media campaign.



Motorcycle

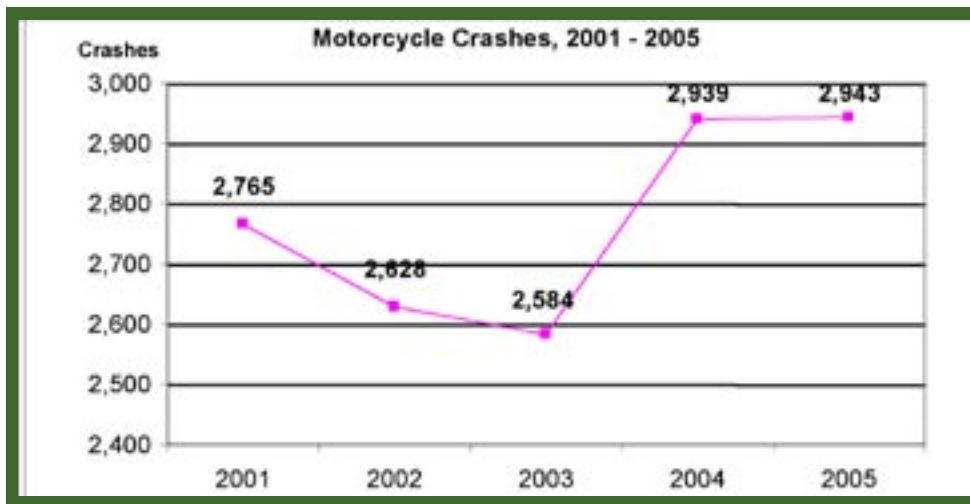
Since 2003, New Jersey has joined the national trend in motorcycle fatalities. Although the statistics reflect a 22.1 percent decrease for the period of 2001 to 2005, the increase in fatalities in 2004 and 2005 is disturbing.

Motorcycle Fatalities

	2001	2002	2003	2004	2005	Total 2001-05	Change 2001-05
New Jersey	77	50	46	70	60	303	-22.1%

FARS DATA 8/22/06

In 2005, there were 2,943 motorcycle crashes which represented a slight increase from 2004. For the period 2001 to 2005, the number of crashes increased by six percent.



DOT DATA 8/22/06

In 2005, two-thirds (2/3) of the counties reflected an increase in motorcycle crashes from 2004. Only Bergen, Essex, Middlesex and Monmouth counties showed a decrease in crashes from 2001.

**Motorcycle Injury Crashes by County
 2001-2005**

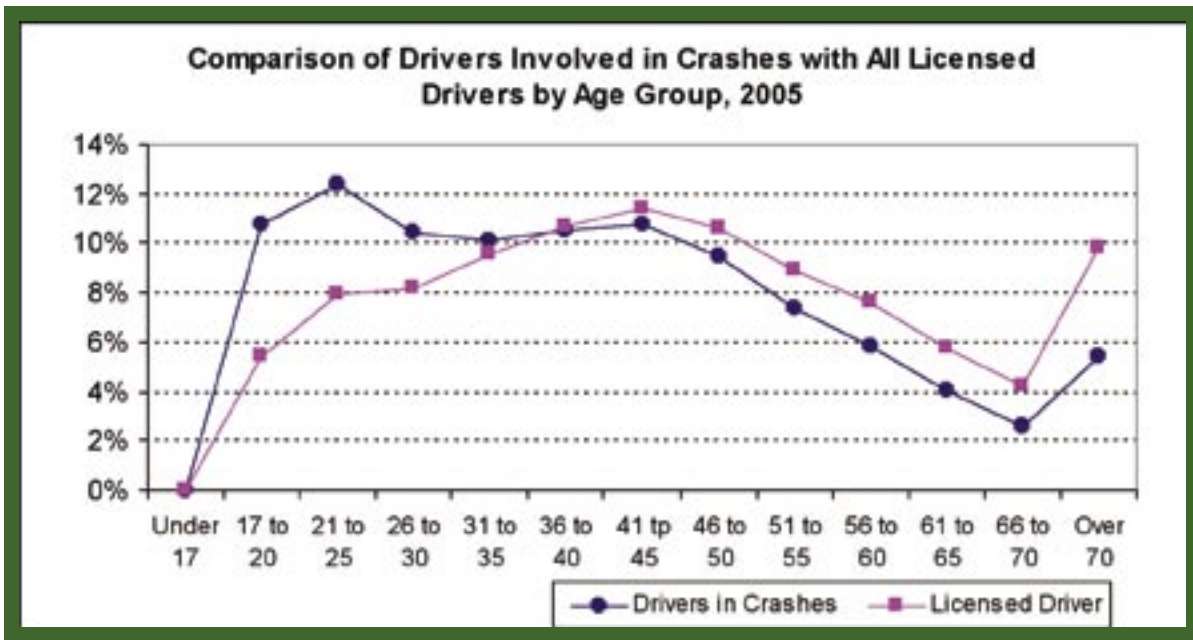
County	No. 2001	Percent	No. 2002	Percent	No. 2003	Percent	No. 2004	Percent	No. 2005	Percent
Atlantic	108	3.9	88	3.3	102	3.9	137	4.7	111	3.8
Bergen	241	8.7	211	8.0	219	8.5	251	8.5	228	7.7
Burlington	120	4.3	129	4.9	130	5.0	152	5.2	164	5.6
Camden	129	4.7	143	5.4	159	6.2	161	5.5	186	6.3
Cape May	48	1.7	49	1.9	60	2.3	66	2.2	75	2.5
Cumberland	80	2.9	71	2.7	71	2.7	78	2.7	93	3.2
Essex	263	9.5	245	9.3	217	8.4	232	7.9	208	7.1
Gloucester	91	3.3	68	2.6	87	3.4	115	3.9	120	4.1
Hudson	153	5.5	146	5.6	139	5.4	140	4.8	161	5.5
Hunterdon	53	1.9	53	2.0	45	1.7	71	2.4	66	2.2
Mercer	111	4.0	83	3.2	106	4.1	107	3.6	119	4.0
Middlesex	225	8.1	215	8.2	186	7.2	243	8.3	196	6.7
Monmouth	228	8.2	217	8.3	206	8.0	221	7.5	221	7.5
Morris	163	5.9	138	5.3	132	5.1	134	4.6	118	4.0
Ocean	184	6.6	188	7.2	179	6.9	196	6.7	220	7.5
Passaic	200	7.2	218	8.3	183	7.1	186	6.3	199	6.8
Salem	26	0.9	24	0.9	20	0.8	42	1.4	28	1.0
Somerset	72	2.6	81	3.1	82	3.2	94	3.2	89	3.0
Sussex	89	3.2	91	3.5	82	3.2	102	3.5	106	3.6
Union	152	5.5	137	5.2	138	5.3	161	5.5	169	5.7
Warren	29	1.1	33	1.3	41	1.6	50	1.7	66	2.2
Total	2,765		2,628		2,584		2,939		2,943	

DOT DATA 8/22/06

Young Drivers

There were a total of 594,341 drivers involved in motor vehicle crashes in 2005. Of that 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, 2001-2005, the number of young drivers involved in motor vehicle crashes decreased by one percent, from 53,275 in 2001 to 52,877 in 2005.

