



STATE OF NEW JERSEY

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2016
October 1, 2015 through September 30, 2016



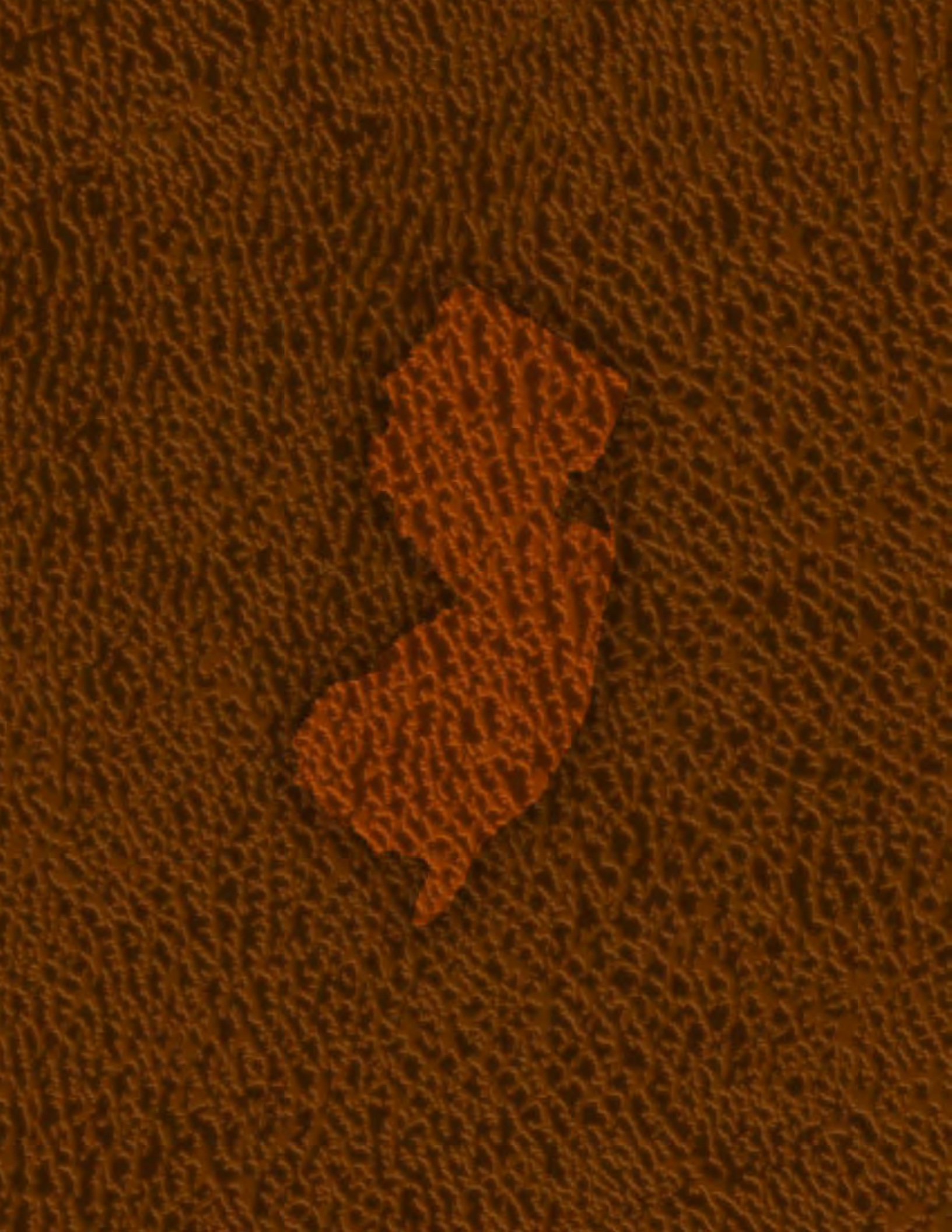
CHRIS CHRISTIE
GOVERNOR
KIM GUADAGNO
LIEUTENANT GOVERNOR



JOHN J. HOFFMAN
ACTING ATTORNEY GENERAL



GARY POEDUBICKY
ACTING DIRECTOR



NEW JERSEY FFY 2016 HIGHWAY SAFETY PLAN

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OVERVIEW

The New Jersey Division of Highway Traffic Safety (DHTS) is responsible for the administration of the federally-funded State and Community Highway Safety Program and coordination of highway safety activities. The State and Community Highway Safety Program originated under the Highway Safety Act of 1966, 23 U.S.C. 402.

DHTS is responsible for establishing goals to reduce motor vehicle crashes using performance measures based on assessments of the roadway environment. The New Jersey Highway Safety Plan (HSP) is required by federal law to serve as a framework for setting performance goals and measures for reducing traffic crashes, fatalities and injuries, and creating a safer and more efficient transportation system. This document contains a Mission Statement and Executive Summary, a Performance Plan, a Highway Safety Plan, Certifications and Assurances, and Program Cost Summary.

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

MISSION STATEMENT

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

EXECUTIVE SUMMARY

On July 6, 2012, the transportation reauthorization bill was signed into law P.L. 112-141, called Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 specifies a single application deadline for all highway safety grants and establishes a consolidated application process for the Section 402 program and six National Priority Safety Programs which were codified in a single section known as Section 405.

The annual plan is referred to as the Highway Safety Performance Plan (HSPP). The two components of the HSPP are the Highway Safety Plan and the Performance Plan. The Federal Fiscal Year (FFY) 2016 HSPP addresses the national priority program areas of NHTSA and FHWA. The following program areas will be addressed in FFY 2016: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, roadway safety, traffic records, emergency medical services and motorcycle safety. The State and Community Highway Safety grant program, known as the Section 402 Program, is the primary source of funding for these initiatives. Federal law requires that 40 percent of these funds be used by or for the benefit of local government. Grants are also accepted from federally tax-exempt, nonprofit organizations that provide traffic safety services throughout the State. The Plan provides for a budget of 53 percent for projects that benefit local jurisdictions.

In addition to the Section 402 Program, several other funding sources in FFY 2016 will be used to continue the highway safety program. These include the Section 405(b) Occupant Protection grant, Section 405(c) State Traffic Safety Information System Improvements grant, Section 405(d) Impaired Driving Countermeasures grant, Section 405(f) Motorcycle Safety grant and carryover funds from the Section 410 Alcohol Incentive grant and Section 2011 Child Safety and Child Booster Seat grant.

The FFY 2016 HSSP includes a budget of over \$16 million that will be allocated as illustrated below:

FFY 2016 FEDERAL HIGHWAY SAFETY FUNDING		
SECTION 402	STATE AND COMMUNITY GRANT PROGRAM	\$6,432,400
SECTION 405(b)	OCCUPANT PROTECTION	\$2,000,000
SECTION 405(c)	STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS	\$2,750,000
SECTION 405(d)	IMPAIRED DRIVING COUNTERMEASURES	\$4,655,450
SECTION 405(f)	MOTORCYCLE SAFETY	\$ 175,000
SECTION 410	ALCOHOL INCENTIVE GRANT	\$ 15,375
SECTION 2011	CHILD SAFETY SEAT AND CHILD BOOSTER SEAT GRANT	\$ 12,000

The FFY 2016 HSPP begins with the Highway Safety Plan which provides a description of the planning cycle followed by the problem identification process, goal development and project selection. A statewide overview of fatalities and injuries is followed by a description of the core performance measures.

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

A certification statement, signed by the Governor’s Representative for Highway Safety, is found in the next part of the Plan and provides assurances that the State will comply with applicable laws and regulations, and financial and programmatic requirements.

The last section of the Plan includes a detailed cost summary reflecting the State’s proposed allocation of funds (including carry-forward funds) by program area.

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

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

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

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

HIGHWAY SAFETY PLAN

PLANNING CYCLE

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

PROBLEM IDENTIFICATION PROCESS

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

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

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

Data sources are used to identify problem areas and to analyze the nature of the problem. Members of the program staff begin to meet in February to develop the Highway Safety Plan. An analysis of statewide crash data over a period of several years is conducted to identify the most significant problems and what projects should be funded to address them. Within the crash data, each of the following was reviewed as part of the problem identification process: crash severity, driver age, driver gender, time of day and where the crashes were occurring.

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

Program staff established priorities for types of projects that would have the greatest impact on generating a reduction in traffic crashes, injuries and fatalities in the State. At the end of the planning sessions, it was the consensus of the group that certain types of projects were strategic in reducing the State's mileage death rate and the number of motor vehicle related injuries. Projects in the following areas will receive priority in FFY 2016:

- **Planning and Administration:** The planning, development, administration, and coordination of an integrated framework for traffic safety planning and action among agencies and organizations.
- **Alcohol and Other Drug Countermeasures:** Enforcement and education programs that are necessary to impact impaired driving.
- **Pedestrian and Bicycle Safety:** Development and implementation of education and enforcement programs that will enhance pedestrian and bicycle safety.
- **Occupant Protection:** Development and implementation of programs designed to increase usage of safety belts and proper usage of child restraints for the reduction of fatalities and severity of injuries from vehicular crashes.

- **Police Traffic Services:** Enforcement necessary to directly impact traffic crashes, fatalities and injuries. Comprehensive law enforcement initiatives and training opportunities for law enforcement officers will be pursued.
- **Young Driver Safety Programs:** Enforcement and education programs that are aimed at enhancing safety of drivers age 20 and younger.
- **Community Traffic Safety Programs:** Commitment and participation of the various groups of individuals working together to solve traffic safety related problems and issues.
- **Roadway Safety:** Professional and technical engineering services necessary for the improvement of the roadway system in order to reduce the incidence and severity of crashes.
- **Traffic Records:** The continued development and implementation of programs designed to enhance the collection, analysis and dissemination of crash data that will increase the capability for identifying problems.
- **Motorcycle Safety:** The development of programs that remind all motorists to safely “share the road” with motorcyclists and be alert.

GOAL DEVELOPMENT

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

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

Division staff meets with stakeholders including public health officials, educators and emergency response providers as well as the law enforcement community at state and county traffic officers meetings to obtain feedback. Members of the Highway Traffic Safety Policy Advisory Council which includes representatives from the Department of Education; Department of Health; Department of Transportation; Motor Vehicle Commission; Division of State Police; Administrative Office of the Courts; municipal law enforcement agencies (New Jersey Association of Chiefs of Police and New Jersey Police Traffic Officers Association); Governor’s Advisory Council on Emergency Medical Services; New Jersey State First Aid Council; private sector corporate representatives; and members of the general public are also included in the preparation of the plan and its goals. There is also a standing Traffic Records Coordinating Committee that is asked for its input. Recommendations from all the agencies represented are taken into consideration when developing goals.

PROJECT SELECTION

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

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

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

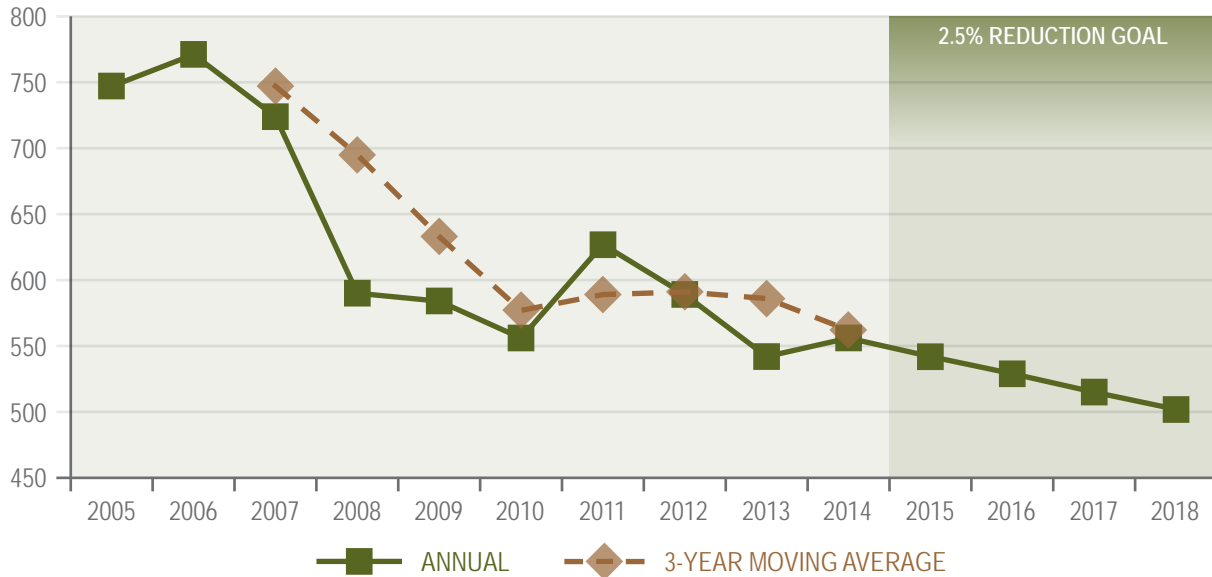
1. The degree to which the proposal addresses a State identified problem area. Primary consideration is granted to those projects addressing statewide traffic safety problems. Also, projects are considered if they are well substantiated through data analysis and support identified problem areas.
2. The extent to which the proposal meets the published criteria.
3. The degree to which the applicant is able to identify, analyze and comprehend the local or State problem. Applicants who do not demonstrate a traffic safety problem or need are not considered for funding.
4. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
5. The extent to which the estimated cost justifies the anticipated results.
6. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area and the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.

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

STATEWIDE OVERVIEW

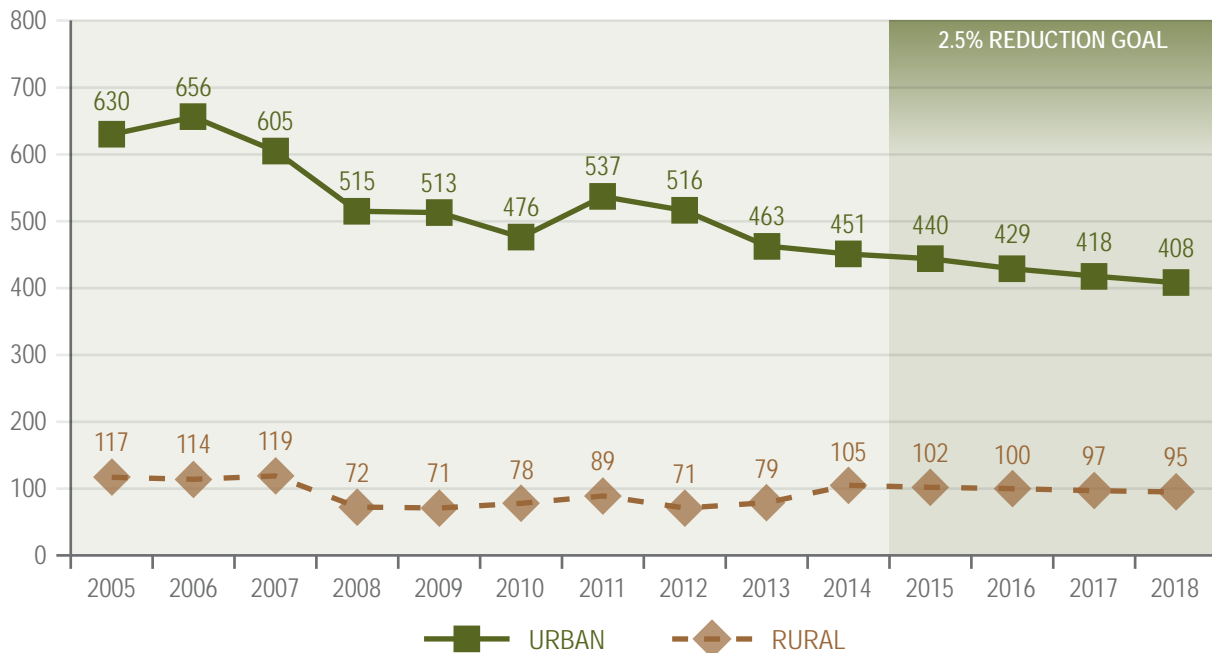
Preliminary data from 2014 indicates the State experienced a 2.6 percent increase in overall traffic fatalities from the previous year and a 5.1 percent decrease in overall fatalities compared to the 2011-2013 base year average. Below is a graph depicting overall traffic fatalities in New Jersey, as well as projected totals based on a 2.5 percent reduction goal established in New Jersey's Comprehensive Strategic Highway Safety Plan (SHSP).

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



Fatalities by roadway function are shown in the chart below. Urban roadway fatalities declined for the third consecutive year in 2014; however, there was a spike in rural roadway fatalities increasing from 79 in 2013 to 105 in 2014.

FATALITIES BY ROADWAY FUNCTION – RURAL AND URBAN



Comparing fatalities by operator category, *Driver*, *Passenger* and *Bicyclist* fatalities declined in 2014. Motorcyclists saw a 5.4% increase in fatalities compared to the previous year, but continued its downward trend compared to the 2011-2013 average. Pedestrian fatalities increased 35 percent in 2014 from 129 fatalities in 2013 to 170 in 2014.

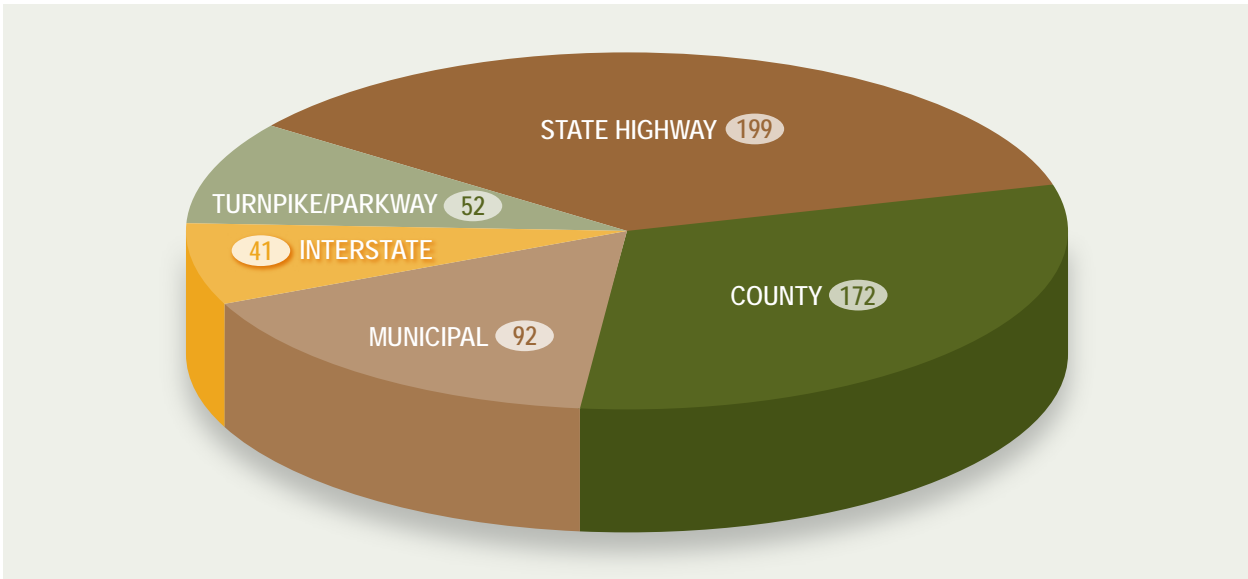
TRAFFIC RELATED FATALITIES BY CATEGORY, 2005 - 2014										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
DRIVER	374	334	341	238	249	233	270	239	248	236
PASSENGER	142	162	137	115	99	101	105	103	95	80
PEDESTRIAN	153	164	149	135	158	139	142	156	129	170
BICYCLIST	17	12	12	20	13	13	17	14	14	11
MOTORCYCLIST	61	99	85	82	65	70	93	77	56	59
NJ STATE TOTALS	747	771	724	590	584	556	627	589	542	556
FATAL CRASHES	691	708	685	555	549	530	586	554	508	525

Pedestrian fatalities (24) were the most prevalent in Bergen County and represent the category and county with the highest fatality total in 2014. The county with the highest number of motor vehicle fatalities (47) occurred in Monmouth County, comprising mostly from driver fatalities followed by pedestrians. The highest number of bicycle fatalities (3) occurred in Monmouth County followed by Somerset County with 2 bicycle fatalities. Passaic and Gloucester counties had the highest number of motorcycle fatalities in 2014 (6).

2014 VICTIM CLASSIFICATION BY COUNTY						
	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL
ATLANTIC	15	11	11	0	4	41
BERGEN	9	2	24	1	3	39
BURLINGTON	12	1	13	0	5	31
CAMDEN	12	4	17	0	5	38
CAPE MAY	8	3	1	0	0	12
CUMBERLAND	11	2	3	0	2	18
ESSEX	10	8	17	1	4	40
GLOUCESTER	15	2	7	1	6	31
HUDSON	4	9	7	1	3	24
HUNTERDON	3	1	1	1	0	6
MERCER	15	3	7	0	1	26
MIDDLESEX	18	6	7	0	2	33
MONMOUTH	23	4	13	3	4	47
MORRIS	5	4	3	0	2	14
OCEAN	23	5	14	0	3	45
PASSAIC	10	3	5	0	6	24
SALEM	9	5	1	0	4	19
SOMERSET	16	2	4	2	1	25
SUSSEX	2	1	2	0	2	7
UNION	9	4	13	1	3	30
WARREN	6	0	0	0	0	6
NJ STATE TOTALS	236	80	170	11	59	556

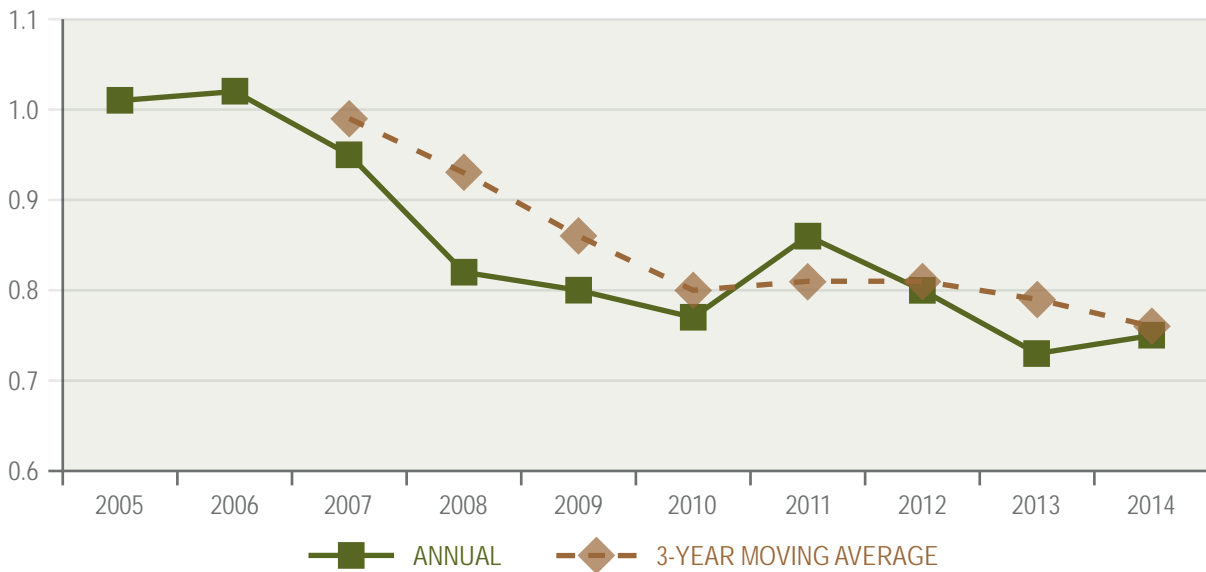
Fatalities by roadway system are shown in the chart below. State Highways experienced the highest total of roadway fatalities followed closely by County roadways where 67 percent of all fatalities occurred.

FATALITIES BY ROADWAY SYSTEM, 2014



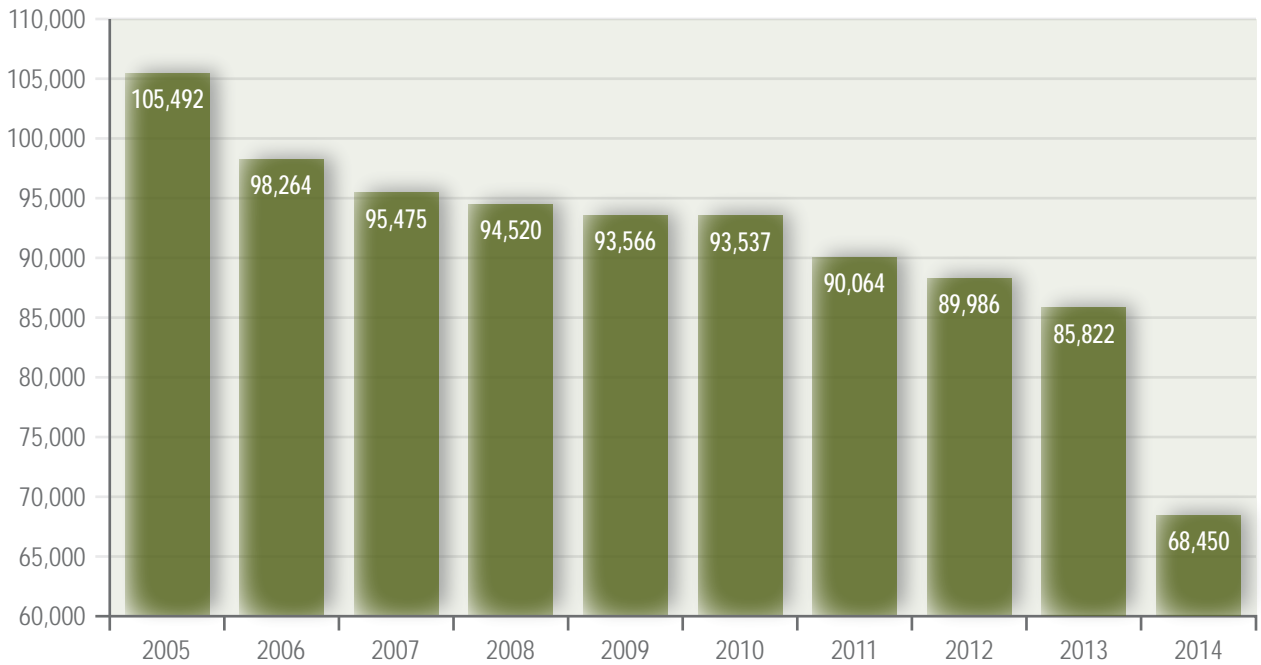
The following calculations are based on 2013 vehicle miles travelled since the 2014 data has not been verified. The statewide fatality rate per 100 million vehicle miles traveled is expected to increase slightly from 0.73 in 2013 to 0.75 in 2014.

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



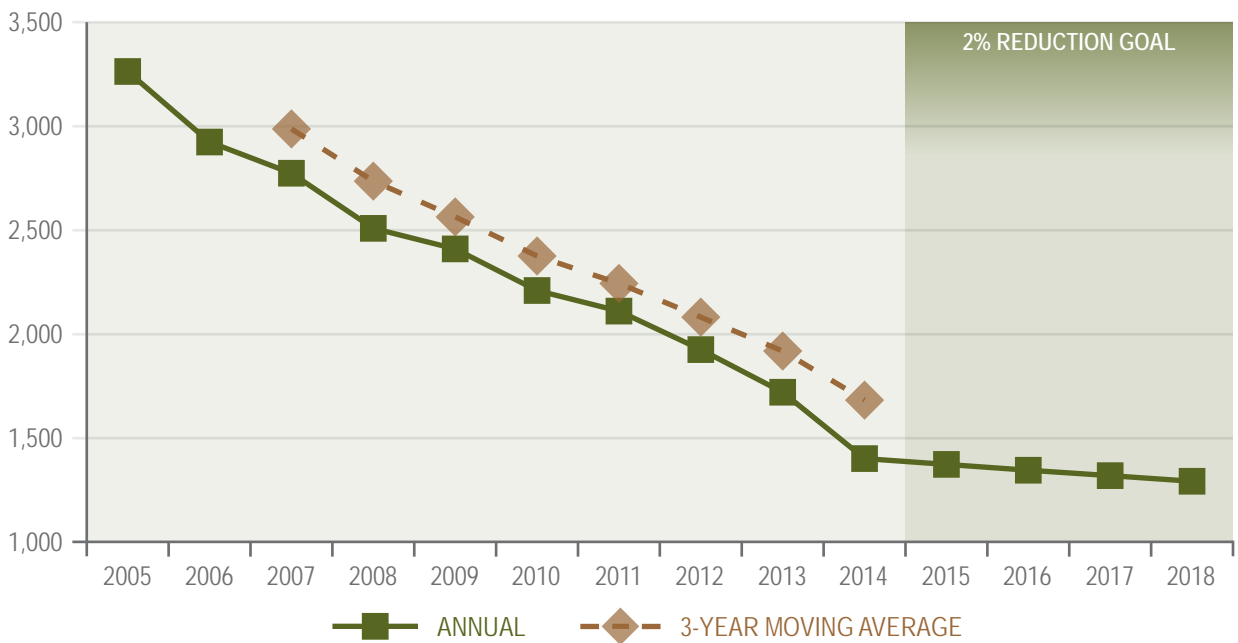
The overall number of motor vehicle injuries sustained in 2014 dropped from 85,822 in 2013 to 68,450 in 2014.

TOTAL INJURIES SUSTAINED IN MOTOR VEHICLE CRASHES



Serious injuries sustained on the State’s roadways in 2014 declined for the fifth consecutive year from 1,721 in 2013 to 1,402. It is anticipated this preliminary figure may increase as there are still pending cases, however, a decline is expected.

SERIOUS INJURIES, ANNUAL AND 3-YEAR MOVING AVERAGE



Contributing circumstances in a motor vehicle crash can provide context to the reasons why crashes occur on the State's roadways. Below is a cumulative breakdown of Driver Actions, Vehicle Factors and Road/Environmental factors that contributed to motor vehicle crashes.

For Drivers Actions, *Driver inattention* is cited as the State's largest contributing circumstance in crashes annually. *Driver inattention* can consist of a number of different factors, such as cell phone use, applying make-up, talking, eating, and attending to children. *Following Too Closely* was the second-most common circumstance in crashes. *Following Too Closely* can also be a factor in aggressive driving behavior, as well as *Unsafe Speed* (4th). *Failure to Yield Right-of-Way to another vehicle or pedestrian* was the third-most common circumstance in crashes.

Road and Environmental factors are the second leading factor in motor vehicle crashes statewide. *Road surface Condition* (snowy, slushy, icy, wet, sandy and oily surface) was the leading Road/Environmental factor in crashes. *Animal crashes* also play a major factor in crashes on New Jersey's roadways.

Though vehicle factors are the least common factors in motor vehicle crashes, they are important indicators to monitor each year. *Brake and Tire* failure were the most commonly cited circumstances in crashes, followed by *Steering and Wheel* malfunction.

TOP CONTRIBUTING DRIVER ACTIONS IN CRASHES, 2010 - 2014						
CONTRIBUTING DRIVER ACTION	2010	2011	2012	2013	2014	TOTAL
DRIVER INATTENTION	165,991	162,566	160,660	164,433	142,744	796,394
FOLLOWING TOO CLOSELY	28,518	28,556	28,964	30,972	23,723	140,733
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	23,536	23,293	22,707	23,041	19,640	112,217
BACKING UNSAFELY	22,961	21,863	22,236	23,099	18,349	108,508
UNSAFE SPEED	19,945	19,205	17,878	18,556	14,060	89,644
IMPROPER LANE CHANGE	11,824	11,942	11,684	12,671	9,305	57,426
FAILED TO OBEY TRAFFIC CONTROL DEVICE	9,675	9,477	9,264	9,170	8,126	45,712
IMPROPER TURNING	9,257	8,706	8,818	8,896	8,151	43,828
IMPROPER PASSING	6,151	6,040	5,934	5,939	5,238	29,302
IMPROPER PARKING	3,608	3,694	3,461	3,734	3,219	17,716
FAILURE TO KEEP RIGHT	2,757	2,766	2,639	2,564	2,159	12,885
WRONG WAY	645	683	659	611	561	3,159
IMPROPER USE/FAILED TO USE TURN SIGNAL	568	633	486	514	394	2,595
IMPROPER USE/NO LIGHTS	145	139	135	128	123	670
OTHER DRIVER ACTION	16,004	15,409	13,703	12,835	10,744	68,695
NONE	264,366	260,336	253,556	260,648	222,015	1,260,921

TOP CONTRIBUTING VEHICLE FACTORS IN CRASHES, 2010 - 2014						
CONTRIBUTING VEHICLE FACTOR	2010	2011	2012	2013	2014	TOTAL
BRAKES	1,749	1,662	1,784	1,668	1,502	8,365
TIRES	1,147	1,067	1,106	1,257	637	5,214
STEERING	447	449	496	486	415	2,293
WHEELS	367	354	354	391	251	1,717
WINDOWS/WINDSHIELD	127	193	147	154	140	761

CONTRIBUTING VEHICLE FACTOR (Continued)	2010	2011	2012	2013	2014	TOTAL
VEHICLE COUPLING/HITCH/SAFETY CHAINS	145	132	134	138	122	671
DEFECTIVE LIGHTS	89	98	98	89	70	444
MIRRORS	47	42	43	32	32	196
WIPERS	15	19	13	9	12	68
OTHER VEHICLE FACTOR	2,919	2,759	2,493	2,547	1,976	12,694

TOP CONTRIBUTING ROAD/ENVIRONMENTAL FACTORS IN CRASHES, 2010 - 2014						
CONTRIBUTING ROAD/ENVIRONMENTAL FACTOR	2010	2011	2012	2013	2014	TOTAL
ROAD SURFACE CONDITION	13,173	11,830	7,691	10,665	13,144	56,503
ANIMALS IN ROADWAY	9,235	8,854	8,764	9,077	6,445	42,375
OBSTRUCTION/DEBRIS IN ROAD	2,445	2,542	2,258	2,225	1,442	10,912
SUN GLARE	1,795	1,444	1,343	1,588	1,386	7,556
PHYSICAL OBSTRUCTIONS (VIEW)	1,070	1,156	971	815	875	4,887
RUTS/ HOLES/ BUMPS	474	483	187	328	627	2,099
CONTROL DEVICE DEFECTIVE OR MISSING	159	189	362	129	112	951
IMPROPER/INADEQUATE LANE MARKINGS	70	71	64	46	42	293
IMPROPER WORK ZONE	51	62	40	37	49	239
OTHER ROADWAY FACTORS	924	887	652	624	648	3,735

Below is a breakdown of statewide motor vehicle crashes by their Crash Type. *Same direction – Rear End* crashes remains at the top of the list for most common crash type.

TOP CRASH TYPES, 2010 - 2014						
CRASH TYPE	2010	2011	2012	2013	2014	TOTAL
SAME DIRECTION - REAR END	81,713	80,069	79,546	80,856	65,459	387,643
STRUCK PARKED VEHICLE	40,687	41,537	37,464	38,666	36,446	194,800
RIGHT ANGLE	39,426	38,185	36,755	37,187	32,917	184,470
FIXED OBJECT	37,988	36,996	35,011	35,194	27,269	172,458
SAME DIRECTION - SIDE SWIPE	35,345	34,831	34,149	34,698	29,157	168,180
BACKING	26,701	24,809	24,816	25,485	21,378	123,189
ANIMAL	8,871	8,488	8,243	8,734	6,497	40,833
LEFT TURN / U TURN	7,324	6,955	6,597	6,445	5,533	32,854
PEDESTRIAN	5,528	5,592	5,350	5,249	4,418	26,137
OPPOSITE DIRECTION - HEAD ON/ANGULAR	4,377	4,595	4,100	4,397	4,202	21,671
NON-FIXED OBJECT	3,303	3,371	2,869	3,021	1,934	14,498
OPPOSITE DIRECTION - SIDE SWIPE	2,787	2,779	2,373	2,464	2,543	12,946
OTHER	2,124	1,939	2,011	2,425	2,112	10,611
PEDALCYCLIST	2,266	2,020	2,048	1,849	1,530	9,713
OVERTURNED	2,025	1,864	1,697	1,689	1,113	8,388
ENCROACHMENT	802	809	864	793	797	4,065
RAILCAR-VEHICLE	37	42	26	27	20	152

CORE PERFORMANCE MEASURES

CORE PERFORMANCE MEASURES							
		2010	2011	2012	2013	2014 ¹	5 YR AVG
FATALITIES (FARS)	ANNUAL	556	627	589	542	556	574
	3 YR MOVING AVG	577	589	591	586	562	
<ul style="list-style-type: none"> Reduce total fatalities by 2.5% from 586 (2011-2013 average) to 571 by 2016 (2.5% Reduction is consistent with the strategic highway safety plan) 							
FATALITIES/100 MILLION VMT (FARS/NJDOT)	ANNUAL	0.77	0.86	0.79	0.73	0.75	0.78
	3 YR MOVING AVG	0.79	0.81	0.81	0.79	0.76	
<ul style="list-style-type: none"> Reduce fatalities/100 million vmt rate from 0.79 (2011-2013 average) to 0.76 by 2016 (Reduction is consistent with the strategic highway safety plan) 							
RURAL ROAD FATALITIES/100 MILLION VMT (FARS/NJDOT)	ANNUAL	1.21	1.41	1.56	1.74	2.31	1.65
	3 YR MOVING AVG	1.16	1.25	1.39	1.57	1.87	
<ul style="list-style-type: none"> Reduce rural fatalities/100 million vmt rate from 1.57 (2011-2013 average) to 1.54 by 2016 							
URBAN ROAD FATALITIES/100 MILLION VMT (FARS/NJDOT)	ANNUAL	0.71	0.80	0.74	0.66	0.64	0.71
	3 YR MOVING AVG	0.75	0.76	0.75	0.73	0.68	
<ul style="list-style-type: none"> Reduce urban fatalities/100 million vmt rate from 0.73 (2011-2013 average) to 0.68 by 2016 Motor vehicle fatalities have declined in six of the last ten years, however, in 2014; the State experienced a 2.5 percent increase in overall traffic fatalities from the previous year. The 3-year moving average also depicts slight downward trend over the past three years. As a result, modest reductions are anticipated. 							
SERIOUS INJURIES (STATE CRASH DATABASE)	ANNUAL	2,210	2,111	1,926	1,721	1,402	1,874
	3 YR MOVING AVG	2,376	2,244	2,082	1,919	1,683	
<ul style="list-style-type: none"> Reduce serious traffic injuries by 2.5% from 1,919 (2011-2013 average) to 1,871 by 2016 (2.5% Reduction is consistent with the strategic highway safety plan) The 3-year moving average continues to steadily decline. Traffic injuries have consistently declined over the past several years. It is anticipated further reductions in serious injuries will continue. 							
UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEATING POSITIONS (FARS)	ANNUAL	159	152	150	141	112	143
	3 YR MOVING AVG	156	152	154	148	134	
<ul style="list-style-type: none"> Reduce unrestrained passenger fatalities 4% from 148 (2011-2013 average) to 142 by 2016 The 3-year moving average for unrestrained passenger vehicle occupant fatalities has been trending downward. This trend is expected to continue, hence, the continued reduction of unrestrained passenger vehicle fatalities. 							
DRIVER OR MOTORCYCLE OPERATOR BAC OF .08 OR ABOVE FATALITIES (FARS)	ANNUAL	160	194	164	146	68	146
	3 YR MOVING AVG	153	167	173	168	126	
<ul style="list-style-type: none"> Reduce alcohol related fatalities 3% from 168 (2011-2013 average) to 163 by 2016 There is a downward trend in drunk driving fatalities and preliminary data from FARS have shown another decrease in 2014. Funding from State and Federal resources will again be provided to curtail impaired driving in the State. 							
SPEEDING RELATED FATALITIES (FARS)	ANNUAL	143	174	157	118	64	131
	3 YR MOVING AVG	101	137	158	150	113	
<ul style="list-style-type: none"> Reduce motorcycle fatalities 4% from 150 (2011-2013 average) to 144 by 2016 The 3-year moving average for speed-related fatalities has shown a slight increase, however, fatalities have declined over the past three years (2012-2014) with additional decreases expected in 2015 and 2016. 							
MOTORCYCLE FATALITIES (FARS)	ANNUAL	70	93	77	56	60	71
	3 YR MOVING AVG	72	76	80	75	64	
<ul style="list-style-type: none"> Reduce motorcycle fatalities 15% from 75 (2011-2013 average) to 64 by 2016 The 3-year moving average has been relatively stable over the past 4 years and fatalities have declined since 2012. Based on the overall reduction in fatalities since 2012, a decrease of 15 percent has been targeted for 2016. 							

