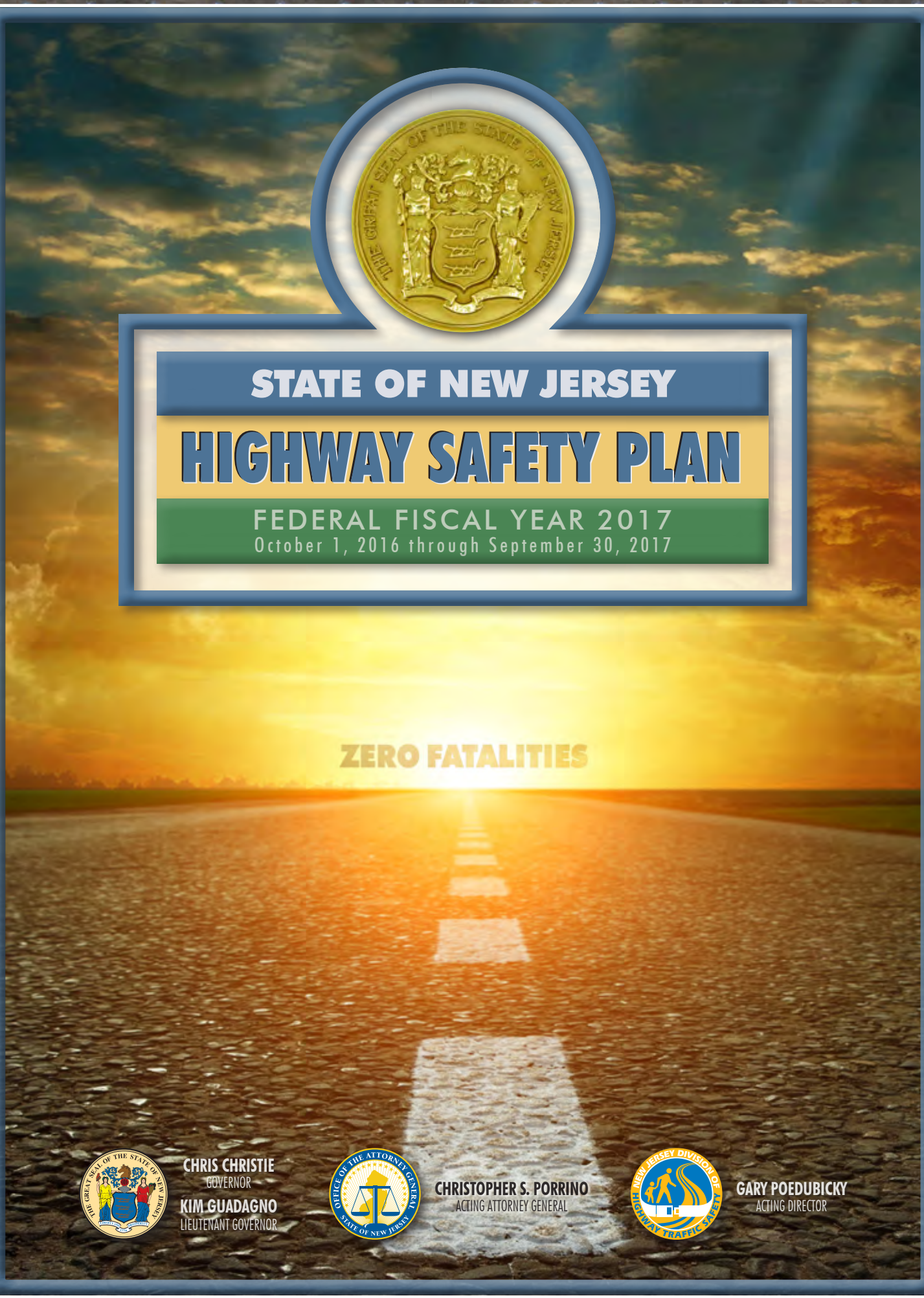
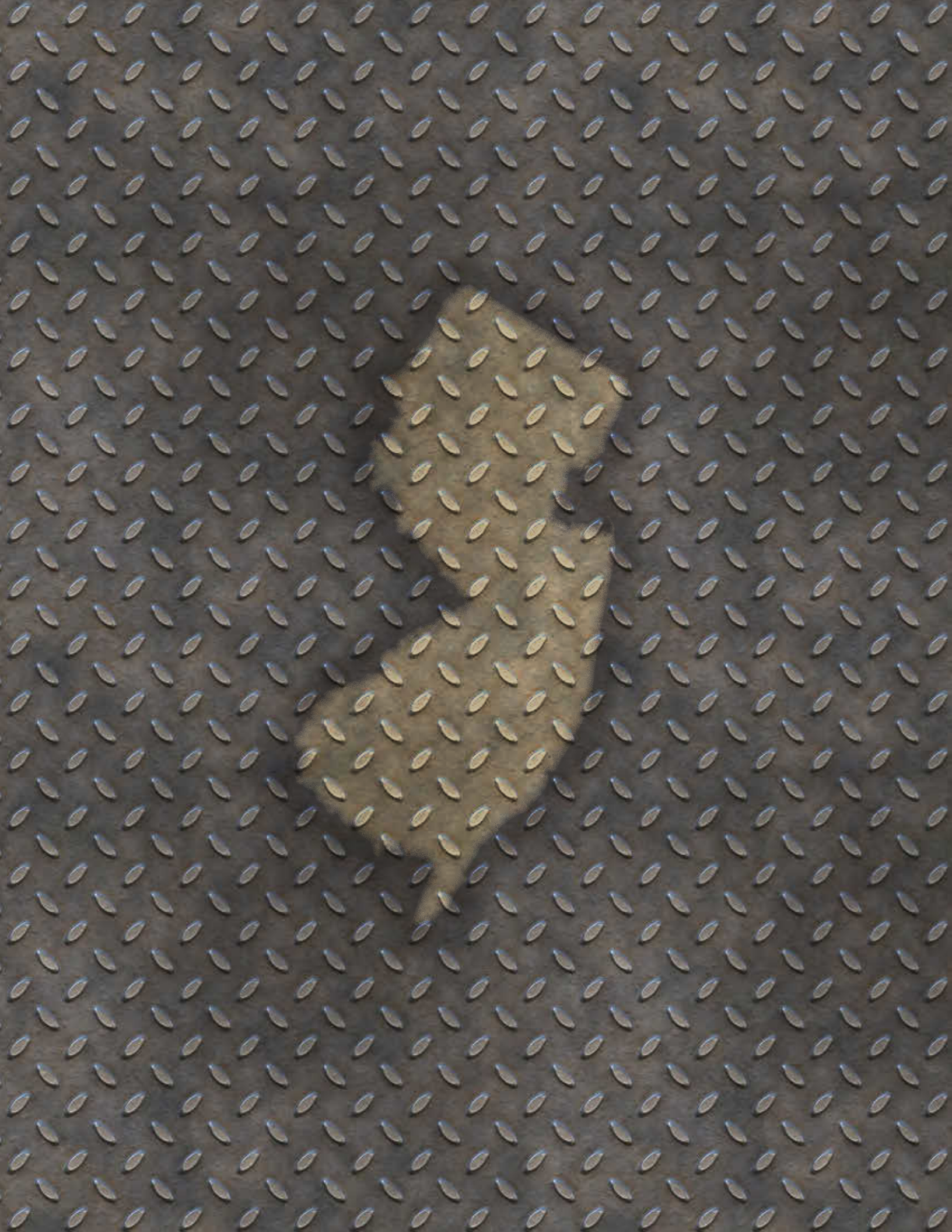