Young drivers accounted for 323,066 or five percent of the state's six million licensed drivers in 2005. The following graph reveals the percentage of drivers involved in crashes by age group and the percentage of all licensed drivers.



DOT DATA 8/22/06

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

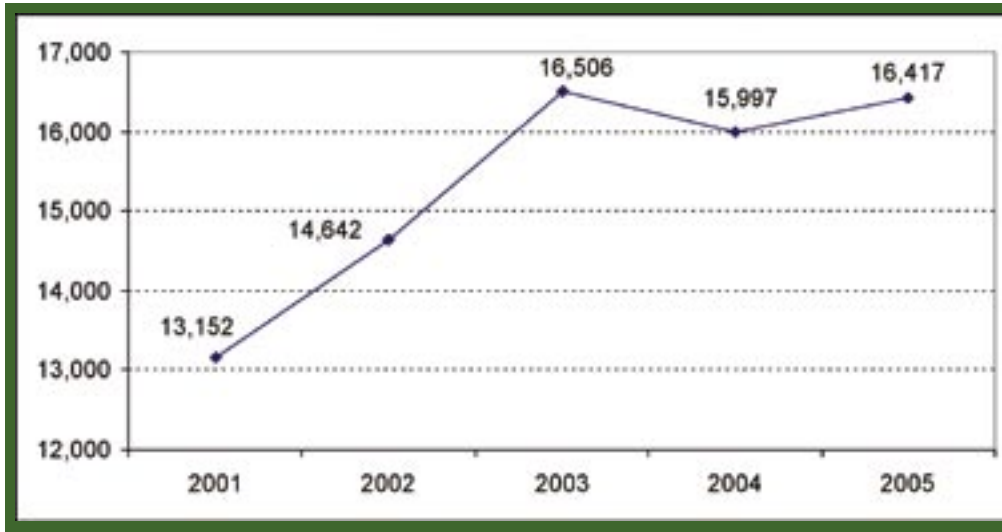
**Number and Percentage of Young Drivers Involved in Crashes
 2001-2005**

County	No.		No.		No.		No.		No.	
	2001	Percent	2002	Percent	2003	Percent	2004	Percent	2005	Percent
Atlantic	1,600	3.0	1,539	2.9	1,810	3.4	1,831	3.3	1,753	3.3
Bergen	5,454	10.2	5,379	10.0	5,390	10.0	5,369	9.7	4,989	9.4
Burlington	2,559	4.8	2,695	5.0	2,811	5.2	2,702	4.9	2,722	5.2
Camden	3,065	5.8	2,930	5.5	3,162	5.9	3,217	5.8	3,087	5.8
Cape May	809	1.5	900	1.7	928	1.7	824	1.5	854	1.6
Cumberland	1,063	2.0	1,085	2.0	1,090	2.0	1,209	2.2	988	1.9
Essex	4,239	8.0	4,029	7.5	3,785	7.0	3,768	6.8	3,791	7.2
Gloucester	1,754	3.3	1,888	3.5	1,920	3.6	2,012	3.6	1,913	3.6
Hudson	2,271	4.3	2,125	4.0	1,848	3.4	1,780	3.2	1,672	3.2
Hunterdon	686	1.3	681	1.3	758	1.4	823	1.5	807	1.5
Mercer	2,461	4.6	2,415	4.5	2,556	4.8	2,525	4.6	2,457	4.7
Middlesex	5,485	10.3	5,574	10.4	5,120	9.5	5,520	10.0	5,246	9.9
Monmouth	4,489	8.4	4,536	8.5	4,628	8.6	4,886	8.8	4,788	9.1
Morris	2,880	5.4	2,995	5.6	3,051	5.7	3,229	5.8	3,055	5.8
Ocean	3,953	7.4	4,119	7.7	4,299	8.0	4,389	7.9	4,118	7.8
Passaic	3,307	6.2	3,343	6.2	3,316	6.2	3,454	6.3	3,284	6.2
Salem	389	0.7	350	0.7	371	0.7	407	0.7	330	0.6
Somerset	1,959	3.7	1,987	3.7	2,012	3.7	2,117	3.8	2,066	3.9
Sussex	978	1.8	1,123	2.1	1,144	2.1	1,242	2.3	1,226	2.3
Union	3,185	6.0	3,281	6.1	3,275	6.1	3,247	5.9	2,973	5.6
Warren	689	1.3	680	1.3	590	1.1	713	1.29	758	1.4
Total	53,275		53,654		53,864		55,264		52,877	

DOT DATA 8/22/06

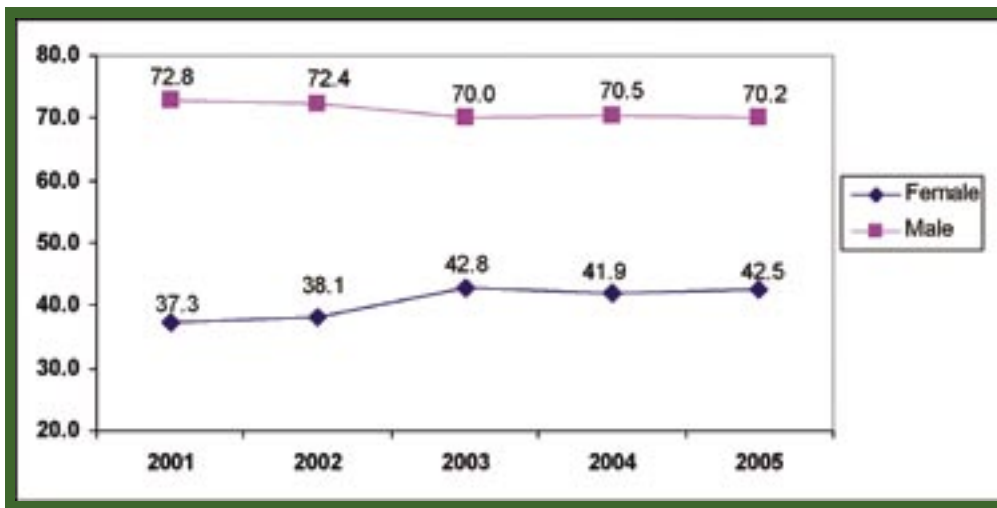
Speed

Crashes involving speed increased by 24.8 percent from 2001 to 2005.