¹Fatal and crash data is preliminary for 2014. Seat belt observational use and citation data is final for 2014.

CORE PERFORMANCE MEASURES (Continued)

		2010	2011	2012	2013	2014 ¹	5 YR AVG
UNHELMETED MOTORCYCLE FATALITIES (FARS)	ANNUAL	9	8	8	2	5	6
	3 YR MOVING AVG	11	10	8	6	5	
<ul style="list-style-type: none"> • Reduce unhelmeted motorcycle fatalities 2.5% from 6 (2011-2013 average) to 5 by 2016 • The 3-year moving average for unhelmeted fatalities has been on a downward trend. It is anticipated this will continue through 2016. 							
DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)	ANNUAL	68	81	67	46	57	64
	3 YR MOVING AVG	82	76	72	65	57	
<ul style="list-style-type: none"> • Reduce young driver fatalities 2.5% from 65 (2011-2013 average) to 57 by 2016 • Younger driver involvement in fatal crashes has steadily decreased, except for an increase in 2014. The 3-year moving average continues to decline, hence, the 2.5 percent reduction target for 2016. 							
PEDESTRIAN FATALITIES (FARS)	ANNUAL	139	142	156	129	170	147
	3 YR MOVING AVG	144	146	146	142	152	
<ul style="list-style-type: none"> • Reduce pedestrian fatalities 2.5% from 142 (2011-2013 average) to 139 by 2016 • The 3-year moving average has remained relatively stagnant over the past several years, except for a slight increase in 2014. Additional state and federal programs to promote pedestrian safety will be implemented that could have a positive impact on reducing pedestrian-related fatalities in 2016. 							
BICYCLIST FATALITIES (FARS)	ANNUAL	13	17	14	14	11	14
	3 YR MOVING AVG	15	14	15	15	13	
<ul style="list-style-type: none"> • Reduce bicyclist fatalities 2.5% from 15 (2011-2013 average) to 13 by 2016 • Additional efforts to educate bicyclists on how to safely interact with motorists on the road and conducting programs to increase the use of properly fitted bicycle helmets will be implemented to continue the downward trend in bicycle fatalities. 							
SEAT BELT OBSERVATIONAL USE FOR PASSENGERS, VEHICLES, FRONT SEAT OCCUPANTS (%) (SURVEY)	ANNUAL	93.73	94.51	88.29	91.00	87.59	
<ul style="list-style-type: none"> • Increase seat belt usage rate by 3% from 87.59% in 2014 to 90.59% in 2016 • Seat belt usage rates declined in 2014 from 91 percent in 2013 to 87.59 percent. It is anticipated increased enforcement efforts will help to increase rates in 2016. 							
SEAT BELT CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT	ANNUAL	35,671	32,228	29,307	37,419	36,081	
IMPAIRED DRIVING ARRESTS DURING GRANT FUNDED ENFORCEMENT	ANNUAL	3,817	3,314	3,014	4,408	4,402	
SPEEDING CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT	ANNUAL	23,270	19,996	16,639	18,351	22,630	

NOTE: The number used to determine three-year averages, with the exception of serious injuries, was obtained from the NHTSA Fatality Analysis Reporting System (FARS). The 2014 FARS data has not been finalized and is preliminary, pending open cases. Data on serious injuries was obtained from the state crash records system via Plan4Safety. 2014 Crash Data has not been finalized and is preliminary, pending open cases.



— EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM —

OVERVIEW OF METHODOLOGY

Conducting evidence-based enforcement requires three main components. It begins with an analysis of relevant data to form problem identification. The second phase is deployment of proven countermeasures targeted at the problems identified during the analysis, and lastly, evidence-based enforcement relies on continuous follow-up and necessary adjustments to the plan. Correctly identifying roadways, jurisdictions and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. Selected police departments must have particular enforceable roadways with the best opportunity to effectively reduce crashes, injuries, and ultimately, deaths. Funding levels are also based on a jurisdiction's proportion of the overall contribution or piece of the problem within each safety focus area. For example, Bergen County accounts for almost 10 percent of all impaired driving crashes resulting in an injury or fatality reported by local police departments. Therefore, data shows it should receive approximately 10 percent of the impaired driving enforcement funding. This amount is used as a starting point, but the final award amount is determined by also evaluating past performance, ability to participate, and internal contributions to serve as matching efforts.

DHTS uses two primary sources of crash data to identify and analyze traffic safety problem areas: the New Jersey Crash Records system maintained by the DOT, Bureau of Safety Programs, and FARS, maintained by the Division of State Police. All reportable crashes in the State are submitted to DOT for entry into the statewide crash records system. The data contained in the New Jersey Crash Records System provides for the analysis of crashes within specific categories defined by person (i.e., age and gender), location (i.e. roadway type and geographic location) and vehicle characteristics (i.e. conditions), and the interactions of various components (i.e. time of day, day of week, driver actions, etc.).

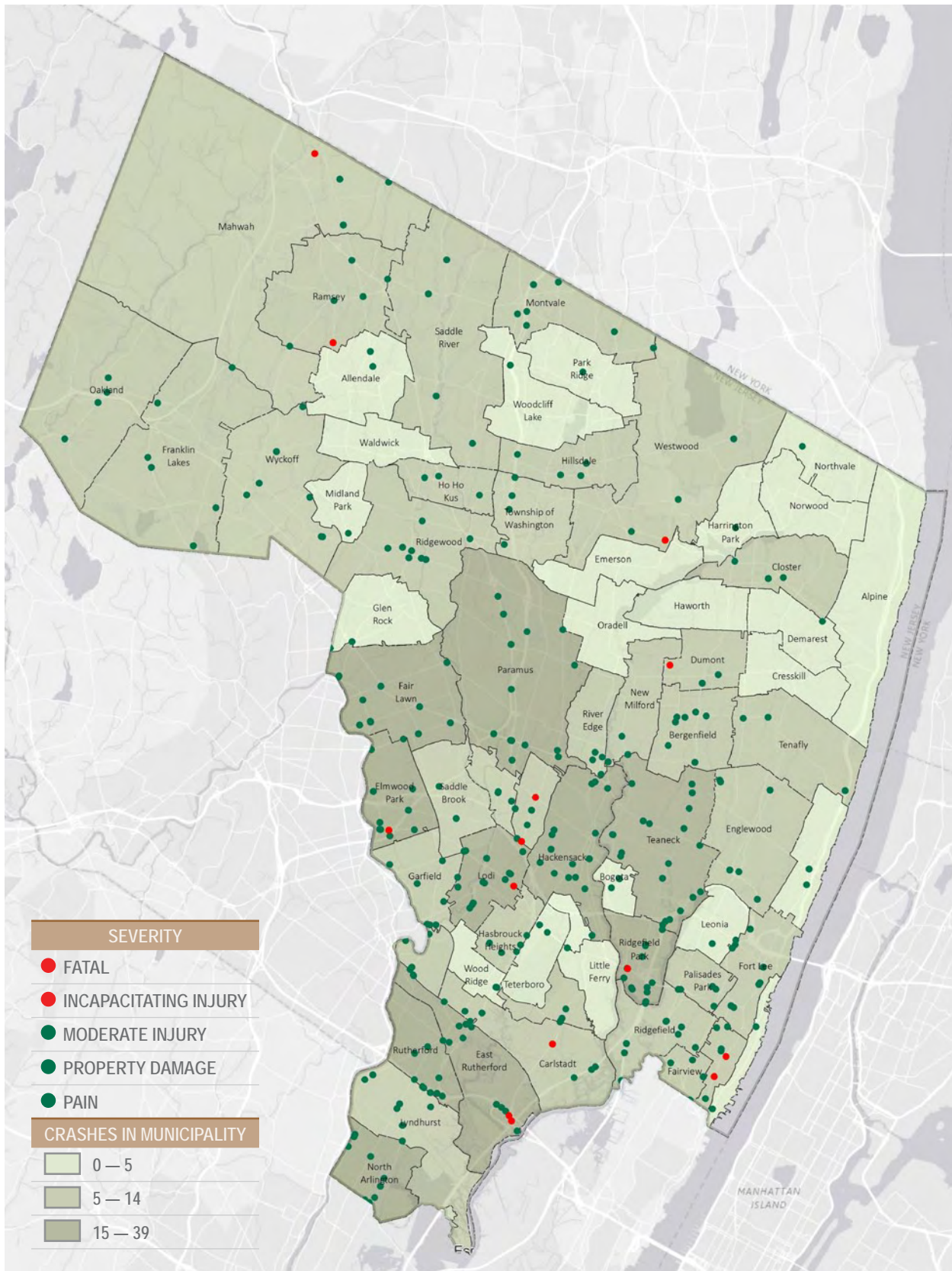
At both the State and local level, Plan4Safety is also used to analyze crash data. Plan4Safety is a support tool, developed and maintained by the TSRC at Rutgers University, which is used by county and local engineers, law enforcement agencies and other decision makers to help identify and assess the most cost-effective ways and improve safety on the state's roadways through a data driven approach. Data provided by NJDOT is used to clearly identify and target roadways and jurisdictions where crashes are occurring, through the Plan4Safety Analysis Tool.

HOT SPOT ANALYSIS

To identify “hot-spots” and clustered areas where enforceable crashes are occurring, parameters are established to provide an understanding of which roadways and jurisdictions have the highest rates of motor vehicle crashes. The roadways and jurisdictions identified are derived from cluster analysis, hot-spot analysis, and injury weighting on areas experiencing the highest volumes of enforceable crash events. Parameters are constantly modified to reflect the number of roadways necessary to reach the State's reduction goal or funding resources available.

Analysis of statewide crashes using Plan4Safety helps identify roadway segments and locations with high occurrences of crashes based on current and prior year crash data. As an example, the thematic map on the following page shows alcohol related crash frequency for each municipality in Bergen County as well as crash locations and counts that over-represents alcohol related crashes in the State. This data is then extracted and further analyzed to target other trends and factors contributing to crashes.

ALCOHOL RELATED CRASHES IN BERGEN COUNTY TO TARGET ENFORCEMENT EFFORTS,
2014 CRASH LOCATIONS AND TOP MUNICIPALITIES



ALCOHOL RELATED CRASHES IN 2014, TOP 10 BERGEN COUNTY MUNICIPALITIES

MUNICIPALITY	COUNT OF CRASHES	TOTAL INJURED
TEANECK	39	22
GARFIELD	23	9
HACKENSACK	23	5
LODI	23	14
RIDGEFIELD PARK	21	11
ELMWOOD PARK	18	6
LYNDHURST	18	11
NORTH ARLINGTON	18	9
RIDGEWOOD	18	5
ENGLEWOOD	17	8

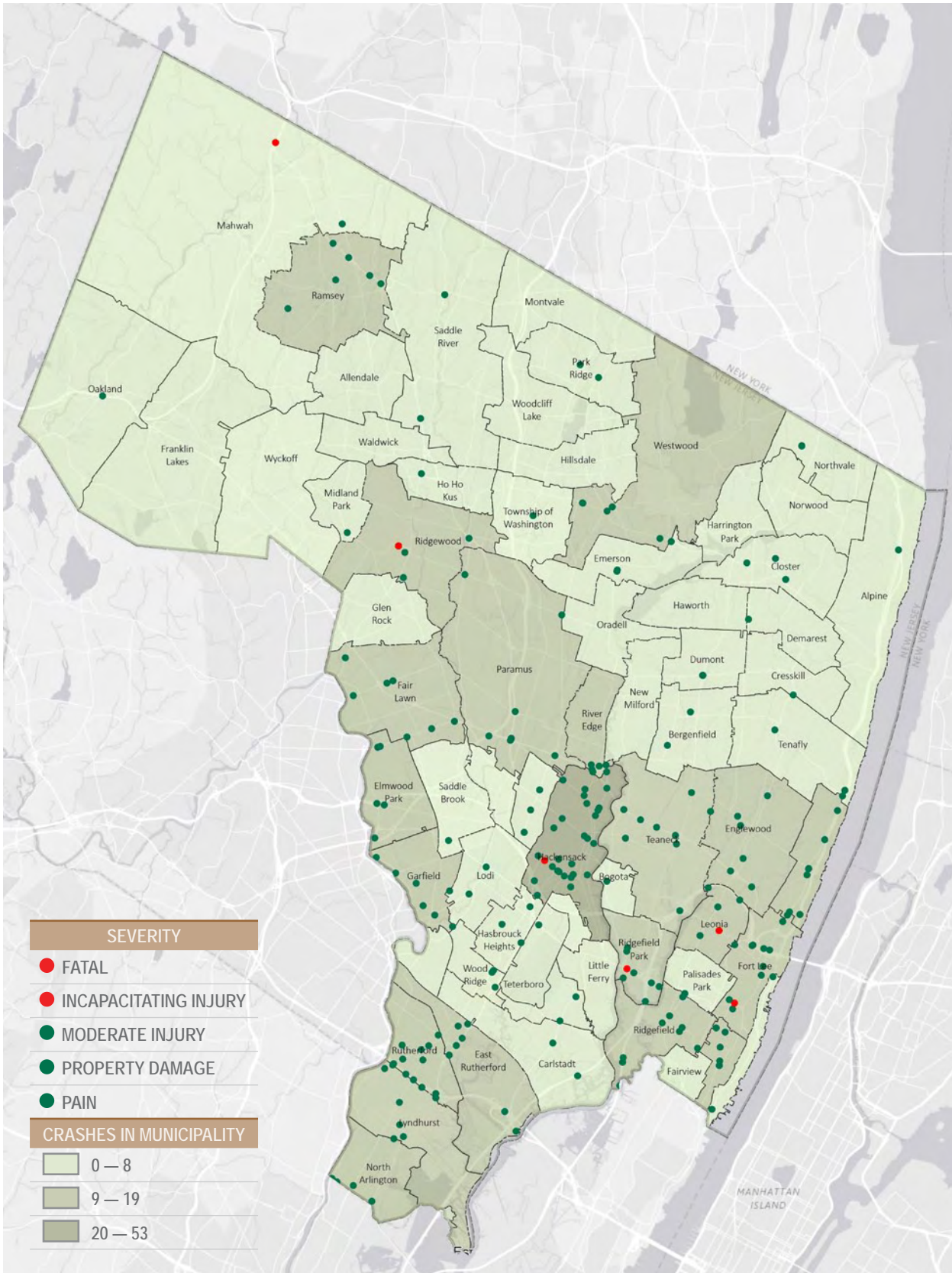
This data is then extracted and further analyzed to target specific roadways and corridors where clusters of crashes are occurring. These “hot-spots” are areas where the specific crash phenomena, in this case alcohol related crashes, is taking place the most frequently. For example, the chart below shows corridors where alcohol related crashes in 2014 are clustered. This information is used to help police agencies strategically place efforts in areas where alcohol related crashes consistently occur. Starting and ending mileposts are provided for each of the routes where alcohol related crashes are occurring to better position enforcement resources.

ALCOHOL RELATED CRASHES IN 2014, TOP 10 BERGEN COUNTY CORRIDORS

ROUTE	MILEPOST START	MILEPOST END	CRASHES IN SEGMENT
3	7.3	8.3	6
46	64.05	65.05	6
95	73.45	74.45	6
95	71.81	72.81	5
503	1.09	2.09	5
17	2	3	4
67	0.65	1.65	4
507	3.97	4.97	4
2000039	3.7	4.7	4
17	5.4	6.4	3

The following maps provided are samples of the problem identification process for different program areas along with the top 10 municipalities and top 10 corridors of occurrence.

UNRESTRAINED OCCUPANT CRASHES IN BERGEN COUNTY TO TARGET ENFORCEMENT EFFORTS,
2014 CRASH LOCATIONS AND TOP MUNICIPALITIES



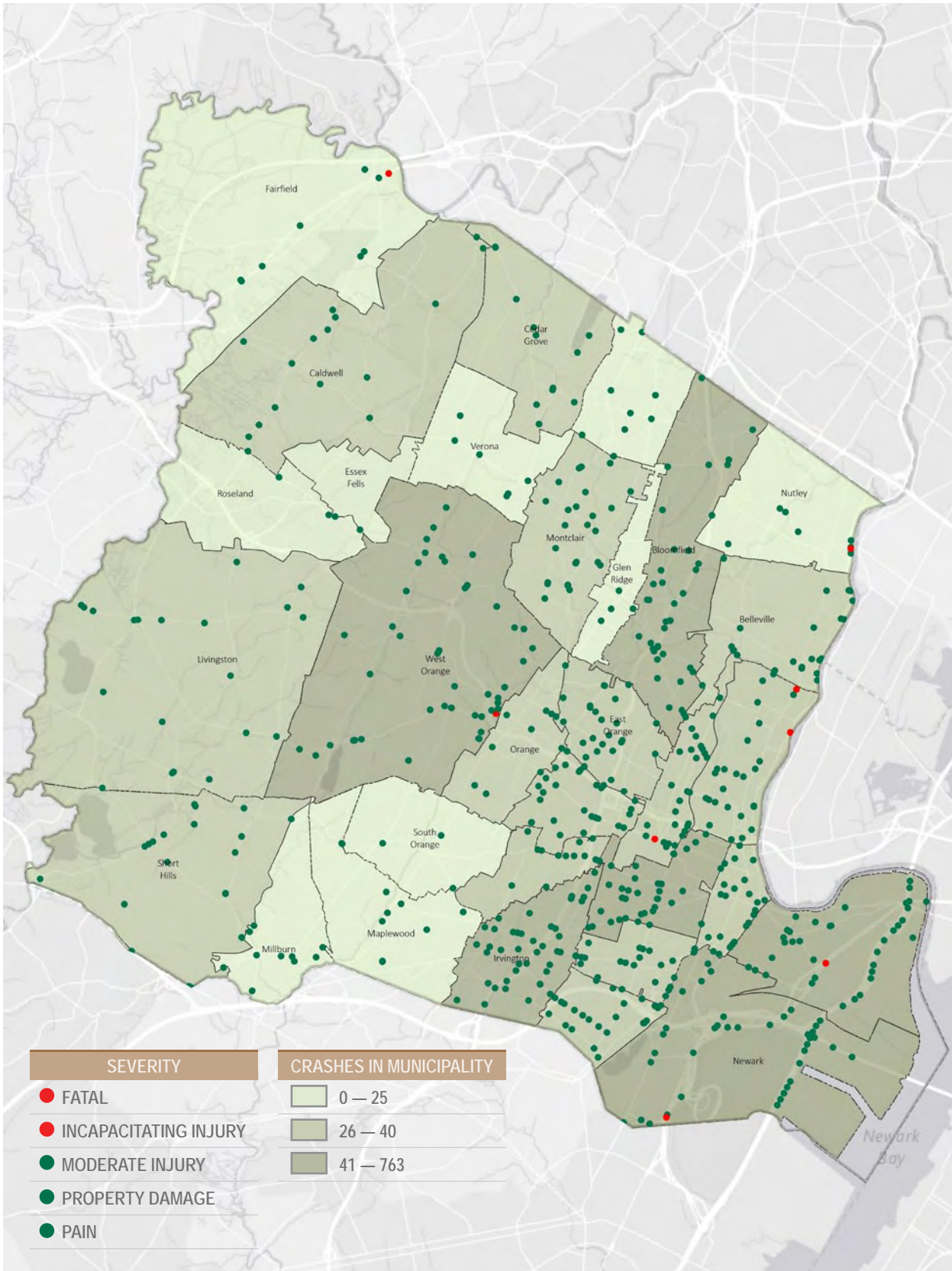
UNRESTRAINED OCCUPANT CRASHES IN 2014, TOP 10 BERGEN COUNTY MUNICIPALITIES

MUNICIPALITY	COUNT OF CRASHES	TOTAL INJURED
HACKENSACK	53	19
GARFIELD	21	6
FORT LEE	20	24
TEANECK	19	11
PARAMUS	18	17
NORTH ARLINGTON	16	3
RAMSEY	16	8
TENAFLY	15	5
RIVER EDGE	14	0
ENGLEWOOD CLIFFS	13	5

UNRESTRAINED OCCUPANT CRASHES IN 2014, TOP 10 BERGEN COUNTY CORRIDORS

ROUTE	MILEPOST START	MILEPOST END	CRASHES IN SEGMENT
20000561	4.09	5.09	7
20000561	4.26	5.26	6
20000561	4.47	5.47	5
20000561	4.62	5.62	4
95	69.95	70.95	4
2000030	0.7	1.7	4
503	6.53	7.53	4
46	70.41	71.41	4
2000029	1.28	2.28	4
503	5.81	6.81	4

SPEED RELATED CRASHES IN ESSEX COUNTY TO TARGET ENFORCEMENT EFFORTS,
2014 CRASH LOCATIONS AND TOP MUNICIPALITIES



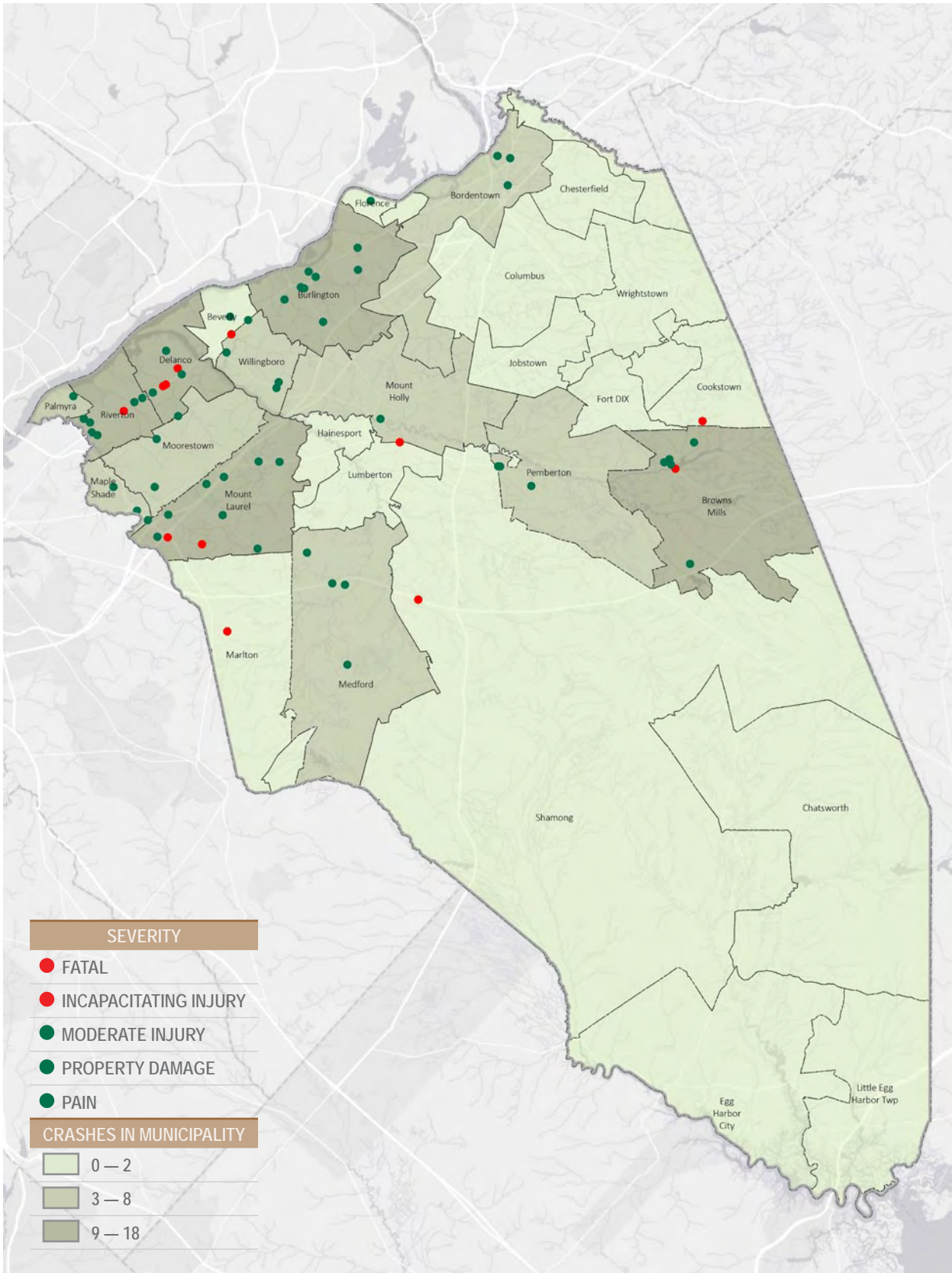
SPEED RELATED CRASHES IN 2014, TOP 10 ESSEX COUNTY MUNICIPALITIES

MUNICIPALITY	COUNT OF CRASHES	TOTAL INJURED
NEWARK	763	434
EAST ORANGE	125	79
IRVINGTON	124	62
WEST ORANGE	92	29
MILLBURN	63	19
BLOOMFIELD	57	31
ORANGE	52	16
BELLEVILLE	49	20
MONTCLAIR	46	8
LIVINGSTON	36	14

SPEED RELATED CRASHES IN 2014, TOP 10 ESSEX COUNTY CORRIDORS

ROUTE	MILEPOST START	MILEPOST END	CRASHES IN SEGMENT
95	58.65	59.65	20
95	60.75	61.75	14
7000602	1.13	2.13	11
124	7.46	8.46	10
510	26.17	27.17	10
508	5.72	6.72	9
508	9.23	10.23	9
7141891	0.99	1.99	9
506S	2.14	3.14	8
21	7.2	8.2	8

PEDESTRIAN RELATED CRASHES IN BURLINGTON COUNTY TO TARGET ENFORCEMENT EFFORTS,
2014 CRASH LOCATIONS AND TOP MUNICIPALITIES



PEDESTRIAN RELATED CRASHES IN 2014, TOP 10 BURLINGTON COUNTY MUNICIPALITIES

MUNICIPALITY	COUNT OF CRASHES	TOTAL INJURED	TOTAL PEDESTRIANS INJURED
MOUNT LAUREL	18	14	11
MAPLE SHADE	10	8	8
PEMBERTON	10	9	6
CINNAMINSON	9	8	6
DELRAN	9	9	7
MEDFORD	9	8	7
WILLINGBORO	9	3	2
BURLINGTON	8	7	7
EVESHAM	7	8	7
MOORESTOWN	6	5	5

PEDESTRIAN RELATED CRASHES IN 2014, TOP BURLINGTON COUNTY CORRIDORS

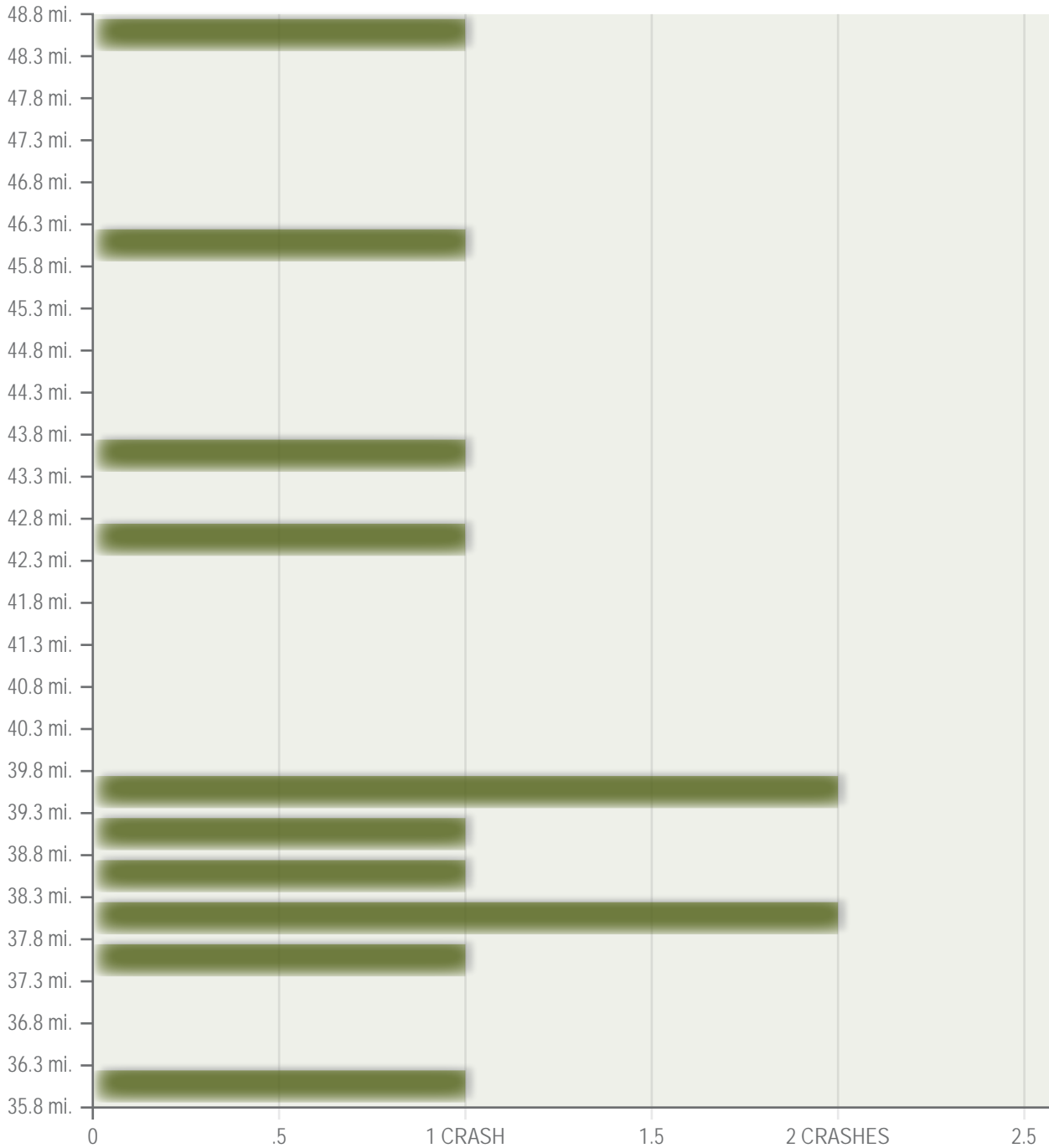
ROUTE	MILEPOST START	MILEPOST END	CRASHES IN SEGMENT
130	39.39	39.89	3
530	1.33	1.83	2
530	8.34	8.84	2
38	11.66	12.16	2
130	38.1	38.6	2

In addition to the Plan4Safety Maps, DHTS has the ability to provide additional road profile information through Plan4Safety Analysis Tool. Once locations have been identified through hot spot and cluster analysis, crash data is extracted via Plan4Safety to examine various trends in crash factors. Information regarding specific crash location, time of day, month, year, contributing circumstances, and crash type are a number of ways crash data is analyzed to target enforcement efforts in the State. For example, for impaired driving crashes the enforcing police department knows that crashes are mostly occurring on Saturdays in December and Sundays in January as well as occurring mostly in the 2am hour interval. They also know that the majority of crashes occurring are *fixed object crashes*, and they should be looking for inattentive drivers and those travelling at unsafe speeds as they are prominent impaired driver actions contributing to crashes. Being able to identify specific time and place characteristics for crash occurrences enhances law enforcement effectiveness.

CORRIDOR ANALYSIS

Location of crashes is important in determining where to locate resources. The Plan4Safety Analysis Tool has a feature available which locates the crash occurrence to the specific milepost along a corridor. Below is a roadway histogram depicting at which milepost pedestrian crashes occurred on Route 130 in Burlington County (2014), where a large-scale effort to reduce pedestrian crashes and increase awareness and education has been taking place.

PEDESTRIAN RELATED CRASHES IN 2014 — RT 130 BETWEEN MILEPOSTS 35 - 50, BURLINGTON COUNTY



INJURY WEIGHTING

To determine locations where pedestrians are getting injured, injury weight ranking is conducted to identify which municipalities have the most severe pedestrian related crashes, different than which municipalities experience the highest volumes. The methodology for weight based ranking is derived from an FHWA study: *Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries*. The weighted values are attributed to the injury severity as determined by the reporting police officer at the scene of the crash. A scale has been calculated to determine the weighted values for the KABCO (Killed, Incapacitated, Moderate Injury, Complaint of Pain and Property Damage Only) scale. Because survivability is random given external factors (ex. travel time to hospital, response time to scene, age of victim, etc.) weights for incapacitations and fatalities are equal. Weighing the severity of injuries sustained in crashes assists in neutralizing the rural versus urban conflict. By attributing higher weights to severe injuries, it helps boost the rank of places that experience low volume, albeit severe crashes compared to those that experience high volume low severity occurrences. For example, a rural municipality may experience a low volume of pedestrian crashes; however, the injuries sustained are typically severe. Below is a description of a top 10 weighted ranking list completed for Bergen County to target the municipalities that have the most severe pedestrian related crashes.

PEDESTRIAN RELATED CRASHES IN 2014, TOP 10 BERGEN COUNTY MUNICIPALITIES (WEIGHTED)					
MUNICIPALITY	TOTAL PED CRASHES	WEIGHTED SCORE	WEIGHTED RANK	NON WEIGHTED RANK	WEIGHTED DIFFERENCE
HACKENSACK	173	241.52	1	1	0
PARAMUS	87	117.43	3	2	-1
FORT LEE	86	129.4	2	3	1
TEANECK	74	114.34	4	4	0
GARFIELD	66	85.01	6	5	-1
ENGLEWOOD	63	107.16	5	6	1
LODI	57	84.41	7	7	0
PALISADES PARK	53	68.97	9	8	-1
CLIFFSIDE PARK	48	76.16	8	9	1
FAIR LAWN	45	60.97	10	10	0

Funds will be provided to implement seat belt saturation and/or tactical overtime patrols during the *Click It or Ticket* campaign. Other efforts will include conducting enforcement details in towns that have an over-representation of speed, alcohol and pedestrian-related crashes. Section 402 funds as well as funds from the State's drunk driving enforcement fund and pedestrian safety education and enforcement fund will be used to fund the enforcement initiatives.

Projects that are implemented by police agencies will be assessed to ensure that goals, objectives and tasks are on track. If the project is not meeting its intended outcome, assistance will be provided in determining if and how the program should be revised to increase effectiveness. The Law Enforcement Liaison will be used to assist staff with monitoring the grant programs and assessing performance.

After enforcement efforts are completed, DHTS will analyze the effectiveness of the efforts by reviewing crash data for reduction trends. Continuous analysis is conducted for all targeted enforcement efforts, comparing historical crash data at the targeted areas while monitoring incoming crash and citation data as the year progresses. Evaluation of funded programs is conducted and adjustments are made according to the effectiveness of the enforcement effort and the value of its impact. Other items that will be reviewed to judge effectiveness of an enforcement effort include timely reporting and the data provided (total stops [acceptable performance is two motor vehicle stops per grant overtime hour], arrests made, etc.) on the enforcement summary report.

PERFORMANCE PLAN

PLANNING AND ADMINISTRATION

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

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

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

BUDGET: \$500,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
PA 16-01-01-01	DHTS P&A	\$500,000	SECTION 402

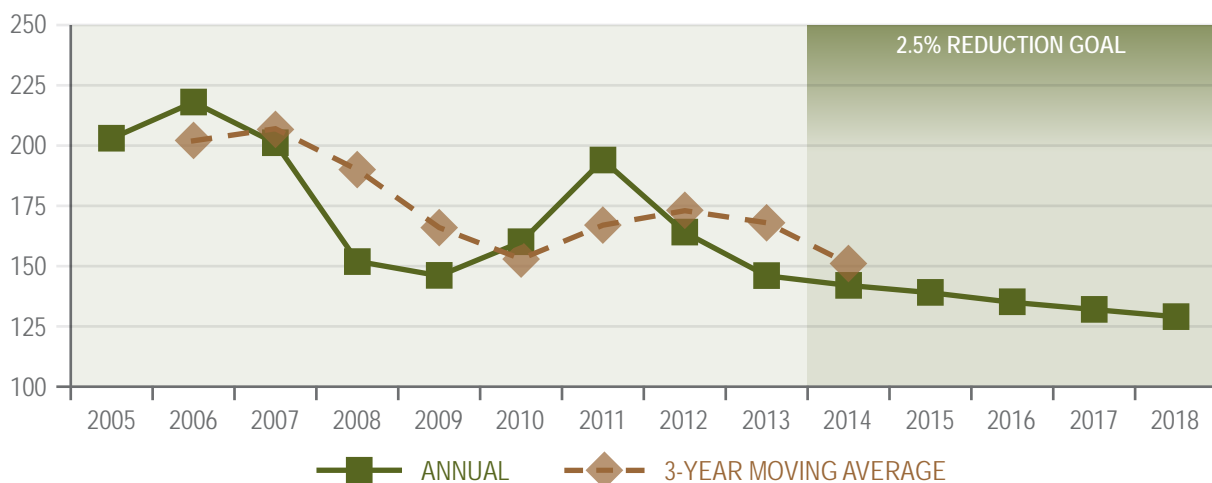
ALCOHOL AND OTHER DRUG COUNTERMEASURES

ALCOHOL IMPAIRED • GENERAL OVERVIEW

Due to the large volume of alcohol related pending cases that remain open in 2014, the numbers analyzed in this area are based on 2013 fatal records and preliminary data from 2014.