STATE OF NEW JERSEY
HIGHWAY SAFETY PLAN
FEDERAL FISCAL YEAR 2017
October 1, 2016 through September 30, 2017
ZERO FATALITIES
CHRIS CHRISTIE
GOVERNOR
KIM GUADAGNO
LIEUTENANT GOVERNOR
CHRISTOPHER S. PORRINO
ACTING ATTORNEY GENERAL
GARY POEDUBICKY
ACTING DIRECTOR



NEW JERSEY FFY 2017 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

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) 2017 HSPP addresses the national priority program areas of NHTSA and FHWA. The following program areas will be addressed in FFY 2017: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, law enforcement initiatives, 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 59 percent for projects that benefit local jurisdictions.

In addition to the Section 402 Program, several other funding sources in FFY 2017 will be used to continue the highway safety program. These include the Section 405(b) Occupant Protection grant, Section 405(c) Traffic Safety Improvements grant, Section 405(d) Impaired Driving grant, Section 405(e) Distracted Driving grant, Section 405(f) Motorcycle Safety grant, Section 405(g) Graduated Driver Licensing Laws grant and Section 405(h) Non-motorized Safety grant.

The FFY 2017 HSSP includes a budget of over $17 million that will be allocated as illustrated below:

FFY 2017 FEDERAL HIGHWAY SAFETY FUNDING		
SECTION 402	STATE AND COMMUNITY GRANT PROGRAM	$6,750,000
SECTION 405(b)	OCCUPANT PROTECTION	$1,971,500
SECTION 405(c)	TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS	$2,000,000
SECTION 405(d)	IMPAIRED DRIVING	$5,011,450
SECTION 405(e)	DISTRACTED DRIVING	$1,000,000
SECTION 405(f)	MOTORCYCLE SAFETY	$ 175,000
SECTION 405(g)	GRADUATED DRIVER LICENSING LAWS	$ 250,000
SECTION 405(h)	NON-MOTORIZED SAFETY	$ 267,000

The FFY 2017 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

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, 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, law enforcement initiatives, 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 2017:

- **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.
- **Law Enforcement Initiatives:** 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.