DOT DATA 8/22/06

Male drivers were more likely to be speeding than female drivers during the period from 2001-2005. Three out of four drivers were males, however, the percentage of female drivers involved in these crashes, increased from 37.3 percent in 2001 to 42.5 percent in 2005.



DOT DATA 8/22/06

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.

GOAL SETTING

Performance goals for each program are established, taking into consideration data sources that are available. The goals that follow were determined in accordance with the problem identification process. The goals were established for the various program priority areas.

Statewide

1. To decrease the number of fatalities from 748 in 2005 to 740 in 2007.
2. To decrease the fatality rate per 100 million vehicle miles traveled from 1.00 in 2005 to under 1.00 in 2007.
3. To reduce the number of injuries from 107,142 in 2005 to no more than 106,500 in 2007.
4. To reduce the serious injury rate per 100 million vehicle miles traveled from 2.6 in 2005 to 2.0 in 2007.
5. To decrease the fatality rate per 100,000 population from 8.55 in 2005 to 8.0 in 2007.
6. To decrease the serious injury rate per 100,000 population from 21.8 in 2005 to 20.0 in 2007.

Alcohol and Other Drug Countermeasures

1. To reduce the number of alcohol related fatalities from 252 in 2005 to 245 in 2007.
2. To decrease the percentage of alcohol related fatalities to all fatalities from 34 percent in 2005 to less than 33 percent in 2007.
3. To reduce the alcohol related fatality rate per 100 million vehicle miles of travel from 0.34 in 2005 to 0.33 in 2007.

Pedestrian and Bicycle Safety

1. To decrease the number of pedestrian fatalities from 154 in 2005 to 150 in 2007.
2. To reduce the percentage of pedestrian fatalities to all fatalities from 21 percent in 2005 to 20 percent in 2007.
3. To decrease the percentage of pedestrian injuries in the 5-19 year old age group from 25.5 percent in 2005 to no than 24 percent in 2007.

4. To decrease the number of bicycle fatalities from 17 in 2005 to no more than 15 in 2007.

Occupant Protection

1. To increase statewide seat belt compliance by 2 percent from 90 percent in 2006 to 92 percent in 2007.

Motorcycle Safety

1. To decrease the number of motorcycle fatalities from 60 in 2005 to 57 in 2007.
2. To reduce the number of motorcycle injury crashes from 2,943 in 2005 to less than 2,900 in 2007.

Young Drivers

1. To decrease the percentage of 17-20 year old drivers involved in crashes from 11 percent in 2005 to 10 percent in 2007.

Speed

1. To reduce the number of speed related crashes from 16,417 in 2005 to less than 16,200 in 2007.
2. To decrease the percentage of speed-related crashes in the 17-20 year old age group from 22 percent in 2005 to less than 21 percent in 2007.

PERFORMANCE MEASURES

The purpose of measuring performance is to determine whether programs are working and to what extent. The measures selected will demonstrate the effects of the goal. The first set of data will be used to measure performance against the statewide goals that were established.

Bottom Line Performance Measures

1. Number of fatalities.
2. Fatality rate per 100 million vehicle miles traveled.
3. Number of injuries.
4. Serious injury rate per 100 million vehicle miles traveled.
5. Fatality rate per 100,000 population.
6. Serious injury rate per 100,000 population.

Performance measures are also chosen for program areas where goals have been identified.

Alcohol and Other Drug Countermeasures

1. Number of alcohol related fatalities.
2. Proportion of alcohol related compared to all fatalities.

Pedestrian Safety

1. Number of pedestrian fatalities.
2. Proportion of traffic fatalities that are pedestrians.
3. Pedestrian fatalities of young and elderly pedestrians.
4. Number of injuries.

Bicycle Safety

1. Proportion of traffic fatalities that are bicyclists.
2. Child bicyclist fatalities (under 17).
3. Number of injuries.

Occupant Protection

1. Percent of front seat occupants wearing seatbelts.
2. Annual safety belt citations.

Motorcycle Safety

1. Number of motorcycle fatalities and injuries.
2. Number of motorcycle crashes.

Young Drivers

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

Speed Management

1. Number of speed related crashes.

PROGRAM PRIORITIZING

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

In December 2005, a solicitation package was mailed to the 21 county prosecutors and county executives, traffic engineers, municipal police chiefs and mayors. Applications for highway safety grants may only be submitted by political subdivisions or state agencies.

The deadline for highway safety grant applications for FFY 2007 funding was February 28, 2006. A total of 209 applications were received. This number does not include the submission of grants by state and municipal law enforcement agencies that are anticipated to participate in the annual Click It or Ticket and You Drink and Drive...You Lose campaigns. During FFY 2006, 159 applications were approved for the seat belt campaign while another 62 applications were processed for the alcohol campaign. The total number of participating agencies in the Click It or Ticket campaign was 442 and another 311 agencies expect to participate during the alcohol campaign. It is projected, based on the availability of funds, that a total of 200 grants for the Click It or Ticket mobilization and another 100 grants for the alcohol campaign will be approved during FFY 2007. The following criteria were used to review the FFY 2007 grant applications:

1. The degree to which the proposal addressed a state identified problem area. Primary consideration was granted to those projects addressing statewide priorities. In addition, locally identified impact and support projects were also considered if they were well substantiated and in support of or compatible with identified problem areas.
2. The extent to which the proposal met the published criteria.
3. The degree to which the applicant was able to identify, analyze and comprehend the local or state problem. Applicants who did not demonstrate a traffic safety problem or need were 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 justified 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 no longer available.