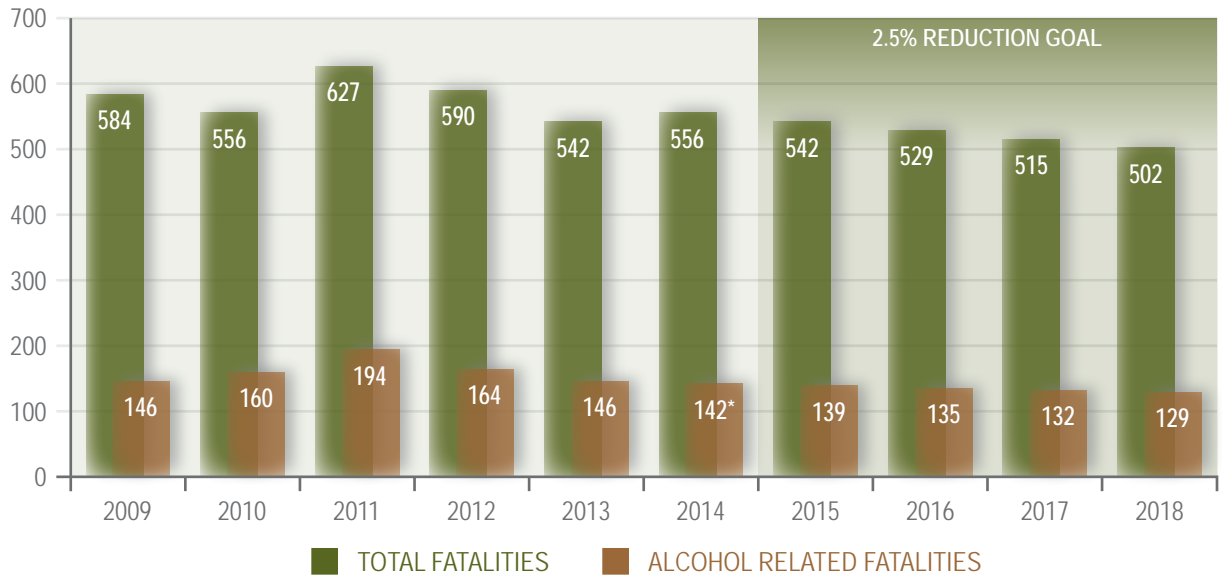
New Jersey has experienced a decline in alcohol related fatalities over the past two years; however, driving while intoxicated remains a major factor in contributing to fatalities, crashes and injuries on New Jersey's roadways. In 2013, alcohol impaired fatalities (based on all drivers and motorcycle riders with a .08 BAC of higher) accounted for 27 percent of all traffic fatalities in the State.

ALCOHOL IMPAIRED DRIVING FATALITIES (BAC OF .08 AND ABOVE), ANNUAL AND 3-YEAR MOVING AVERAGE



It is projected that alcohol related fatalities in 2014 will account for 26 percent of the total motor vehicle fatalities. Alcohol continues to contribute towards over one-quarter of the State's total motor vehicle fatalities.

PROPORTION OF ALCOHOL RELATED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES

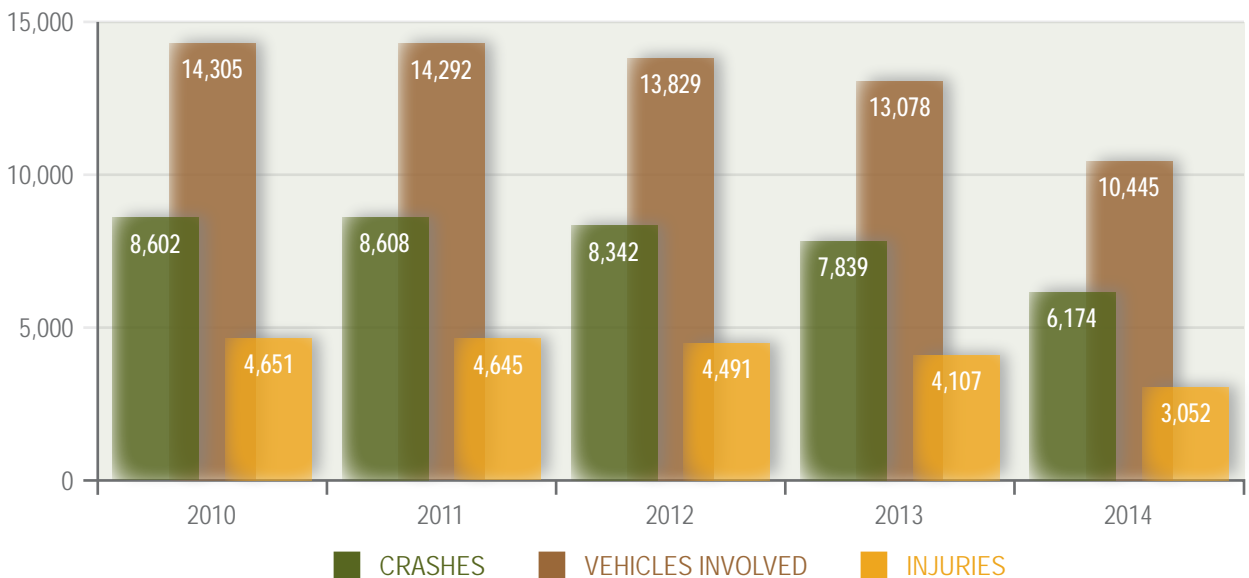


*2014 Alcohol Related Fatalities is a projection as the final number was not available at the time of publication.

Forty-six percent of all alcohol-involved crashes over the last five years were single-vehicle crashes involving only one driver. Another 46 percent involved a two-vehicle scenario and the last 8 percent of all alcohol related crashes involved three vehicles or more.

Over the last five years, alcohol related crashes involved an average of 13,190 vehicles per year. Fifty-five percent of alcohol related crashes resulted in the injury of one person, two people sustained injuries in 24 percent of crashes and three individuals or more were injured in 21 percent of all alcohol related crashes.

GENERAL OUTCOME OF ALCOHOL RELATED CRASHES, 2010 - 2014



ALCOHOL IMPAIRED • ANALYSIS OF AGE/GENDER

The difference in age and gender is a factor in the likelihood of an individual being involved in alcohol related crashes. Notably, they are commonly referred to as “high-risk” drivers and in New Jersey, the particular age group that is the most susceptible to being involved in alcohol related crashes is the 16-35 year old drivers. This group makes up 40 percent of drivers involved in alcohol related crashes. Male drivers make up slightly more than two-thirds of the total alcohol related crashes that occurred from 2010 to 2014.

ALCOHOL RELATED CRASHES BY AGE GROUP AND GENDER, 2010 - 2014				
AGE GROUP	FEMALE	MALE	UNKNOWN	TOTAL
0-15	6	17	0	23
16-20	1,012	2,260	9	3,281
21-25	2,827	6,426	41	9,294
26-30	2,202	5,323	34	7,559
31-35	1,618	4,347	24	5,989
36-40	1,453	3,490	25	4,968
41-45	1,614	3,431	31	5,076
46-50	1,762	3,382	17	5,161
51-55	1,299	2,902	6	4,207
56-60	857	2,049	7	2,913
61-65	522	1,235	7	1,764
66+	673	1,575	11	2,259
UNKNOWN	102	387	13,057	13,546
TOTALS	15,947	36,824	13,269	66,040

A breakdown of age groups and gender of those injured in alcohol related crashes is below.

ALCOHOL RELATED CRASHES - AGE, GENDER AND SEVERITY OF OCCUPANTS INJURED, 2010 - 2014										
AGE GROUP	COMPLAINT OF PAIN			MODERATE INJURY			INCAPACITATED			TOTAL
	FEMALE	MALE	UNKNOWN	FEMALE	MALE	UNKNOWN	FEMALE	MALE	UNKNOWN	
0-15	293	249	4	77	67	1	6	8	1	706
16-20	549	709	1	243	488	0	35	58	0	2,083
21-25	913	1,229	1	436	1,020	3	68	158	0	3,828
26-30	676	963	0	239	627	1	39	108	0	2,653
31-35	454	765	1	152	426	3	29	98	1	1,929
36-40	423	589	2	143	345	0	24	74	1	1,601
41-45	454	579	2	153	324	1	19	55	0	1,587
46-50	481	546	0	159	340	1	38	66	0	1,631
51-55	337	428	1	102	260	0	15	52	0	1,195
56-60	261	313	3	61	162	0	15	26	0	841
61-65	149	188	0	41	84	0	13	18	0	493
66+	225	242	1	73	129	0	5	21	1	697
UNKNOWN	43	53	9	14	19	1	3	4	1	147
TOTALS	5,258	6,853	25	1,893	4,291	11	309	746	5	19,391

ALCOHOL IMPAIRED • ANALYSIS OF LOCATION

A breakdown of where alcohol related crashes are taking place in the State is found below, along with annual totals. For the second consecutive year, Bergen County (3,429) experienced the highest five-year total of alcohol related crashes in the State, followed by Monmouth (3,299) and Camden (3,072) respectively. It is important to note that alcohol related crashes have declined over the last three years.

ALCOHOL RELATED CRASHES BY COUNTY, 2010 - 2014							
	COUNTY	2010	2011	2012	2013	2014	TOTAL
REGION I	ATLANTIC	448	469	464	448	352	2,181
	BURLINGTON	543	504	491	474	341	2,353
	CAMDEN	676	698	617	645	436	3,072
	CAPE MAY	173	194	177	179	110	833
	CUMBERLAND	208	210	212	230	151	1,011
	GLOUCESTER	314	339	309	250	223	1,435
	SALEM	83	97	92	85	75	432
REGION II	HUNTERDON	135	137	136	119	59	586
	MERCER	361	330	319	276	238	1,524
	MIDDLESEX	652	618	590	548	446	2,854
	MONMOUTH	698	722	675	673	531	3,299
	OCEAN	674	627	628	577	480	2,986
	SOMERSET	260	250	255	240	177	1,182
	UNION	487	479	456	415	407	2,244
REGION III	BERGEN	764	684	711	671	599	3,429
	ESSEX	536	552	569	485	406	2,548
	HUDSON	383	397	411	361	308	1,860
	MORRIS	453	478	457	426	326	2,140
	PASSAIC	484	490	503	442	389	2,308
	SUSSEX	163	195	157	162	67	744
	WARREN	107	138	113	133	39	530
NJ STATE TOTALS		8,602	8,608	8,342	7,839	6,160	39,551

The top ten municipalities in each DHTS Region with the highest volume of alcohol related crashes are listed in the charts on the following page. Newark, Toms River, and Clifton top the charts and have the highest representation of alcohol related crashes from 2010–2014.

REGION I ALCOHOL RELATED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
CAMDEN	54	43	1	65	49	1	42	41	1	85	52	1	57	38	1	531
ATLANTIC CITY	60	29	0	52	32	0	57	41	0	56	44	0	35	26	0	432
VINELAND	58	27	3	46	23	3	44	40	3	51	36	1	36	25	0	396
PENNSAUKEN	50	20	0	38	41	0	57	24	0	52	20	1	56	17	1	377
EGG HARBOR TWP	39	26	1	39	24	2	48	36	0	40	41	2	30	24	0	352
GLOUCESTER TWP	45	29	1	45	26	1	57	27	0	56	22	0	25	16	0	350
HAMILTON (ATLANTIC CO)	49	34	0	45	30	2	46	22	2	31	21	1	29	13	3	328
CHERRY HILL	37	20	2	52	26	0	39	32	0	39	23	1	30	13	0	314
WASHINGTON (GLOUCESTER CO)	29	25	1	35	28	0	40	20	1	16	17	0	33	21	1	267
GALLOWAY	25	26	0	21	28	0	19	23	0	34	20	1	23	27	0	247

REGION II ALCOHOL RELATED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
TOMS RIVER	98	59	4	89	59	2	81	67	0	86	41	1	63	45	3	698
HAMILTON (MERCER CO)	57	47	0	62	43	0	66	44	0	45	41	1	35	32	0	473
BRICK	51	46	2	53	29	2	67	31	3	42	41	2	37	22	1	429
UNION TWP	44	21	0	37	28	1	41	24	0	46	30	1	43	27	0	343
ELIZABETH	53	31	1	45	20	1	48	23	3	31	25	0	39	21	0	341
MIDDLETOWN	40	25	0	39	32	1	46	25	0	41	31	1	33	21	0	335
LAKEWOOD	33	30	3	31	22	2	43	29	0	39	26	0	35	22	0	315
OLD BRIDGE	39	29	2	25	24	0	47	19	0	39	24	0	27	20	0	295
TRENTON	39	30	3	48	23	0	35	22	0	33	14	1	29	16	0	293
WOODBIDGE	48	29	0	40	20	2	39	18	2	25	25	2	24	15	1	290

REGION III ALCOHOL RELATED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
NEWARK	76	83	1	88	83	2	106	85	2	61	75	1	83	69	1	816
CLIFTON	81	39	0	91	35	0	84	45	0	73	31	3	67	37	0	586
JERSEY CITY	71	41	1	61	51	0	58	54	1	57	41	1	60	30	0	527
PATERSON	58	46	1	54	35	1	77	39	1	62	32	0	56	30	0	492
PASSAIC	42	31	0	62	14	0	56	15	0	50	20	1	53	18	1	363
PARSIPPANY-TROY HILLS	34	19	0	42	32	1	34	22	1	50	22	0	35	7	0	299
EAST ORANGE	26	19	0	28	29	0	29	25	1	34	27	0	30	13	0	261
BLOOMFIELD	17	19	0	46	8	0	23	18	2	36	29	0	32	21	0	251
WAYNE	34	14	0	48	25	0	21	27	0	20	22	0	18	15	0	244
UNION CITY	32	20	0	45	9	0	41	10	0	33	17	0	25	8	0	240

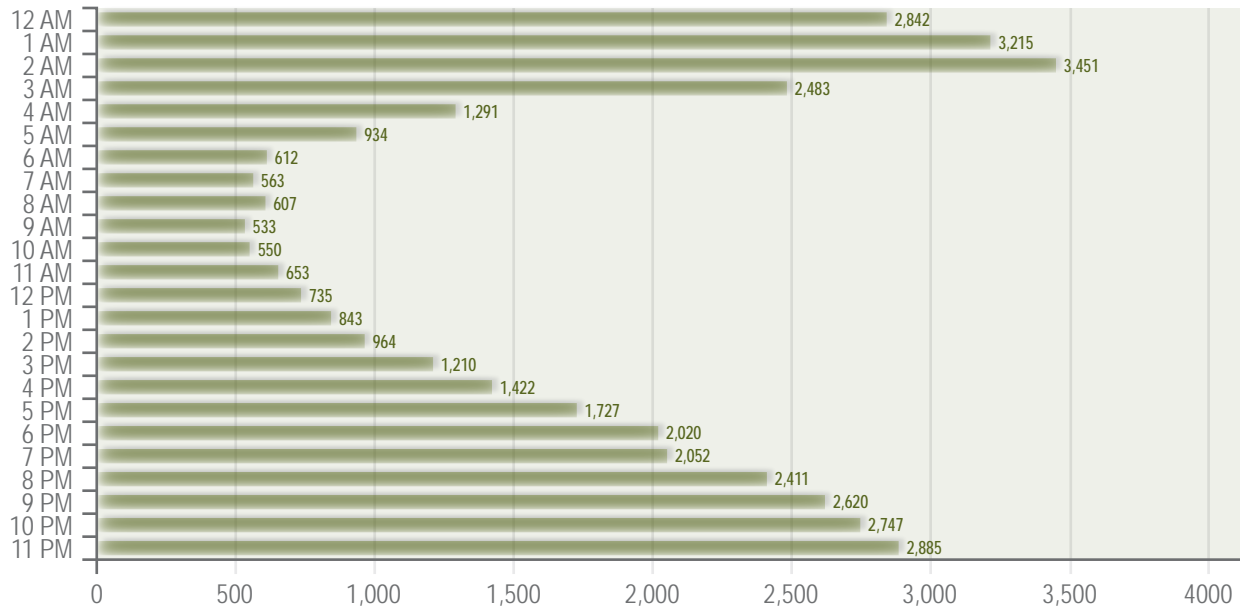
ALCOHOL IMPAIRED • ANALYSIS BY OCCURRENCE

Where and when alcohol related crashes occur can provide details on the behavioral attributes of impaired driving. From 2010 to 2014, there have been 39,551 alcohol related crashes on the State’s roadways. The frequency of alcohol related crashes does not vary drastically from month-to-month, as indicated in the chart below.

ALCOHOL RELATED CRASHES BY COUNTY AND MONTH, 2010 - 2014													
	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
ATLANTIC	175	175	174	179	198	204	191	194	173	191	152	175	2,181
BERGEN	270	254	259	256	336	281	248	318	262	307	281	360	3,432
BURLINGTON	205	172	191	199	205	189	204	186	189	194	215	204	2,353
CAMDEN	271	224	260	275	272	233	273	286	220	262	245	251	3,072
CAPE MAY	51	70	45	57	83	85	119	84	81	63	49	46	833
CUMBERLAND	82	82	96	62	81	97	80	88	84	103	70	86	1,011
ESSEX	207	192	228	226	222	219	193	195	207	189	228	242	2,548
GLOUCESTER	129	109	128	139	118	102	122	102	112	112	123	139	1,435
HUDSON	178	149	176	157	159	133	147	165	125	154	167	150	1,860
HUNTERDON	39	36	48	38	61	51	58	49	44	56	57	49	586
MERCER	109	104	116	127	157	135	124	114	112	132	140	155	1,525
MIDDLESEX	249	223	254	268	273	207	205	211	224	227	242	271	2,854
MONMOUTH	281	248	273	259	300	294	321	281	250	259	264	269	3,290
MORRIS	155	178	200	176	172	163	189	175	162	186	179	205	2,140
OCEAN	239	216	274	241	263	255	277	257	241	252	222	253	2,990
PASSAIC	191	178	196	212	172	193	180	172	173	223	224	194	2,308
SALEM	46	31	37	41	41	41	40	27	41	31	33	25	434
SOMERSET	94	99	103	103	108	114	87	97	79	100	99	99	1,182
SUSSEX	60	49	66	67	53	58	67	66	54	62	64	80	746
UNION	209	164	186	206	182	176	162	155	205	191	196	214	2,246
WARREN	34	34	49	43	42	54	51	30	40	57	42	54	530
STATE TOTALS	3,274	2,987	3,359	3,331	3,498	3,284	3,338	3,252	3,078	3,351	3,292	3,521	

The time in which alcohol related crashes occur reflects the popular social activity time frames and is depicted in the graph on the following page. The number of alcohol related crashes increases as the hours of the day progress, with the lowest occurrences from 6am – 10am and the highest taking place from 9pm – 2am.

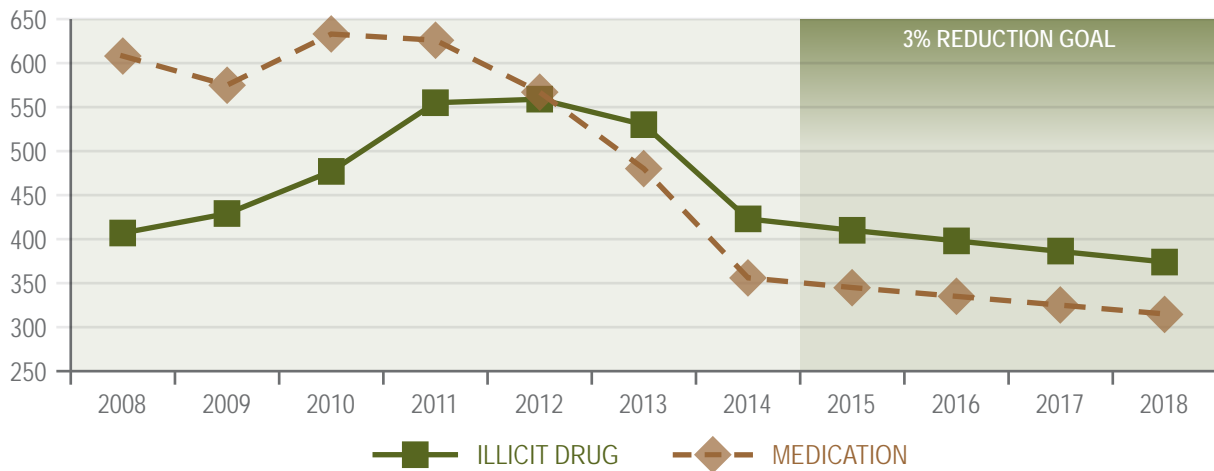
ALCOHOL RELATED CRASHES BY TIME OF DAY, 2010 - 2014



DRUGGED DRIVING • GENERAL OVERVIEW

As a State and nation, declines in the numbers of persons killed and injured as a result of alcohol impaired driving have been seen. It is important to recognize and address the dangers imposed by drivers under the influence of illicit drugs and prescription medications. The number of illegal drug related crashes dropped in 2014 from 534 in 2013 to 423. In addition, the number of prescription drug related crashes declined to 356 in 2014 from 480 in 2013.

DRUG RELATED CRASHES BY YEAR, ILLICIT AND MEDICATION



DRUGGED DRIVING • ANALYSIS OF LOCATION

The top ten municipalities in each Region with the highest volume of illicit and prescription drug related crashes are listed in the charts on the following page. Camden, Newark, and Toms River top the charts, and have the highest representation of drug related crashes from 2010 – 2014.

REGION I DRUG RELATED CRASHES (ILLICIT AND MEDICATION), TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
CAMDEN	16	10	0	18	21	0	16	14	0	27	16	0	15	10	0	163
GLOUCESTER TWP	7	12	0	8	10	0	7	9	0	17	7	0	4	4	0	85
CHERRY HILL	1	1	0	9	4	0	10	9	0	7	3	0	6	3	0	53
EGG HARBOR TWP	7	5	0	3	6	0	9	6	0	3	4	0	7	2	0	52
HAMILTON (ATLANTIC CO)	7	5	0	6	4	0	5	5	0	4	3	0	7	1	1	48
PENNSAUKEN	5	4	0	2	10	0	3	1	0	4	6	0	10	3	0	48
WASHINGTON (GLOUCESTER CO)	3	6	0	5	5	0	6	5	1	3	2	0	7	5	0	48
DEPTFORD	6	2	0	8	10	0	9	4	0	2	3	0	1	0	0	45
BELLMAWR	4	1	1	5	6	0	7	3	0	4	6	0	3	1	0	41
EVESHAM	6	4	0	1	3	0	3	1	0	4	7	0	6	6	0	41

REGION II DRUG RELATED CRASHES (ILLICIT AND MEDICATION), TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
TOMS RIVER	13	7	0	17	10	1	17	12	0	15	9	0	13	10	1	125
BRICK	11	8	0	9	8	0	7	6	0	6	5	1	5	5	0	71
MIDDLETOWN	7	5	0	5	5	0	9	6	0	7	7	0	4	6	0	61
HAMILTON (MERCER CO)	8	4	0	10	7	0	7	7	0	6	3	0	3	5	0	60
UNION TWP	5	2	0	8	3	0	5	4	0	10	5	0	4	6	0	52
WALL	7	5	0	9	0	0	9	2	0	8	3	1	4	2	0	50
WOODBIDGE	11	4	0	8	4	0	9	3	0	5	3	0	0	2	0	49
JACKSON	3	5	0	1	2	0	5	6	0	5	2	0	6	6	0	41
EDISON	7	2	0	4	5	0	7	3	0	2	6	0	0	2	0	38
LAKEWOOD	3	5	0	5	1	0	6	4	0	1	6	0	3	4	0	38

REGION III DRUG RELATED CRASHES (ILLICIT AND MEDICATION), TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
NEWARK	10	12	0	17	12	0	18	11	1	17	7	0	11	11	0	127
JERSEY CITY	11	8	0	15	6	0	11	12	1	13	2	0	12	6	0	97
PATERSON	8	14	0	9	10	0	13	2	0	7	6	0	4	7	0	80
PARSIPPANY-TROY HILLS	8	5	0	8	6	0	7	0	0	11	2	0	6	2	0	55
CLIFTON	7	6	0	9	2	0	6	3	0	9	3	0	5	4	0	54
BLOOMFIELD	0	3	0	9	2	0	2	3	1	6	5	0	7	5	0	43
WAYNE	7	2	0	7	6	0	2	2	0	5	5	0	3	2	0	41
IRVINGTON	8	5	0	6	2	0	0	2	0	3	0	0	1	1	0	28
EAST ORANGE	1	4	0	5	3	0	5	0	1	1	5	0	1	1	0	27
UNION CITY	8	2	0	5	0	0	7	1	0	2	1	0	0	0	0	26

Over the past five years, over 3,000 individuals have been injured due to drug related crashes. Five-year cumulative totals have Camden (372), Ocean (285), and Middlesex (238) counties representing the highest number of drug related injuries in New Jersey.

INJURIES IN DRUG RELATED CRASHES BY COUNTY, 2010 - 2014						
COUNTY	2010	2011	2012	2013	2014	TOTAL
ATLANTIC	31	41	41	32	29	174
BERGEN	72	38	44	34	33	221
BURLINGTON	48	55	36	55	22	216
CAMDEN	69	97	76	76	54	372
CAPE MAY	15	16	20	4	10	65
CUMBERLAND	8	5	7	4	1	25
ESSEX	40	47	44	43	37	211
GLOUCESTER	25	43	37	19	21	145
HUDSON	18	20	26	18	21	103
HUNTERDON	8	9	10	11	7	45
MERCER	33	20	32	21	31	137
MIDDLESEX	48	61	33	48	34	222
MONMOUTH	52	50	42	53	41	238
MORRIS	31	29	38	26	14	138
OCEAN	62	58	57	55	53	285
PASSAIC	49	49	21	30	36	185
SALEM	19	6	9	6	5	45
SOMERSET	15	10	9	14	15	63
SUSSEX	10	8	15	20	2	55
UNION	24	39	29	21	30	143
WARREN	9	9	5	20	1	44
NJ STATE TOTALS	686	710	631	610	497	3,134

DRUGGED DRIVING • ANALYSIS OF AGE/GENDER

Similar to alcohol related crashes, the “high-risk” drivers involved in drug related crashes are in the 16-35 year-old age group and over 50 percent are male drivers.

SURVEY RESULTS – Fairleigh Dickinson University’s PublicMind Poll (April 26 – May 22, 2015)

The proportion of New Jersey drivers who admit to drinking and driving continues its slow decline. Fourteen percent of drivers admit to having consumed alcohol before driving, a figure that’s not significantly different from 2014’s 13 percent, 2013’s 17 percent or 2012’s 16 percent. Still, the overall trend is clear: in 2007, the figure was 23 percent.

While only about one in seven drivers say that they have driven after drinking in the past few years, more than half (52 percent) say that they can drink and still be competent drivers. Most of these drivers (40 percent) say that they can have one or two drinks and still be fine to drive, but 11 percent claim to be able to have three or more drinks and still drive safely. Not surprisingly, men claim to have a higher tolerance than women. Thirty-eight percent of men say that they can have one or two drinks and drive safely and 17 percent say that they can have three or more. Among women, 42 percent say that they can have one or two drinks and just three percent claim to be able to have three or more and still drive safely.

Since 2010, there has been a 14 point increase in the proportion of drivers who say that it's "very likely" that they will be arrested if they drive after drinking. This shift has been seen among all age cohorts, but has been most pronounced among the youngest and oldest drivers. In 2010, 45 percent of drivers under 30 said that it was "very likely" that they would be arrested if they drove after drinking; nine percent said that it was "not likely at all." In 2015, 63 percent said that it was very likely, and none of the drivers under 30 thought that it wasn't likely at all. Older drivers also used to be much more sanguine about the possibility of getting arrested. Five years ago, 31 percent of the drivers over 60 said that an arrest was "very likely" and 12 percent said that it was "not likely at all." Today, the percentage saying that it's very likely is up by 15 points while the percent saying that it's not likely is down to five.

OTHER PERFORMANCE TARGETS

GOAL: To decrease drug related crashes by 3 percent from the 2012-2014 calendar base year average of 973 to 944 by December 31, 2016 using a performance measure of all involved drivers.

PRIOR YEAR PERFORMANCE

Although there are cases still pending in 2014, the State anticipates a reduction in the number of alcohol impaired driving fatalities in 2014. A total of 68 alcohol related fatalities have been verified. The number of fatalities was reduced from 164 in 2012 to 146 in 2013, thereby meeting the performance measure set in the FFY 2014 Plan. Two highly visible enforcement campaigns were conducted in August and December that included targeted enforcement by local and State Police. Underage drinking initiatives were implemented by bringing undercover law enforcement establishments together in partnership to deter the sale of alcohol to underage individuals. Drug recognition and standardized training in the detection and apprehension of DWI offenders were provided to the law enforcement community.

STRATEGIES FOR FFY 2016

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

OTHER FUNDING SOURCES TO ACHIEVE GOALS

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

The Drunk Driving Enforcement Fund (DDEF), N.J.S.A. 39:4-50.8, established a \$100 surcharge on each drunk driving conviction. Monies in this Fund are distributed to municipal, county, State, and interstate police agencies to increase enforcement of driving laws. Every law enforcement agency whose officers make arrests leading to DWI convictions and imposition of the surcharge are entitled to grants representing its proportionate contribution to the Fund. Law enforcement agencies, through application to the DHTS and approval, may use DDEF monies for DWI enforcement patrols and any other appropriate DWI countermeasures. DDEF funds totaling over \$3.1 million were distributed to law enforcement agencies in FFY 2014 to help reduce alcohol-related crashes and fatalities.

EFFECTIVENESS OF STRATEGIES SELECTED

Publicized Sobriety Checkpoint and Saturation Patrol Programs

At a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location to check whether the drivers are impaired. The purpose of a checkpoint is to deter driving after drinking by increasing the perceived risk of arrest. Checkpoints should be highly visible, publicized extensively, and conducted regularly, as part of a publicized sobriety checkpoint program. Fell, Lacey, and Voas (2004) provide an overview of checkpoint operations, use, effectiveness, and issues.

A study examining demonstration programs in 7 States found reductions in alcohol-related fatalities between 11 percent and 20 percent in States that employed numerous checkpoints or other highly visible impaired driving enforcement operations and intensive publicity of the enforcement activities, including paid advertising (Fell, Langston, Lacey, & Tippetts, 2008).

A demonstration program in Michigan, where sobriety checkpoints are prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by intensive publicity (Fell, Langston, Lacey, & Tippetts, 2008).

Training

Officers have used Standardized Field Sobriety Tests (SFST) for more than 20 years to identify impaired drivers. The SFST is a test battery that includes the horizontal gaze nystagmus test, the walk-and-turn test, and the one leg-stand test. Research shows the combined components of the SFST are 91 percent accurate in identifying drivers with BACs above the legal limit of .08 (Stuster & Burns, 1998).

Drugged Driving

A growing body of research suggests that many illicit, prescription, and over-the-counter drugs may impair a driver's ability to operate a vehicle (Couper & Logan, 2004; Jones, Shinar, & Walsh, 2003, and Kelly, Darke & Ross, 2004). The research investigating the effect of drugs on driving has had variable results. Several studies suggest that a benzodiazepine user is at increased risk of being involved in a crash (Movig et al., 2004; Rapoport et al., 2009), although some studies have not found these results. The findings for marijuana also have been variable, although a recent meta-analysis concluded marijuana doubles the risk of a crash (Asbridge, Hayden, & Cartwright, 2012). Generally, the risk appears highest when marijuana has been used recently, and especially when marijuana is combined with alcohol (Beriness & Simpson, 2006; Sewell, Poling, & Sofuoglu, 2009).

Minimum Drinking Age 21 Law Enforcement

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

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

The 2015 iteration of the Strategic Highway Safety Plan (SHSP) has been completed and is awaiting final approval. Many partners from the public and private sector that have contributed to the development of the SHSP are also partners with the DHTS in the development of the Highway Safety Plan.

Driving under the influence of alcohol and drugs has been identified as a major factor in fatal and serious injury crashes in the State and is included as a primary component in the SHSP. Strategies that have been included in the SHSP include mounting high-visibility enforcement and public outreach campaigns, expanding the Drug Recognition Expert callout program and promoting peer-to-peer outreach programs. In addition, a recommendation was made to consider ignition interlock devices for all DWI offenders.

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

Provides funds for program managers to coordinate alcohol and drug countermeasure activities with local, State and community organizations. These include working with local, State and community organizations to develop awareness campaigns; supporting and assisting local, county and State task force initiatives; and providing technical assistance to project directors.

BUDGET: \$336,000

PROJECT TITLE: DWI TRAINING, DRE PROGRAM & ARIDE

PROJECT DESCRIPTION:

The Alcohol Drug Testing Unit (A/DTU) at the Division of State Police will continue to be the lead agency in the State that will oversee the coordination and administration of the Drug Recognition Expert (DRE) training program, along with issuing field certifications and validations to officers. The A/DTU will provide training to members of the law enforcement community in alcohol and drug impairment to ensure officers receive the skill set necessary to identify and apprehend the impaired driver. In addition to providing training to law enforcement officers in the detection and apprehension of impaired drivers, the A/DTU will provide training and guidance to prosecutors who oversee court related issues. Educators and medical personnel will also receive training from the A/DTU in order to identify students and patients who are under the influence of alcohol and or drugs in order to better serve and provide safety to the public.

Candidates are eligible for the DRE training program after they have been trained and certified in the administration of DWI/Standardized Field Sobriety Testing (DWI/SFST). The officer's primary assignment must include DWI enforcement and the individual must be able to write a descriptive, detailed DWI report which demonstrates the officer's ability to administer and document the SFSTs as trained. A copy of one DWI report which is indicative of the officer's reporting skills must also be included in the application. The application must be signed by the Chief before it is submitted to the Division of State Police, A/DTU. Starting in 2016, candidate applications will be reviewed by committee members representing the Division of State Police, A/DTU, Association of Chiefs of Police, Traffic Officers Association, and the DHTS. Course locations are selected based on where there are gaps or needs for more DRE's.

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

The county-wide policy utilizing DRE's to evaluate and assess subjects who are arrested for driving while under the influence of drugs will continue in FFY 2016. The counties of Atlantic, Bergen, Monmouth, Morris and Ocean will implement the policy and call-out procedures.

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

BUDGET: \$1,006,000

PROJECT TITLE: ALCOHOL/DRUG TESTING PROGRAM

PROJECT DESCRIPTION:

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

BUDGET: \$20,000

PROJECT TITLE: ALCOTEST BREATH TEST SYSTEM

PROJECT DESCRIPTION:

Identification, apprehension, investigation, and processing of persons suspected of driving while under the influence of alcohol and/or drugs require a uniform and systematic approach. Under the authority of the Attorney General, the Alcohol Drug Testing Unit spearheads the ongoing training and re-certification of police officers throughout the State to operate approved chemical breath test instruments and recognizes alcohol and/or drug indicators present in suspects. A new breath test unit is expected to be approved in FFY 2016 and funds will be provided for the purchase of the unit and police officer training in the operation of the new unit.

BUDGET: \$717,000

PROJECT TITLE: DWI ENFORCEMENT

PROJECT DESCRIPTION:

The national drunk driving campaign, *Drive Sober or Get Pulled Over*, is a comprehensive impaired driving prevention program that combines high-visibility enforcement and public awareness through paid and earned media. Nearly 200 State, county and local police agencies will partner with DHTS during the summer holiday enforcement campaign that will be conducted from August 19 — September 5, 2016. In addition, another 150 police departments are expected to participate in the winter holiday season crackdown which will be held from December 11, 2015 — January 1, 2016. Municipal police departments and county agencies will also participate in alcohol related enforcement activities including DWI checkpoints and saturation patrols throughout the year.

BUDGET: \$2,415,950

PROJECT TITLE: UNDERAGE ENFORCEMENT INITIATIVES

PROJECT DESCRIPTION:

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

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

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

BUDGET: \$300,000

PROJECT TITLE: COLLEGE CAMPUS PROGRAMS

PROJECT DESCRIPTION:

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

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

with the CNJ campus police force and Ewing Township Police Department to address alcohol and other drug-related issues. Police from both agencies will work collaboratively to patrol off-campus housing and popular student gathering spots.

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

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

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

BUDGET: \$141,500

PROJECT TITLE: LOCAL ALCOHOL PROGRAMS

PROJECT DESCRIPTION:

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

A second project will promote a “no use” message regarding alcohol and drugs to drivers under 21 years of age. The Middletown Township Police Department will conduct local programs to increase awareness of the dangers of driving while impaired. This will include demonstrating the effects of alcohol on the body utilizing Fatal Vision Goggles, conducting programs to raise awareness during prom season and providing information to teens about making healthy choices particularly when it comes to drugs and alcohol.