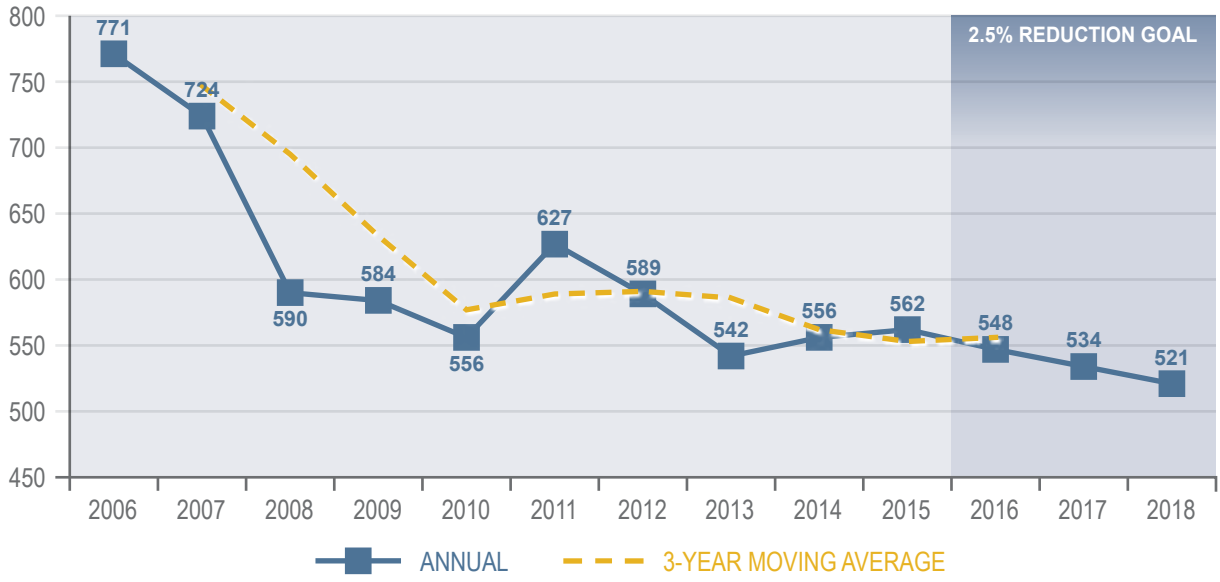
The criterion DHTS uses to review and approve grant applications includes:

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.

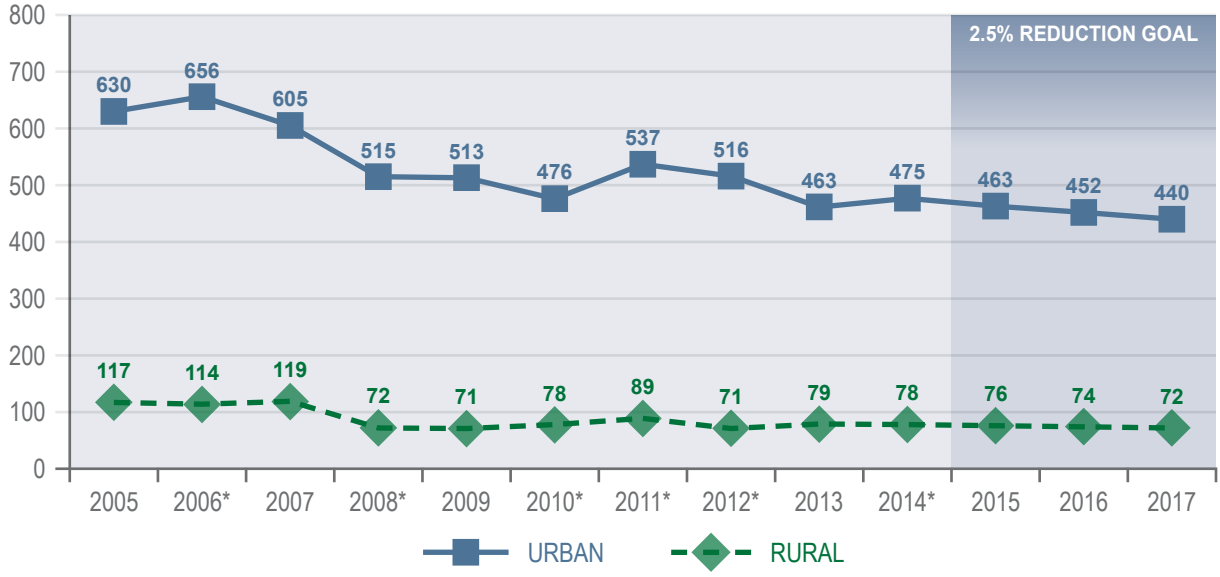
In 2015, the State experienced 562 fatalities on its roadway, resulting in a 1.07 percent increase in overall traffic fatalities from the previous year. The graph depicts overall traffic fatalities in New Jersey as well as projected totals based on a 2.5 percent reduction.

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



Fatalities by roadway function are shown in the chart below. The figures from 2015 are projections based on 2014 figures. Urban roadway fatalities in 2014 increased by 2.6 percent from 2013 and rural roadway fatalities declined slightly from 79 in 2013 to 78 in 2014.

FATALITIES BY ROADWAY FUNCTION – RURAL AND URBAN



* Excludes undefined Roadway Function.

Comparing fatalities by operator category, *Driver* (226 or 40.2%) and *Motorcyclist* (50 or 8.9%) fatalities declined compared to the 2014 total fatalities. *Passenger* fatalities (96 or 17.1%) increased by 20 percent from 2014. Bicyclists (17 or 3%) saw a 54 percent increase while *Pedestrian* fatalities (173 or 30.8%) increased by 3 percent from 2014.