Priority in the order for projects recommended for funding was given to (1) on-going 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 demonstrated a highway safety problem.

HIGHWAY SAFETY PLAN

Planning and Administration

Project Number: PA 07-01-01

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: \$600,000

Planning and Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA 07-01-01	P&A	\$530,500	Section 402
PA 07-01-01	P&A	\$ 69,500	Section 410
402 Total		\$600,000	
Total All Funds		\$600,000	

Alcohol and Other Drug Countermeasures



Project Number: AL 07-07-01

Project Title: Program Management

Project Description: Provides funds for the program managers to coordinate alcohol and drug counter-measure 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: \$210,237.00

Project Number: AL 07-07-02

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 800 law enforcement officers will be trained. A statewide conversion from the Breathalyzer to the Alcotest 7110 Evidentiary Breath Test System will continue to be implemented. Funds from this task will be used to provide training to state and municipal police officers in the operation of the breath test instrument. Monies have been set aside under Project Number AL 07-07-04 to purchase the Alcotest 7110 Evidentiary Breath Test System. Funds from this task will also be used to coordinate and administer the statewide Drug Recognition Expert Training Program. The plan for Federal Fiscal Year 2007 is to conduct three regional courses for approximately 100 officers and one instructor course for approximately 15 officers.

Budget: \$470,490.00

Project Number: AL 07-07-03

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 they maintain the level of expertise necessary to carry out assigned duties. The Alcohol Drug Testing Unit enlisted personnel will receive basic training for any new members assigned to the unit and scientists from the Office of Forensic Science will receive training to keep pace with the latest trends in drug use and abuse, litigation, training techniques and new resources.

Budget: \$12,585.00

Project Number: AL 07-07-04

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. The project will increase the number of Alcotest 7110 MKIII-C units used for training from 24 to 30. The implementation of the Alcotest unit is being challenged and will be heard by the court in September, 2006. Pending the outcome of the case, the units will either be purchased by the State Police or an adjustment to the plan will be made to reallocate the funds for use in other program areas.

Budget: \$94,647.00

Project Number: AL 07-07-05

Project Title: DWI Enforcement

Project Description: County and local police agencies will be asked to partner with the DHTS in the national drunk driving campaign, You Drink and Drive...You Lose, and during the holiday enforcement campaign that will be conducted in Regions II and III. Programs may also be offered to select municipalities experiencing increased rates of alcohol related crashes and DWI arrests. The purpose of the programs will be to reduce alcohol-related crashes, injuries and fatalities by raising awareness among the motoring public regarding the dangers of drinking and driving through high visible enforcement and media initiatives. It is anticipated that 100 state, county and municipal police agencies will participate in the national drunk driving initiative in 2007. In addition, 50 municipal police departments are expected to participate in the holiday enforcement campaign.

Budget: \$1,137,398.00

Project Number: AL 07-07-06

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 licensees 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.

Budget: \$211,026.00

Project Number: AL 07-07-07

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 6th Statewide Peer Institute in 2007. 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 15 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: \$158,000.00

Project Number: AL 07-07-08

Project Title: Zero Tolerance 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 (PSA video) that focuses on the consequences of “drinking and driving”. The winning public service announcements will be made available to educators and used throughout the school year, and particularly during prom and graduation season. 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.

Budget: \$48,140.00

Alcohol and Other Drug Countermeasures: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL 07-07-01	Program Management	\$210,237	Section 402
AL 07-07-02	DWI Training/DRE Coordination	\$470,490	Section 410
AL 07-07-03	Alcohol/Drug Test Prog.	\$ 12,585	Section 410
AL 07-07-04	Alcotest Breath Test System	\$ 94,647	Section 410
AL 07-07-05	DWI Enforcement	\$505,112	Section 410
AL 07-07-05	DWI Enforcement	\$562,286	Section 406
AL 07-07-05	DWI Enforcement	\$ 30,000	Section 163
AL 07-07-05	DWI Enforcement	\$ 40,000	Section 157
AL 07-07-06	Underage Enforcement Initiatives	\$211,026	Section 410
AL 07-07-07	College Campus Programs	\$158,000	Section 410
AL 07-07-08	Zero Tolerance Programs	\$ 48,140	Section 410
402 Total		\$ 210,237	
406 Total		\$ 562,286	
410 Total		\$1,500,000	
157 Incentive Total		\$ 40,000	
163 Total		\$ 30,000	
Total All Funds		\$2,342,523	

The Drunk Driving Enforcement Fund (DDEF) establishes a \$100.00 surcharge on each drunk driving conviction. The DDEF enables the state's law enforcement community the opportunity to utilize additional DWI patrols as well as the ability to purchase equipment and supplies to apprehend drunk and impaired drivers.

In 2005, over \$2.9 million was distributed to state and local law enforcement agencies. A total of 537 law enforcement agencies as well as the Division of State Police received applications with 400 agencies completing the application and using monies from the fund to reduce alcohol-related crashes and fatalities.

Pedestrian and Bicycle Safety



Project Number: PS 07-16-01

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: \$204,040.00

Project Number: PS 07-16-02

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. Programs will focus on the entire community, with a special emphasis on children, senior citizens and non-English speaking residents. 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.

Budget: \$385,711.00

Project Number: PS 07-16-03

Project Title: Helmet Safety Awareness

Project Description: The Brainy Bunch Campaign, conducted by the Brain Injury Association of New Jersey, has been successful in educating thousands of individuals of all ages about the importance of preventing brain injuries through programs that address helmet use, motor vehicle safety and pedestrian safety. The resources of the campaign have reached both rural and low income urban communities. The campaign in 2007 will include joining forces with law enforcement agencies to implement a positive helmet ticket program for younger children as a means to reinforce helmet safety and enhance collaboration with law



enforcement officials. As part of the new campaign, two high school focus groups will be conducted. One focus group will be with students from a school located in an urban community and the other group with students from a school located in a suburban community. Together they will identify the most effective approach for reaching this targeted age group. This effort is in response to the state mandate that requires youngsters under the age of 17 to wear a helmet while bicycling, skateboarding and roller-skating. The funding agency for this initiative will continue to be the Borough of Ridgewood.