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

BUDGET: \$70,375

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 16-07-01-01	DHTS PROGRAM MANAGEMENT	\$336,000	SECTION 402
AL 16-45-01-01	TBD DWI TRNG. & DRE	\$820,000	SECTION 405
AL 16-45-01-02	TBD CO. DRE CALLOUT	\$ 25,000	SECTION 405
AL 16-45-01-03	TBD CO. DRE CALLOUT	\$ 56,000	SECTION 405
AL 16-45-01-04	TBD CO. DRE CALLOUT	\$ 30,000	SECTION 405
AL 16-45-01-05	TBD CO. DRE CALLOUT	\$ 35,000	SECTION 405
AL 16-45-01-06	TBD CO. DRE CALLOUT	\$ 40,000	SECTION 405
AL 16-45-02-01	TBD ALCOHOL/DRUG TEST PROG.	\$ 20,000	SECTION 405
AL 16-45-03-01	TBD BREATH TEST PROG.	\$717,000	SECTION 405
AL 16-45-04-01	TBD SHERIFF DWI	\$ 80,000	SECTION 405
AL 16-45-04-02	TBD PD REGIONAL DWI	\$ 50,650	SECTION 405
AL 16-45-04-03	DWI TBD CO. PROSECUTOR	\$ 55,000	SECTION 405
AL 16-45-04-04	DWI TBD CO.	\$ 20,000	SECTION 405
AL 16-45-04-05	DWI TBD CO.	\$ 30,300	SECTION 405
AL 16-45-04-06	DWI TBD CO.	\$ 20,000	SECTION 405
AL 16-45-04-07	DWI TBD CO.	\$ 85,000	SECTION 405
AL 16-45-04-08	DWI TBD CO.	\$ 70,000	SECTION 405
AL 16-45-04-09	DWI TBD CO.	\$ 15,000	SECTION 405
AL 16-45-04-10	TBD DWI	\$ 6,500	SECTION 405
AL 16-45-04-11	TBD DWI	\$ 30,000	SECTION 405
AL 16-45-04-12	TBD DWI	\$ 22,000	SECTION 405
AL 16-45-04-13	TBD DWI	\$ 15,000	SECTION 405
AL 16-45-04-14	TBD DWI	\$ 6,500	SECTION 405
AL 16-45-04-15	TBD DWI	\$ 10,000	SECTION 405
AL 16-45-04-16	TBD DWI	\$ 15,000	SECTION 405
AL 16-45MH-01-01	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-02	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-03	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
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AL 16-45MH-01-14	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-15	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-16	TBD HOLIDAY DWI	\$ 5,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 16-45MH-01-17	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-16	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-17	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-18	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-19	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-20	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-21	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-22	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-23	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
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AL 16-45MH-01-64	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-65	TBD HOLIDAY DWI	\$ 5,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
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AL 16-45MH-01-116	TBD HOLIDAY DWI	\$ 5,000	SECTION 405
AL 16-45MH-01-117	TBD HOLIDAY DWI	\$ 5,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
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AL 16-45MS-01-11	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-12	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-13	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-14	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-15	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-16	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-17	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-18	TBD SUMMER DWI	\$ 5,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 16-45MS-01-19	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-20	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-21	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-22	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-23	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-24	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-25	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-26	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-27	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-28	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-29	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-30	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-31	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-32	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-33	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-34	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-35	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-36	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-37	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-38	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-39	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-40	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-41	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-42	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-43	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-44	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-45	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-46	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-47	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-48	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-49	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-50	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-51	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-52	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-53	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-54	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-55	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-56	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-57	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-58	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-59	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-60	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-61	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-62	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-63	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-64	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-65	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-66	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-67	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-68	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-69	TBD SUMMER DWI	\$ 5,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 16-45MS-01-70	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-71	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-72	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-73	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-74	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-75	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-76	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-77	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-78	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-79	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-80	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-81	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-82	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-83	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-84	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-85	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-86	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-87	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-88	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-89	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-90	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-91	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-92	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-93	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-94	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-95	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-96	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-97	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-98	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-99	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-100	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-101	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-102	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-103	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-104	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-105	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-106	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-107	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-108	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-109	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-110	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-111	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-112	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-113	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-114	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-115	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-116	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-117	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-118	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-119	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-120	TBD SUMMER DWI	\$ 5,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 16-45MS-01-121	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-122	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-123	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-124	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-125	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-126	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-127	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-128	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-129	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-130	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-131	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-132	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-133	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-134	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-135	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-136	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-137	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-138	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-139	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-140	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-141	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-142	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-143	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-144	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-145	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-146	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-147	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-148	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-149	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-150	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-151	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-152	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-153	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-154	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-155	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-156	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-157	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-158	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-159	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-160	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-161	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-162	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-163	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-164	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-165	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-166	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-167	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-168	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-169	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-170	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-171	TBD SUMMER DWI	\$ 5,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 16-45MS-01-172	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-173	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-174	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-175	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-176	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-177	TBD SUMMER DWI	\$ 5,500	SECTION 405
AL 16-45MS-01-178	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-179	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-180	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-181	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-182	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-183	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-844	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-185	TBD SUMMER DWI	\$ 5,000	SECTION 405
AL 16-45MS-01-186	TBD	\$210,000	SECTION 405
AL 16-45-05-01	TBD – FALL INITIATIVE	\$ 65,000	SECTION 405
AL 16-45-05-02	TBD – SUMMER	\$ 81,000	SECTION 405
AL 16-45-05-03	TBD ENFORCEMENT	\$154,000	SECTION 405
AL 16-45-05-04	TBD CO. UNDERAGE ENF.	\$ 23,000	SECTION 405
AL 16-45-06-01	COLLEGE CAMPUS – TBD	\$ 70,000	SECTION 405
AL 16-45-06-02	COLLEGE CAMPUS – TBD	\$ 25,000	SECTION 405
AL 16-45-06-03	COLLEGE CAMPUS – TBD	\$ 25,000	SECTION 405
AL 16-45-06-04	COLLEGE CAMPUS – TBD	\$ 21,500	SECTION 405
AL 16-45-07-01	TBD	\$ 15,375	SECTION 410
AL 16-45-07-02	TBD “NO USE MESSAGE”	\$ 10,000	SECTION 405
AL 16-45-07-03	TBD	\$ 45,000	SECTION 405

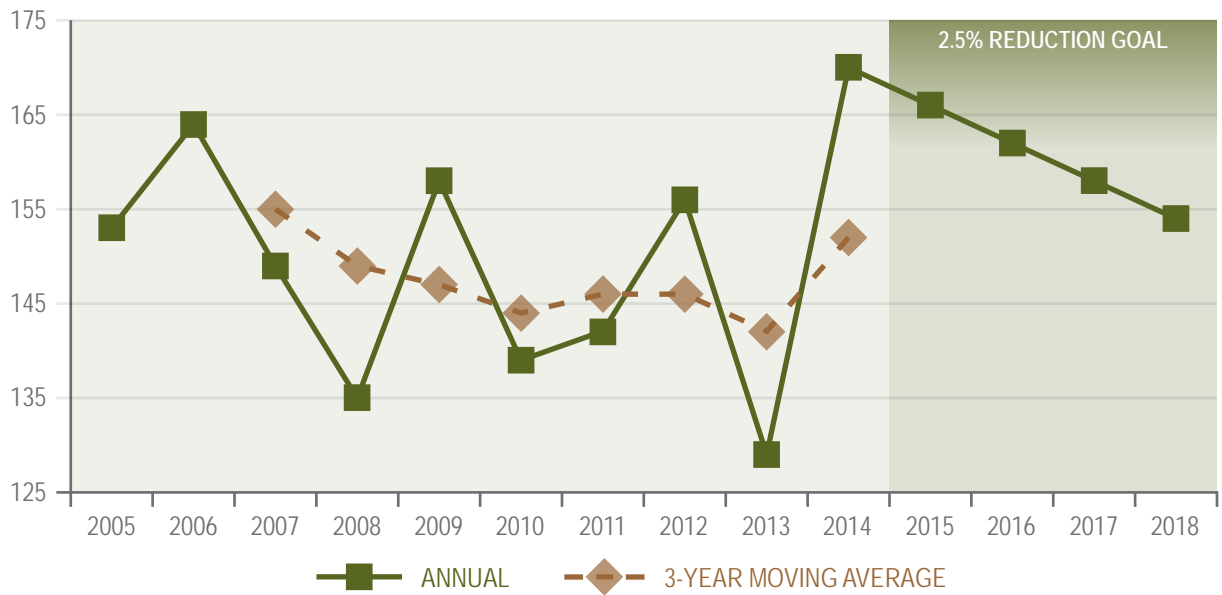
NOTE: MOBILIZATION GRANTS

Increasing the amount of funding during mobilization campaigns for those jurisdictions that have disproportionately higher incidents of alcohol-related fatalities and crashes will be considered in FFY 2016.

PEDESTRIAN SAFETY • GENERAL OVERVIEW

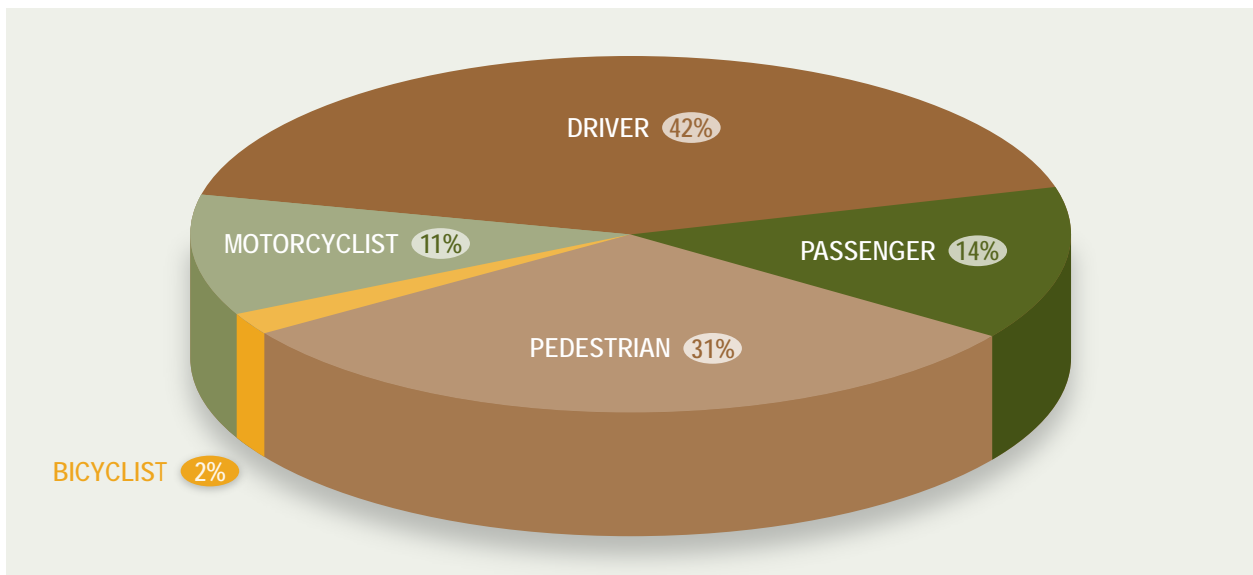
Over the last ten year period, from 2005 through 2014, there have been a total of 1,495 pedestrian fatalities in the State, 170 occurring in 2014 alone. This represents the highest number of pedestrian fatalities recorded in the last ten years.

PEDESTRIAN FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE

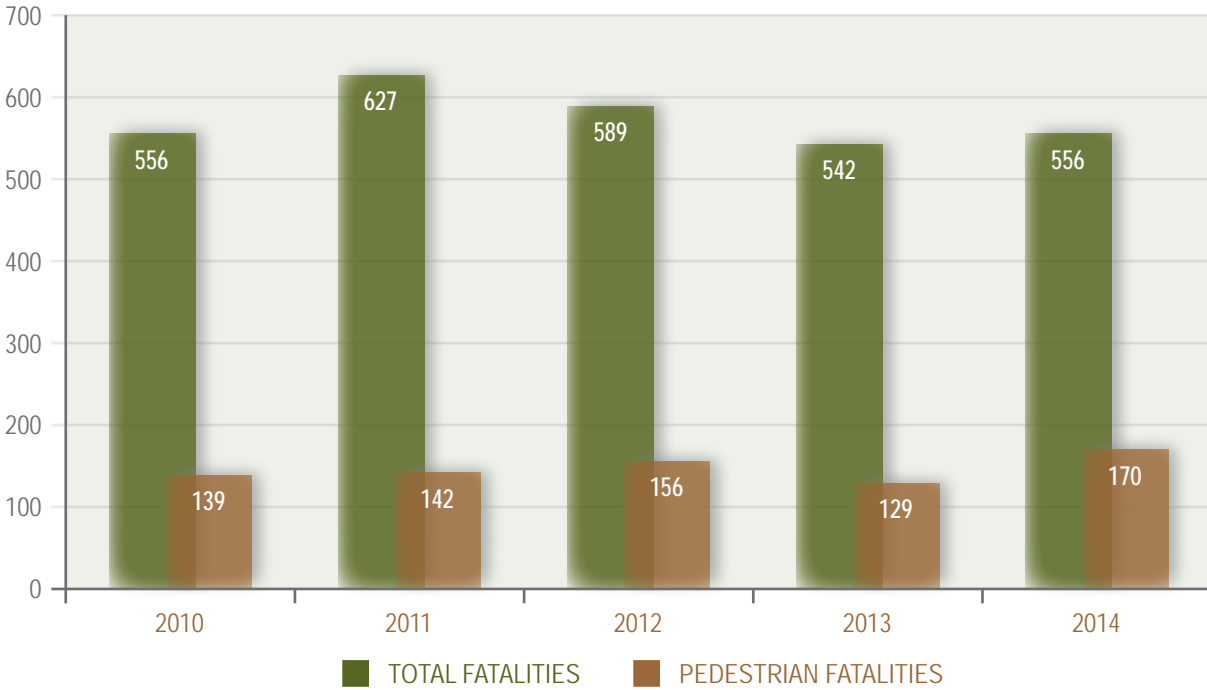


In 2014, pedestrian fatalities accounted for 31 percent of all roadway fatalities in the State.

TRAFFIC RELATED FATALITIES BY CATEGORY PERCENTAGE, 2014

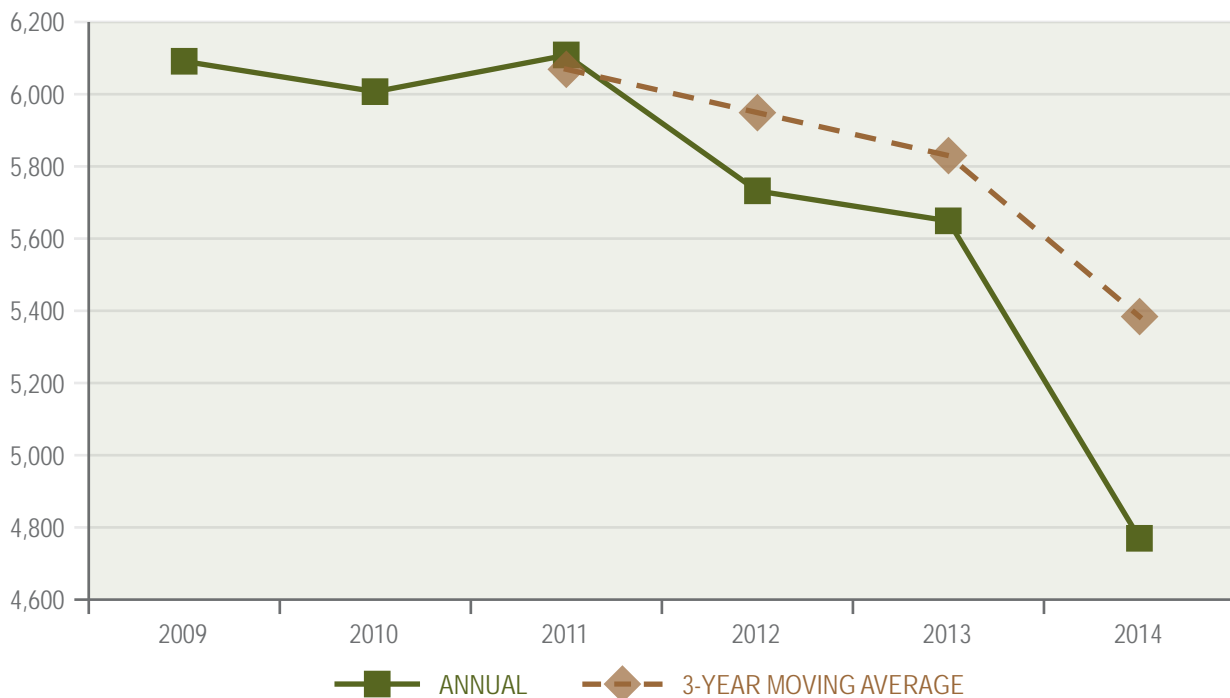


PROPORTION OF PEDESTRIAN FATALITIES VERSUS NEW JERSEY TOTAL MV FATALITIES



Although the number of pedestrian fatalities has increased, the number of pedestrian related crashes has decreased. Through outreach and education, efforts have been made throughout the State to enhance the awareness of pedestrians in roadways and the visibility of the most dangerous intersections, as well as improvements to pedestrian infrastructure in “hot-spot” locations.

PEDESTRIAN RELATED CRASHES, ANNUAL AND 3-YEAR MOVING AVERAGE



PEDESTRIAN SAFETY • ANALYSIS OF AGE/GENDER

Pedestrian related crashes continue to be a concern for younger travelers in the State, specifically age group 0-15 years of age, who make up 16 percent of total pedestrians involved in motor vehicle crashes. The age group of 16–20 year old pedestrians made up 10 percent of total pedestrians involved in crashes in 2014. Pedestrian safety education is an important component for all genders and all age groups. Younger populations experience the highest numbers of crashes with motor vehicles, mostly due to general inexperience of travelling roadways by foot. Pedestrian safety is also a concern for the older populations, which can be attributed to a number of circumstances, such as signal timing and pedestrian infrastructure.

PEDESTRIAN SAFETY • ANALYSIS OF LOCATION

A breakdown of where pedestrian crashes are occurring in the State is found below. Naturally, the counties in which pedestrian crashes are the highest also have the highest volume of pedestrian injuries as well, namely, Essex, Hudson and Bergen counties respectively. These counties typically experience the highest annual totals of pedestrian crashes and injuries, mostly due to their urban environs, traffic volumes, volume of transient populations commuting, and abundance of high-volume intersections.

PEDESTRIAN RELATED CRASHES BY COUNTY, 2010 - 2014							
	COUNTY	2010	2011	2012	2013	2014	TOTAL
REGION I	ATLANTIC	229	216	222	177	157	1,001
	BURLINGTON	136	151	140	140	129	696
	CAMDEN	295	307	293	282	235	1,412
	CAPE MAY	55	52	56	54	52	269
	CUMBERLAND	83	82	92	79	80	416
	GLOUCESTER	114	98	89	78	59	438
	SALEM	16	13	13	13	9	64
REGION II	HUNTERDON	13	21	21	19	17	91
	MERCER	231	240	215	232	155	1,073
	MIDDLESEX	413	437	438	381	323	1,992
	MONMOUTH	271	282	224	242	196	1,215
	OCEAN	242	258	246	261	185	1,192
	SOMERSET	139	115	128	123	79	584
	UNION	469	407	340	347	272	1,835
REGION III	BERGEN	763	785	703	696	653	3,600
	ESSEX	1,001	1,002	1,032	973	879	4,887
	HUDSON	779	820	813	824	686	3,922
	MORRIS	165	173	148	168	120	774
	PASSAIC	537	571	455	513	451	2,527
	SUSSEX	23	36	39	18	12	128
	WARREN	33	42	25	29	21	150
NJ STATE TOTALS		6,007	6,108	5,732	5,649	4,770	28,266

Pedestrian injuries account for over 5 percent of total injuries sustained in motor vehicle collisions in the State. Hudson County has the highest pedestrian injury rate (13.2%) compared to total persons injured in crashes from 2010-2014. Pedestrian Injuries in Hudson County make up 13.9% of all injured pedestrians since 2010. Essex County has the second-highest pedestrian injury rate (9.2%) compared to total persons injured in crashes 2010-2014, but make up 19.2% of all pedestrians injured during that same time. Although Hudson County has the highest volume of pedestrian injuries, Essex County has more injury occurrences.

TOTAL MV INJURIES AND PEDESTRIAN INJURIES BY COUNTY, 2010 - 2014												
COUNTY	----- 2010 -----		----- 2011 -----		----- 2012 -----		----- 2013 -----		----- 2014 -----		--- TOTAL 10-14 ---	
	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS	TOTAL	PEDS
ATLANTIC	4,011	217	3,638	197	3,982	209	3,481	167	2,719	150	17,831	940
BERGEN	9,328	662	9,278	651	8,110	391	7,858	357	7,783	532	42,357	2,593
BURLINGTON	4,570	121	4,371	123	4,232	122	4,360	116	3,210	91	20,743	573
CAMDEN	6,115	252	5,985	265	5,707	259	5,553	179	3,917	79	27,277	1,034
CAPE MAY	1,062	42	1,037	37	973	48	935	38	820	42	4,827	207
CUMBERLAND	1,688	65	1,892	64	1,809	68	2,010	52	1,370	46	8,769	295
ESSEX	10,068	869	9,327	867	9,464	868	9,298	846	7,735	769	45,892	4,219
GLOUCESTER	2,739	95	2,676	84	2,347	72	2,239	62	1,825	43	11,826	356
HUDSON	4,886	643	5,006	717	5,064	685	4,596	666	3,566	351	23,118	3,062
HUNTERDON	1,003	11	998	16	1,026	21	882	15	474	13	4,383	76
MERCER	3,843	185	3,905	165	3,768	166	3,812	187	2,835	113	18,163	816
MIDDLESEX	9,181	347	8,786	361	8,479	356	8,323	323	6,878	267	41,647	1,654
MONMOUTH	6,078	223	6,024	215	5,911	168	5,817	202	4,647	159	28,477	967
MORRIS	4,102	119	4,254	124	4,081	117	3,867	136	2,821	97	19,125	593
OCEAN	6,007	218	5,129	175	5,395	165	5,344	202	4,651	143	26,526	903
PASSAIC	6,163	464	5,733	290	6,025	183	5,744	218	4,850	293	28,515	1,448
SALEM	668	16	596	8	545	4	512	2	426	4	2,747	34
SOMERSET	3,193	122	3,167	96	3,117	109	3,268	105	2,296	70	15,041	502
SUSSEX	1,248	18	1,208	26	1,111	25	1,091	14	413	10	5,071	93
UNION	6,564	417	5,983	330	6,218	258	5,831	293	4,748	228	29,344	1,526
WARREN	1,019	26	1,071	31	952	18	1,001	23	466	17	4,509	115
GRAND TOTAL	93,536	5,132	90,064	4,842	88,316	4,312	85,822	4,203	68,450	3,517	426,188	22,006

The top ten municipalities in each New Jersey DHTS Region with the highest volume of pedestrian related crashes are listed in the charts on the following page. Newark, Jersey City, and Paterson top the charts, and have the highest representation of pedestrian related crashes from 2010 – 2014.

REGION I PEDESTRIAN RELATED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
CAMDEN	8	102	1	7	108	1	16	94	1	29	69	3	73	13	4	529
ATLANTIC CITY	6	109	1	1	108	2	9	108	1	1	86	1	0	80	1	514
VINELAND	15	26	1	3	29	1	10	29	3	11	24	3	15	24	1	195
CHERRY HILL	3	17	2	7	23	1	2	29	3	8	21	1	11	9	1	138
BRIDGETON	1	28	0	5	16	0	3	18	0	7	13	2	6	9	0	108
PENNSAUKEN	3	13	0	3	16	0	2	18	1	8	13	2	11	9	3	102
GLOUCESTER TWP	5	20	0	2	18	2	1	17	0	4	19	0	6	3	0	97
MILLVILLE	0	6	1	7	12	1	7	13	2	2	12	0	8	13	1	85
GALLOWAY	0	14	0	2	19	3	0	16	0	2	9	1	0	11	2	79
EGG HARBOR TWP	0	16	0	2	8	2	4	16	1	5	14	1	2	7	0	78

REGION II PEDESTRIAN RELATED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
TRENTON	27	93	2	31	87	3	21	59	2	25	78	0	18	59	1	506
ELIZABETH	8	140	5	13	80	4	7	38	5	10	49	0	6	36	5	406
NEW BRUNSWICK	19	65	0	18	83	0	6	63	3	8	51	3	11	54	0	384
LAKEWOOD	9	50	2	14	43	5	23	43	1	27	47	1	13	49	1	328
EDISON	8	51	3	8	31	2	11	53	1	6	50	2	7	34	2	269
TOMS RIVER	5	45	1	10	53	3	11	32	2	9	44	3	7	34	3	262
WOODBIDGE	2	35	2	7	50	2	7	47	1	8	55	3	2	30	0	251
UNION TWP	2	44	2	5	49	0	20	40	2	5	39	3	3	32	3	249
PERTH AMBOY	5	36	0	7	40	1	12	35	1	10	39	2	10	44	1	243
PLAINFIELD	8	47	0	8	39	0	8	50	0	8	45	0	6	18	0	237

REGION III PEDESTRIAN RELATED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
NEWARK	58	443	12	57	412	5	86	431	9	76	427	7	54	357	7	2,441
JERSEY CITY	41	286	4	19	337	4	28	315	3	36	338	2	144	174	1	1,732
PATERSON	29	220	2	151	105	4	158	55	2	173	66	1	87	113	0	1,166
IRVINGTON	14	98	1	9	86	1	16	89	2	16	96	0	13	87	2	530
PASSAIC	18	84	1	66	51	1	64	18	0	57	44	2	40	67	0	513
UNION CITY	17	68	1	14	89	0	11	80	0	31	57	0	32	41	0	441
EAST ORANGE	10	65	1	7	83	2	15	66	4	13	71	0	17	77	1	432
CLIFTON	7	79	2	21	60	3	16	66	3	30	57	3	12	67	1	427
HACKENSACK	11	72	0	11	71	2	15	55	1	19	41	3	8	72	3	384
BAYONNE	15	71	1	13	59	1	14	65	0	7	84	1	18	26	3	378

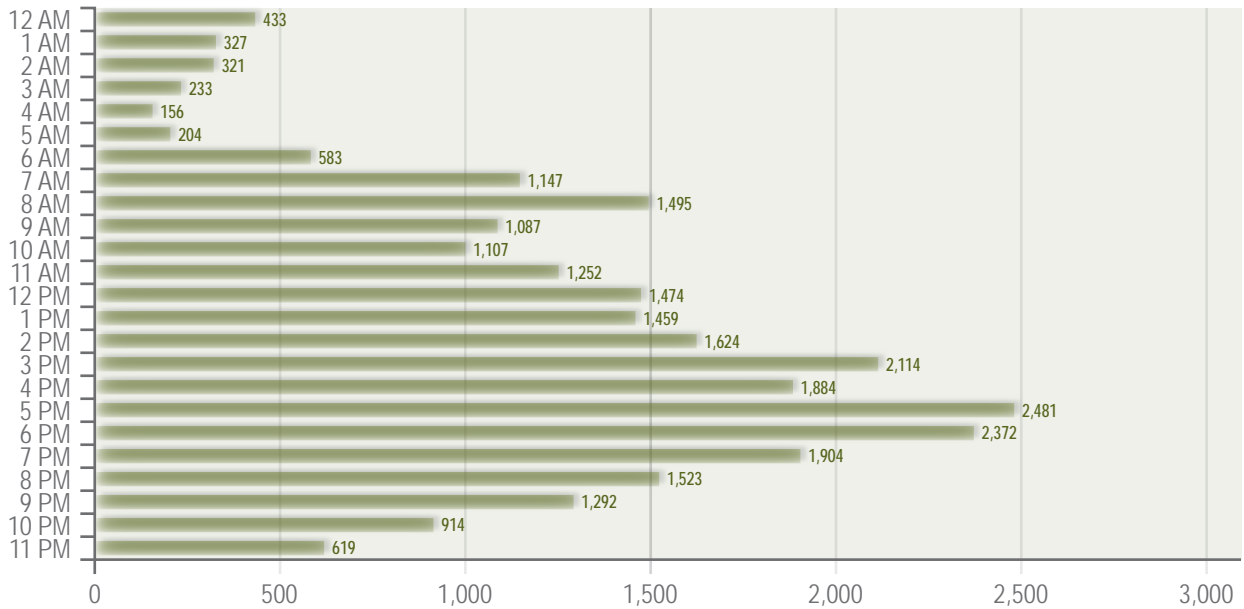
PEDESTRIAN SAFETY • ANALYSIS BY OCCURRENCE

The occurrence of pedestrian related crashes provides insight as to why crashes between motor vehicles and pedestrians take place. Indicated in the chart below, it is important to note that between 2010 and 2014, the month that experienced the highest volumes of pedestrian crashes was December with 2,953 crashes, followed by November (2,710) and October (2,677) respectively. Although pedestrian activity increases during the warmer months, one characteristic of colder months that contributes to the high number of crashes is the reduction of daylight hours.

PEDESTRIAN RELATED CRASHES BY COUNTY AND MONTH, 2010 - 2014													
	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
ATLANTIC	97	67	89	72	86	92	86	96	68	82	95	71	1,101
BERGEN	329	269	279	272	295	271	200	244	290	359	373	419	3,600
BURLINGTON	68	42	72	48	55	46	44	46	52	77	71	75	696
CAMDEN	119	108	117	107	154	103	109	91	106	148	123	127	1,412
CAPE MAY	10	11	7	14	26	33	56	49	26	14	12	11	269
CUMBERLAND	33	30	34	31	37	39	29	35	30	40	41	37	416
ESSEX	431	384	389	395	416	411	354	308	366	471	440	522	4,887
GLOUCESTER	40	40	37	34	37	33	32	29	26	45	37	48	428
HUDSON	364	297	329	324	353	337	306	243	286	350	345	388	3,922
HUNTERDON	6	6	11	5	11	5	9	4	5	8	11	10	91
MERCER	85	69	79	74	106	93	88	78	89	93	110	109	1,073
MIDDLESEX	195	147	186	167	158	148	125	127	153	170	217	199	1,992
MONMOUTH	104	91	89	83	99	103	109	90	94	111	115	127	1,215
MORRIS	58	76	56	51	77	62	46	51	62	79	76	80	774
OCEAN	101	64	87	85	99	100	116	106	93	122	107	112	1,192
PASSAIC	237	168	202	201	206	183	162	164	203	241	269	291	2,527
SALEM	4	7	3	8	7	3	5	5	8	6	2	6	64
SOMERSET	61	39	47	41	60	40	36	43	49	53	56	59	584
SUSSEX	10	6	11	5	12	6	10	13	17	9	13	16	128
UNION	176	133	148	143	155	122	104	114	146	186	181	227	1,835
WARREN	12	9	10	9	10	13	13	15	11	13	16	19	150
TOTAL	2,540	2,063	2,282	2,169	2,459	2,243	2,039	1,951	2,180	2,677	2,710	2,953	28,266

Depicted in the chart on the following page, 13.3 percent of crashes involving pedestrians occur during the early morning commute times of 7-9 am. Seventeen percent of crashes involving pedestrians occur during the afternoon commute times of 5-6 pm. The 3pm hour also experiences a spike in pedestrian crashes making up 7.5 percent of all crashes involving pedestrians, mostly contributing to those walking to-and-from school. During the colder months of the year, the amount of daylight dwindles. The increase of pedestrian/vehicle conflicts in the 5pm and 6pm time periods compounded with darker conditions may be the cause for spikes in crashes during these months.

PEDESTRIAN RELATED CRASHES BY TIME OF DAY, 2010 - 2014

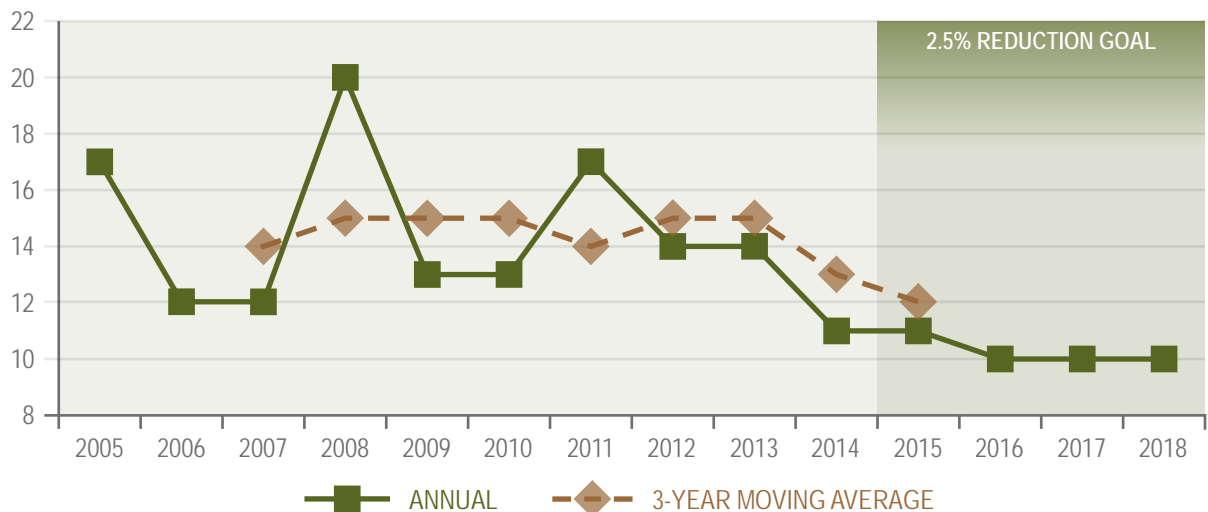


Although improvements have been made and concerted efforts to educate all users on pedestrian safety and awareness continue, additional efforts are required. Education on behalf of motorists and pedestrians needs to be provided to all age groups and regularly conditioned in the young and impressionable populations. Through education, enforcement and outreach, DHTS will continue to strive towards reducing pedestrian injuries and fatalities in FFY 2016.

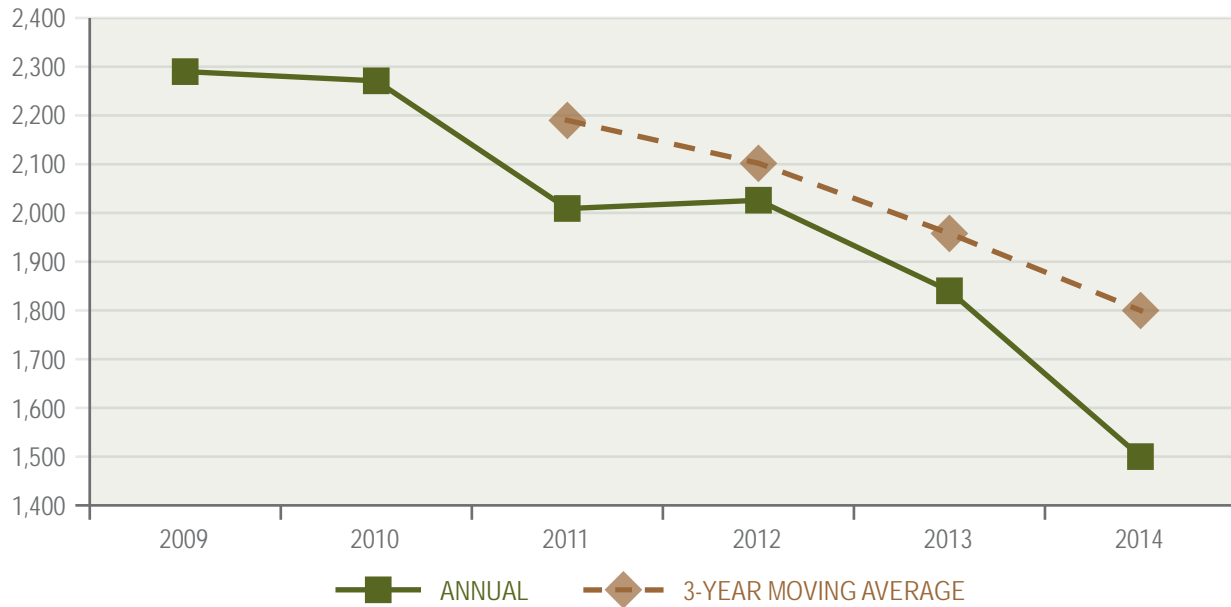
BICYCLE SAFETY • GENERAL OVERVIEW

Bicycling activity has increased in the State for those that ride for both leisure and the sport. Over the last ten year period, from 2005 through 2014, there have been a total of 143 bicyclist fatalities in the state, 11 occurring in 2014 alone. Bicycle fatalities accounted for up to 2 percent of total roadway fatalities in 2014, down from 2.6 percent in 2013. As indicated in the chart below, the number of bicyclist fatalities has remained rather consistent over the ten year period, despite there being a concerted effort to enhance bicycle safety and awareness.

BICYCLE FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



BICYCLE RELATED CRASHES, ANNUAL AND 3-YEAR MOVING AVERAGE



BICYCLE SAFETY • ANALYSIS OF AGE/GENDER

Bicycle related crashes continue to be a concern for younger travelers in the State. Riders in the age group 0-15 years of age made up 19.6 percent of all bicycle related injuries from 2010 - 2014. Riders age 16-20 account for 13.6 percent of all injured bicyclists from 2010-2014. A breakdown of age group and gender of bicyclists injured in crashes is depicted below. Male riders heavily outweigh the number of female riders in every age group. As seen in the table below, the younger age-groups experience the highest number of injuries, and ultimately, crashes with motor vehicles.

BICYCLE RELATED INJURIES BY GENDER, AGE GROUP AND SEVERITY, 2010 - 2014

AGE GROUP	COMPLAINT OF PAIN			MODERATE INJURY			INCAPACITATED			TOTAL
	FEMALE	MALE	UNKNOWN	FEMALE	MALE	UNKNOWN	FEMALE	MALE	UNKNOWN	
0-15	112	684	13	95	510	2	2	35	0	1,453
16-20	103	506	4	66	302	1	6	22	0	1,010
21-25	76	365	2	55	241	0	4	22	0	765
26-30	49	283	5	35	172	0	1	11	0	556
31-35	46	205	4	22	149	0	1	10	0	437
36-40	31	238	0	26	121	2	2	12	0	432
41-45	60	237	2	29	157	0	2	18	0	505
46-50	59	293	2	37	184	1	2	16	0	594
51-55	40	281	1	39	177	1	2	17	0	558
56-60	29	172	1	16	132	0	1	7	0	358
61-65	12	91	3	14	91	0	0	8	0	219
66+	39	157	2	21	144	0	3	12	0	378
UNKNOWN	15	76	12	5	39	3	0	3	1	154
TOTALS	671	3,588	51	460	2,419	10	26	193	1	7,419

BICYCLE SAFETY • ANALYSIS OF LOCATION

A breakdown of where bicycle crashes are taking place in the State is found below along with annual totals. The location of crashes involving bicyclists is important to analyze for it provides insight into the conflicts bicyclists face with motor vehicles. Bergen (1,071) and Hudson (1,003) counties rank first and second for total number of crashes with bicyclists. Monmouth County (818) was ranked third in the total number of crashes with bicyclists, mostly due to its geographic location and a popular destination for tourists during the summer months. It is important to note, due to successful education campaigns, the annual total for bicycle related crashes in Monmouth County has declined for the third consecutive year.

BICYCLE RELATED CRASHES BY COUNTY, 2010 - 2014							
	COUNTY	2010	2011	2012	2013	2014	TOTAL
REGION I	ATLANTIC	132	94	114	81	81	502
	BURLINGTON	70	73	76	57	50	326
	CAMDEN	145	136	156	122	88	647
	CAPE MAY	70	83	67	71	66	357
	CUMBERLAND	36	43	36	42	30	187
	GLOUCESTER	48	51	40	38	42	219
	SALEM	10	8	9	9	4	40
REGION II	HUNTERDON	9	16	14	7	11	57
	MERCER	103	83	88	90	39	403
	MIDDLESEX	149	156	129	129	95	658
	MONMOUTH	200	191	177	140	110	818
	OCEAN	192	158	173	147	126	796
	SOMERSET	68	57	58	68	39	290
	UNION	165	112	123	103	89	592
REGION III	BERGEN	256	219	208	204	184	1,071
	ESSEX	180	158	150	152	148	788
	HUDSON	207	190	210	220	176	1,003
	MORRIS	61	60	66	58	55	300
	PASSAIC	141	106	111	80	93	531
	SUSSEX	13	7	10	10	-	40
	WARREN	16	8	11	12	7	54
NJ STATE TOTALS		2,271	2,009	2,026	1,840	1,533	9,679

The top ten municipalities in each DHTS Region with the highest volume of bicycle related crashes are listed in the charts on the following page. Jersey City and Newark top the charts and have the highest representation of bicycle related crashes from 2010–2014.