TRAFFIC RELATED FATALITIES BY CATEGORY, 2006 - 2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
DRIVER	334	341	238	249	233	270	239	248	235	226
PASSENGER	162	137	115	99	101	105	103	95	80	96
PEDESTRIAN	164	149	135	158	139	142	156	129	168	173
BICYCLIST	12	12	20	13	13	17	14	14	11	17
MOTORCYCLIST	99	85	82	65	70	93	77	56	62	50
NJ STATE TOTALS	771	724	590	584	556	627	589	542	556	562
FATAL CRASHES	708	685	555	549	530	586	554	508	525	520

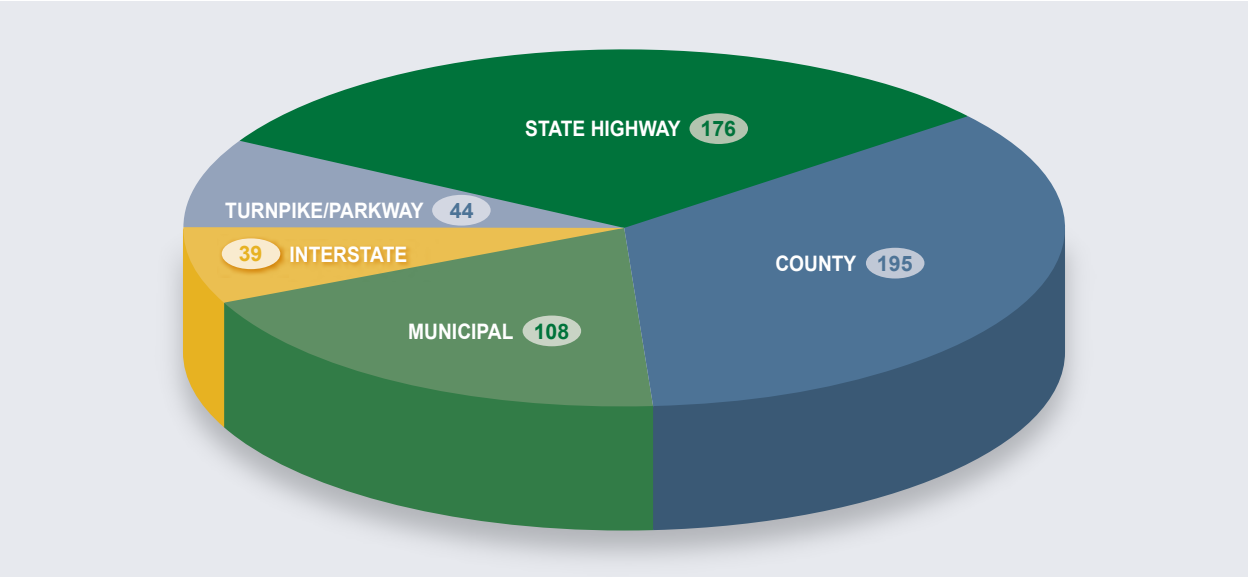
In 2015, pedestrian fatalities were the most prevalent in Essex County (26) accounting for 15 percent of all pedestrians killed in the State. The County with the highest number of motor vehicle fatalities (48) was Burlington County, comprising mostly from driver fatalities followed by pedestrians. The most bicycle fatalities (4) occurred in Bergen County followed by Mercer, Ocean and Passaic County with 2 bicycle fatalities each. Camden County had the highest number of motorcycle fatalities in 2015 (7).

2015 VICTIM CLASSIFICATION BY COUNTY

	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL
ATLANTIC	12	6	10	0	1	29
BERGEN	8	2	12	4	4	30
BURLINGTON	19	11	13	1	4	48
CAMDEN	18	5	5	0	7	35
CAPE MAY	5	0	4	1	2	12
CUMBERLAND	21	2	4	1	1	29
ESSEX	9	3	26	0	2	40
GLOUCESTER	11	6	5	0	1	23
HUDSON	6	2	17	0	2	27
HUNTERDON	5	1	2	0	1	9
MERCER	6	6	4	2	1	19
MIDDLESEX	13	12	12	1	3	41
MONMOUTH	20	8	16	0	3	47
MORRIS	11	4	6	1	1	23
OCEAN	18	4	11	2	3	38
PASSAIC	10	7	8	2	5	32
SALEM	5	2	2	0	2	11
SOMERSET	8	8	4	1	1	22
SUSSEX	8	0	1	0	1	10
UNION	9	5	11	1	3	29
WARREN	4	2	0	0	2	8
NJ STATE TOTALS	226	96	173	17	50	562