Budget: \$116,416.00

Project Number: PS 07-16-04

Project Title: Bicycle Safety Programs

Project Description: This task will provide funds to law enforcement agencies to educate bicyclists about the dangers associated with not wearing a helmet while riding. Basic overall education, particularly to those under the age of 17, in the form of community wide education programs on the benefits of wearing a bicycle/safety helmet will be provided. Bicycle safety clinics and rodeos will be conducted by members of participating law enforcement outreach and education units. Education and information will also be provided to bicyclists riding between the hours of sunset and sunrise when they are not conspicuous to motorists.

Budget: \$51,400.00

Pedestrian and Bicycle Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS 07-16-01	Program Management	\$202,040	Section 402
PS 07-16-02	Pedestrian Safety Programs	\$385,711	Section 402
PS 07-16-03	Helmet Safety Awareness	\$116,416	Section 402
PS 07-16-04	Bicycle Safety Programs	\$ 51,400	Section 402
402 Total		\$755,567	
Total All Funds		\$755,567	

Occupant Protection

Project Number: OP 07-11-01

Project Title: Program Management

Project Description: Provides funds for occupant protection program managers who will coordinate and evaluate projects within the occupant protection area. The program managers will assist in the development, implementation and monitoring of law enforcement seat belt projects and child safety seat projects.

Budget: \$573,172.00

Project Number: OP 07-11-02

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 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 also 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. The DHTS continues to pursue the services of a child passenger safety coordinator. This person would be valuable to the program and 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: \$897,703.00

Project Number: OP 07-11-03

Project Title: Tri-State Child Passenger Safety Conference

Project Description: The tri-state child passenger safety conference is tentatively scheduled to be held in June, 2007 in Niagara Falls, New York. The conference will be sponsored by the New York Department of Motor Vehicles, Governor's Traffic Safety Committee, the Connecticut Division of Highway Safety and the NJ DHTS. Child safety seat technicians from Connecticut, New Jersey and New York will be represented at the conference. Funds from this task will be used to support the conference.

Budget: \$25,000.00

Project Number: OP 07-11-04

Project Title: Seat Belt Enforcement

Project Description: This task will provide funds to municipalities that are experiencing seat belt rates lower than the state average. Seat belt saturation or tactical overtime patrols will be deployed. Funding will be provided to municipal police departments in Region I during the Buckle Up South Jersey campaign and statewide during the national Click It Or Ticket campaign. It is expected that 50 municipal police departments will participate in the regional campaign and 200 state, county and municipal police departments will be invited to participate in the national campaign.

Budget: \$1,297,061.00



Project Number: OP 07-11-05

Project Title: Seat Belt Survey

Project Description: Provides funds to perform the statewide safety belt usage rate observation survey to determine the annual seatbelt usage rate for the state. The survey will be conducted by representatives from the New Jersey Institute of Technology during the spring/summer of calendar year 2007.

Budget: \$125,000.00

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP 07-11-01	Program Management	\$573,172	Section 402
OP 07-11-02	Child Passenger Safety Ed.	\$897,703	Section 2011
OP 07-11-02	Child Passenger Safety Ed.	\$ 8,000	Section 2003(b)
OP 07-11-03	Tri-State CPS Conf.	\$ 25,000	Section 2011
OP 07-11-04	Seat Belt Enforcement	\$762,000	Section 405
OP 07-11-04	Seat Belt Enforcement	\$530,061	Section 406
OP 07-11-04	Seat Belt Enforcement	\$ 5,000	Section 157
OP 07-11-05	Seat Belt Survey	\$125,000	Section 405
402 Total		\$573,172	
405 Total		\$887,000	
406 Total		\$530,061	
2003(b) Total		\$ 8,000	
157 Innovative		\$ 5,000	
2011 Total		\$922,703	
Total All Funds		\$2,925,936	

Police Traffic Services

Project Number: PT 07-03-01

Project Title: Program Management

Project Description: Provides funds for the staff and expenses related to the planning, development, coordination, monitoring and evaluation of projects within the police traffic services program area.

Budget: \$219,879.00

Project Number: PT 07-03-02

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; reporting and dismissal times at school where the influx of students and vehicles in the area is greatest; business areas that have a traditionally high level of traffic volume and intersections in areas that have historically experienced high crash rates. As a follow-up to the tri-state speed reduction campaign held in July, 2006, a region wide (North Region) speed reduction enforcement and education program will be carried out in 2007.

Budget: \$693,729.00

Project Number: PT 07-03-03

Project Title: Speed Detection Program

Project Description: Funds will be provided to the Division of State Police in the amount of \$69,762 to acquire laser speed detection devices. Funds in the amount of \$23,850 will also be used to acquire the speed detection devices for municipal police agencies. The equipment will increase the speed enforcement programs both on a statewide basis and in select municipalities.

Budget: \$93,612.00

Project Number: PT 07-03-04

Project Title: Comprehensive Enforcement/Education Initiative

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, bicycle safety and child passenger safety. The programs will be implemented by department police officers. Programs will be designed to increase the 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 also be included in this year's initiative. Problematic areas involving rail-crossing violations will be identified and education and enforcement initiatives will be implemented to minimize these violations. In addition, their participation will be welcomed during seat belt, speed and impaired driving campaigns.

Budget: \$303,184.00

Project Number: PT 07-03-05

Project Title: Commercial Motor Vehicle Enforcement

Project Description: Funds will be provided to Millburn Township to continue implementing the commercial motor vehicle enforcement program. Police officers will observe commercial motor vehicles for equipment defects and moving violations that would allow for a probable cause. These defects and moving violations range from no license plate, inoperative lights, driving in the left lane and careless driving. After a stop is made, paperwork is checked on the operator and the vehicle is checked for unsafe conditions or defects.

Budget: \$16,000.00

Project Number: PT 07-03-06

Project Title: Training



Project Description: Funds will again 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, thereby keeping them current on highway safety topics and new ideas in traffic safety. 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 the skills of the police officers in the areas of

crash investigation by providing them with the most up to date and technical training offered in the field. The program will be managed by the Division of State Police. Courses will be held in crash investigation, traffic crash reconstruction, vehicle dynamics, pedestrian/bicycle crash investigation, motorcycle crash investigation and commercial vehicle crash investigation.