REGION I BICYCLE RELATED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
ATLANTIC CITY	10	40	0	2	33	0	4	35	0	1	39	1	1	31	0	197
CAMDEN	4	36	0	5	29	0	4	51	0	7	32	0	14	5	0	187
VINELAND	4	19	0	7	19	0	5	10	1	11	17	0	12	6	0	111
OCEAN CITY	2	13	0	3	17	0	4	16	0	2	8	0	4	9	0	78
CHERRY HILL	0	11	0	3	11	1	2	13	0	4	12	0	6	8	0	71
EGG HARBOR TWP	2	15	1	2	3	0	2	12	1	4	7	0	1	10	0	60
GLOUCESTER TWP	3	12	0	7	7	0	2	11	0	2	2	0	4	0	0	50
LOWER	0	9	0	2	7	0	1	6	0	1	12	0	1	10	0	49
WILDWOOD	2	13	0	1	5	0	1	6	0	5	12	0	0	4	0	49
PENNSAUKEN	1	10	1	3	11	0	0	6	0	2	6	0	3	3	0	46

REGION II BICYCLE RELATED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
LAKEWOOD	8	40	0	8	39	0	16	27	0	22	24	0	6	25	0	215
TOMS RIVER	8	29	1	1	22	2	5	20	0	3	14	0	3	23	0	131
NEW BRUNSWICK	10	14	1	7	24	0	4	18	1	1	16	0	6	14	0	116
BRICK	6	17	0	1	14	0	4	17	1	5	16	0	4	10	0	95
EDISON	1	15	0	1	20	0	2	16	0	4	22	0	2	11	0	94
TRENTON	5	17	0	9	14	0	8	15	0	7	10	0	0	8	0	93
HAMILTON (MERCER CO)	3	23	0	5	14	0	3	15	0	2	18	0	0	5	0	88
PLAINFIELD	4	12	0	4	12	0	3	19	0	3	20	0	6	4	0	87
ELIZABETH	4	31	0	1	14	0	2	8	1	5	12	0	2	5	1	86
NEPTUNE TWP	2	11	1	4	14	1	1	20	0	1	12	0	0	15	1	83

REGION III BICYCLE RELATED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014

MUNICIPALITY	2010			2011			2012			2013			2014			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
JERSEY CITY	14	75	1	5	82	0	14	86	0	11	82	1	54	33	0	458
NEWARK	6	52	0	3	44	0	12	50	2	9	62	1	9	65	1	316
PATERSON	8	59	0	16	15	0	24	13	0	17	1	1	19	13	0	186
PASSAIC	2	22	0	12	19	0	24	10	0	14	9	0	13	15	0	140
UNION CITY	12	20	0	4	20	0	6	21	0	16	13	0	18	5	0	135
HACKENSACK	6	19	0	3	23	0	11	11	0	12	9	0	2	9	0	105
CLIFTON	3	18	0	5	19	0	4	14	0	4	16	0	5	14	0	102
BAYONNE	3	11	0	5	13	0	8	20	0	4	19	0	14	1	0	98
HOBOKEN	0	6	0	0	11	0	4	16	0	5	21	0	14	6	0	83
NORTH BERGEN	3	21	0	3	14	0	0	11	0	7	8	0	5	1	0	73

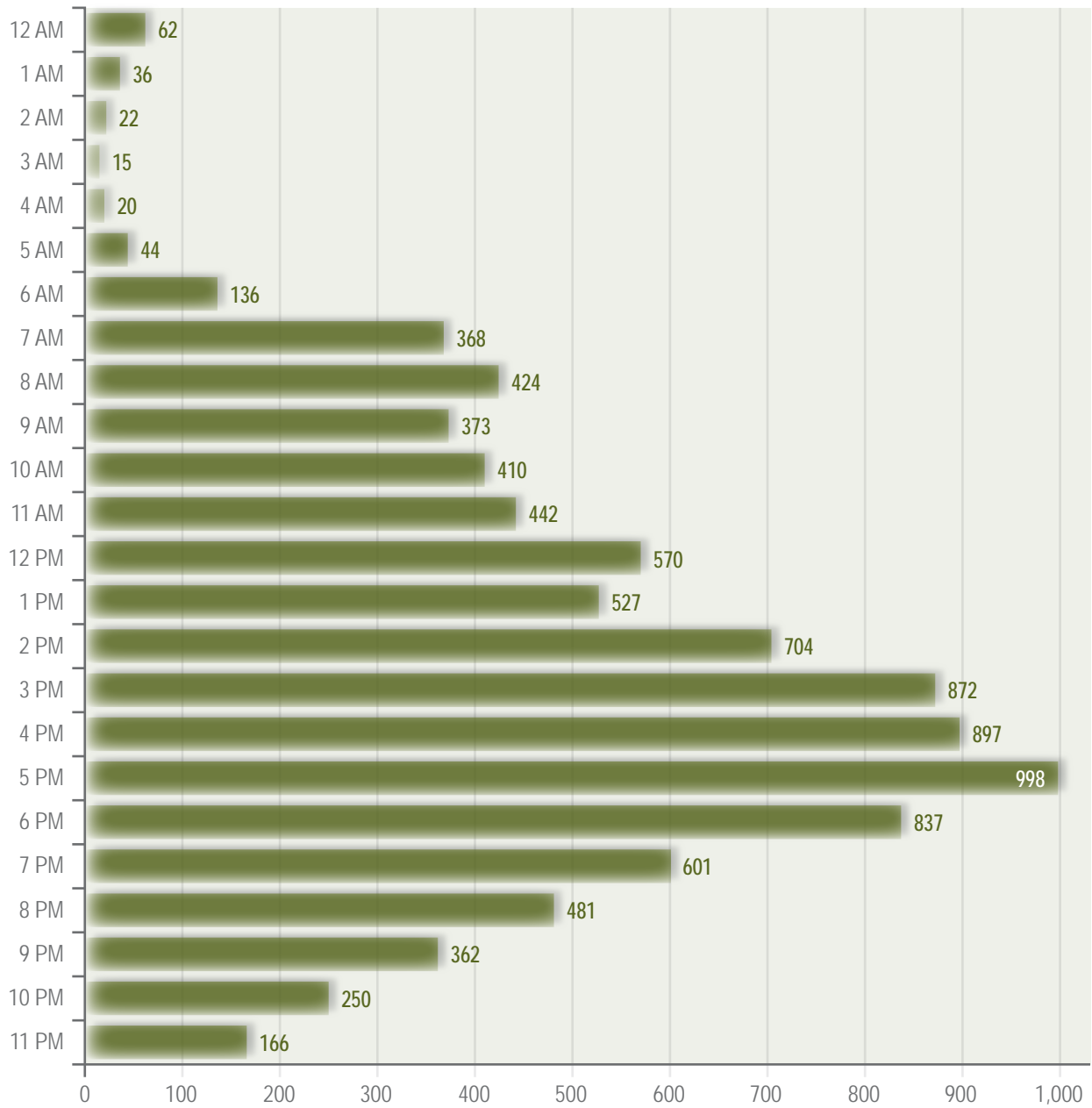
BICYCLE SAFETY • ANALYSIS BY OCCURRENCE

The occurrence of bicycle related crashes provides insight as to why crashes between motor vehicles and bicyclists occur. Indicated in the chart below, it is important to note that between 2010 and 2014, the month that experienced the highest volume of bicycle crashes was July with 1,372 crashes, followed by August (1,319) and June (1,307) respectively. Bergen and Hudson Counties maintain high volumes of bicycle related crashes throughout the year; however, it is important to note the increase in crashes during the summer months in Monmouth and Ocean Counties.

BICYCLE RELATED CRASHES BY COUNTY AND MONTH, 2010 - 2014													
	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
ATLANTIC	22	16	27	29	47	65	77	66	54	57	26	16	502
BERGEN	27	22	53	92	110	148	147	123	132	108	66	43	1,071
BURLINGTON	8	13	19	26	37	41	42	41	29	39	16	15	326
CAMDEN	25	21	35	55	60	72	84	87	78	58	35	37	647
CAPE MAY	3	5	11	9	23	43	110	95	36	12	7	3	357
CUMBERLAND	5	5	9	17	26	26	17	21	24	14	9	14	187
ESSEX	18	19	21	57	98	130	120	100	72	74	46	33	788
GLOUCESTER	11	9	12	20	28	35	29	20	18	22	8	7	219
HUDSON	27	27	49	89	118	136	126	129	105	87	56	54	1,003
HUNTERDON	2	2	1	5	7	5	9	9	8	4	1	4	57
MERCER	13	16	29	37	46	57	45	48	40	34	19	19	403
MIDDLESEX	16	15	42	59	66	91	68	64	75	75	47	40	658
MONMOUTH	17	27	37	56	77	102	135	127	100	75	48	17	818
MORRIS	4	5	16	27	43	42	43	37	34	25	16	8	300
OCEAN	25	25	28	36	74	103	136	138	85	66	42	38	796
PASSAIC	16	15	24	44	50	73	63	86	60	51	37	12	531
SALEM	1	3	3	3	3	5	5	4	5	4	1	3	40
SOMERSET	10	8	19	24	37	39	35	38	27	30	16	7	290
SUSSEX	1	0	1	3	5	6	11	4	5	1	1	2	40
UNION	19	17	30	54	63	83	65	75	75	42	35	34	592
WARREN	0	1	3	4	3	5	8	7	7	11	2	3	54
TOTAL	270	271	469	746	1,021	1,307	1,375	1,319	1,069	889	534	409	9,679

Similar to the trend seen in overall motor vehicle crashes, most bicycle related crashes fall within the afternoon commuting times of 4pm – 6pm accounting for 28.4 percent of total bicycle related crashes from 2010-2014. This is due to the increased volume of both bicyclists and motor vehicles operating on the same roadways during those hours.

BICYCLE RELATED CRASHES BY TIME OF DAY, 2010 - 2014



The younger the cyclist the more prone they are to have a conflict with a motor vehicle. As the age of the bicyclist increases, there is a decrease in the number of crashes experienced.

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

OTHER PERFORMANCE TARGETS

GOAL: To reduce pedestrian injuries by 2 percent from the 2012-2014 calendar base year average of 4,011 to 3,931 by December 31, 2016 using a performance measure of total number of pedestrians injured.

PRIOR YEAR PERFORMANCE

Reducing pedestrian and bicycle injuries and fatalities continues to be a challenge. Efforts continue to promote the use and practice of safe walking and bicycling in and around the State. The overall number of pedestrian fatalities increased in 2014 from 129 in 2013 to 170, thereby not meeting the FFY 14 goal. The overall number of bicycle fatalities declined in 2014 to 11 from 14 in 2013. Enforcement grants from both State and Federal funding sources that target high pedestrian crash locations will continue to be funded in an effort to increase compliance with appropriate traffic laws by both pedestrians and motorists.

STRATEGIES FOR FFY 2016

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

OTHER FUNDING SOURCES USED TO ACHIEVE GOALS

The Pedestrian Safety, Enforcement and Education Fund is a repository for monies provided pursuant to subsection c. of N.J.S.A 39:4-36. Under the statute, a motorist must stop for a pedestrian crossing in the roadway in a marked crosswalk. Failure to stop may result in a fine not to exceed \$200. A total of \$100 of such fine is dedicated to the Fund to be used to award grants to municipalities and counties with pedestrian safety problems. Priority is given to municipalities and counties requesting funds in order to take remedial steps for intersections that have been identified by the Department of Transportation as demonstrating pedestrian safety problems. Grant funds are used for the following initiatives: engineering and design of traffic signs; purchasing and installing of traffic signs; educational or training materials or media campaigns concerning pedestrian safety; compensation for law enforcement officers or authorized crossing guards assigned to an intersection, crosswalk, or other roadway; personnel or contractual services; and other commodities. Pedestrian Safety, Enforcement and Education Funds of over \$500,000 were provided in local grants in State Fiscal Year 2015 (July 1, 2014 – June 30, 2015).

EFFECTIVENESS OF STRATEGIES SELECTED

Targeted Enforcement

Targeted enforcement can be employed for a wide range of purposes in a wide range of circumstances, so effectiveness is context-dependent. In Queens, New York, enforcement was a key part of a campaign that included minor engineering adjustments and communications and outreach and reduced pedestrian fatalities (CDC, 1989). Van Houten and Malenfant (2004) found that driver yielding to pedestrians increased in response to targeted police enforcement at crosswalks on two corridors in Miami Beach, Florida. Warnings and educational flyers were handed out to most violators, while citations were issued for flagrant violations.

Child Pedestrian Training

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

Promotion of Bicycle Helmet Use

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

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Strategies are included in the SHSP to reduce pedestrian and bicyclist crashes. In addition to the engineering improvements outlined in the Plan, behavioral strategies include: educating pedestrians and bicyclists about safe walking and riding practices and their responsibilities for walking and crossing in accordance with the law; high visibility enforcement and public outreach and education campaigns; and providing pedestrian and bicyclist safety in driver education to ensure that new drivers understand the importance of sharing the road as prescribed by the law.

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

Provides funds for program managers to coordinate, monitor and evaluate projects focused on pedestrian and bicycle safety at the local, county and State level

BUDGET: \$225,000

PROJECT TITLE: PEDESTRIAN EDUCATION/SAFETY PROGRAMS

PROJECT DESCRIPTION:

Reducing fatalities and injuries involving pedestrians is a difficult task. Pedestrian crashes occur for a variety of reasons, including errors in judgment by pedestrians and drivers or shortcomings in traffic engineering. Pedestrian

crashes represent the second largest category of motor vehicle fatalities and injuries in the State. Funds will continue to be provided to develop and implement pedestrian safety campaigns in communities that have a high incidence of pedestrian crashes, injuries and fatalities. Emphasis will be placed on citing those motorists who fail to stop for pedestrians in the crosswalk.

DHTS will again partner with the North Jersey Transportation Planning Authority, NJ Department of Transportation, Federal Highway Administration and the Transportation Management Associations in implementing the Street Smart NJ Pedestrian Safety Campaign in communities that receive funding.

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

A limited number of projects will be funded with Section 402 funds. The majority of pedestrian projects will be funded by the Pedestrian Safety, Enforcement and Education Fund.

BUDGET: \$249,000

PROJECT TITLE: BICYCLE SAFETY PROGRAMS

PROJECT DESCRIPTION:

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

The Montclair Police Department will conduct safety talks at bicycle events and stress the importance of bicycle safety and compliance of bicycle laws. In addition, a training video for law enforcement officers for enforcement and bicycle safety operations will also be created.

Community-wide education and enforcement efforts will be implemented in East Windsor to increase bicycle helmet usage. A media and public information campaign will coincide with several bicycle safety clinics in which properly sized and fitted bicycle helmets will be addressed. To increase the visibility of night-time bicyclists, the agency will focus on this group of high risk cyclists and provide education to increase their safety.

BUDGET: \$39,000

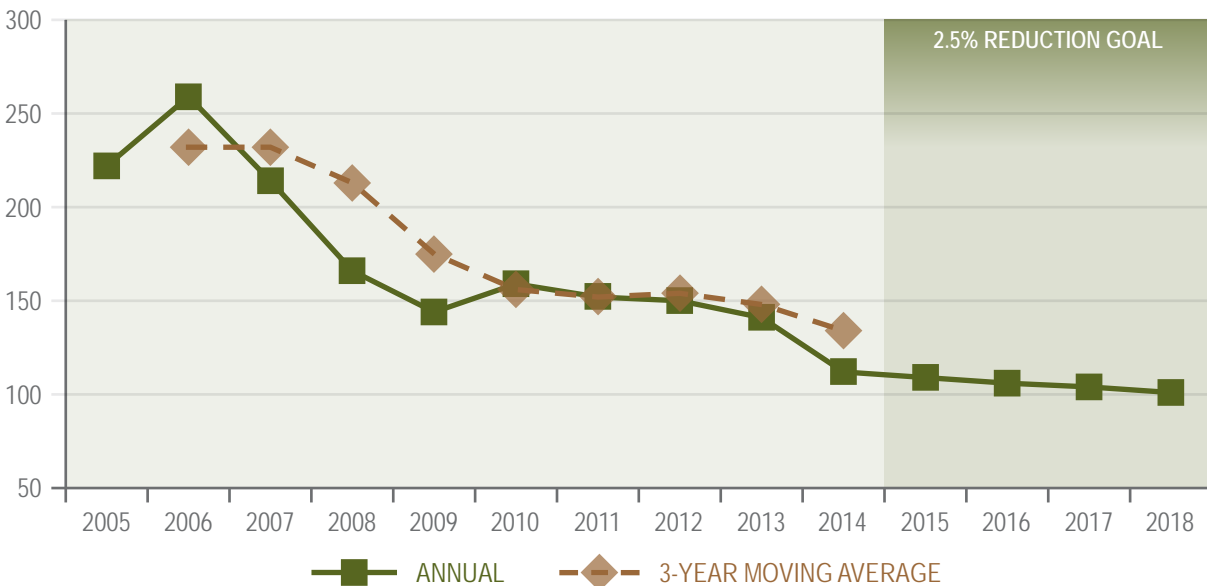
PROJECT NUMBER	TITLE	BUDGET	SOURCE
PS 16-16-01-01	DHTS PROGRAM MANAGEMENT	\$225,000	SECTION 402
PS 16-16-02-01	TBD PEDESTRIAN PROGRAM	\$ 16,000	SECTION 402
PS 16-16-02-02	TBD COUNTY SHERIFF PROGRAM	\$ 50,000	SECTION 402
PS 16-16-02-03	TBD PEDESTRIAN PROGRAM	\$ 15,000	SECTION 402
PS 16-16-02-04	TBD PEDESTRIAN PROGRAM	\$ 16,000	SECTION 402
PS 16-16-02-05	TBD PEDESTRIAN PROGRAM	\$ 26,000	SECTION 402
PS 16-16-02-06	TBD PEDESTRIAN PROGRAM	\$ 15,000	SECTION 402
PS 16-16-02-07	TBD PEDESTRIAN PROGRAM	\$ 26,000	SECTION 402
PS 16-16-02-08	TBD PEDESTRIAN PROGRAM	\$ 20,000	SECTION 402
PS 16-16-02-09	TBD PEDESTRIAN PROGRAM	\$ 20,000	SECTION 402
PS 16-16-02-10	TBD PEDESTRIAN PROGRAM	\$ 25,000	SECTION 402
PS 16-16-02-11	TBD PEDESTRIAN PROGRAM	\$ 20,000	SECTION 402
PS 16-16-03-01	TBD BICYCLE SAFETY PROGRAM	\$ 15,000	SECTION 402
PS 16-16-03-02	TBD BICYCLE PROGRAM	\$ 14,000	SECTION 402
PS 16-16-03-03	TBD BICYCLE PROGRAM	\$ 10,000	SECTION 402

OCCUPANT PROTECTION

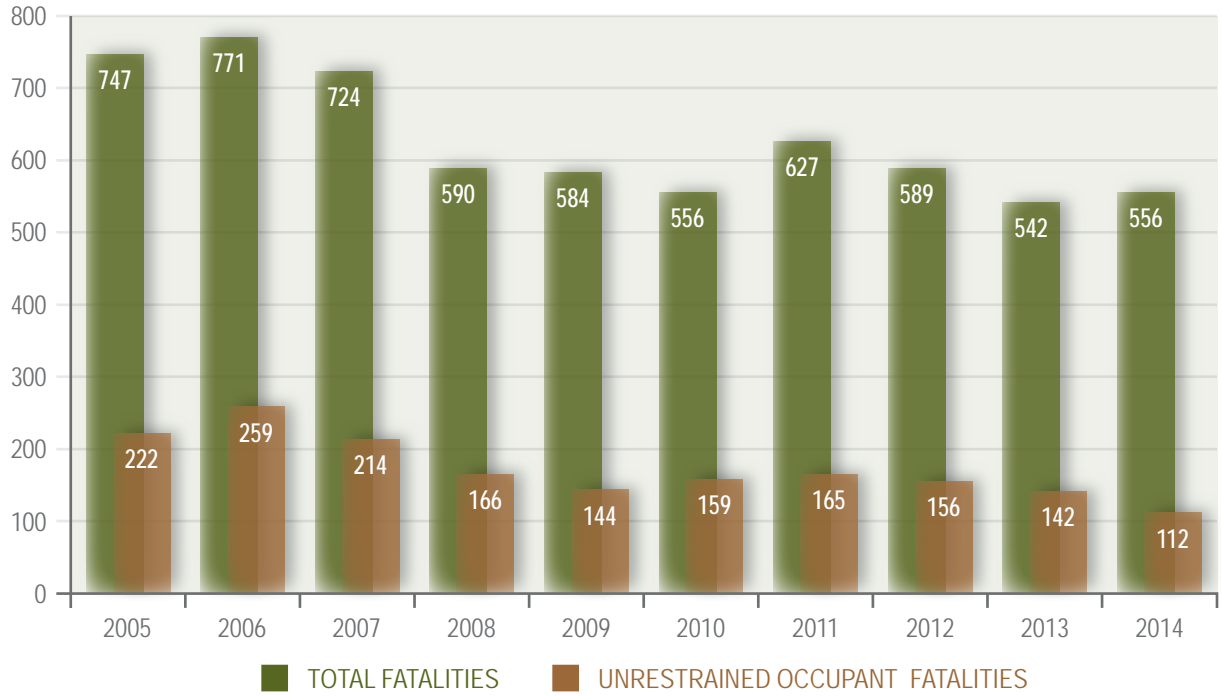
GENERAL OVERVIEW

Properly using seat belts by occupants of motor vehicles is one of the most effective ways of reducing traffic fatalities in motor vehicle crashes. In 2014, over 4,000 crashes occurred in the State where an occupant was not wearing his or her seat belt, resulting in 112 fatalities. Twenty percent of all motor vehicle fatalities that occurred on the State's roadways resulted from an individual not wearing a seat belt.

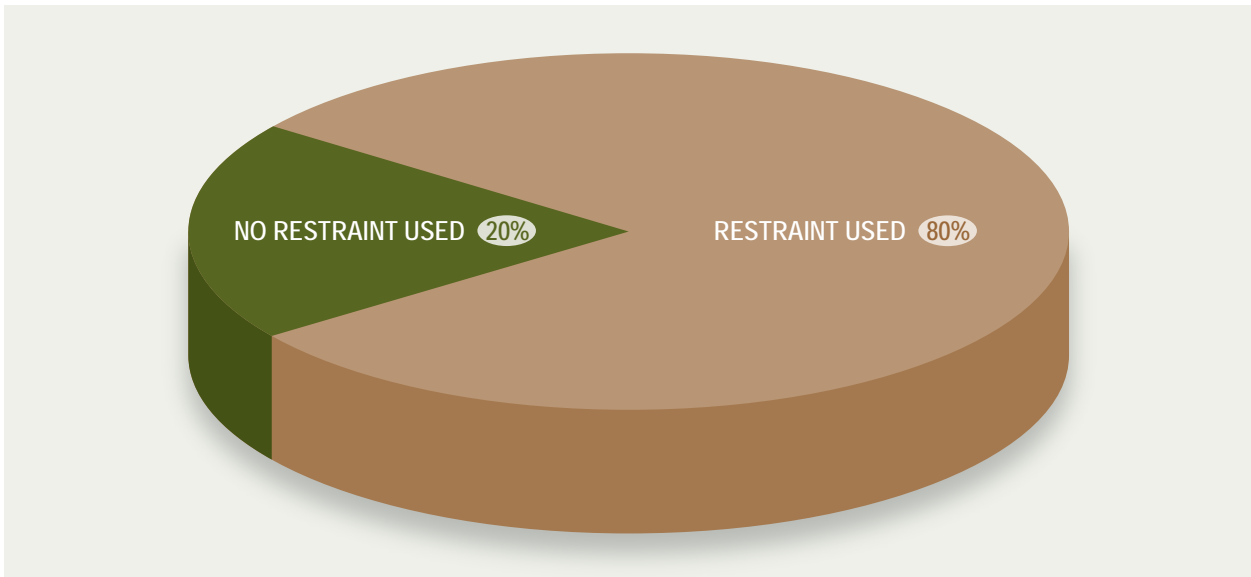
UNRESTRAINED MOTOR VEHICLE OCCUPANT FATALITIES - ALL SEAT POSITIONS
ANNUAL AND 3-YEAR MOVING AVERAGE



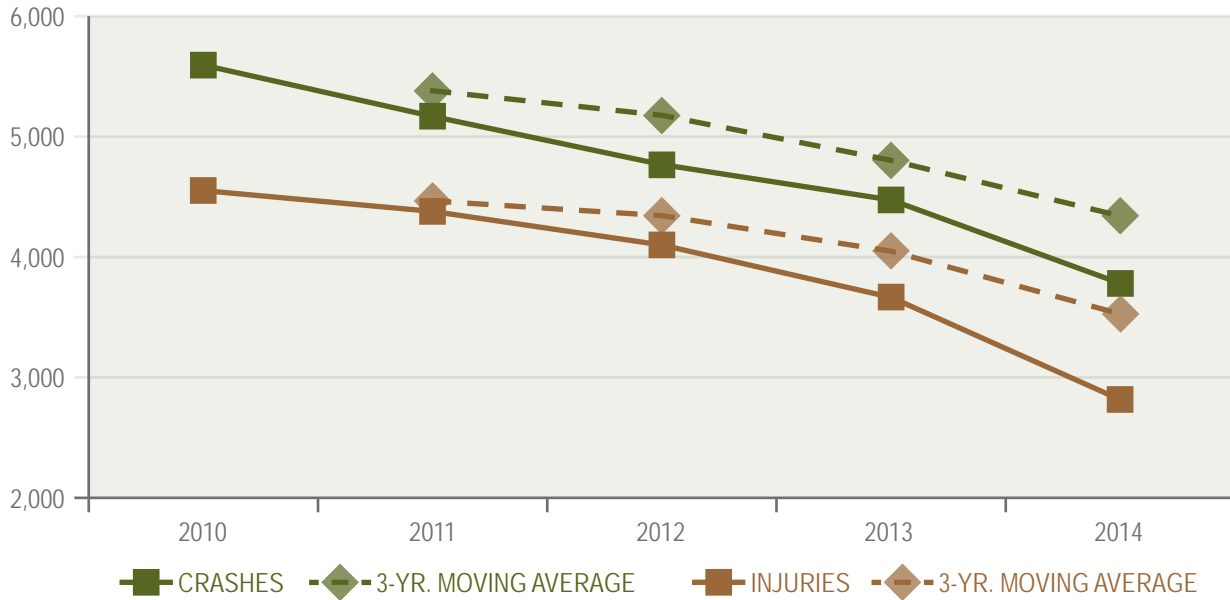
PROPORTION OF UNRESTRAINED OCCUPANT FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES



PERCENTAGE OF RESTRAINT USAGE IN TRAFFIC FATALITIES, 2014



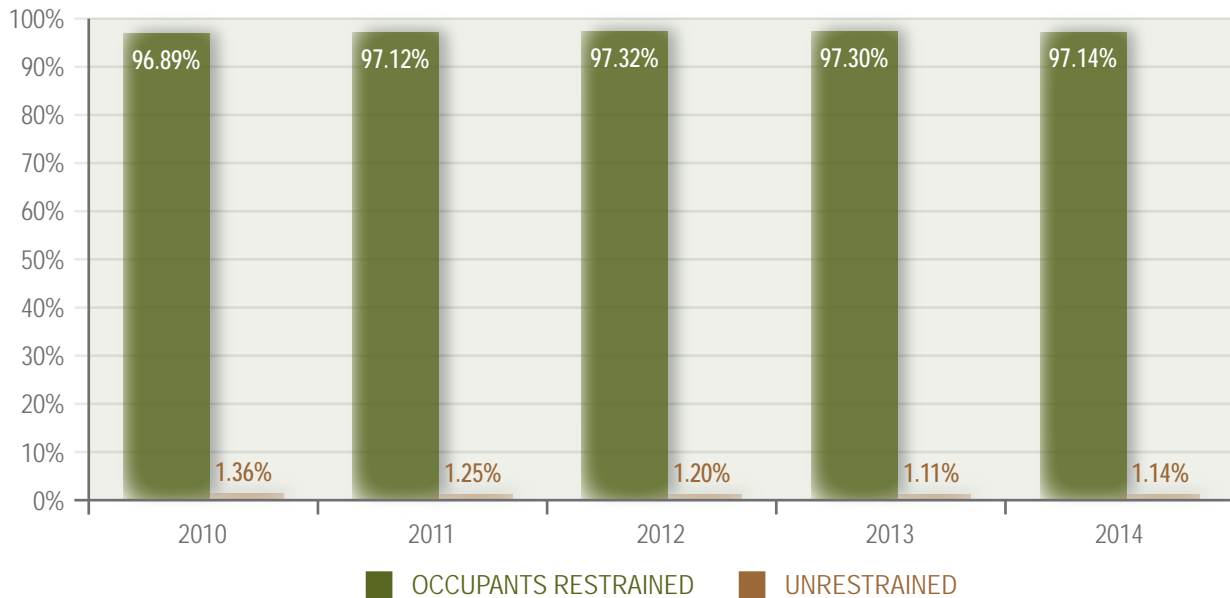
UNRESTRAINED MOTOR VEHICLE OCCUPANT CRASHES AND INJURIES ANNUAL AND 3-YEAR MOVING AVERAGE



ANALYSIS OF USAGE IN CRASHES

Increasing seat belt use is the easiest way to reduce serious injury and death in the event of a motor vehicle crash. However, the failure to buckle-up remains a major contributing factor in fatal crashes, comprising of 21 percent of all motor vehicle fatalities. In 2014, 97.14 percent of motor vehicle occupants were wearing seat belts during a crash event.

PERCENT OF MOTOR VEHICLE OCCUPANTS USING A RESTRAINT DURING A CRASH - ALL SEAT POSITIONS



ANALYSIS OF AGE/GENDER

Seat belt use is a good habit that all drivers and occupants should practice. The forming of this habit is important among our younger drivers, as ages 0-30 are the populations with the highest rate of non-use, making up 38.8 percent of all individuals not wearing a seatbelt at the time of the crash. As individuals age, their decision to wear a seat belt increases and the volume of injuries sustained in motor vehicle crashes decreases simultaneously.

UNRESTRAINED CRASH OCCUPANTS BY AGE GROUP AND GENDER, 2010 - 2014		
AGE GROUP	FEMALE	MALE
0-15	1,792	2,009
16-20	1,867	2,858
21-25	1,646	3,008
26-30	1,129	2,314
31-35	941	1,911
36-40	777	1,538
41-45	848	1,520
46-50	800	1,451
51-55	781	1,212
56-60	539	906
61-65	465	642
66+	1,059	1,104
TOTAL	12,644	20,473

UNRESTRAINED INJURIES BY GENDER, AGE GROUP AND SEVERITY, 2010 - 2014										
AGE GROUP	COMPLAINT OF PAIN			MODERATE INJURY			INCAPACITATED			TOTAL
	FEMALE	MALE	UNKNOWN	FEMALE	MALE	UNKNOWN	FEMALE	MALE	UNKNOWN	
0-15	699	616	10	198	250	0	17	17	0	1,807
16-20	970	913	5	409	594	0	59	106	0	3,056
21-25	919	892	2	304	614	3	44	107	0	2,885
26-30	635	683	3	156	362	1	26	69	0	1,935
31-35	512	603	2	135	282	1	25	51	1	1,612
36-40	401	459	1	102	230	1	14	50	0	1,258
41-45	446	504	3	104	192	0	14	35	0	1,298
46-50	433	481	0	89	208	1	16	35	0	1,263
51-55	387	405	2	89	146	0	17	33	0	1,079
56-60	297	272	1	55	116	0	11	22	0	774
61-65	224	211	2	56	87	0	10	20	0	610
66+	502	364	0	172	219	0	19	33	0	1,309
UNKNOWN	97	88	7	13	19	1	3	7	1	236
TOTALS	6,522	6,491	38	1,882	3,319	8	275	585	2	19,122

Data compiled from the 2014 seat belt survey conducted by the New Jersey Institute of Technology revealed a usage rate of 87.59 percent. Mercer County experienced the only increase in front-seat occupant and driver seat belt usage rates and the lowest front seat occupant usage rate occurred in Essex County with a rate of 77.14 percent. The highest usage rates are found on Primary Roads while the lowest rates occurred on Local Neighborhood Roads.

TRENDS IN USAGE RATE

The table below shows usage rates for the State from 1998 to 2014. The usage rate of 87.59 percent obtained in the annual survey is approximately 3.41 percent lower than the usage rate obtained in 2013 and higher than the nationwide seat belt usage rate in 2013 of 87 percent.

FRONT-SEAT SAFETY BELT USAGE RATE, 1998 - 2014						
YEAR	NEW JERSEY			UNITED STATES		
	Front-Seat Usage Rate	Percentage Change	Reduction in Non-Use	Front-Seat Usage Rate	Percentage Change	Reduction in Non-Use
1998	63.0%	—	—	62 - 70%	—	—
1999	63.3%	+ 0.30%	0.8%	67%	—	—
2000	74.2%	+ 10.90%	29.7%	71%	4%	12%
2001	77.6%	+ 3.40%	13.2%	73%	2%	7%
2002	80.5%	+ 2.90%	12.9%	75%	2%	7%
2003	81.2%	+ 0.70%	3.6%	79%	4%	16%
2004	82.0%	+ 0.80%	4.3%	80%	1%	5%
2005	85.5%	+ 3.50%	19.4%	82%	2%	10%
2006	89.97%	+ 4.47%	30.8%	81%	-1%	-6%
2007	91.36%	+ 1.39%	13.9%	82%	1%	5%
2008	91.75%	+ 0.39%	4.5%	83%	1%	6%
2009	92.67%	+ 0.92%	11.2%	84%	1%	6%
2010	93.73%	+ 1.06%	14.4%	85%	1%	6%
2011	94.51%	+ 0.78%	12.5%	84%	-1%	-7%
2012	88.29%	-6.22%	-113.3%	86%	2%	13%
2013	91.00%	+2.71%	23.1%	87%	1%	7%
2014	87.59%	-3.41%	-37.9%	—	—	—

REAR-SEAT BELT USAGE

Seat belt usage for rear-seat passengers in passenger motor vehicles was also observed in the 2014 survey. In total, 8,754 vehicles with a total of 26,321 drivers and occupants were observed. Of the occupants, 19,571 or 55.6 percent of the occupant observations made were of rear-seat belt passengers. The table on the following page shows the usage rate for rear-seat passengers by seating position and approximate age. Overall, 80 percent of surveyed rear-seat passengers use a safety belt, compared to 83 percent in 2013. Children between the age of 0 and 8 years of age had the highest usage rate of 90 percent, compared to a usage rate of 95 percent in 2013. Passengers between the age of 8 and 18 had the next highest usage rate of 76 percent, compared to a usage rate of 72 percent in 2013. The lowest usage rate occurred for adults, greater than 18 years of age, with a usage rate of 44 percent, which was identical to that of 2013.

SURVEY DATA FOR REAR-SEAT PASSENGER SAFETY BELT USAGE, 2014

	Vehicle Type	USING SAFETY BELTS			NOT USING SAFETY BELTS			% USAGE			TOTAL
		Left ¹	Middle ²	Right ³	Left	Middle	Right	Left	Middle	Right	
ADULT	PC ⁴	105	26	86	157	48	149	40%	35%	37%	38%
	VAN	75	13	53	53	15	51	59%	46%	51%	54%
	SUV	193	68	137	202	93	175	49%	42%	44%	46%
	TOTAL	373	107	276	412	156	375	48%	41%	42%	44%
YOUNG	PC	331	131	408	138	97	149	71%	57%	73%	69%
	VAN	163	53	155	27	13	34	86%	80%	82%	83%
	SUV	535	221	584	107	102	129	83%	68%	82%	80%
	TOTAL	1,029	405	1,147	272	212	312	79%	66%	79%	76%
CHILD	PC	623	208	908	110	57	148	85%	78%	86%	85%
	VAN	356	82	374	13	7	18	96%	92%	95%	96%
	SUV	1,323	372	1,723	101	44	152	93%	89%	92%	92%
	TOTAL	2,302	662	3,005	224	108	318	91%	86%	90%	90%
TOTALS	PC	1,059	365	1,402	405	202	446	72%	64%	76%	73%
	VAN	594	148	582	93	35	103	86%	81%	85%	85%
	SUV	2,051	661	2,444	410	239	456	83%	73%	84%	82%
	TOTAL	3,704	1,174	4,428	908	476	1,005	80%	71%	82%	80%

¹Left — position behind the driver, ²Middle — position behind front row occupants, ³Right — position behind front-seat passenger, ⁴PC — passenger car

Restraint use was also determined for each vehicle type surveyed (passenger cars, pickup trucks, vans, and sport utility vehicles). The table below shows the usage rate for drivers and passengers for each vehicle type. Sport utility vehicles had the highest overall usage rate of 93.36 percent followed by vans with a usage rate of 93.29 percent and passenger cars with a rate of 92.22 percent. Pick-up trucks had the lowest usage rate of 82.45 percent.

SURVEY DATA FOR DRIVER AND PASSENGER SAFETY BELT USAGE, 2014 & 2013

	Vehicle Type	USING SAFETY BELTS		NOT USING SAFETY BELTS		UNKNOWN		% USAGE		TOTAL
		Driver	Passenger	Driver	Passenger	Driver	Passenger	Driver	Passenger	
PRE-CAMPAIGN SURVEY (2014)	PC ⁴	28,393	5,714	2,337	672	478	106	92.40%	89.48%	91.89%
	PUT ⁵	3,313	683	633	131	176	24	83.96%	83.91%	83.95%
	SUV	17,807	4,422	1,295	383	355	51	93.22%	92.03%	92.98%
	VAN	4,262	1,205	307	115	77	12	93.28%	91.29%	92.83%
	TOTAL	53,775	12,024	4,572	1,301	1,086	193	92.16%	90.24%	91.81%
POST-CAMPAIGN SURVEY (2014)	PC	32,051	6,617	2,600	663	479	109	92.50%	90.89%	92.22%
	PUT	3,586	816	741	196	167	18	82.87%	80.63%	82.45%
	SUV	20,040	4,929	1,378	398	322	62	93.57%	92.53%	93.36%
	VAN	4,419	1,333	288	126	66	11	93.88%	91.36%	93.29%
	TOTAL	60,096	13,695	5,007	1,383	1,034	200	92.31%	90.83%	92.03%
PRE-CAMPAIGN SURVEY (2013)	PC	29,783	5,838	2,135	510	304	66	93.31%	91.97%	93.09%
	PUT	3,562	646	579	139	104	13	86.02%	82.29%	85.42%
	SUV	16,768	3,699	1,045	291	153	33	94.13%	92.71%	93.87%
	VAN	4,350	1,153	249	83	48	9	94.59%	93.28%	94.31%
	TOTAL	54,463	11,336	4,008	1,023	609	121	93.15%	91.72%	92.90%
POST-CAMPAIGN SURVEY (2013)	PC	34,604	7,217	1,737	451	275	73	95.22%	94.12%	95.03%
	PUT	4,109	813	463	101	80	16	89.87%	88.95%	89.72%
	SUV	19,869	4,895	797	221	175	32	96.14%	95.68%	96.05%
	VAN	4,956	1,363	197	68	29	6	96.18%	95.25%	95.98%
	TOTAL	63,538	14,288	3,194	841	559	127	95.21%	94.44%	95.07%

⁴PC — passenger car, ⁵PUT — Pick-up Truck

SURVEY RESULTS – Fairleigh Dickinson University’s PublicMind Poll (April 26 – May 22, 2015)

Ninety-two percent of drivers reported that they “always” wear their seat belt while driving, a figure that has not changed significantly since the series of surveys began in 2008. As in previous years, women were more likely than men to “always” wear their seatbelts while driving, with 94 percent doing so, compared to 89 percent of men. The biggest change in seat belt use in the past five years has been among the youngest cohort. In 2010, 91 percent of drivers under the age of 30 “always” wore seat belts while driving, but in 2011, this dropped to 83 percent. This year, 86 percent of young drivers reported “always” wearing a seat belt while driving which is significantly lower than in the other age cohorts.