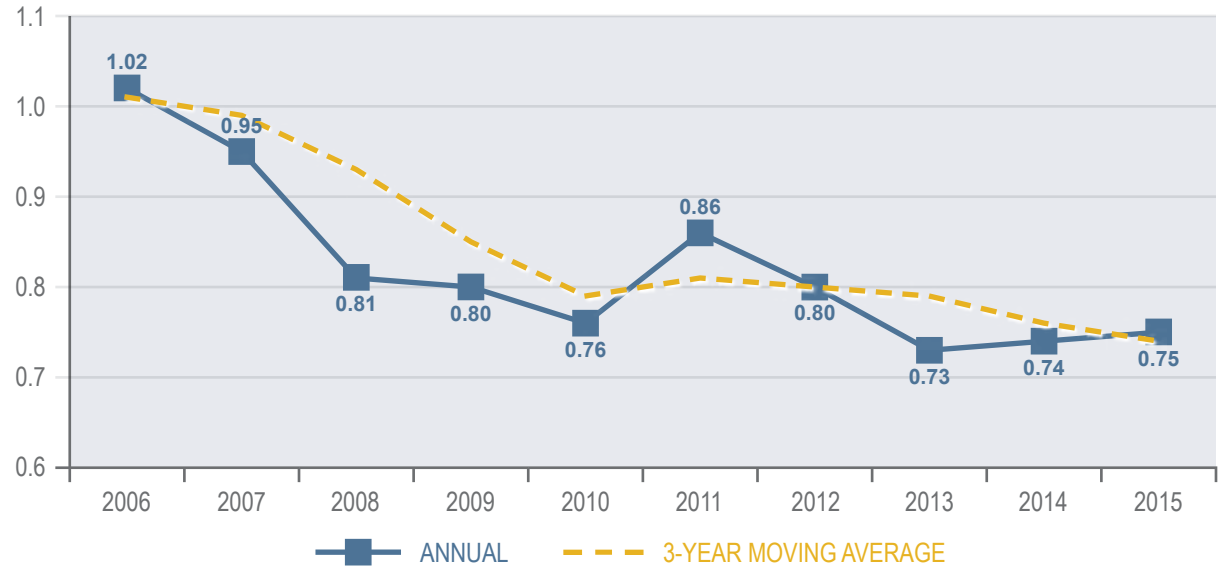
County roadways experienced the highest total of roadway fatalities (195 or 35%) in the State followed closely by State Highways (176 or 31%).

FATALITIES BY ROADWAY SYSTEM, 2015



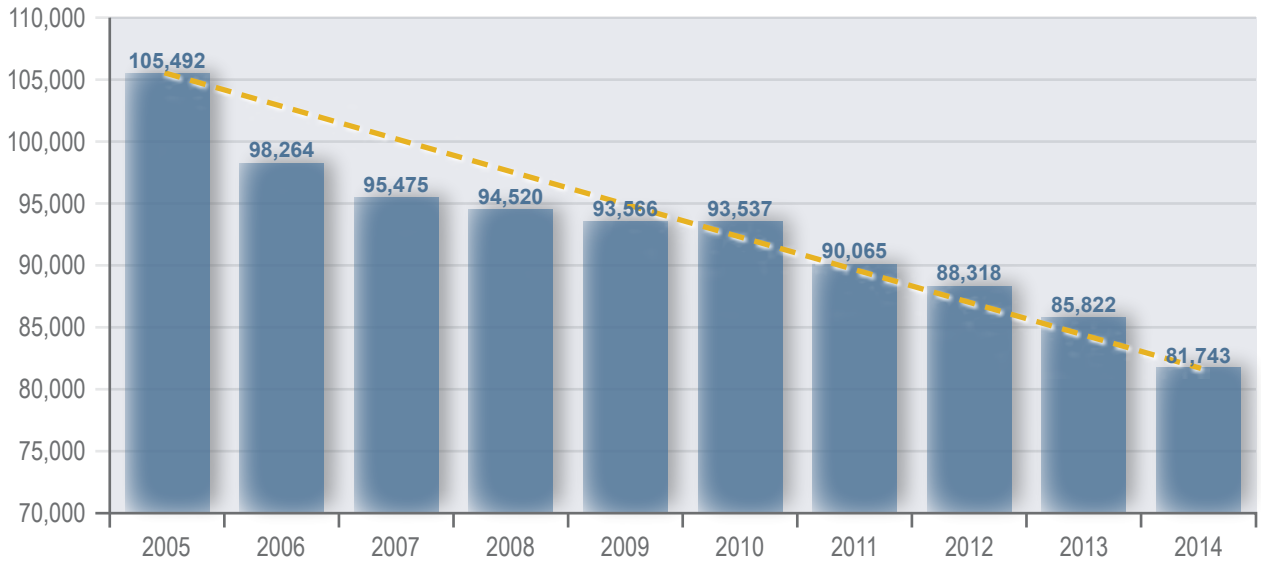
The calculations in the graph are based on 2014 official Vehicle Miles Traveled (VMT) with the use of 2015 fatality data. The statewide fatality rate per 100 million vehicle miles traveled increased slightly from 0.74 in 2014 to 0.75 in 2015.