Budget: \$481,000.00

Project Number: PT 07-03-07

Project Title: Fatal Crash Investigation Units



Project Description: Funds will be provided to support fatal crash investigation units in Mercer and Cape May counties. These units consists of trained crash investigators who respond to the scene of serious crashes, conduct interviews and thoroughly investigate every fatal and serious injury crash to determine the likelihood of criminal charges or other related charges if appropriate. Funds will be used to defray overtime costs, purchase equipment and obtain software that will enable the investigative teams to perform its functions more effectively and efficiently. Funds will also be provided to the Division of State Police to purchase additional equipment (computers and laser technology crash reconstruction packages) that will enhance crash/crime scene investigations.

Budget: \$92,039.00

Project Number: PT 07-03-08

Project Title: Traffic Specialist

Project Description: A Deputy Attorney General, specializing in traffic law enforcement and prosecution, will serve as a focal point and central 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 in the Municipal and Superior Court systems in the state. Duties will include, but not be limited to, formulating uniform statewide policies for county and municipal Prosecutor's and law enforcement personnel on the enforcement and prosecution of motor vehicle and traffic offenses, providing legal advice to the Alcohol/Drug Test Unit of the Division of State Police on matters pertaining to the enforcement and prosecution of drunken driving offenses and the administration of the chemical breath test rules, providing county Prosecutor's offices with legal advice and/or technical assistance with respect to any underlying motor vehicle offense(s) related to the prosecution of indictable cases involving death or aggravated assault by auto 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: \$100,810.00

Project Number: PT 07-03-09

Project Title: Prohibit Racial Profiling Program

Project Description: Section 1906 of SAFETEA-LU provides funds to enact and enforce laws that prohibit the use of racial profiling in the enforcement of traffic laws on Federal aid highways and to maintain and allow public inspection of statistics on motor vehicle stops. A pilot project designed to implement a traffic stop/ data maintenance program in a municipal police department is anticipated during FY 2007. The project will be conducted under the guidance of the Attorney General's Office or other appropriate department agency. Programs will also be developed and implemented to reduce the occurrence of racial profiling, including programs to train law enforcement officers. Funding for this program will be made available in FFY 2006 and carried forward for project implementation in FFY 2007.

Budget: \$643,613.00

Project Number	Project Title	Budget	Budget Source
PT 07-03-01	Program Management	\$ 219,879	Section 402
PT 07-03-02	Speed/Aggressive Driving Program	\$ 693,729	Section 406
PT 07-03-03	Speed Detection Program	\$ 93,612	Section 402
PT 07-03-04	Comp. Enforcement/Ed. Initiative	\$ 303,184	Section 402
PT 07-03-05	Commercial Motor Vehicle Enf.	\$ 16,000	Section 402
PT 07-03-06	Training	\$ 481,000	Section 406
PT 07-03-07	Fatal Crash Units	\$ 92,039	Section 402
PT 07-03-08	Traffic Specialist	\$ 100,810	Section 402
PT 07-03-09	Prohibit Racial Profiling Program	\$ 643,613	Section 1906
402 Total		\$ 825,524	
406 Total		\$1,174,729	
1906 Total		\$ 643,613	
Total All Funds		\$2,643,866	

Community Traffic Safety Programs

Project Number: CP 07-08-01

Project Title: CTSP



Project Description: Funds will be provided to continue with the implementation of the community traffic safety programs (CTSP's) 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's 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 countywide

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. Grantees will also be required to set aside funds from their projects to allow participation at NHTSA sponsored summits on diversity in traffic safety.

Budget: \$922,804.00

Project Number: CP 07-08-02

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 are also used to maintain the "Safety Cruiser" and fund the on-going New Jersey Broadcasters Association contract that allows for production and distribution of radio and public service announcements.

Budget: \$400,000.00

Project Number: CP 07-08-03

Project Title: Community Awareness

Project Description: Funds will be provided to the Essex County Prosecutor's Office for the procurement of printing and advertising services for the execution of a media campaign targeting reckless and aggressive driving in Essex County. This campaign will be carried out during the spring and summer of 2007. Bus advertisements will be placed on the exterior of NJ Transit busses that operate primarily in Essex County. Several fixed billboards will also be procured at prominent spots along roadways where collision rates are high to display the anti-reckless driving message. In addition, funds will be provided to officers to conduct presentations at schools, civic groups, etc.

Budget: \$25,000.00

Project Number: CP 07-08-04

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 have participated in the previous program. Training has been conducted on the need and importance of using restraint systems and instructions have been certified on how to correctly install a car seat.

Funding will be provided to continue to promote child passenger safety at day care centers whose primary focus is the implementation of programs that address the need of children under eight years of age in the Hispanic community of the state. This year's program will be expanded to include raising awareness on the importance of proper usage of occupant restraints, pedestrian safety and bicycle helmet use. Pre-surveys will be conducted to determine overall awareness and understanding of basic traffic safety principles as they relate to occupant protection, pedestrian and bicycle safety.

Budget: \$300,000.00

Project Number: CP 07-08-05

Project Title: Comprehensive Training and Resource Project

Project Description: Rutgers University Department of Civil and Environmental Engineering 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 work with the predominantly Hispanic population of students in organizing a Hispanic Safe Communities roadway safety community campaign and promoting community traffic safety programs in other minority communities. Workshops will be set up between the county highway safety offices and local municipal representatives to promote the development of Safe Communities. 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 Conference and New Technologies Showcase will again be hosted by Rutgers. The New Jersey State Safety Council 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.

Budget: \$200,000.00

Community Traffic Safety Programs: Budget Summary

Project Number	Project Title	Budget	Budget Source
CP 07-08-01	CTSP	\$922,804	Section 402
CP 07-08-02	Public Information and Ed.	\$400,000	Section 402
CP 07-08-03	Community Awareness	\$ 25,000	Section 402
CP 07-08-04	Partnering for Traffic Safety	\$300,000	Section 402
CP 07-08-05	Comp. Trng. and Resource Proj.	\$200,000	Section 402
402 Total		\$1,847,804	
Total All Funds		\$1,847,804	

Roadway Safety

Project Number: RS 07-06-01

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 related safety portion of the plan.

Budget: \$180,165.00

Project Number: RS 07-06-02

Project Title: E-Learning Program for Work Zone Safety

Project Description: The Division of State Police along with the Department of Transportation recognizes the need to implement a Division wide training program to enhance competencies in the area of work zone safety for Division members. The State Police Training Bureau and Transportation Safety Bureau Construction Unit has identified a specific training curriculum that can be converted into an e-Learning format. Once these instructor led programs are converted, they can be placed on the State's Learning Management System that is accessible via the internet. This site is available to all State Police personnel. In addition, this training will allow other law enforcement agencies throughout the state to access the course.