Overall, only 48 percent of drivers say that they “always” wear a seat belt when they’re in the back seat, down from 50 percent in 2014. The leading reason given for not buckling up in the back seat was they “just don’t think about wearing restraints while in the back seat.” The belief that seat belts just aren’t needed for back seat passengers was the second most cited reason. Men were much more likely than women to say that they “just don’t like” seat belts in the back seat.

Eighty percent of drivers say that they’ve heard of the “Click It or Ticket” program. Drivers who have a long commute are ten points more likely to report having heard of the seat belt enforcement program than those who don’t drive to work and older drivers are also less likely to have heard of the program. The program appears to have made an impact by the response of drivers who say that they’re “very likely” to get a ticket if they don’t wear a seat belt. In 2010, between 25 and 28 percent of drivers said that it was “very likely” that they would get a ticket if they weren’t wearing a seat belt; this year, that figure climbed to 37 percent. The biggest drivers of this increase were young motorists. In 2012, only 17 percent of drivers under 30 said that it was “very likely” they’d receive a ticket for failing to wear a belt. That figure in 2015 is 48 percent.

OTHER PERFORMANCE TARGETS

GOAL: To increase statewide observed use of seat belts for adult back seat occupants in passenger vehicles by 2 percent from 44 percent in 2014 to 46 percent by December 31, 2016.

GOAL: To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 4 percent from the 2011-2013 calendar year base average of 148 to 142 by December 31, 2016 using a performance measure of the percent of restrained occupants in passenger vehicles.

PRIOR YEAR PERFORMANCE

The usage rate for front seat occupants in passenger motor vehicles was 87.59 percent in 2014, a decrease of 3.4 percent from the previous year. Usage rates for all occupants involved in motor vehicle crashes in 2014 decreased slightly from 97.30 percent in 2013 to 97.14 percent in 2014. The anticipated reduction of overall number of unrestrained motor vehicle fatalities was achieved, with a 21 percent reduction from 142 fatalities in 2013 to 112 in 2014.

Many programs have been implemented to provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraint mechanisms.

STRATEGIES FOR FFY 2016

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

EFFECTIVENESS OF STRATEGIES SELECTED

Short Term, High Visibility Law Enforcement

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

Between 2002 and 2005, NHTSA evaluated the effects of *Click It or Ticket* campaigns on belt use in the United States. In 2002, belt use increased by 8.6 percentage points across 10 States that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points across 4 States that used limited paid advertising and increased by 0.5 percentage points across 4 States that used no paid advertising (Solomon, Ulmer & Preusser, 2002).

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

Sustained Enforcement

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

Inspection Stations

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

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

A recent evaluation of the child restraint fitting station network in New South Wales, Australia found that children whose parents attended a fitting station were significantly more likely to be properly restrained than children whose parents had not visited a fitting station. While specific to Australia, these results suggest similar benefits are possible in the United States (Brown, Finch, Hatfield, & Bilston, 2011).

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Strategies in the SHSP for reducing unrestrained motor vehicle occupants include mounting high visibility enforcement and outreach campaigns to deter unsafe and unlawful driving by increasing the perceived risk of being ticketed. Other strategies include partnering with employers to adopt and implement employment-based seat belt policies and passing primary seat belt legislation for all seating positions

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

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

BUDGET: \$720,000

PROJECT TITLE: SEAT BELT SURVEY

PROJECT DESCRIPTION:

Funds will be provided to perform the statewide seat belt usage rate observation survey to determine the annual front seat occupant seat belt usage rate for the State as well as belt use by adults and children in the back seat. The survey will be conducted by researchers from the New Jersey Institute of Technology during the spring and summer of calendar year 2016.

BUDGET: \$155,000

PROJECT TITLE: SEAT BELT ENFORCEMENT

PROJECT DESCRIPTION:

The *Click It or Ticket* campaign will be conducted from May 23 – June 5, 2016 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Approximately 180 state, county and municipal police departments will receive funds to participate in the enforcement efforts. All education-related occupant protection initiatives conducted at the local level will utilize DHTS’ *Buckle Up — Everyone, Every Ride* materials. Emphasis will be placed on enforcing the recently enacted secondary seat belt law requiring all adult passengers in the back seat to buckle up.

A statewide program of periodic, highly visible enforcement programs will be scheduled in an effort to increase seat belt use. The program will involve the participation of State and local police agencies. It is anticipated that

approximately 400 police agencies will participate in the program by either receiving grant funds or using their own resources to support the effort. In addition to the *Click It or Ticket* campaign that is conducted in May, State and local police will be asked to participate in special enforcement efforts throughout the year consisting of seat belt saturation and tactical overtime patrols. The centerpiece of the effort will be targeted seat belt enforcement by police agencies that will be conducted statewide during a two-week period on a quarterly basis.

BUDGET: \$1,668,150

PROJECT TITLE: CHILD PASSENGER SAFETY EDUCATION

PROJECT DESCRIPTION:

DHTS’ occupant protection message *Buckle Up — Everyone, Every Ride* will continue to be publicized at permanent fitting stations around the state to ensure that children as well as their older siblings and parents are properly restrained.

Funds for personal services will be used to conduct child safety seat checks at county and municipal jurisdictions. Child safety seat technicians will perform safety seat checks and conduct educational seminars to reduce the misuse and/or non-use of child safety seats and dispel incorrect information regarding child passenger safety. Funds will also be used to purchase child safety seats for distribution to needy families at seat check events and fitting stations.

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

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

BUDGET: \$343,850

PROJECT NUMBER	TITLE	BUDGET	SOURCE
OP 16-11-01-01	DHTS PROGRAM MANAGEMENT	\$720,000	SECTION 402
OP 16-11-02-01	TBD SEAT BELT SURVEY	\$155,000	SECTION 402
OP 16-45-01-MC-01	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-02	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-03	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-04	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-05	TBD SHERIFF’S OFFICE	\$ 5,500	SECTION 405
OP 16-45-01-MC-06	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-07	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-08	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-09	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-10	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-11	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-12	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-13	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
OP 16-45-01-MC-116	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-117	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-118	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-119	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-120	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-121	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-122	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-122	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-123	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-124	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-125	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-126	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-127	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-128	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-129	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-130	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-131	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-132	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-133	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-134	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-135	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-136	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-137	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-138	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-139	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-140	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-141	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-142	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-143	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-144	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-145	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-146	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-147	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-148	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-149	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-150	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-151	TBD CLICK IT OR TICKET	\$ 5,500	SECTION 405
OP 16-45-01-MC-152	TBD CLICK IT OR TICKET	\$782,650	SECTION 405
OP 16-45-02-01	TBD CO. SHERIFF CPS	\$ 36,000	SECTION 405
OP 16-45-02-02	TBD CO. SHERIFF CPS	\$ 14,600	SECTION 405
OP 16-45-02-03	TBD CPS	\$ 29,000	SECTION 405
OP 16-45-02-04	TBD COUNTY CPS	\$ 12,000	SECTION 2011
OP 16-45-02-05	TBD CPS	\$ 82,900	SECTION 405
OP 16-45-02-06	TBD CO. SHERIFF CPS	\$ 32,350	SECTION 405
OP 16-45-02-07	TBD CO. SHERIFF CPS	\$ 38,000	SECTION 405
OP 16-45-02-08	TBD CPS	\$ 99,000	SECTION 405

NOTE: MOBILIZATION GRANTS

Increasing the amount of funding during mobilization campaigns for those jurisdictions that have disproportionately higher incidents of unrestrained fatalities and crashes will be considered in FFY 2016.

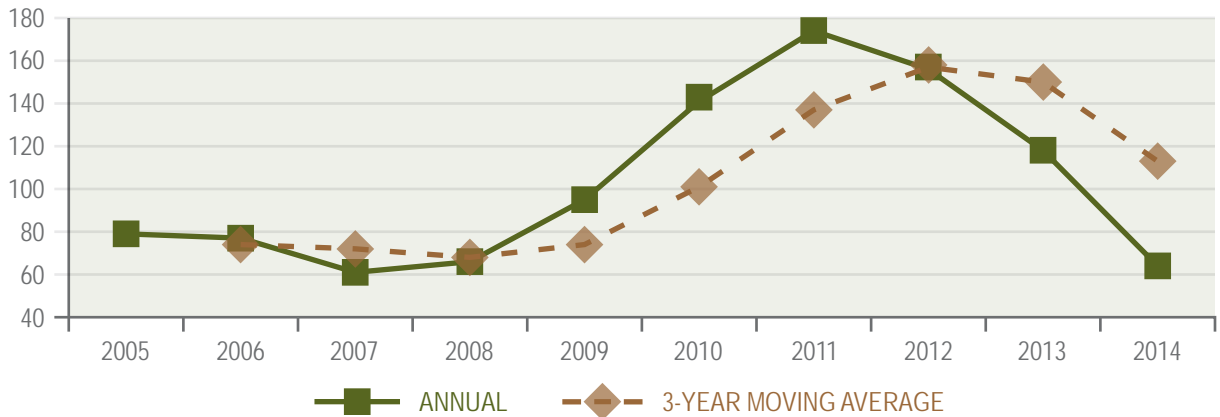
GENERAL OVERVIEW AND CONTRIBUTING FACTORS IN CRASHES

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

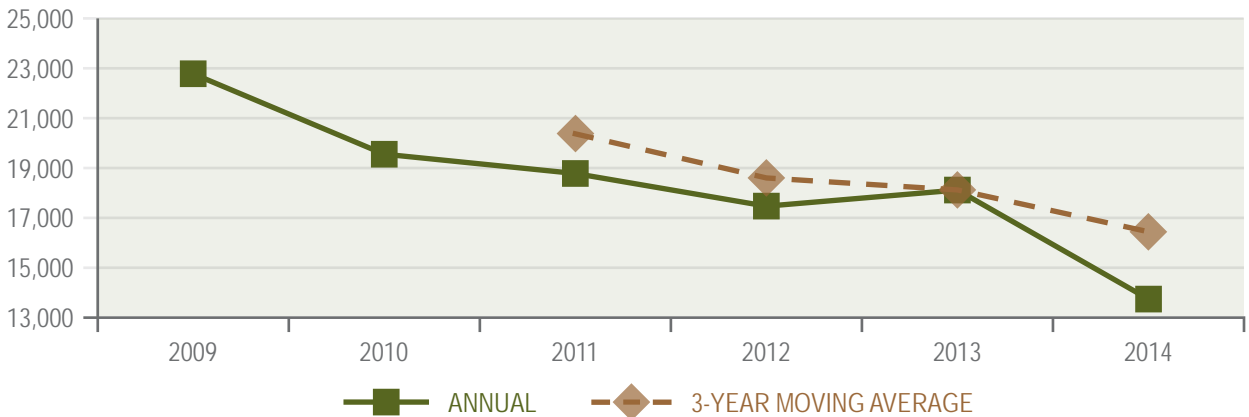
Traffic crashes occur for a number of reasons. While some traffic laws are mainly supportive to the traffic system as a whole, several are directly and specifically tailored to prevent unsafe acts or to reduce conditions which may cause crashes. These are generally referred to as hazardous moving violations. Hazardous moving violations are identified as a contributing factor in fatal as well as non-fatal crashes. Two of the moving violations that need increased attention are speed related and distracted driving.

Speed is a major factor in fatal crashes regardless of road type or functional class. The State experienced a significant increase in speed related fatalities from 2007 to 2011, but there has been a downward trend since that time. Fatalities have decreased to 64 in 2014 from 118 in 2013; however, 2014 fatality figures are considered preliminary, pending open cases. A reduction in speed related crashes and the resulting fatalities require a coordinated effort by engineering, education and enforcement agencies.

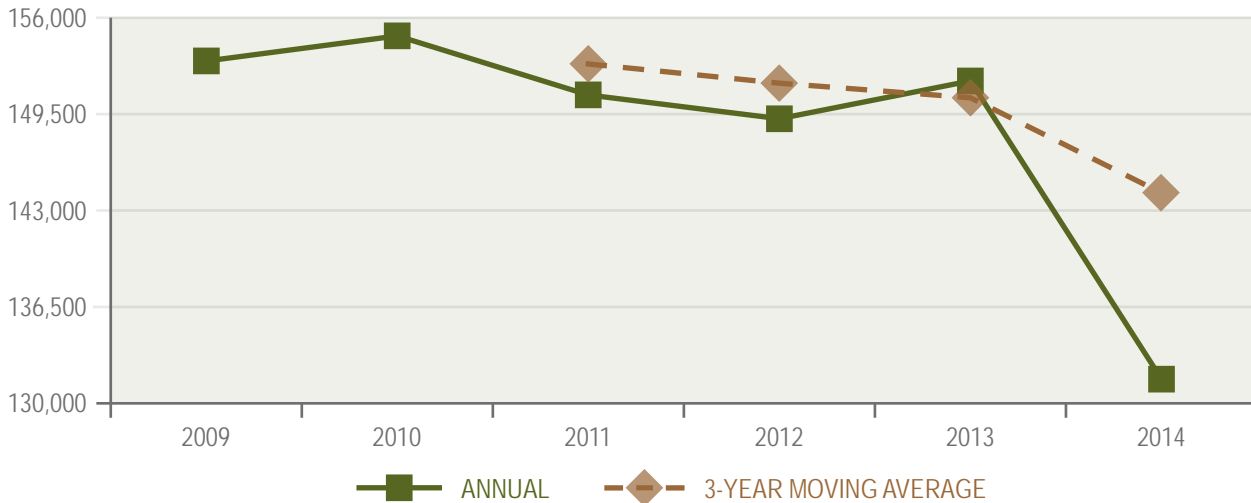
SPEED RELATED FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



SPEED RELATED CRASHES, ANNUAL AND 3-YEAR MOVING AVERAGE



DRIVER INATTENTION RELATED CRASHES, ANNUAL AND 3-YEAR MOVING AVERAGE



Speed is not the only major contributing factor in fatal and incapacitating crashes every year. Driver inattention has remained the most significant cause of fatal and incapacitating crashes, almost doubling the total cited for unsafe speed over the past five years. Below is a breakdown of the top five contributing circumstances in fatal and incapacitating crashes, as well as the top ten contributing circumstances in statewide roadway crashes from 2010 to 2014.

TOP 5 CONTRIBUTING CIRCUMSTANCES IN FATAL AND INCAPACITATING CRASHES, 2010 - 2014

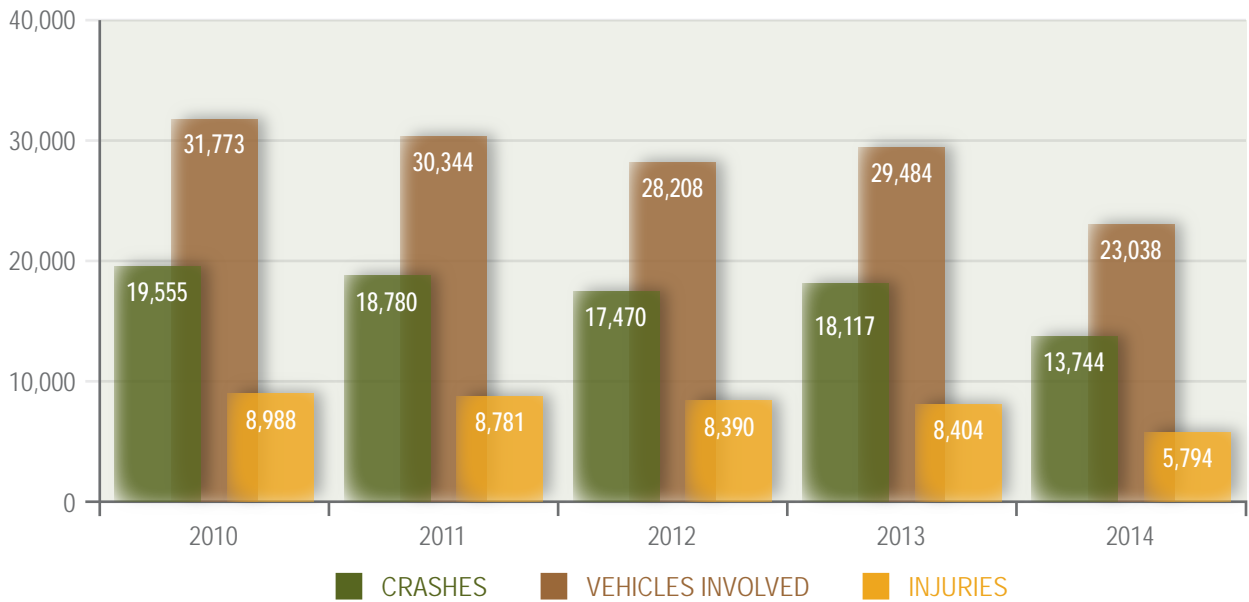
CONTRIBUTING CIRCUMSTANCE	2010	2011	2012	2013	2014	TOTAL
DRIVER INATTENTION	845	772	720	672	562	3,571
UNSAFE SPEED	367	357	332	281	195	1,532
OTHER DRIVER/PEDALCYCLIST ACTION	214	210	166	161	141	892
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	199	203	194	153	118	867
FAILED TO OBEY TRAFFIC CONTROL DEVICE (DRIVER/ PEDALCYCLIST)	127	124	111	108	67	537

TOP 10 CONTRIBUTING CIRCUMSTANCE IN STATEWIDE ROADWAY CRASHES, 2010 - 2014

CONTRIBUTING CIRCUMSTANCE	2010	2011	2012	2013	2014	TOTAL
DRIVER INATTENTION	154,775	150,793	149,191	151,739	131,639	738,137
FOLLOWING TOO CLOSELY	28,518	28,556	28,964	30,972	23,723	140,733
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	23,536	23,293	22,707	23,041	19,640	112,217
BACKING UNSAFELY	22,961	21,863	22,236	23,099	18,349	108,508
UNSAFE SPEED	19,555	18,780	17,470	18,117	13,744	87,666
OTHER DRIVER/PEDALCYCLIST ACTION	16,004	15,409	13,703	12,835	10,744	68,695
IMPROPER LANE CHANGE	11,824	11,942	11,684	12,671	9,305	57,426
ROAD SURFACE CONDITION	13,173	11,830	7,691	10,665	13,144	56,503
FAILED TO OBEY TRAFFIC CONTROL DEVICE (DRIVER/ PEDALCYCLIST)	9,675	9,477	9,264	9,170	8,126	45,712
IMPROPER TURNING	9,257	8,706	8,818	8,896	8,151	43,828

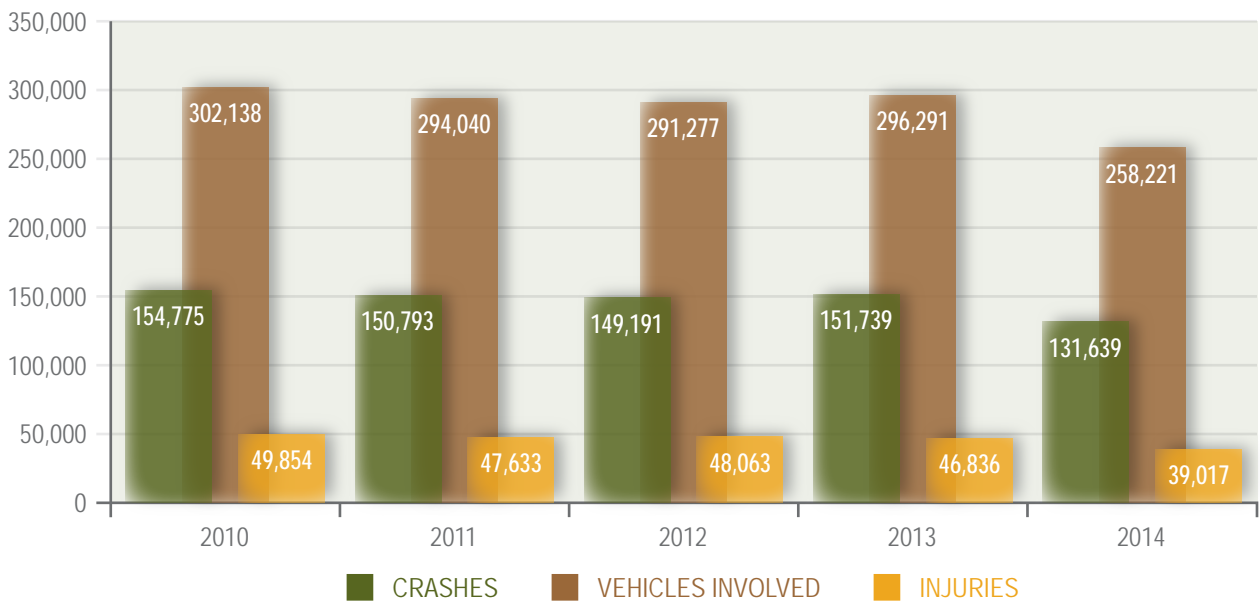
Unsafe speed and driver inattentive crashes have devastating effects on the safety of New Jersey’s roadway system. In 2014 alone, unsafe speed contributed to over 13,000 crashes on the roadways, involving over 23,000 vehicles and injuring more the 5,500 persons.

GENERAL OUTCOME OF SPEED RELATED CRASHES, 2010 - 2014



Driver inattention is even more staggering, as it has been cited as the contributing circumstance in over 738,000 crashes in New Jersey from 2010-2014. In 2014 alone, driver inattention contributed to over 130,000 crashes on our roadways, involving over 258,000 vehicles and injuring more than 39,000 persons.

GENERAL OUTCOME OF DRIVER INATTENTION RELATED CRASHES, 2010 - 2014



ANALYSIS OF AGE/GENDER

The most prominent age group involved with speed related crashes is 16-25 years of age, with male drivers comprising 62 percent of the total and the age group most involved in crashes attributed to driver inattention was the 21-25 year old age group, with male drivers comprising 54 percent of the total.

ANALYSIS OF LOCATION AND OCCURRENCE

Driver inattention is a major contributor to roadway crashes. Driver distractions or inattentive driving habits are perpetuated by the advancements in technology and hand-held devices. Cell phone usage increases the chance of having a crash while driving. Other distractions such as eating, drinking, attending to children, personal grooming, reading, and electronic devices can also be distracting and contribute to crashes.

A breakdown of the location of driver inattentive crashes is found below. Middlesex County (80,510) experienced the highest number of driver inattentive crashes, closely followed by Bergen County (80,038) and Essex County (60,185) over the past five years. May (68,095), June (67,520) and October (65,273) were the months that experienced the highest number of driver inattentive crashes over the past five years.

DRIVER INATTENTION RELATED CRASHES BY COUNTY, 2010 - 2014							
	COUNTY	2010	2011	2012	2013	2014	TOTAL
REGION I	ATLANTIC	5,255	5,034	5,677	5,145	4,255	25,953
	BURLINGTON	6,643	6,183	6,283	6,612	6,095	31,385
	CAMDEN	7,804	6,659	6,347	7,162	5,993	35,043
	CAPE MAY	1,807	1,815	1,704	1,943	1,539	8,482
	CUMBERLAND	1,925	1,951	2,036	2,288	1,783	10,646
	GLOUCESTER	3,733	3,477	3,330	3,268	2,748	17,146
	SALEM	700	623	693	610	486	3,196
REGION II	HUNTERDON	1,681	1,449	1,623	1,545	1,110	7,662
	MERCER	7,377	7,555	6,906	7,336	5,479	35,785
	MIDDLESEX	16,882	17,026	16,772	16,020	14,226	80,510
	MONMOUTH	11,370	11,293	11,278	11,527	9,317	55,514
	OCEAN	9,983	9,126	9,007	9,334	7,693	45,648
	SOMERSET	5,062	5,169	5,128	5,120	4,027	24,451
	UNION	9,536	9,817	9,907	10,007	9,342	46,620
REGION III	BERGEN	17,158	17,170	16,099	16,606	16,634	80,038
	ESSEX	12,794	11,996	12,004	12,645	11,930	60,185
	HUDSON	11,695	10,423	10,916	10,791	9,790	53,886
	MORRIS	8,046	8,514	8,206	8,471	6,923	39,445
	PASSAIC	11,654	11,680	11,803	11,757	10,311	56,168
	SUSSEX	1,966	2,121	1,804	1,836	835	9,090
	WARREN	1,704	1,712	1,668	1,716	1,123	8,293
NJ STATE TOTALS		154,775	150,793	149,191	151,739	131,639	735,146

A breakdown of the location of speed related crashes is found below. Essex County (9,313) experienced the highest number of speed related crashes, followed by Middlesex County (8,446) and Camden County (7,147) over the past five years. January (10,078), December (9,715), and October (8,447) were the months that experienced the highest number of speed related crashes over the past five years.

SPEED RELATED CRASHES BY COUNTY, 2010 - 2014							
	COUNTY	2010	2011	2012	2013	2014	TOTAL
REGION I	ATLANTIC	786	682	644	715	537	3,364
	BURLINGTON	1,151	1,088	1,024	1,103	845	5,211
	CAMDEN	1,602	1,518	1,555	1,483	989	7,147
	CAPE MAY	147	154	143	153	146	743
	CUMBERLAND	296	376	320	377	257	1,626
	GLOUCESTER	889	807	663	709	532	3,600
	SALEM	171	152	99	141	143	706
REGION II	HUNTERDON	250	303	264	258	105	1,180
	MERCER	959	1,029	798	1,027	689	4,502
	MIDDLESEX	1,939	1,808	1,578	1,699	1,422	8,446
	MONMOUTH	1,633	1,495	1,404	1,475	1,121	7,128
	OCEAN	1,016	840	886	1,048	1,070	4,860
	SOMERSET	694	621	601	642	458	3,016
	UNION	897	846	824	848	722	4,137
REGION III	BERGEN	1,617	1,518	1,353	1,264	943	6,695
	ESSEX	2,005	1,954	1,936	1,889	1,529	9,313
	HUDSON	714	748	651	667	554	3,334
	MORRIS	996	973	958	971	661	4,559
	PASSAIC	1,111	1,172	1,129	1,053	737	5,202
	SUSSEX	366	368	358	311	169	1,572
	WARREN	316	328	282	284	115	1,325
NJ STATE TOTALS		19,555	18,780	17,470	18,117	13,744	

ENFORCEMENT EFFORTS

New Jersey identifies “hot-spots” and clustered areas where enforceable crashes are occurring by setting parameters to provide an understanding of which roadways and jurisdictions have the highest rates of motor vehicle crashes. The roadways and jurisdictions identified derive from cluster analysis, hot-spot analysis and injury weighting on areas experiencing the highest volumes of enforceable crash events. The chart at the top of the next page represents a breakdown of the Top 10 Municipalities in Essex County that experience the highest volumes of speed related crashes.

SPEED RELATED CRASHES IN 2014, TOP 10 ESSEX COUNTY MUNICIPALITIES

MUNICIPALITY	COUNT OF CRASHES	TOTAL INJURED
NEWARK	763	434
EAST ORANGE	125	79
IRVINGTON	124	62
WEST ORANGE	92	29
MILLBURN	63	19
BLOOMFIELD	57	31
ORANGE	52	16
BELLEVILLE	49	20
MONTCLAIR	46	8
LIVINGSTON	36	14

This data is then extracted and further analyzed to target specific roadways and corridors where clusters of crashes are occurring. Parameters are constantly modified to reflect the number of roadways necessary to reach New Jersey's reduction goal or funding resources available. These "hot-spots" are areas where the specific crash phenomena, in this case speed related crashes, is taking place the most frequently. For example, the chart below shows corridors where speed related crashes in 2014 are clustered. This information is used to help enforcing agencies strategically place efforts in areas where speed related crashes consistently occur. Starting and Ending mileposts are provided for each of the routes where speed related crashes are occurring to better position enforcement resources.

SPEED RELATED CRASHES IN 2014, TOP 10 ESSEX COUNTY CORRIDORS

ROUTE	MILEPOST START	MILEPOST END	CRASHES IN SEGMENT
95	58.65	59.65	20
95	60.75	61.75	14
7000602	1.13	2.13	11
124	7.46	8.46	10
510	26.17	27.17	10
508	5.72	6.72	9
508	9.23	10.23	9
7141891	0.99	1.99	9
506S	2.14	3.14	8
21	7.2	8.2	8

SURVEY RESULTS – Fairleigh Dickinson University's PublicMind Poll (April 26 – May 22, 2015)

Thirty percent of drivers say that they drive over 70 miles per hour on state highways "most of the time" or "often." As in previous years, men were more likely than women to speed: 34 percent of men say that they do so "most of the time" or "often," compared with just 27 percent of women. While age is a factor in the frequency with which drivers report speeding on the highways, it isn't as dominant a factor as it once was. In past years, younger drivers were much more likely to report going "well over the limit" on the highways, but this difference has decreased over time. Drivers under 30 are no more likely than 30-44 year olds to say that they're speeding "most of the time" or "often" on the highways, though older drivers are still a bit less likely to do so.

Drivers are more respectful of the speed limit on local roads. Although 30 percent of drivers regularly speed on the highways, just 19 percent say that they regularly go more than 5 miles per hour over the speed limit on streets with a speed limit of 30. Interestingly, drivers with long commutes, a group which is much more likely to speed on the highways are also much more likely to speed on local roads. Twenty-four percent of drivers with long commutes speed on local roads “most of the time” or “often,” compared with 18 percent of those with short drives to work and 17 percent of those who don’t drive to work at all.

Twelve percent of drivers say that they talk on a hand-held phone “sometimes” or “very often” while driving. Younger drivers remain the most likely to hold a cell phone while driving, though by a smaller margin than in the past. Eighteen percent of drivers under the age of 30 report that they do so “very often” or “sometimes,” compared with just 11 percent of drivers from other age groups. While recognition that using a hand-held cell phone is illegal isn’t likely to have increased much, the belief that tickets will likely result from doing so has increased. Forty-two percent of drivers now say that it’s “very likely” that they will get a ticket if they use a hand-held phone while driving, up from 25 percent in 2013.

OTHER PERFORMANCE TARGETS

GOAL: To decrease driver inattention related crashes by 3 percent from the 2012-2014 calendar base year average of 144,190 to 139,865 by December 31, 2016 using a performance measure of total driver inattention crashes.

PRIOR YEAR PERFORMANCE

Speeding continues to be the most frequently cited aggressive driving citation and the three-year average of fatalities has remained constant over the past two years. Overall traffic fatalities increased for the first time in three years, a 2.6 percent increase from 542 in 2013 to 556 in 2014.

STRATEGIES FOR FFY 2016

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

EFFECTIVENESS OF STRATEGIES SELECTED

Enforcement

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

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

Cell Phone Enforcement

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

Other Enforcement Methods

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

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

The SHSP addresses both distracted and aggressive driving. Generally, motorists are aware of the dangers of drinking and driving but fail to realize the full risks of distracted and aggressive driving behaviors. Strategies for reducing distracted and aggressive driving include mounting high visibility enforcement and public outreach campaigns, promoting peer-to-peer outreach programs and partnering with employers to adopt and implement sanction based cell phone policies that address the use of electronic devices while driving for work purposes and addressing social norms and shared driving behaviors for all roadway users.

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

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

BUDGET: \$230,000

PROJECT TITLE: SPEED/AGGRESSIVE DRIVING & CELL PHONE PROGRAM

PROJECT DESCRIPTION:

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

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

In FFY 15, funds were provided to 38 police departments to conduct special enforcement patrols targeting distracted drivers during National Distracted Driver Awareness Month. The three-week program consisted of roving patrols and fixed checkpoints. This initiative will again be funded in April, 2016.

BUDGET: \$180,000

PROJECT TITLE: SPEED DETECTION PROGRAM

PROJECT DESCRIPTION:

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

BUDGET: \$125,000

PROJECT TITLE: COMPREHENSIVE ENFORCEMENT/EDUCATION PROGRAM

PROJECT DESCRIPTION:

Funds will be provided to local law enforcement agencies to conduct comprehensive enforcement and education campaigns that focus on pedestrian, bicycle, older driver, and child passenger safety, as well as DWI. Programs will focus on increasing awareness by providing educational programs and instruction to seniors, school children and the general public. In addition, overtime funds will be used to increase police officer deployment at DWI checkpoints and provide for additional enforcement of occupant protection and pedestrian safety laws.

BUDGET: \$53,500

PROJECT TITLE: FATAL CRASH INVESTIGATION

PROJECT DESCRIPTION:

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

BUDGET: \$18,000

PROJECT TITLE: TRAFFIC SAFETY RESOURCE PROSECUTOR

PROJECT DESCRIPTION:

The need for a Deputy Attorney General (DAG) specialist in the area of prosecution and law enforcement has been underscored through experience developed within the Prosecutors Supervision and Coordination Bureau of the Division of Criminal Justice and in its statutory role over the county prosecutors and municipal prosecutors in the

State. In performing this function, the Division of Criminal Justice has recognized the importance of having at least one DAG who is well versed in both the legal and technical issues associated with the enforcement and prosecution of traffic and motor vehicle violations and the statewide implications of those issues.

This need has become valuable in the field of the enforcement and prosecution of drunken driving offenses. Nearly every municipality in the State has its own Municipal Court, consisting of at least one Municipal Court Judge, a Municipal Prosecutor, a Municipal Public Defender, and associated court staff and personnel. In small jurisdictions and areas with smaller populations, joint or central Municipal Courts are utilized. There has evolved a great need for coordination, training, and support for these diverse entities. Additionally, there is a need for interaction between the courts, law enforcement and other traffic safety agencies.

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

BUDGET: \$175,000

PROJECT TITLE: TRAINING

PROJECT DESCRIPTION:

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

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

BUDGET: \$310,000

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

PROJECT DESCRIPTION:

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

BUDGET: \$15,000

PROJECT TITLE: LAW ENFORCEMENT LIAISON

PROJECT DESCRIPTION:

The Law Enforcement Liaison (LEL) Program is designed to enhance the relationship between the highway safety office, law enforcement community and other pertinent partners. The LEL position is funded from a grant to the New Jersey State Association of Chiefs of Police. The LEL will be called upon to solicit and support law enforcement

participation in the drunk driving, distracted driving and seat belt mobilizations, training programs and many other traffic safety initiatives. The LEL will also provide information and expertise to the law enforcement community concerning traffic safety issues and will work in close cooperation with the NHTSA Region II Law Enforcement Liaison regarding training issues, enforcement campaigns and programs sponsored by NHTSA.

BUDGET: \$80,000

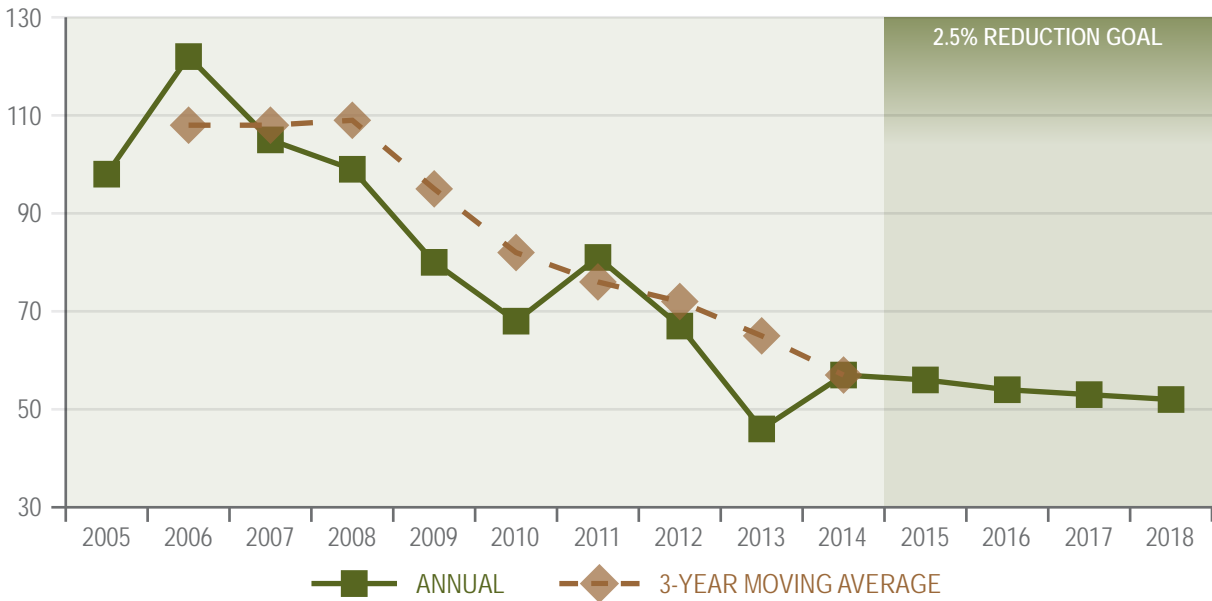
PROJECT NUMBER	TITLE	BUDGET	SOURCE
PT 16-03-01-01	DHTS PROGRAM MANAGEMENT	\$230,000	SECTION 402
PT 16-03-02-01	TBD CO. SPEED/AGG. DRIVING	\$ 25,000	SECTION 402
PT 16-03-02-02	TBD SPEED/AGG. DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-03	TBD SPEED/AGG. DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-04	TBD SPEED/AGG. DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-05	TBD SPEED/AGG. DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-06	TBD SPEED/AGG. DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-07	TBD SPEED/AGG. DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-08	TBD SPEED/AGG. DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-09	TBD SPEED/AGG. DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-10	TBD SPEED/AGG. DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-11	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-12	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-13	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-14	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-15	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-16	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-17	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-18	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-19	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-20	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-21	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-22	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-23	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-24	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-25	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-26	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-27	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-28	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-29	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-30	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-02-31	TBD DISTRACTED DRIVING	\$ 5,000	SECTION 402
PT 16-03-03-01	TBD SPEED DETECTION PROGRAM	\$125,000	SECTION 402
PT 16-03-04-01	TBD COMP. ENF./ED. PROGRAM	\$ 28,000	SECTION 402
PT 16-03-04-02	TBD ENF./ED. PROGRAM	\$ 25,500	SECTION 402
PT 16-03-05-01	TBD FATAL CRASH INVESTIGATION	\$ 18,000	SECTION 402
PT 16-03-06-01	TRAFFIC SAFETY RESOURCE PROSECUTOR	\$175,000	SECTION 402
PT 16-03-07-01	TBD TRAFFIC SAFETY LIAISON GRANT	\$300,000	SECTION 402
PT 16-03-07-02	TBD TRAINING GRANT	\$ 10,000	SECTION 402
PT 16-03-08-01	TBD PD DDACTS	\$ 15,000	SECTION 402
PT 16-03-09-01	LAW ENFORCEMENT LIAISON GRANT	\$ 80,000	SECTION 402

YOUNGER DRIVERS

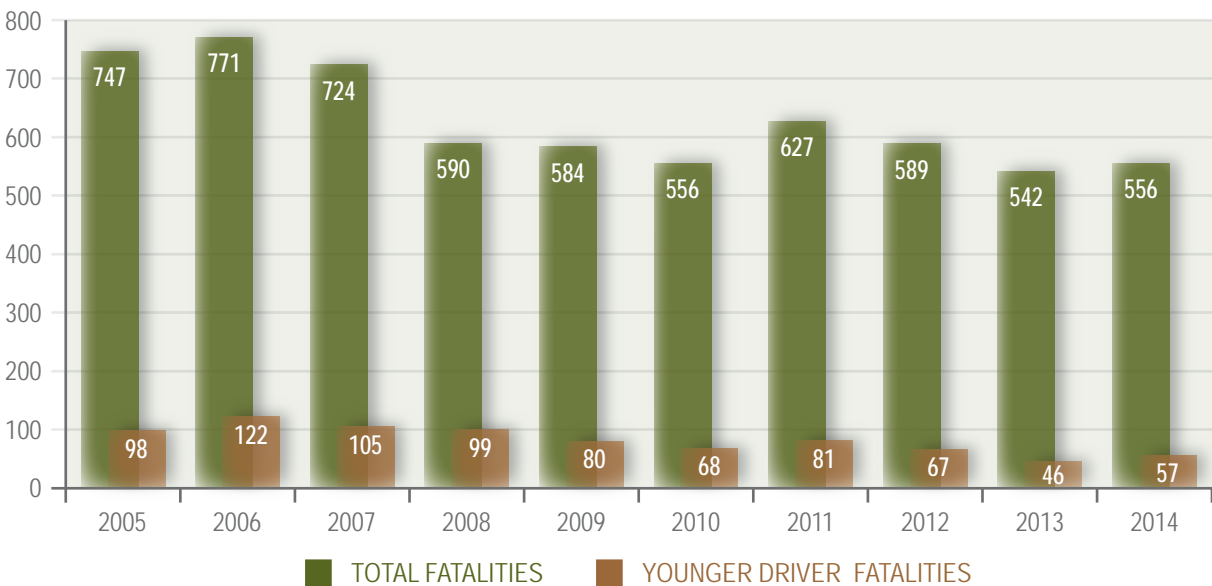
GENERAL OVERVIEW

During the last ten years (2005-2014), there were 823 fatalities in New Jersey involving younger drivers (age 20 or younger). In 2014, younger drivers were involved in 10 percent of total motor vehicle fatalities.