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



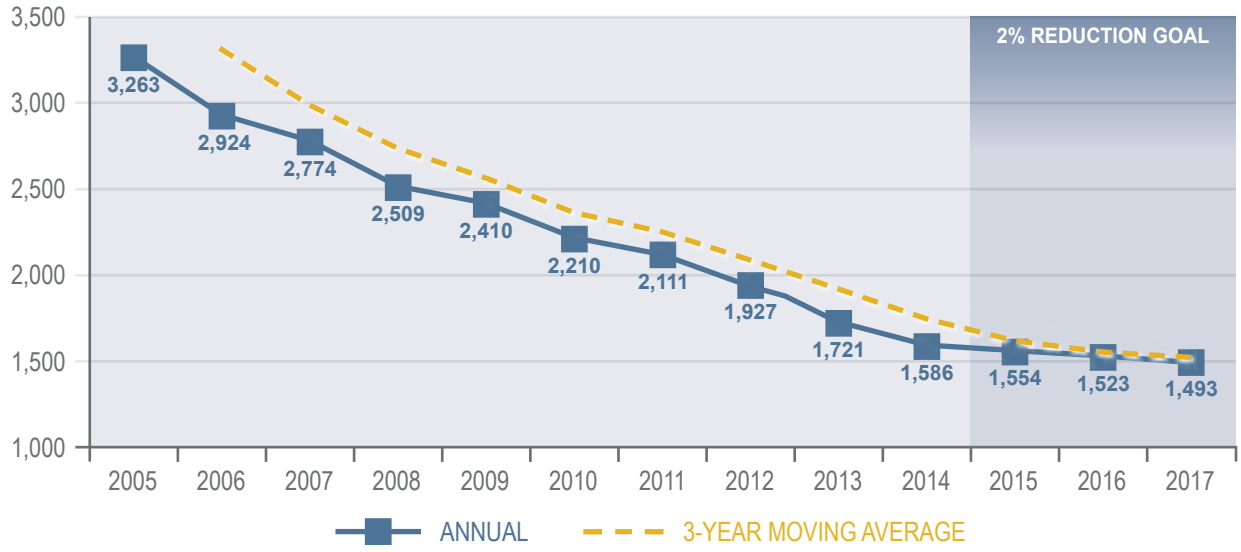
The overall number of motor vehicle injuries sustained in 2014 declined for the tenth consecutive year, dropping from 85,822 in 2013 to 81,743 in 2014.

TOTAL INJURIES SUSTAINED IN MOTOR VEHICLE CRASHES



Serious injuries sustained on New Jersey's roadways in 2014 declined for the fifth consecutive year from 1,721 in 2013 to 1,586. Preliminary figures reveal that 1,393 serious injuries have been sustained in 2015.

SERIOUS INJURIES, ANNUAL AND 3–YEAR MOVING AVERAGE



The majority of crashes on New Jersey's roadways had one or more contributing circumstances reported at the time of the crash. The contributing circumstance or causation factor can provide context to the types of reasons why crashes occur on the State's roadways. The Table on the following page depicts a cumulative breakdown of Driver Actions, Vehicle Factors and Road/Environmental factors that contributed to motor vehicle crashes. The figures shown are the cumulative totals for each cited circumstance.

For Drivers Actions, *driver inattention* is cited as the State's largest contributing circumstance in crashes annually and was a cited reason in 50.5 percent of crashes in 2014. *Driver inattention* can consist of a number of different factors, such as cell phone use, applying make-up, talking, eating, and attending to children. It remains a serious contributing factor of crashes on New Jersey's roadways and efforts are in place to provide education and outreach to motorists on the importance of reducing distractions while operating their vehicle. *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* (5th). *Failure to yield Right-of-Way to another vehicle or pedestrian* was the third-most common circumstance in crashes.

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.

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

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	163,956	817,606
FOLLOWING TOO CLOSELY	28,518	28,556	28,964	30,972	32,422	149,432
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	23,536	23,293	22,707	23,041	21,856	114,433
BACKING UNSAFELY	22,961	21,863	22,236	23,099	20,908	111,067
UNSAFE SPEED	19,945	19,205	17,878	18,556	18,430	94,014
IMPROPER LANE CHANGE	11,824	11,942	11,684	12,671	13,501	61,622
FAILED TO OBEY TRAFFIC CONTROL DEVICE	9,675	9,477	9,264	9,170	9,004	46,590
IMPROPER TURNING	9,257	8,706	8,818	8,896	9,321	44,998
IMPROPER PASSING	6,151	6,040	5,934	5,939	6,055	30,119
IMPROPER PARKING	3,608	3,694	3,461	3,734	3,599	118,096
FAILURE TO KEEP RIGHT	2,757	2,766	2,639	2,564	2,439	13,165
WRONG WAY	645	683	659	611	604	3,202
IMPROPER USE/FAILED TO USE TURN SIGNAL	568	633	486	514	450	2,651
IMPROPER USE/NO LIGHTS	145	139	135	128	161	708
OTHER DRIVER ACTION	16,004	15,409	13,703	12,835	12,783	70,734
NONE	264,366	260,336	253,556	260,648	259,635	1,298,541

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	1,749	8,612
TIRES	1,147	1,067	1,106	1,257	1,004	5,581
STEERING	447	449	496	486	486	2,364
WHEELS	367	354	354	391	332	1,798
WINDOWS/WINDSHIELD	127	193	147	154	157	778