Budget: \$62,000.00

Project Number: RS 07-06-03

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: \$49,972.00

Project Number: RS 07-06-04



Project Title: Pedestrian Improvements

Project Description: Funds will be used to upgrade and improve locations within the City of Newark as well as Essex and Hudson counties where pedestrian and motor vehicle collisions are occurring. These improvements will consist of the installation of advanced school warning signs, school crossing signs and wider crosswalks. Additionally, traffic counting equipment will be used at major intersections in the City of Elizabeth. This equipment will display the amount of time remaining before the traffic light changes to the next status, thereby, increasing overall pedestrian user safety. Funds will also be provided to municipalities to upgrade crosswalks in designated high-risk areas to the more visible “cross-hatched” thermo plastic crosswalks. These crosswalks are more

durable than the traditional painted crosswalk and provide greater visibility to both the motoring public and pedestrians.

Budget: \$173,648.00

Project Number: RS 07-06-05

Project Title: Digital Video Log

Project Description: Funds will be provided to videotape the county roadway system in Mercer County. The video log will be integrated into the county’s existing computerized map and installed on a centralized server. The user will be able to view a particular roadway by either clicking on a particular roadway on the map or entering the county route number. A Global Positioning System will also be integrated into the video log enabling the user to identify a particular feature on the video log by latitude, longitude and elevation. The video log will establish a comprehensive inventory of traffic signs, identify deficiencies of roadway features, provide a record of road conditions, establish a visual log of pavement marking conditions and roadway surface conditions and establish maintenance priorities.

Budget: \$102,000.00

Roadway Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
RS 07-06-01	Program Management	\$180,165	Section 402
RS 07-06-02	E-Learning Program	\$ 62,000	Section 402
RS 07-06-03	Traffic Interns	\$ 49,972	Section 402
RS 07-06-04	Pedestrian Improvements	\$173,648	Section 406
RS 07-06-05	Digital Video Log	\$102,000	Section 406
402 Total		\$292,137	
406 Total		\$275,648	
Total All Funds		\$567,785	

Traffic Records

Project Number: TR 07-02-01

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 working on the Safety Conscious Planning Committee.

Budget: \$236,948.00

Project Number: TR 07-02-02

Project Title: Data Collection Projects

Project Description: Funds will be used to implement a Global Information System (GIS) to collect, identify, correlate and recover traffic related incidents and statistics occurring within Medford Township. The software program will focus on integrating existing database information with the GIS technology. The data recovered will be translated into graphical format for mapping and analysis by the police department. Funds will also be provided to the Woodbridge Township police department to update the latest version of the crash report software program. In addition, the Gloucester Township police department will purchase a software application that would enable officers to complete the crash record report on computers while at the scene of a crash.

Budget: \$62,511.00

Project Number: TR 07-02-03

Project Title: Traffic Records Assessment

Project Description: Funds will be provided to conduct a traffic records assessment. This is an in-depth review of the State's highway safety data and traffic records system. The assessment will be conducted by a team of individuals selected by NHTSA with demonstrated expertise in major highway safety program areas including law enforcement, engineering, driver and vehicle services and general traffic records development, management and use. The resulting report will provide the State with a concise list of recommendations to improve the state traffic record systems. To remain eligible for Section 408 funds, a traffic records assessment must be conducted within the past five years. The last assessment conducted in New Jersey was during calendar year 2002.

Budget: \$30,000.00

Project Number: TR 07-02-04

Project Title: Traffic Records Information System

Project Description: Title 23, Section 408 of SAFETEA-LU establishes a state traffic safety information system improvement grant program. The legislation seeks the coordination of safety data systems within the state across data systems and across agencies and calls for the development and maintenance of a comprehensive traffic safety information system that is overseen by a traffic records coordinating committee. Projects that improve the timeliness, completeness, uniformity, accessibility and quality of crash data are being considered under the 408 program. Three projects that provide for the evaluation and integration of data collected by emergency medical service technicians responding to vehicular crashes have been submitted to the NHTSA for consideration. This data would be shared with the Department of Health and Senior Services, Department of Transportation and the Motor Vehicle Commission and allow for data to be downloaded in a uniform format, thus improving accessibility. Another project under consideration would provide police departments with GPS units. These units would allow police to identify the exact location of vehicular crashes. Consideration is also being given to coordinating with the Medical Examiners office to develop an export program that will provide blood alcohol counts to the Division of State Police. This program would improve the timeliness and accuracy in the collection of BAC levels associated with vehicular crashes. The consolidation of fatal crash records collection units at one location is an initiative that is also being considered. The co-location of fatal data units currently housed at the Motor Vehicle Commission, Division of State Police and Department of Transportation will facilitate a more efficient collection, processing and analysis of vehicular crash reports.

Budget: \$904,500.00

Traffic Records: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR 07-02-01	Program Management	\$ 236,948	Section 402
TR 07-02-02	Data Collection Projects	\$ 62,511	Section 402
TR 07-02-03	Traffic Records Assessment	\$ 30,000	Section 402
TR 07-02-04	Traffic Records Information System	\$ 904,500	Section 408
402 Total		\$ 329,459	
408 Total		\$ 904,500	
Total All Funds		\$1,233,959	

Motorcycle Safety



Project Number: MC 07-05-01

Project Title: Public Awareness/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, such as the “Share-The-Road” safety messages will be conducted. To the extent possible, support and funds will also be provided to the Motor Vehicle Commission in improving safety training or in program delivery of the State Motorcycle Safety Education training program. Funding for this program, if approved by the National Highway Traffic Safety Administration, will be made available in FFY 2006 and carried forward for project implementation in FFY 2007.

Budget: \$100,000.00

Motorcycle Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
MC 07-05-01	Public Awareness/Training	\$100,000	Section 2010

Emergency Medical Services



Project Number: EM 07-09-01

Project Title: Expedited EMS Response

Project Description: Funds will be provided to train police officers from the Shrewsbury Police Department in the EMT-Basic level course. While the EMS squad will continue to treat and transport victims of traffic crashes, the trained officers will be able to provide immediate and emergency care, if needed, until the emergency medical technicians arrive at the scene. Upon completion of the training, the certified officers will be designated as primary responders, thereby, alleviating the delayed response to traffic crash victims.