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

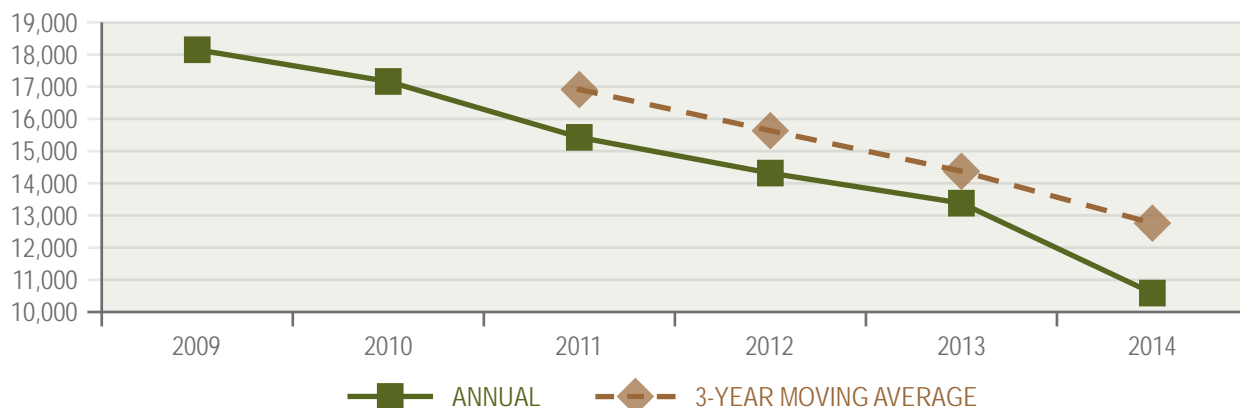


PROPORTION OF YOUNGER DRIVERS INVOLVED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES



Injuries from crashes involving younger drivers decreased for the fifth consecutive year, with a 21 percent reduction from 2013 with total injuries declining from 13,383 to 10,586 in 2014.

YOUNGER DRIVER INVOLVED INJURIES, ANNUAL AND 3-YEAR MOVING AVERAGE



ANALYSIS OF LOCATION

Below is a list of the top 20 municipalities in New Jersey that had the highest number of crashes involving younger drivers.

TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING YOUNGER DRIVERS, 2010 - 2014

	2010	2011	2012	2013	2014	TOTAL
TOMS RIVER	1,012	937	890	901	815	4,555
EDISON	818	727	782	704	496	3,527
WOODBIDGE	731	696	656	663	560	3,306
PARAMUS	657	617	566	550	553	2,943
NEWARK	671	556	581	585	479	2,872
CLIFTON	591	618	546	563	514	2,832
PATERSON	620	548	617	581	451	2,817
HAMILTON TWP (MERCER CO)	591	582	523	533	428	2,657
WAYNE	512	547	511	482	382	2,434
CHERRY HILL	468	474	415	439	372	2,168
JERSEY CITY	496	423	427	444	336	2,126
BRIDGEWATER	463	430	475	420	318	2,106
UNION TWP (UNION CO)	508	452	406	413	308	2,087
MIDDLETOWN	513	458	430	366	295	2,062
BRICK	453	395	387	449	349	2,033
LAKWOOD	418	387	393	389	361	1,948
EAST BRUNSWICK	412	382	363	378	325	1,860
ELIZABETH	391	348	360	353	369	1,821
OLD BRIDGE	412	375	366	330	332	1,815
FREEHOLD TWP	357	375	357	379	282	1,750

Middlesex County (7,086) had the highest number of injuries involving younger drivers over the last five years, followed by Bergen (6,681) and Monmouth (5,768) counties. Male drivers account for 54 percent of the total younger drivers involved in crashes over the last five years.

YOUNGER DRIVER INVOLVED INJURIES BY COUNTY, 2010 - 2014						
	2010	2011	2012	2013	2014	TOTAL
ATLANTIC	675	663	679	544	386	2,947
BERGEN	1,612	1,522	1,203	1,182	1,162	6,681
BURLINGTON	917	796	759	845	562	3,879
CAMDEN	1,105	1,023	860	860	499	4,347
CAPE MAY	273	228	189	201	147	1,038
CUMBERLAND	387	362	333	359	246	1,687
ESSEX	1,297	1,134	1,091	956	870	5,348
GLOUCESTER	602	622	469	458	355	2,506
HUDSON	473	405	435	325	301	1,939
HUNTERDON	174	207	206	165	84	836
MERCER	699	633	556	580	500	2,968
MIDDLESEX	1,806	1,517	1,393	1,280	1,090	7,086
MONMOUTH	1,371	1,264	1,178	1,087	868	5,768
MORRIS	859	848	769	672	535	3,683
OCEAN	1,317	1,176	1,133	1,075	891	5,592
PASSAIC	1,105	1,012	1,003	933	797	4,850
SALEM	150	102	86	98	64	500
SOMERSET	669	540	565	584	420	2,778
SUSSEX	379	280	296	257	93	1,305
UNION	1,060	875	925	726	635	4,221
WARREN	233	218	187	196	81	915
TOTAL	17,163	15,427	14,315	13,383	10,586	70,874

ANALYSIS BY OCCURRENCE

Younger drivers are the least experienced motor vehicle users on the State’s roadway system. They make up roughly 6 percent of the total driving population, but account for 10 percent of total traffic fatalities. The top 10 contributing circumstances for crashes involving younger drivers is listed on the following page. Driver inattention is the most cited contributing circumstance for crashes involving younger drivers and identifies a behavioral issue. The following most common circumstances can be attributed to novice operational skills, which can be addressed with enhanced education and more practice time behind the wheel.

TOP 10 CONTRIBUTING CIRCUMSTANCES IN YOUNGER DRIVER INVOLVED CRASHES, 2010 - 2014

CIRCUMSTANCE	2010	2011	2012	2013	2014	TOTAL
DRIVER INATTENTION	26,372	24,235	23,379	22,649	19,083	115,718
FOLLOWING TOO CLOSELY	5,433	5,324	5,083	5,335	4,049	25,224
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	5,335	5,100	4,633	4,568	3,792	23,428
UNSAFE SPEED	4,214	3,780	3,680	3,608	2,449	17,731
BACKING UNSAFELY	2,664	2,439	2,446	2,411	1,856	11,816
ROAD SURFACE CONDITION	2,226	1,869	1,507	1,978	1,861	9,441
FAILED TO OBEY TRAFFIC CONTROL DEVICE	1,872	1,756	1,679	1,591	1,314	8,212
IMPROPER LANE CHANGE	1,833	1,710	1,616	1,707	1,292	8,158
IMPROPER TURNING	1,767	1,543	1,486	1,431	1,289	7,516
OTHER DRIVER ACTION	1,872	1,701	1,440	1,296	1,053	7,362

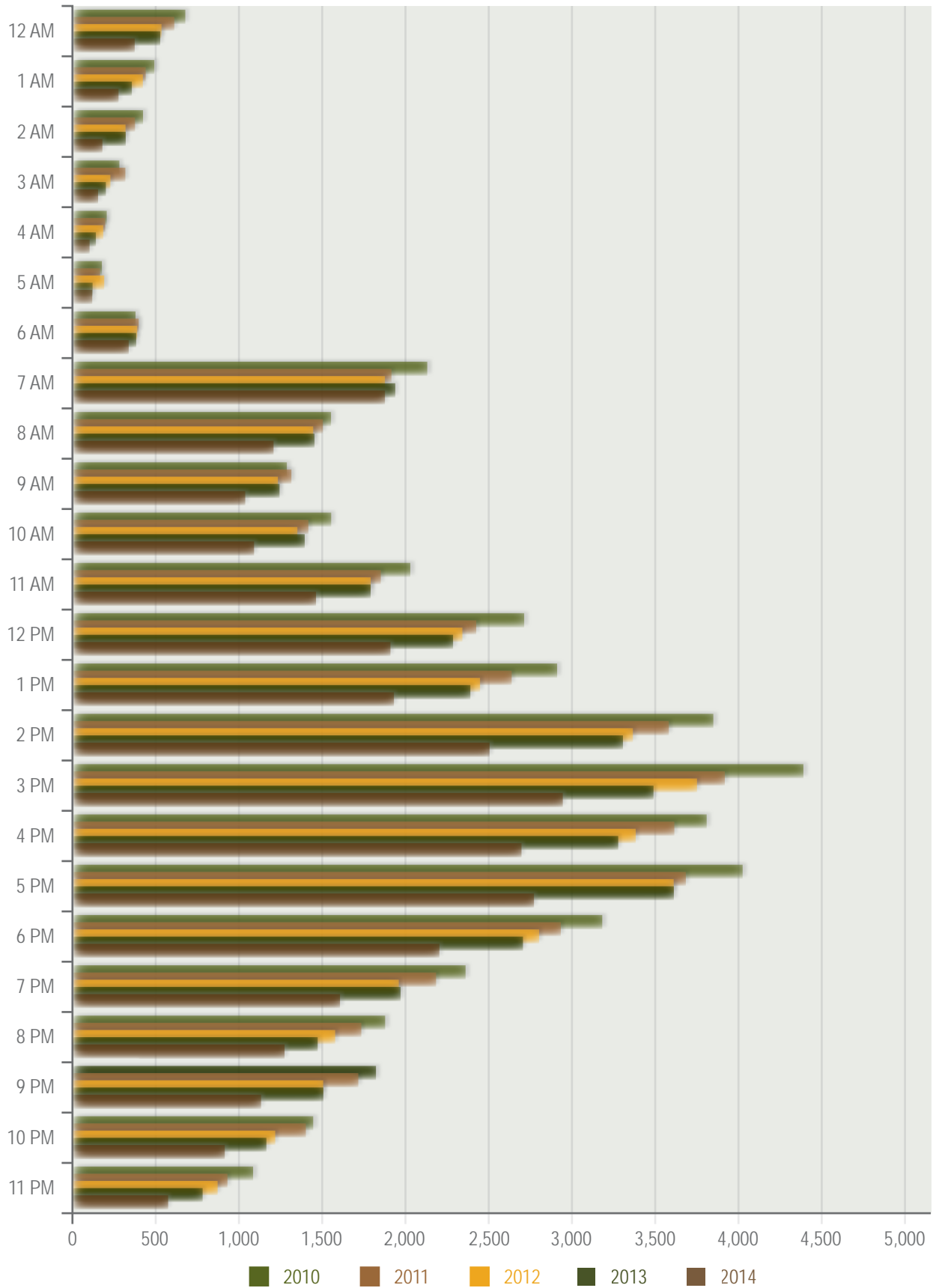
The top 10 most common crash types among younger drivers is listed below. The frequency of crash types falls within the same trends seen throughout the State for all motorists.

TOP 10 CRASH TYPES IN YOUNGER DRIVER INVOLVED CRASHES, 2010 - 2014

CRASH TYPE	2010	2011	2012	2013	2014	TOTAL
SAME DIRECTION - REAR END	15,566	14,291	13,633	13,260	10,670	67,420
RIGHT ANGLE	8,228	7,728	7,056	6,872	5,892	35,776
FIXED OBJECT	5,611	4,974	4,876	4,724	3,231	23,416
SAME DIRECTION - SIDE SWIPE	5,000	4,649	4,336	4,296	3,476	21,757
BACKING	3,064	2,716	2,726	2,673	2,105	13,284
STRUCK PARKED VEHICLE	2,375	2,428	2,208	2,166	1,899	11,076
LEFT TURN / U TURN	1,724	1,543	1,374	1,295	1,087	7,023
OPPOSITE DIRECTION - HEAD ON/ANGULAR	928	946	828	887	733	4,322
ANIMAL	533	493	441	363	285	2,115
OPPOSITE DIRECTION - SIDE SWIPE	442	389	338	315	290	1,774

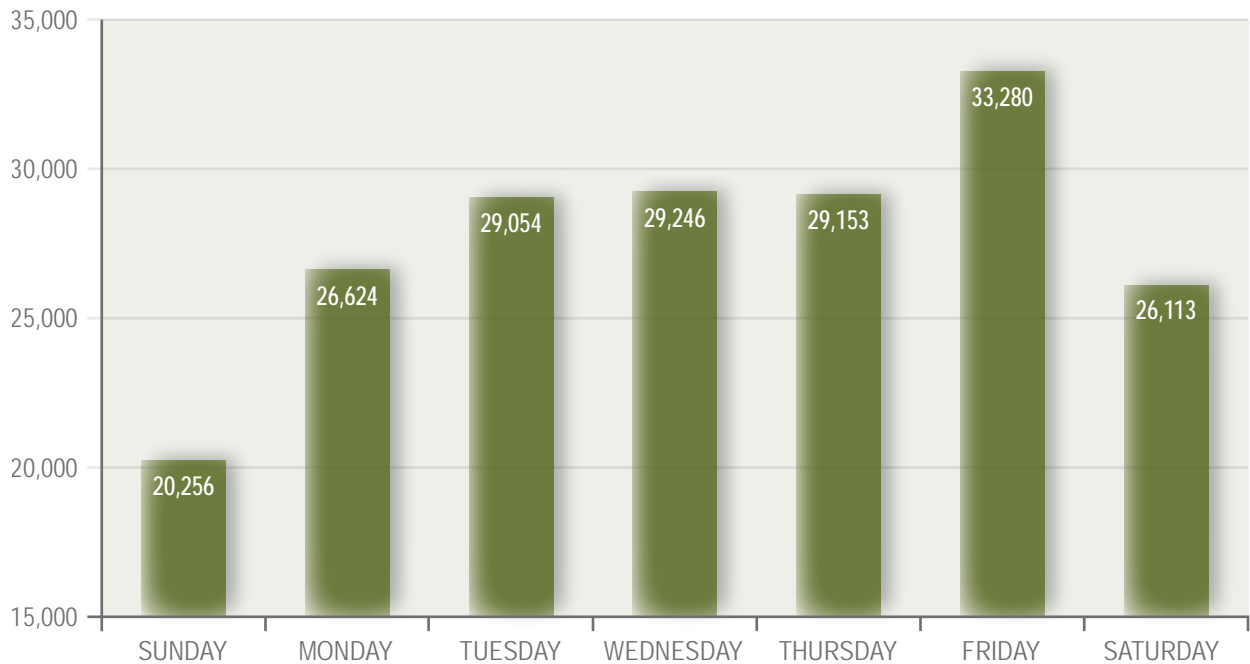
Time-of-day and day-of-week are important to address when evaluating younger drivers and their involvement in motor vehicle crashes. Since the adoption of Kyleigh’s Law in 2010, the number of young driver crashes occurring during the evening hours has declined significantly. From 2010 to 2014, there has been a 47 percent reduction in crashes during the 11pm hour; 45 percent reduction during the 12am hour; 44 percent reduction during the 1am hour; 58 percent reduction during the 2am hour; 45 percent reduction during the 3am hour; and 50 percent reduction during the 4am hour.

YOUNGER DRIVER INVOLVED CRASHES BY TIME OF DAY, 2010 - 2014



Friday is the day of the week where younger drivers are the most susceptible to being involved in motor vehicle crashes.

YOUNGER DRIVER INVOLVED CRASHES BY DAY OF WEEK, 2010 - 2014



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

PRIOR YEAR PERFORMANCE

Fatalities involving young drivers in 2014 increased for the first time in three years, however, there continues to be a downward trend in both fatalities and injuries involving younger drivers.

STRATEGIES FOR FFY 16

1. Present the Share the Keys program to parents and teens in the pre-permit or permit state of licensure.
2. Provide training and support for regional Share the Keys facilitators.
3. Underage anti-drinking initiatives are addressed in the Alcohol and Other Drug Countermeasure section of the Plan.
4. Partner with school and community driver education providers to increase parent participation and engagement in teen safe driving program.

EFFECTIVENESS OF STRATEGIES SELECTED

Parental Role in Teaching and Managing Younger Drivers

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

Pre-Licensure Driver Education

There have been recent advances in the development in new types of driver education programs (summarized in Thomas et al., 2012). Given that visual scanning, attention maintenance and speed management are likely responsible for many crashes among young drivers, a number of new programs have been developed that focus on teaching these higher-order knowledge and skills, generally using computer simulation. Many of these programs have demonstrated short-term training effects; however, it is still unknown how long the training effects are maintained.

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

As stated in the SHSP, car crashes are the number one killer of teens and no other age group on the road has a higher crash risk. Strategies for reducing crashes involving teen drivers in the Plan include requiring teens to attend an orientation with a parent, guardian or supervising adult as a pre-requisite for obtaining a learner's permit, expanding the learner's permit supervised driving phase from a minimum of 6 to 12 months and requiring teens to log a minimum of 50 hours of supervised practice driving (10 at night) during the permit phase of GDL.

PROJECT TITLE: SHARE THE KEYS

PROJECT DESCRIPTION:

The DHTS and Kean University have worked closely with Children's Hospital of Pennsylvania to involve parents in the Graduated Driver Licensing process. The New Jersey Parent/Teen Driver orientation program was developed and offered to parents and teens. Workshops for parents and teens and facilitator training will continue to be offered in FFY 2016.

BUDGET: \$15,000

PROJECT TITLE: DRIVER SIMULATOR PROJECT

PROJECT DESCRIPTION:

Funds from this task will be used to purchase driver simulators for the Hamilton Township driver education program. The simulators will be used to enhance the driver training experience and teach young drivers proper driving habits that will stay with the student-driver for the remainder of their driving career.

BUDGET: \$80,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
CP 16-08-07-01	TBD SHARE THE KEYS PROGRAM	\$15,000	SECTION 402
CP 16-08-07-02	TBD BOARD OF EDUCATION	\$80,000	SECTION 402

GENERAL OVERVIEW

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

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

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

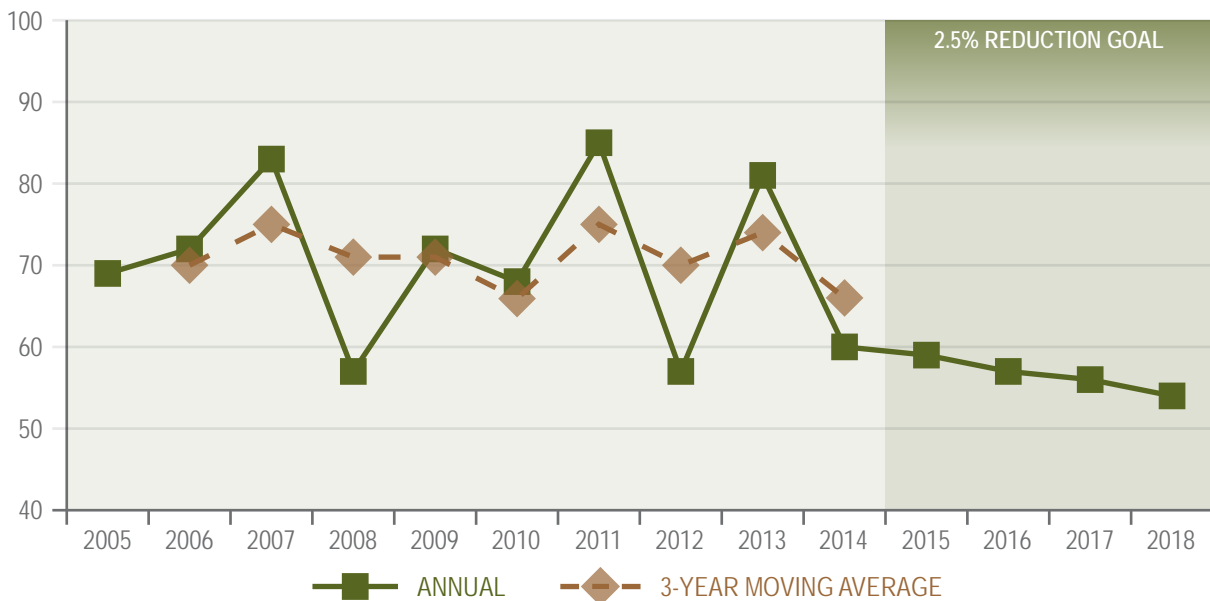
Making the best use of limited resources in order to give the greatest benefits for the investment is important today. Cost-effectiveness must be a key criterion in the selection of community traffic safety locations and prioritizing their respective programs and activities.

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

OLDER DRIVERS

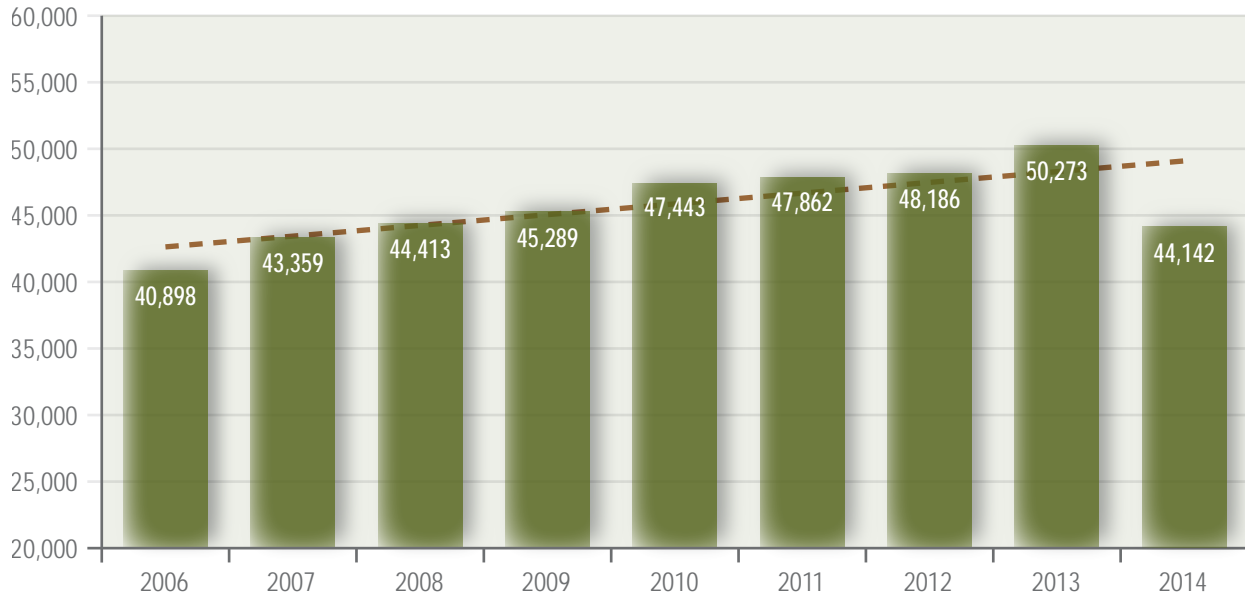
During the ten year period from 2005 to 2014, there were 704 older driver (65+) fatalities in the State. In 2014, the number of older driver fatalities decreased by 26 percent from 81 in 2013 to 60 in 2014.

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

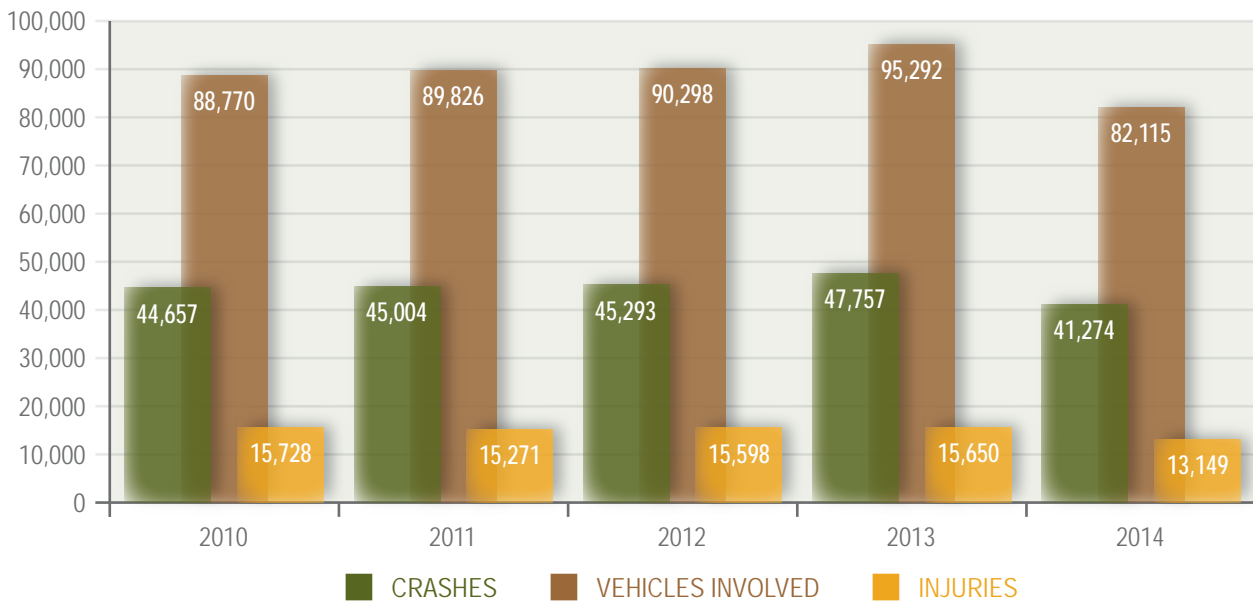


Similar to young drivers, older drivers age 65 and older are considered a higher-risk population on the roadways. The amount of crashes involving older drivers has experienced an upward trend in the total number of motor vehicle crashes since 2006. In 2014 alone, there were 44,142 crashes involving older drivers, which conflicted with over 82,000 vehicles and injured over 13,000 individuals.

TOTAL NUMBER OF OLDER DRIVERS INVOLVED IN CRASHES, 2010 - 2014



GENERAL OUTCOME OF CRASHES INVOLVING OLDER DRIVERS, 2010 - 2014



Below is a breakdown of the annual total crashes involving older drivers segregated by county. Bergen County (13.3% of total older driver crashes from 2010-2014) is over-represented in the amount of older drivers involved in crashes.

OLDER DRIVER INVOLVED CRASHES BY COUNTY, 2010 - 2014						
	2010	2011	2012	2013	2014	TOTAL
ATLANTIC	1,655	1,564	1,715	1,649	1,432	8,015
BERGEN	5,932	5,964	5,652	6,145	6,102	29,795
BURLINGTON	2,166	2,118	2,251	2,434	2,005	10,974
CAMDEN	2,072	2,065	2,104	2,392	1,808	10,441
CAPE MAY	644	694	694	750	703	3,485
CUMBERLAND	670	716	759	813	640	3,598
ESSEX	3,417	3,474	3,326	3,462	3,283	16,962
GLOUCESTER	1,200	1,115	1,069	1,107	986	5,477
HUDSON	2,051	2,068	2,232	2,159	1,938	10,448
HUNTERDON	604	633	668	636	382	2,923
MERCER	1,905	2,103	1,999	2,106	1,804	9,917
MIDDLESEX	3,995	4,018	4,059	4,160	3,785	20,017
MONMOUTH	3,603	3,502	3,661	3,931	3,197	17,984
MORRIS	2,545	2,712	2,695	3,009	2,443	13,404
OCEAN	3,823	3,803	3,788	4,122	3,526	19,062
PASSAIC	2,373	2,388	2,525	2,568	2,260	12,114
SALEM	287	246	283	274	185	1,275
SOMERSET	1,754	1,735	1,811	1,922	1,455	8,677
SUSSEX	613	660	596	626	245	2,740
UNION	2,824	2,913	2,919	2,903	2,720	14,279
WARREN	524	513	487	589	375	2,488
TOTAL	44,657	45,004	45,293	47,757	41,274	223,985

MULTI-CULTURAL OUTREACH

According to U.S. Census Bureau population estimates as of July 1, 2013, approximately 1.6 million Hispanics reside in the State which represents nearly 19 percent of the population in New Jersey. In 2013, 93 Hispanics were killed in motor vehicle crashes which represented 17 percent of all fatalities in the State. Everyone in New Jersey needs further education regarding traffic safety issues, however, the Hispanic community is at a distinct disadvantage with the language barrier. Concentrated in dense urban environments, immigrants to this State have learned to walk, drive and ride bicycles in other countries with notable changes in their native country's laws. Therefore, the Hispanic population in New Jersey greatly benefits from the Division's targeted Spanish language education and work with the media. This is accomplished through statewide paid and earned media.

TRAFFIC RELATED FATALITIES BY CULTURE, 2009 - 2013					
	2009	2010	2011	2012	2013
HISPANIC	87	80	87	97	93
WHITE	396	356	392	369	327
BLACK	68	83	108	90	83
OTHER	25	28	40	25	35
UNKNOWN	8	9	0	8	4
TOTAL	584	556	627	589	542

OTHER PERFORMANCE TARGETS

GOAL: To reduce older driver fatalities by 2.5 percent from the 2012-2014 calendar base year average of 66 to 65 by December 31, 2016 using a performance measure of total number of older driver fatalities.

PRIOR YEAR PERFORMANCE

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

The 2013 performance target for older driver fatalities was met in 2014. Older driver fatalities decreased by 26 percent from 2013 to 2014 and the number of crashes involving older drivers also realized a 14 percent reduction.

STRATEGIES FOR FFY 2016

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

EFFECTIVENESS OF STRATEGIES SELECTED

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

General Communication and Education (65+)

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

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

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

PROJECT TITLE: CTSP

PROJECT DESCRIPTION:

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

BUDGET: \$934,900

PROJECT TITLE: PUBLIC INFORMATION AND EDUCATION

PROJECT DESCRIPTION:

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

BUDGET: \$140,000

PROJECT TITLE: COMMUNITY SAFETY AND TRAINING

PROJECT DESCRIPTION:

Funds from this task will be used to fund Kean University's statewide comprehensive traffic safety program. The program includes all components of the "Three E" Injury Prevention Model: Enforcement, Education and Environment. Kean and the Division of State Police will schedule 18 Crash Investigation courses for 350 police officers. Crash data retrieval technician training will be held for 60 police officers. Also, the crash data retrieval awareness workshops (6) for investigators (120) will supplement the Crash Investigation 2 curriculum as a new investigation technology. Crash Investigation courses will continue to be evaluated on effectiveness of supporting prosecutable cases, bringing cost benefits to the municipality. The Maryland Law Enforcement Traffic Safety Specialist program will be adopted in New Jersey to provide a recognized mechanism for acknowledgement, recognition, and prestige for those officers who have achieved advance levels of training and proficiency.

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

BUDGET: \$360,000

PROJECT TITLE: MULTIMEDIA TRANSPORTATION SAFETY AWARENESS

PROJECT DESCRIPTION:

The Brain Injury Alliance will continue to advance its transportation safety message with the most current information and technology available and expand its network of participants through the use of outreach, websites, and social media. In addition, the transportation safety websites created in prior years, including *ugotbrains.com*, *njteendriving.com*, *njdrivereducation.com*, *njsmartrider.org* and *brainybuch.info* will continue to be updated with the most current information on a regular basis. This approach will build upon the foundation that the Alliance has laid during previous years, with an emphasis on teen drivers, motorcycle riders, wheeled sport and pedestrian safety. In an effort to continue their transportation safety message, the project will reach out to high schools across the State to participate in the Champion Schools program. This aspect of the project will include 30-50 high schools. In addition, the project will continue to provide transportation safety related traveling workshops (50) for school-aged children, focused on helmet, pedestrian, motor vehicle and passenger safety issues. Traveling workshops will be promoted through continuous outreach to community and school-based systems. The Alliance will also work with Children's Hospital of Philadelphia to develop New Jersey's Annual Report on teen drivers. The scope of the work will include the ascertainment of required data, management and analysis of licensing and crash databases and creation and formatting of the report.

BUDGET: \$324,000

PROJECT TITLE: PAID MEDIA

PROJECT DESCRIPTION:

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

BUDGET: \$140,000

PROJECT TITLE: COMPREHENSIVE STATEWIDE INITIATIVES

PROJECT DESCRIPTION:

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

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

Safe Kids New Jersey will work with its network of local coalitions to reach parents, grandparents, healthcare providers, children and communities to promote motor vehicle, bicycle and pedestrian safety. The *Children In and Around Cars* program, designed to teach not only kids about occupant protection and vehicle safety, but parents and other adults as well, will be conducted. Safe Kids New Jersey will also support the child passenger safety certification process including recertification and senior checkers. Bicycle safety events will be held to promote the correct use of helmets. Pedestrian safety programs will strive to teach safe behavior to motorists and child pedestrians. Due to increased distracted driving and walking related incidences, Safe Kids New Jersey will incorporate this topic in all of the information sessions, publications and outreach activities.

The New Jersey Prevention Network coordinates an annual addiction conference that is attended by 800 to 1,000 professionals. These professionals include individuals working predominantly in substance abuse prevention agencies, schools, law enforcement and health care. Funds will be used to create a highway traffic safety track for the annual conference that will focus on reducing traffic fatalities by reducing drug and alcohol use. Providing this specialized track will allow professionals from a wide range of professions to gain new information on alcohol and drugs and how they relate to and impact driver safety.

BUDGET: \$313,000

PROJECT TITLE: TRAINING

PROJECT DESCRIPTION:

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

BUDGET: \$30,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
CP 16-08-01-01	TBD CO. CTSP	\$ 34,400	SECTION 402
CP 16-08-01-02	TBD CO. CTSP	\$171,500	SECTION 402
CP 16-08-01-03	TBD CO. CTSP	\$ 61,000	SECTION 402
CP 16-08-01-04	TBD CO. CTSP	\$ 48,000	SECTION 402
CP 16-08-01-05	TBD PLANNING AUTHORITY	\$ 70,000	SECTION 402
CP 16-08-01-06	TBD CO. CTSP	\$ 75,000	SECTION 402
CP 16-08-01-07	TBD CO. CTSP	\$ 75,000	SECTION 402
CP 16-08-01-08	TBD CO. CTSP	\$ 65,000	SECTION 402
CP 16-08-01-09	TBD CO. CTSP	\$ 70,000	SECTION 402
CP 16-08-01-10	TBD CO. CTSP	\$175,000	SECTION 402
CP 16-08-01-11	TBD CO. CTSP	\$ 90,000	SECTION 402
CP 16-08-02-01	DHTS PUBLIC INFORMATION AND ED.	\$140,000	SECTION 402
CP 16-08-03-01	COMMUNITY SAFETY AND TRAINING	\$360,000	SECTION 402
CP 16-08-04-01	TRANSPORTATION SAFETY AWARENESS	\$324,000	SECTION 402
PM 16-21-01-01	DHTS PAID MEDIA	\$140,000	SECTION 402
CP 16-08-05-01	TBD (TMA) PROG. INITIATIVE	\$140,000	SECTION 402
CP 16-08-05-02	TBD COMPREHENSIVE PROGRAM	\$ 70,000	SECTION 402
CP 16-08-05-03	TBD – CHILDREN IN TRAFFIC	\$ 78,000	SECTION 402
CP 16-08-05-04	TBD	\$ 25,000	SECTION 402
CP 16-08-06-01	DHTS TRAINING GRANT	\$ 30,000	SECTION 402

GENERAL OVERVIEW

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

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

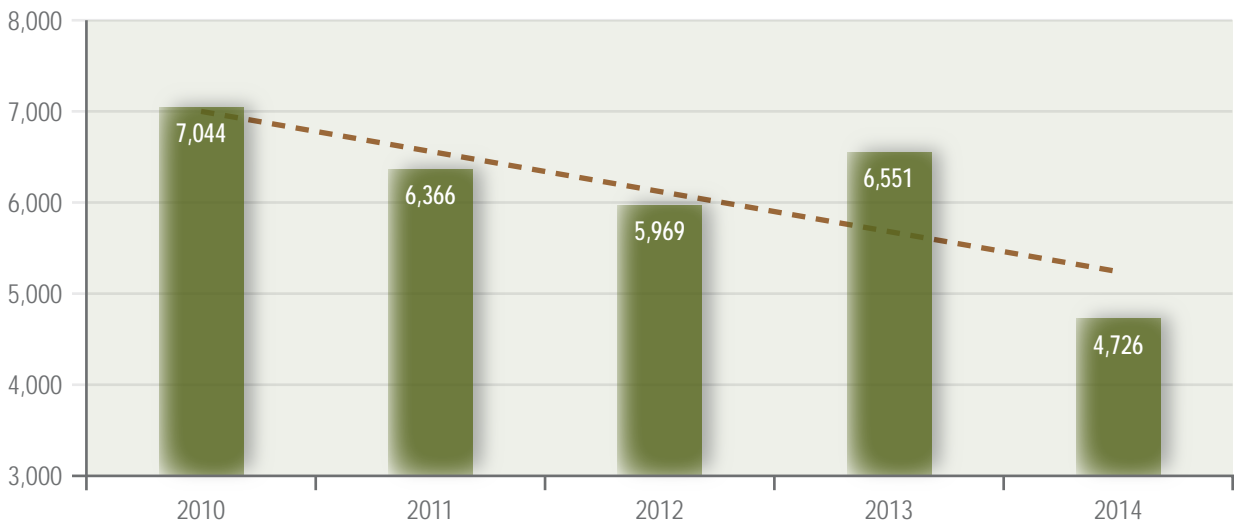
Responsibility for the design, construction and maintenance of the highway system falls on the public works departments, at the State, county and local levels of government. There continues to be a need of traffic engineering infrastructure to monitor highway operations, recommend improvements in the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

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

Work zone safety continues to be a high-priority issue for traffic engineering professionals and highway agencies. Construction and maintenance crews, plus other groups working on the roadway require training on how best to protect themselves as well as the driving public in construction zones. Effective temporary traffic control must provide the safety of workers, road users and pedestrians. Training in the proper set-up of a work zone by public works employees, utility workers, and police officers will allow drivers to clearly identify the proper travel lane and reduce the chances for a vehicle-vehicle or vehicle-worker conflict.