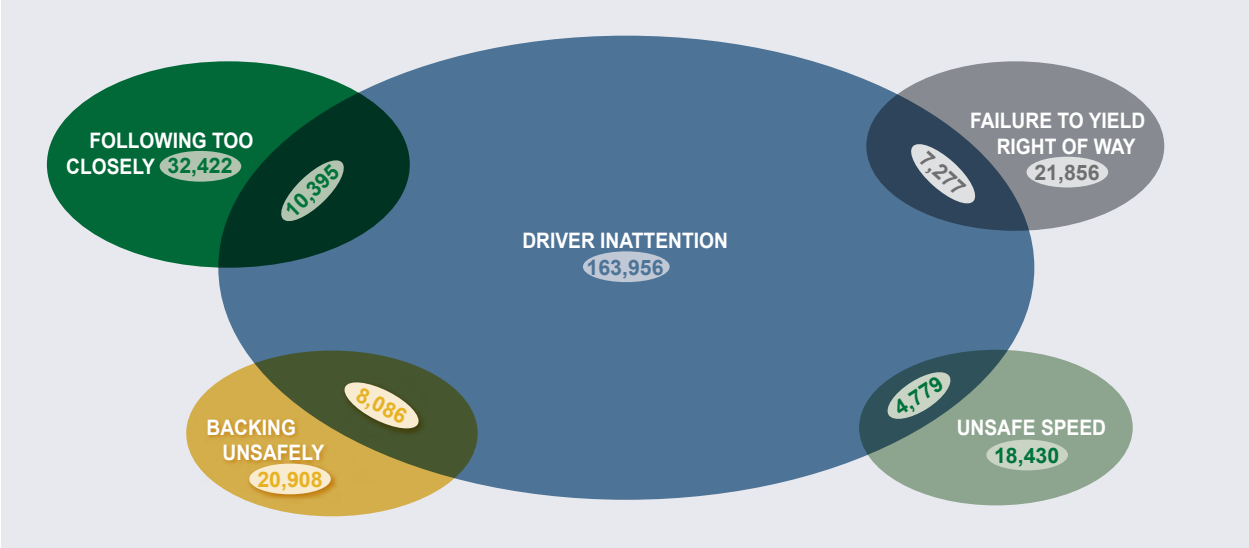
CONTRIBUTING VEHICLE FACTOR (Continued)	2010	2011	2012	2013	2014	TOTAL
VEHICLE COUPLING/HITCH/SAFETY CHAINS	145	132	134	138	176	725
DEFECTIVE LIGHTS	89	98	98	89	78	452
MIRRORS	47	42	43	32	37	201
WIPERS	15	19	13	9	21	77
OTHER VEHICLE FACTOR	2,919	2,759	2,493	2,547	2,598	13,316

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	14,180	57,539
ANIMALS IN ROADWAY	9,235	8,854	8,764	9,077	9,171	45,101
OBSTRUCTION/DEBRIS IN ROAD	2,445	2,542	2,258	2,225	2,454	11,924
SUN GLARE	1,795	1,444	1,343	1,588	1,558	7,728
PHYSICAL OBSTRUCTIONS (VIEW)	1,070	1,156	971	815	904	4,916
RUTS/ HOLES/ BUMPS	474	483	187	328	747	2,219
CONTROL DEVICE DEFECTIVE OR MISSING	159	189	362	129	137	976
IMPROPER/INADEQUATE LANE MARKINGS	70	71	64	46	33	284
IMPROPER WORK ZONE	51	62	40	37	40	230
OTHER ROADWAY FACTORS	924	887	652	624	690	3,777

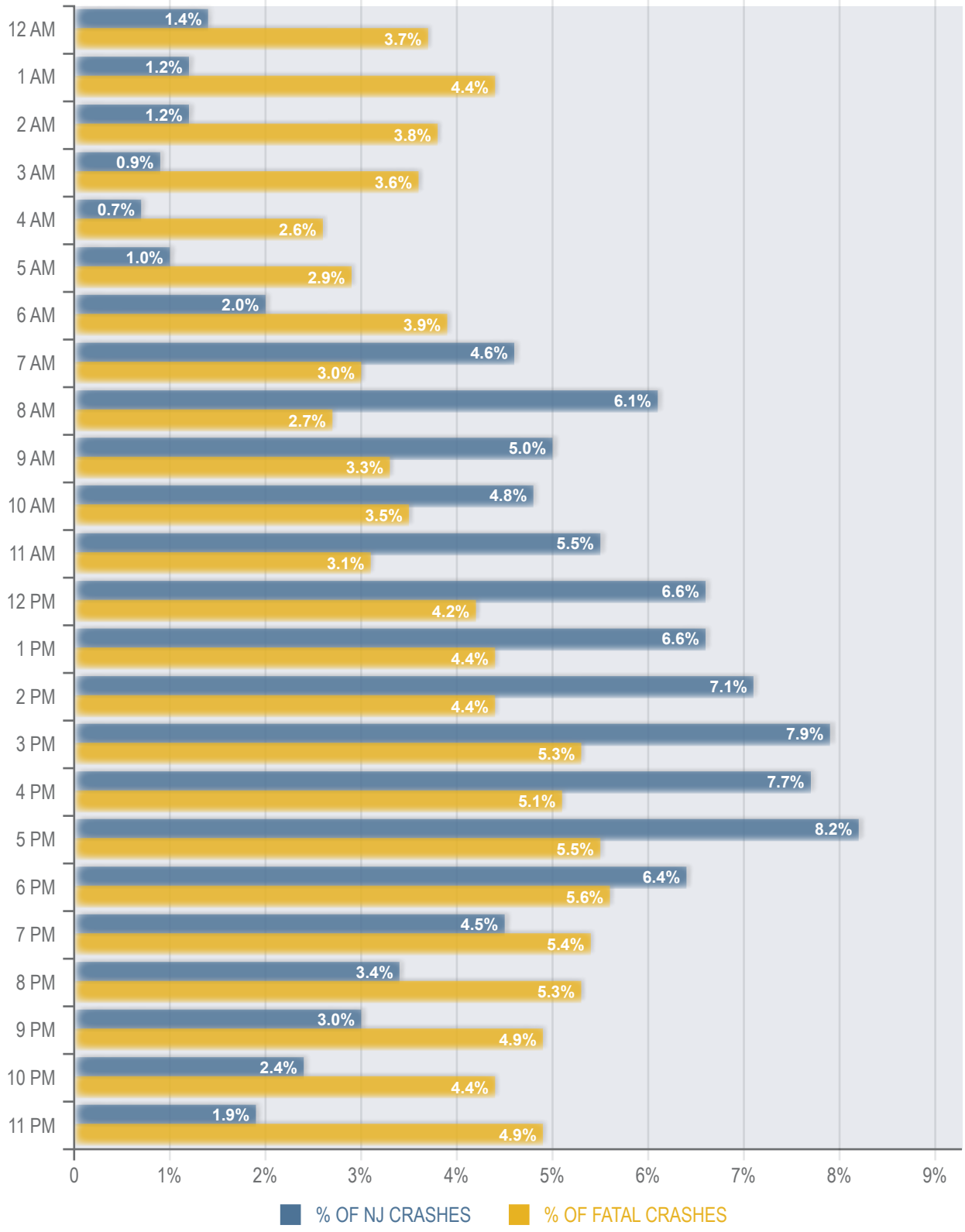
More than one contributing circumstance can be cited at the event of a crash for each vehicle involved. More often than not, a vehicle had more than one reason for why the crash occurred. The Venn diagram reveals the relationship between the Top 5 most commonly cited contributing circumstances in crashes during 2014. Driver Inattention is the most cited circumstance in crashes, followed by Following Too Closely, Failure to Yield Right of Way, Backing Unsafely and Unsafe Speed, respectively. Driver Inattention and Following Too Closely were the two most commonly paired citations for causation factors and were cited together 10,395 times in 2014.