Budget: \$1,100.00

Emergency Medical Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
EM 07-09-01	Expedited EMS Response	\$1,100	Section 402

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12. Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but 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 - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

At least 40 per cent 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 mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation 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.

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements 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. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; 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 AMERICA 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. §§ 1501-1508 and implementing regulations 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 and 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., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out 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 which 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 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.

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 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 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

Date

PROGRAM COST SUMMARY

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 402					
P&A	\$ 530,500	\$ 530,500			\$ 530,500
Alcohol	\$ 210,237				\$ 210,237
Ped. Safety	\$ 755,567			\$ 553,527	\$ 755,567
Occupant Prot.	\$ 573,172				\$ 573,172
PTS	\$ 825,524	\$ 819,500		\$ 504,835	\$ 825,524
CTSP	\$1,847,804			\$1,785,804	\$1,847,804
Roadway Safety	\$ 292,137			\$ 111,972	\$ 292,137
Traffic Rec.	\$ 329,459			\$ 62,511	\$ 329,459
EMS	\$ 1,100			\$ 1,100	\$ 1,100
TOTAL	\$5,365,500	\$1,350,000		\$3,019,749	\$5,365,500

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 405					
Occupant Prot.	\$887,000	\$300,000		\$762,000	\$870,000
TOTAL	\$887,000	\$300,000		\$762,000	\$870,000

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 406					
Alcohol	\$ 562,286			\$ 562,286	\$ 562,286
Occupant Prot.	\$ 562,287			\$ 562,287	\$ 562,287
PTS	\$1,174,729			\$1,024,729	\$1,174,729
Roadway Safety	\$ 243,422			\$ 243,422	\$ 243,422
TOTAL	\$2,542,724			\$2,392,724	\$2,542,724

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 408					
Traffic Records	\$904,500	\$175,000		\$500,000	\$904,500
TOTAL	\$904,500	\$175,000		\$500,000	\$904,500

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 410					
P&A	\$ 69,500	\$ 69,500			\$ 69,500
Alcohol	\$1,500,000	\$500,000		\$1,297,278	\$1,500,000
TOTAL	\$1,569,500	\$569,500		\$1,297,278	\$1,569,500

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 157 Incentive					
Alcohol	\$40,000			\$40,000	\$40,000
TOTAL	\$40,000			\$40,000	\$40,000

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 157 Innovative					
Occupant Prot.	\$5,000			\$5,000	\$5,000
TOTAL	\$5,000			\$5,000	\$5,000

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 163					
Alcohol	\$30,000			\$30,000	\$30,000
TOTAL	\$30,000			\$30,000	\$30,000

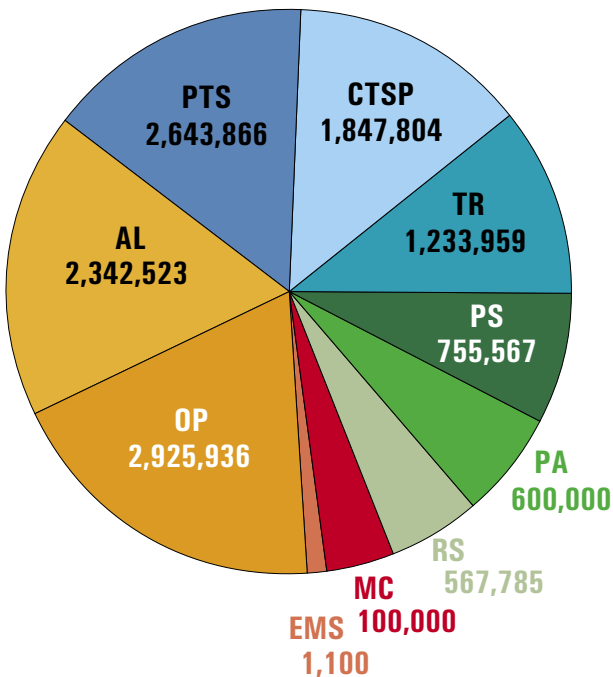
Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 1906					
PTS	\$643,613	\$80,000		\$300,000	\$643,613
TOTAL	\$643,613	\$80,000		\$300,000	\$643,613

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 2003(b)					
Occupant Prot.	\$8,000			\$8,000	\$8,000
TOTAL	\$8,000			\$8,000	\$8,000

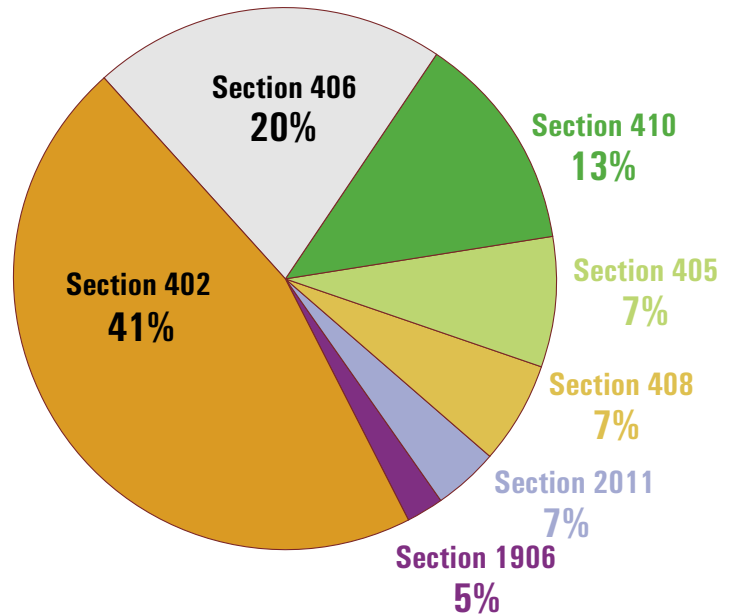
Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 2010					
Motorcycle Safety	\$100,000			\$30,000	\$100,000
TOTAL	\$100,000			\$30,000	\$100,000

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance to Local
Section 2011					
Child Safety Prog.	\$922,703	\$180,000		\$922,703	\$922,703
TOTAL	\$922,703	\$180,000		\$922,703	\$922,703

**Fund Distribution
FFY 2007**



**Program Funding Sources
FFY 2007**





Alcohol