Over the past five years between 2010 and 2014, there have been 30,656 reported crashes in construction, maintenance, and utility zones. Work Zones in the State were a bit safer in 2014 than in 2013 with 28 percent less crashes reported.

WORK ZONE CRASHES, 2010 - 2014



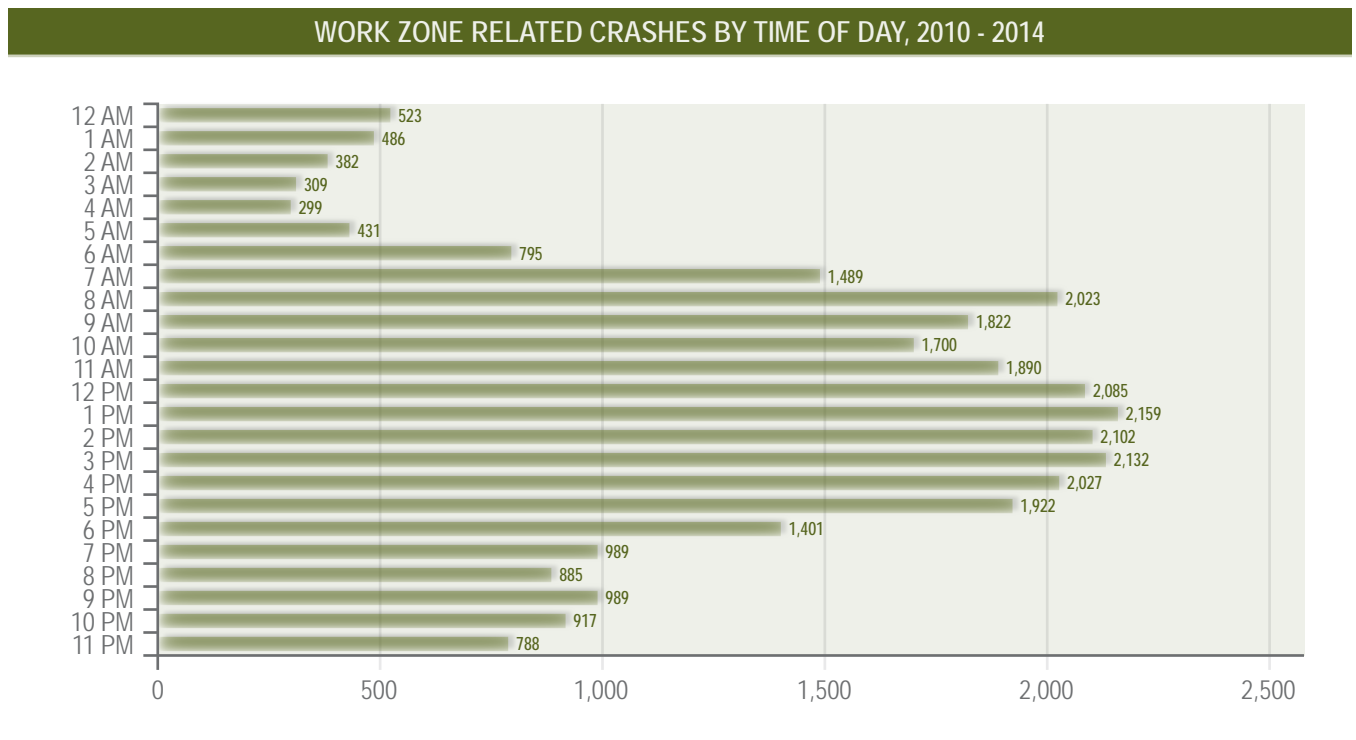
An annual breakdown of work zone crashes by county can be found below. Middlesex County (3,448) had the highest number of work zone crashes over the past five years.

WORK ZONE CRASHES BY COUNTY, 2010 - 2014						
	2009	2010	2011	2012	2013	TOTAL
ATLANTIC	173	286	175	169	174	977
BERGEN	571	669	591	616	472	2,919
BURLINGTON	778	477	357	366	231	2,209
CAMDEN	862	588	196	396	201	2,243
CAPE MAY	32	55	32	100	90	309
CUMBERLAND	16	29	22	24	16	107
ESSEX	545	410	701	479	323	2,458
GLOUCESTER	170	82	55	70	65	442
HUDSON	587	682	636	456	415	2,776
HUNTERDON	43	41	47	46	16	193
MERCER	163	429	572	463	218	1,845
MIDDLESEX	687	541	602	816	802	3,448
MONMOUTH	360	427	348	323	361	1,819
MORRIS	306	319	312	661	200	1,798
OCEAN	797	407	257	652	560	2,673
PASSAIC	289	414	506	444	301	1,954
SALEM	13	10	11	6	7	47
SOMERSET	143	164	102	156	110	675
SUSSEX	32	30	33	31	9	135
UNION	442	251	377	242	140	1,452
WARREN	35	55	37	35	15	177
TOTAL	7,044	6,366	5,969	6,551	4,726	30,656

Twenty-five percent of work zone crashes occurring over the past five years from 2010-2014 took place on urban Interstate roadways.

WORK ZONE CRASHES BY FUNCTIONAL CLASS, 2010 - 2014						
FUNCTIONAL CLASS	2010	2011	2012	2013	2014	TOTAL
URBAN INTERSTATE	2,007	1,571	1,705	1,889	549	7,721
UNKNOWN	1,408	1,369	1,235	1,283	1,341	6,636
URBAN PRINCIPAL ARTERIAL	1,635	1,347	1,167	993	1,069	6,211
URBAN FREEWAY/EXPRESSWAY	1,046	1,040	879	1,457	1,051	5,473
URBAN MINOR ARTERIAL	519	582	473	449	437	2,460
RURAL PRINCIPAL ARTERIAL	198	160	190	181	92	821
URBAN COLLECTOR	132	143	121	127	94	617
RURAL INTERSTATE	33	93	142	124	53	445
URBAN LOCAL	26	29	28	25	19	127
RURAL MAJOR COLLECTOR	23	18	14	8	6	69
RURAL MINOR ARTERIAL	12	8	12	15	13	60
RURAL MINOR COLLECTOR	3	5	3	0	2	13
RURAL LOCAL	2	1	0	0	0	3
TOTAL	7,044	6,366	5,969	6,551	4,726	30,656

A graph depicting the number of crashes occurring in work zones by time of day is shown below.



OTHER PERFORMANCE TARGETS

GOAL: To decrease work zone related crashes by 3 percent from the 2012-2014 calendar base year average of 5,749 to 5,577 by December 31, 2016 using a performance measure of the number of work zone related crashes.

PRIOR YEAR PERFORMANCE

Roadway construction and maintenance activities result in significant safety and mobility issues for both workers and motorists. Awareness of proper work zone set-up, maintenance, personal protection, and driver negotiation are all factors to be considered in establishing a safe work zone. The work zone safety conference was held for the 16th consecutive year and work zone safety training addressing the needs of local public agencies, road departments and law enforcement continued to be offered.

The downward trend of crashes occurring in work zones ended in 2013 with a 9.8 increase from 2012. However, in 2014, there was a 28 percent decline in crashes reported from the previous year in work zones areas.

STRATEGIES FOR FFY 2016

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

EFFECTIVENESS OF STRATEGIES SELECTED

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

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Work zone safety continues to be a priority for traffic engineering professionals and highway agencies. With as many as 200 highway and bridge projects under way at any given time in the State, motorists are likely to travel through work zones on a regular basis. Strategies in the SHSP include providing work zone safety training to law enforcement and participating in public awareness initiatives.

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

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

BUDGET: \$195,000

PROJECT TITLE: NJ COMPREHENSIVE WORK ZONE SAFETY PROGRAM

PROJECT DESCRIPTION:

Roadway construction and maintenance activities result in significant safety and mobility issues for both workers and motorists. Awareness of proper work zone set up, maintenance, personal protection and driver negotiation are all factors to be considered in establishing a safe work zone culture.

The 17th Annual Work Zone Safety Conference will be held in conjunction with National Work Zone Safety Week in 2016. The conference agenda appeals to a wide variety of attendees – typically laborers, managers, law enforcement, engineers and maintenance personnel. Input from a diverse group of stakeholders is used to develop a comprehensive agenda. Partnering agencies also use this venue to distribute pertinent safety materials and offer assistance and resources to attendees.

There will be a variety of training programs offered that will vary from half-day overview courses that provide the basics for safe working conditions and safe motorist conditions to a comprehensive training program for police officers who will return to their organizations and in turn instruct their own personnel. Courses to be offered during the year is as follows: three four-day police work zone safety train-the-trainer program; 1 one-day police work zone safety refresher course; 2 half-day work zone safety awareness for local police course and 3 half-day work zone safety awareness for municipal and county public works/engineering course.

Resources will also be provided to requesting agencies through a variety of means, including responses to commonly asked questions about work zone set up, technical information, course handouts and guideline publications. In addition, 5 work zone safety support equipment packages will be provided to either a municipal or county public works department.

BUDGET: \$130,000

PROJECT TITLE: TRAFFIC INTERNS

PROJECT DESCRIPTION:

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

BUDGET: \$21,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
RS 16-61-01-01	DHTS PROGRAM MANAGEMENT	\$195,000	SECTION 402
RS 16-61-02-01	NJ COMPREHENSIVE WORK ZONE PROG. TBD	\$130,000	SECTION 402
RS 16-61-03-01	TBD CO. TRAFFIC SAFETY INTERN	\$ 21,000	SECTION 402

TRAFFIC RECORDS

Traffic records data remains the basis for funding programs to transport people safely and to reduce motor vehicle crashes. Accurate data enables safety officials to know the who, what, when, where, and why in the transportation safety field so improvements can be implemented.

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

The NHTSA and the GHSA developed a methodology for mapping the data collected on State Police Accident Reports (PARs) to the data elements and attributes in the Model Minimum Uniform Crash Criteria (MMUCC) Guidelines 4th Edition. This methodology is intended to standardize how States compare their PARs to MMUCC. New Jersey volunteered to pilot the mapping process and as a result a list of compatibility ratings has been generated for each recommended Data Element and Attribute to be collected or derived from New Jersey's PAR. The mapping process has provided a straight-forward roadmap for implementing the MMUCC into the data collection process in New Jersey. By completing this mapping process, the State can now determine and prioritize changes that could be implemented to increase MMUCC conformance.

PROBLEM IDENTIFICATION PROCESS

New Jersey's primary crash information system is hosted and maintained by the DOT. With few exceptions, the statewide database contains records for all police-reported motor vehicle crashes resulting in \$500 or more of property damage. All crashes reported to the MVC undergo a process that relies heavily on the following characteristics: Timeliness, Accuracy, Completeness, Integration, and Accessibility.

TIMELINESS	FOR	CITATION SYSTEM
ACCURACY		DRIVER INFORMATION SYSTEM
COMPLETENESS		INJURY SURVEILLANCE
INTEGRATION		VEHICLE INFORMATION
ACCESSIBILITY		ROADWAY INFORMATION

Timeliness:

The mean number of days from the crash date to the date the crash report is entered into the database. In 2014, the period of time is 71.54 days compared to 61.45 days in 2013.

Accuracy:

Despite there being geocoders responsible for identifying crash locations for unidentified crashes in the system, locating crashes remains problematic since not all police agencies use the same locating methodologies in reports.

Completeness:

The State crash report, the NJTR-1, collects a large volume of data on all reportable crashes. Training and education are provided to law enforcement agencies on the proper use and data collection methods to ensure the most accurate data possible.

Integration:

The State Traffic Records Coordinating Committee aims to integrate statewide crash data to MVC licensing information as well as Emergency Medical Service information.

Accessibility:

Plan4Safety is a decision support tool created for the DOT and is a multi-layered support program for transportation engineers, planners, law enforcement, and decision makers in the State.

OTHER PERFORMANCE TARGETS

GOAL: To reduce the number of days from the date of crash occurrence to the date of the crash report entry.

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

GOAL: To incorporate the recommendations provided in the analysis of the Model Minimum Uniform Crash Criteria into the revision of the Police Accident Reporting form.

PRIOR YEAR PERFORMANCE

Crash data accessibility is made possible by the online data query tool Plan4Safety and a Crash Data Warehouse. The MVC started to combat identity fraud and document fraud through a scrub of its driver database using facial recognition technology to identify persons within the current system who have multiple identities. Progress continues to be made in the number of agencies submitting patient care reports to the Office of Emergency Medical Services for inclusion in the Crash Data Warehouse. The State underwent a review of NHTSA's recommended MMUCC guidance and the compatibility with data managed in New Jersey. By completing this mapping process, a roadmap has been created to determine and prioritize changes that could be implemented to increase MMUCC conformance.

STRATEGIES FOR FFY 2016

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

EFFECTIVENESS OF STRATEGIES SELECTED

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

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Promoting and supporting the collection and use of data is critical for reducing fatalities and serious injuries on New Jersey's roadways. Strategies included in the Plan call for the implementation of electronic data transfer of crash reports, implementing geocoding of current and past records and continuing to implement electronic patient care reporting in the State's advanced life support programs.

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

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

BUDGET: \$257,000

PROJECT TITLE: DATA ANALYSIS FOR SAFETY PROGRAMS

PROJECT DESCRIPTION:

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

BUDGET: \$87,000

PROJECT TITLE: TRAFFIC RECORDS COORDINATING COMMITTEE

PROJECT DESCRIPTION:

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

BUDGET: \$50,000

PROJECT TITLE: NJTR-1 TRAINING

PROJECT DESCRIPTION:

The NJTR-1 crash report form is completed by law enforcement officers for any incident resulting in injury, death, or damage of \$500 or more. With respect to police academy or in-service training, police officers receive only brief training on how to properly complete the NJTR-1 crash form. Funds from this task will be used to provide 10 half-day workshops for law enforcement that will address proper form completion and the importance of data accuracy. The training will help improve data and support information that is used by decision makers to improve roadway safety.

BUDGET: \$40,000

PROJECT TITLE: TRAFFIC RECORDS INFORMATION SYSTEM

PROJECT DESCRIPTION:

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

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

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

The New Jersey Department of Transportation, Bureau of Transportation Data and Safety (BTDS) collects all crash report NJTR-1 forms statewide from state and local law enforcement agencies. At each crash, the investigating officer completes the NJTR-1. This report records the collection of over 140 pieces of information regarding the crash, the crash type, individuals involved in the crash and various other types of information at the crash site. The BTDS receives an average of 320,000 crash reports a year that need to be processed, scanned, verified and stored. This information is used to develop the Department's safety programs. In addition, crash data is sent on a regular basis to the DHTS, Federal Motor Carriers and the Motor Vehicle Commission. The DHTS uses the information to support their educational and grant programs, Federal Motor carriers uses the information for their Safety Net Program and the Motor Vehicle Commission uses the data to support driver licensing efforts.

The completed NJTR-1 forms are submitted to BTDS who submits the records to a vendor who scans each into an electronic database. Both the original record and the resulting database are returned to BTDS where verifiers run processes to the database for accuracy. Funds from this task will be provided to the vendor for their services.

BUDGET: \$1,727,225

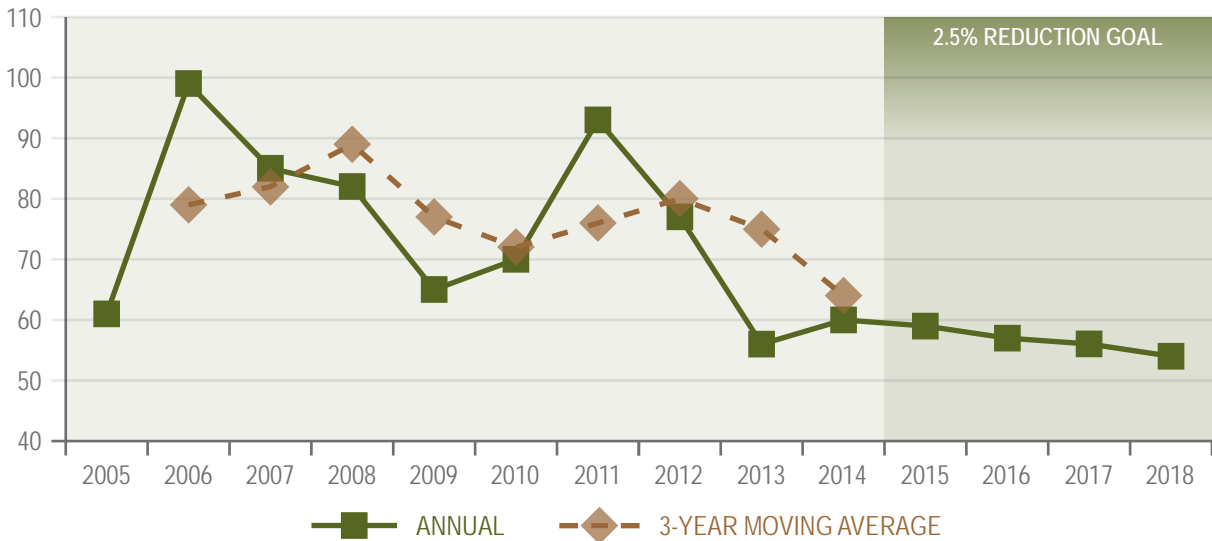
PROJECT NUMBER	TITLE	BUDGET	SOURCE
TR 16-02-01-01	DHTS PROGRAM MANAGEMENT	\$257,000	SECTION 402
TR 16-02-02-01	DATA ANALYSIS FOR SAFETY PROGRAMS TBD	\$ 87,000	SECTION 402
TR 16-02-03-01	TRAFFIC RECORDS COMMITTEE	\$ 50,000	SECTION 402
TR 16-02-04-01	NJTR-1 TRAINING	\$ 40,000	SECTION 402
TR 16-45-01-01	ELECTRONIC PATIENT REPORTING TBD	\$400,000	SECTION 405
TR 16-45-01-02	DATA WAREHOUSE TBD	\$450,000	SECTION 405
TR 16-45-01-03	GEOCODING - RUTGERS UNIVERSITY	\$ 27,225	SECTION 405
TR 16-45-01-04	NJDOT CRASH RECORDS PROCESSING	\$850,000	SECTION 405

MOTORCYCLE SAFETY

GENERAL OVERVIEW

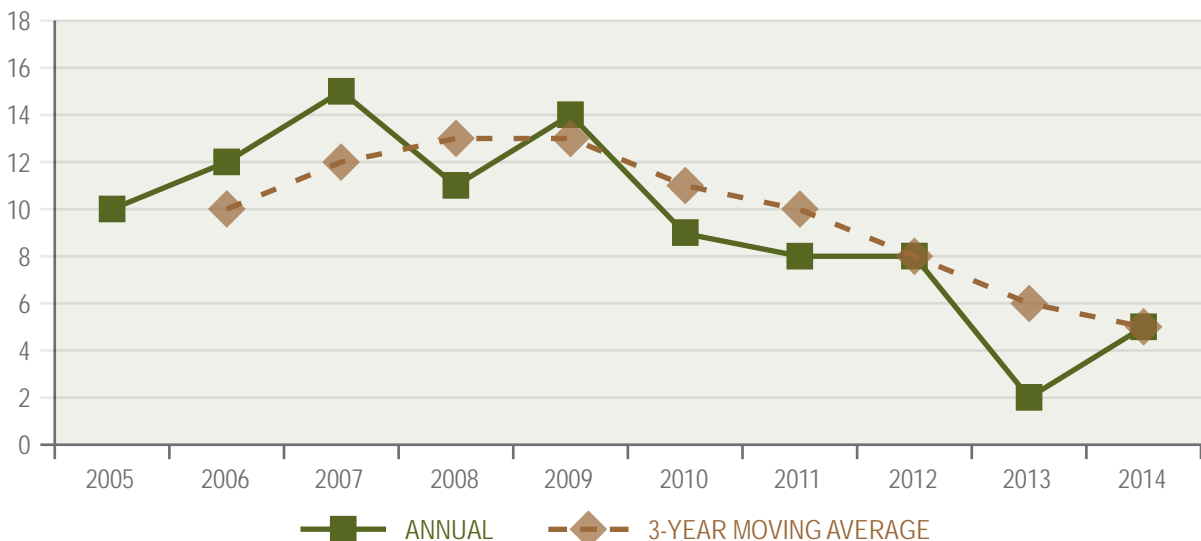
Motorcycle fatalities have varied over the ten year period from 2005 to 2014. The highest number of fatalities (99) occurred in 2006 while the lowest number (56) occurred in 2013. The ten year average (2005 – 2014) of motorcycle fatalities is 75 fatalities per year.

MOTORCYCLE FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



The moving average for unhelmeted motorcycle fatalities has been declining over the past five years; however, even though a State law requiring all riders and passengers to wear helmets is mandated, there are those who continue to ride without a helmet. Over the last five years (2010–2014), 98.12% of motorcycle riders were wearing their helmets during a crash, a 1.4% increase from the 2009–2013 five year average.

UNHELMETED MOTORCYCLE FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



Motorcycle crashes are the highest in Bergen (1,139), Essex (1,027), Middlesex (980) and Monmouth (963) counties. Overall crashes and injuries have declined over the last five years. Naturally, the warmer months experience the highest rates of motorcycle crashes in the State. June (1,589), July (1,450), and May (1,400) were the months where motorcycle crashes occurred most.

MOTORCYCLE CRASHES BY COUNTY, 2010 - 2014						
	2010	2011	2012	2013	2014	TOTAL
ATLANTIC	119	94	87	87	66	453
BERGEN	286	227	220	218	188	1,139
BURLINGTON	169	147	163	121	99	699
CAMDEN	158	161	153	139	97	708
CAPE MAY	58	51	39	46	29	223
CUMBERLAND	76	75	66	68	38	323
ESSEX	226	234	209	197	161	1,027
GLOUCESTER	100	88	77	72	53	390
HUDSON	158	164	129	159	128	738
HUNTERDON	66	41	74	51	27	259
MERCER	110	106	105	84	69	474
MIDDLESEX	255	227	201	172	125	980
MONMOUTH	226	194	199	200	144	963
MORRIS	167	145	141	123	95	671
OCEAN	182	145	176	163	116	782
PASSAIC	202	149	203	151	115	820
SALEM	29	28	32	28	15	132
SOMERSET	88	97	100	81	61	427
SUSSEX	104	96	87	78	9	374
UNION	149	133	133	133	82	630
WARREN	49	41	38	43	21	192
TOTAL	2,977	2,643	2,632	2,414	1,738	12,404

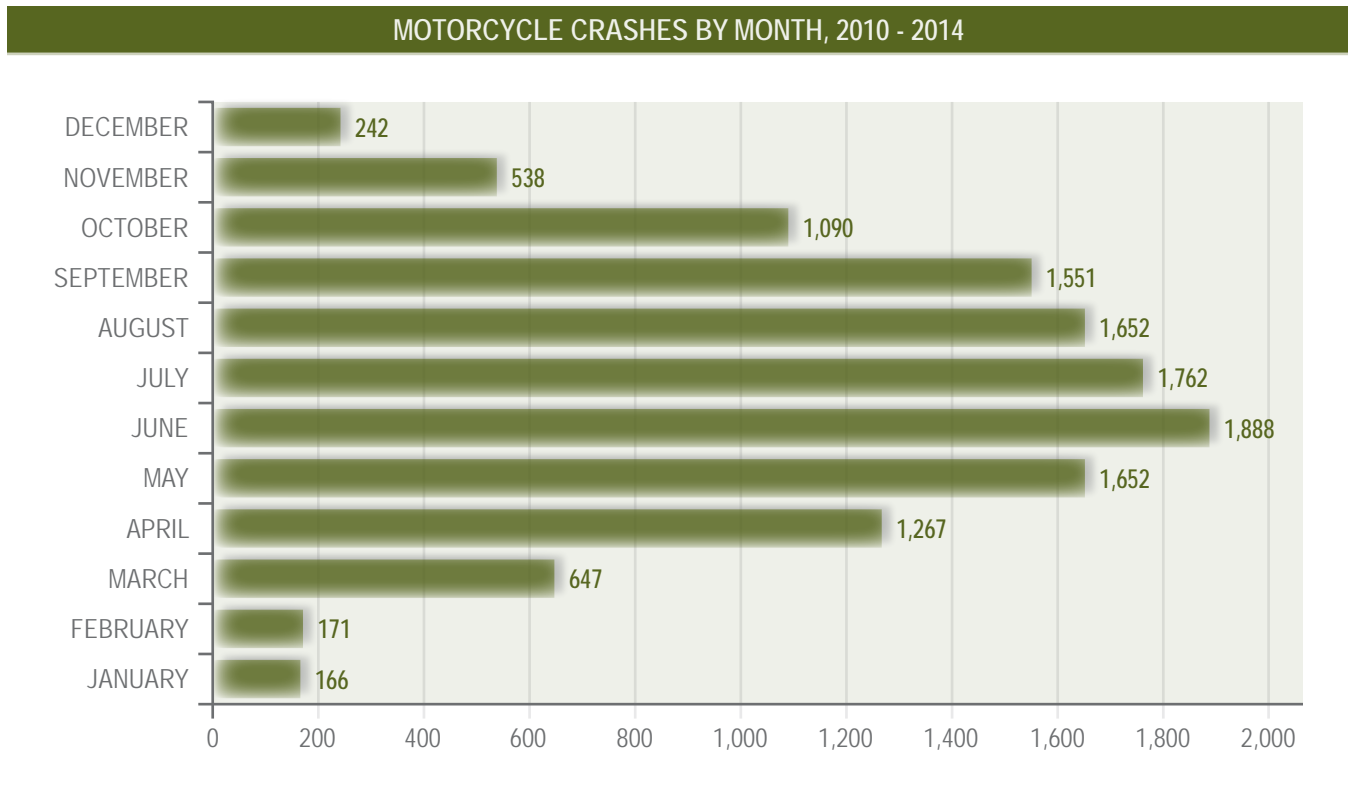
The occurrence of alcohol involvement in crashes dropped in 2014 from 4.18% in 2013 to 3.57% and from the 5-year average of 4.04%.

ALCOHOL INVOLVED MOTORCYCLE CRASHES, 2010 - 2014						
	2010	2011	2012	2013	2014	TOTAL
NO ALCOHOL INVOLVED	2,859	2,525	2,529	2,313	1,890	12,116
ALCOHOL INVOLVED	118	118	103	101	70	510
TOTAL	2,977	2,643	2,632	2,414	1,960	12,626
% ALCOHOL INVOLVED	3.96%	4.46%	3.91%	4.18%	3.57%	4.04%

The table below depicts the 21 to 30 age group as having the most number of crashes with motorcycles from 2010-2014 for any age group.

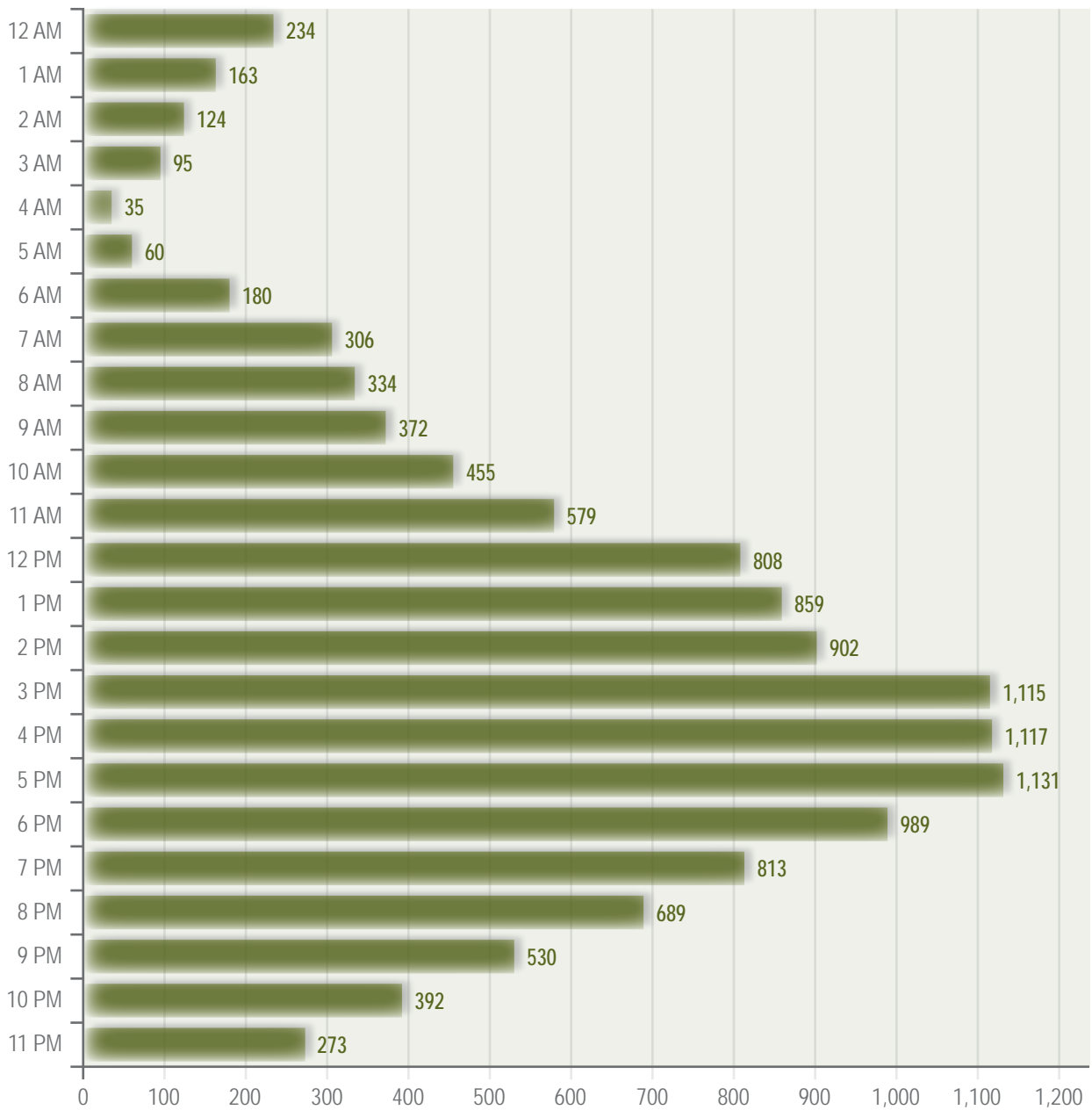
DRIVERS INVOLVED IN CRASHES WITH MOTORCYCLES BY AGE GROUP AND GENDER, 2010 - 2014					
AGE GROUP	FEMALE	FEMALE %	MALE	MALE %	TOTAL
0-15	3	9.09%	30	90.91%	33
16-20	312	28.08%	799	71.92%	1,111
21-25	436	16.15%	2,264	83.85%	2,700
26-30	367	15.95%	1,934	84.05%	2,301
31-35	344	19.20%	1,448	80.80%	1,792
36-40	298	18.72%	1,294	81.28%	1,592
41-45	357	19.21%	1,501	80.79%	1,858
46-50	362	18.73%	1,571	81.27%	1,933
51-55	293	16.32%	1,502	83.68%	1,795
56-60	262	19.44%	1,086	80.56%	1,348
61-65	177	19.18%	746	80.82%	923
66+	344	28.43%	866	71.57%	1,210
TOTALS	3,555	19.12%	15,041	80.88%	18,596

Sixty-seven percent of motorcyclist crashes from 2010-2014 occurred during May-September. Crashes peaked in June and were the lowest in January and February.



From 2010-2014, 47% of crashes involving motorcyclists occurred during the day between the hours of 12-5pm and another 19% occurred during the 6-8pm time period.

MOTORCYCLE CRASHES BY TIME OF DAY, 2010 - 2014



PRIOR YEAR PERFORMANCE

New Jersey met its performance goal of the target of 64 fatalities experiencing 60 in 2014. There were 60 motorcycle fatalities in New Jersey in 2014, decreasing the 3-year moving average from 75 in 2013 to 64.

STRATEGIES FOR FFY 2016

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

OTHER FUNDING SOURCES USED TO ACHIEVE GOALS

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

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

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

EFFECTIVENESS OF STRATEGIES SELECTED

Communications and Outreach: Other Driver Awareness of Motorcyclist

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

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

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Based on vehicle miles traveled, motorcyclists are 26 times more likely than passenger vehicle occupants to die in a motor vehicle crash and five times more likely to be injured. As a result, the SHSP addresses the need to promote the importance of beginner and advanced motorcycle rider training and improving first responder training in the handling of motorcycle crashes and non-traditional vehicles to provide rapid and appropriate emergency medical response.

PROJECT TITLE: PUBLIC AWARENESS, EDUCATION & TRAINING

PROJECT DESCRIPTION:

The Brian Injury Alliance will promote the *Share the Road* message in FFY 2016 that will be targeted to automobile drivers and the general public to make them aware of motorcycles on the road and how they can contribute to motorcyclist safety. A second campaign will focus on smart gear, smart training and smart judgment, the continuation of a motorcycle coalition and a campaign that asks riders to commit to being a safe rider through a motorcycle safety pledge.

The *NJSmartDrivers* website focuses on a *Share the Road* message, including the importance of why to share the road and how to share the road safely. Social and traditional media will be utilized to promote the website. *Share the Road* materials will be provided to high school students with the goal of increasing awareness among new drivers of the importance of sharing the road.

While the Motorcycle Safety Foundation has updated its curriculum for certified Rider Coaches, there has been no mechanism in place to bring new training to the 16 training locations in the State. Training will be provided for rider education instructors either in-person or through web conferencing and webinars.

BUDGET: \$190,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
MC 16-45-01-01	SHARE THE ROAD PROGRAM TBD	\$175,000	SECTION 405

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

STATE: NEW JERSEY

FISCAL YEAR: 2016

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

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

GENERAL REQUIREMENTS

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

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

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;

- **A unique identifier (DUNS);**
- **The names and total compensation of the five most highly compensated officers of the entity if -- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity:**
 - (i) **the entity in the preceding fiscal year received—**
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) **the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;**
- **Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.**

NONDISCRIMINATION

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to:

- (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21);
- (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex;
- (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27);
- (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age;
- (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities;
- (f) **the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;**
- (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
- (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), **relating to confidentiality of alcohol and drug abuse patient records;**
- (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination **in the sale, rental or financing of housing;**
- (j) **any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and**
- (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

BUY AMERICAN ACT

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

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

POLITICAL ACTIVITY (HATCH ACT)

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 or not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State and local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

INSTRUCTIONS FOR PRIMARY CERTIFICATION

1. **By signing and submitting this proposal, the prospective primary participant is providing the certification set out below**
2. **The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.**
3. **The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.**
4. **The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has been erroneous by reasons of changed circumstances.**
5. *The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person primary, covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.*
6. **The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with the person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.**
7. **The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.**
8. **A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.**
9. **Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.**

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tiered covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4 suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER MATTERS

PRIMARY COVERED TRANSACTIONS

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

INSTRUCTION FOR LOWER TIER CERTIFICATION

1. **By signing and submitting this proposal, the prospective lower tier participant is providing the certification set below.**
2. **The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.**
3. **The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.**
4. **The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.**
5. **The prospective lower tier participant agrees, by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with**

a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the **clause titled “Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion— Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.** (See below)
7. **A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method or frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.**
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in **order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.**
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (49 USC 4321 et.seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

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

- Participation in the National high visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection and driving in excess of posted speed limits;
- An annual statewide safety belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocations of highway safety resources,

- Coordination of its Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan as defined in 23 U.S.C. Section 148(a).

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

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

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

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

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



SIGNATURE OF GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY

Gary Poedubicky

PRINTED NAME OF GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY

06-30-2015

DATE

PROGRAM COST SUMMARY

FFY 2016 PROGRAM COST SUMMARY				
PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
SECTION 402				
PLANNING & ADMIN - PA 16-01	\$ 500,000	\$ 500,000	0	\$ 500,000
ALCOHOL - AL 16-07	\$ 336,000	0	0	\$ 336,000
PED/BICYCLE SAFETY - PS 16-16	\$ 513,000	0	\$ 273,000	\$ 513,000
OCCUPANT PROTECTION - OP 16-11	\$ 875,000	0	0	\$ 875,000
POLICE SERVICES - PT 16-03	\$ 1,186,500	\$ 3,500,000	\$ 821,500	\$ 1,186,500
CTSP - CP 16-08	\$ 2,241,900	0	\$ 2,071,900	\$ 2,241,900
ROADWAY SAFETY - RS 16-61	\$ 346,000	0	\$ 151,000	\$ 346,000
TRAFFIC RECORDS - TR 16-02	\$ 434,000	0	\$ 177,000	\$ 434,000
TOTAL SECTION 402	\$ 6,432,400	\$ 4,000,000	\$ 3,494,400	\$ 6,432,400
SECTION 405(b)				
OCCUPANT PROTECTION	\$ 2,000,000	\$ 750,000	\$ 1,217,350	\$ 2,000,000
TOTAL SECTION 405(b)	\$ 2,000,000	\$ 750,000	\$ 1,217,350	\$ 2,000,000
SECTION 405(c)				
TRAFFIC RECORDS	\$ 2,750,000	\$ 500,000	0	\$ 2,750,000
TOTAL SECTION 405(c)	\$ 2,750,000	\$ 500,000	0	\$ 2,750,000
SECTION 405(d)				
IMPAIRED DRIVING	\$ 4,665,450	\$ 3,000,000	\$ 2,798,450	\$ 4,665,450
TOTAL SECTION 405(d)	\$ 4,665,450	\$ 3,000,000	\$ 2,798,450	\$ 4,665,450
SECTION 405(f)				
MOTORCYCLE	\$ 175,000	0	\$ 175,000	\$ 175,000
TOTAL SECTION 405(f)	\$ 175,000	0	\$ 175,000	\$ 175,000
SECTION 410				
ALCOHOL INCENTIVE	\$ 15,375	0	\$ 15,375	\$ 15,375
TOTAL SECTION 410	\$ 15,375	0	\$ 15,375	\$ 15,375
SECTION 2011				
CHILD SAFETY SEAT	\$ 12,000	0	\$ 12,000	\$ 12,000
TOTAL SECTION 2011	\$ 12,000	0	\$ 12,000	\$ 12,000





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NEW JERSEY DIVISION OF HIGHWAY TRAFFIC SAFETY
140 East Front Street • 7th Floor
P.O. Box 048 • Trenton, NJ 08625-0048
(800) 422-3750 • www.njsaferoads.com