TOP 5 MOST COMMONLY CITED CONTRIBUTING CIRCUMSTANCES IN CRASHES, 2014



The majority of crashes taking place on New Jersey's roadways occur between the hours of 7am and 6pm. Over the last five years, 76.5 percent of all crashes occurred between those hours. Compared to total crashes over the last 5 years, only 40.4 percent of fatal crashes took place between 7am and 6pm, the majority occurring during nighttime hours.

NJ CRASH PERCENTAGE VERSUS FATAL CRASH PERCENTAGE BY TIME OF DAY, 2010 - 2014



Statewide motor vehicle crashes by crash type show that *same direction – rear end* crashes remain the most common crash type, which is also the majority of crash types when one is Following Too Closely (2nd most cited contributing circumstance).

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	80,529	402,713
STRUCK PARKED VEHICLE	40,687	41,537	37,464	38,666	40,348	198,702
RIGHT ANGLE	39,426	38,185	36,755	37,187	36,292	187,845
FIXED OBJECT	37,988	36,996	35,011	35,194	34,331	179,520
SAME DIRECTION - SIDE SWIPE	35,345	34,831	34,149	34,698	35,866	174,889
BACKING	26,701	24,809	24,816	25,485	24,365	126,176
ANIMAL	8,871	8,488	8,243	8,734	9,104	43,440
LEFT TURN / U TURN	7,324	6,955	6,597	6,445	6,098	33,419
PEDESTRIAN	5,528	5,592	5,350	5,249	4,829	26,548
OPPOSITE DIRECTION - HEAD ON/ANGULAR	4,377	4,595	4,100	4,397	4,629	22,098
NON-FIXED OBJECT	3,303	3,371	2,869	3,021	3,059	15,623
OPPOSITE DIRECTION - SIDE SWIPE	2,787	2,779	2,373	2,464	2,846	13,249
OTHER	2,124	1,939	2,011	2,425	3,209	11,708
PEDALCYCLIST	2,266	2,020	2,048	1,849	1,737	9,920
OVERTURNED	2,025	1,864	1,697	1,689	1,610	8,885
ENCROACHMENT	802	809	864	793	869	4,137
RAILCAR-VEHICLE	37	42	26	27	27	159

CORE PERFORMANCE MEASURES, 2011 - 2015

		2011	2012	2013	2014	2015[1]	5 YR AVG
FATALITIES (FARS)	ANNUAL	627	589	542	556	562	575
	3 YR MOVING AVG	589	591	586	562	553	
• Reduce total fatalities by 2.5% from 553 (2013-2015 average) to 539 by 2017 (2.5% Reduction is consistent with the strategic highway safety plan)							
FATALITIES/100 MILLION VMT (FARS/NJDOT)	ANNUAL	0.86	0.80	0.73	0.74	0.75	0.78
	3 YR MOVING AVG	0.81	0.81	0.80	0.76	0.74	
• Reduce fatalities/100 million VMT rate from 0.74 (2013-2015 average) to 0.73 by 2017 (Reduction is consistent with the strategic highway safety plan)							
RURAL ROAD FATALITIES/100 MILLION VMT (FARS/NJDOT)	ANNUAL	1.41	1.56	1.74	1.66	1.62	1.60
	3 YR MOVING AVG	1.25	1.39	1.57	1.65	1.67	
• Reduce rural fatalities/100 million VMT rate from 1.67 (2013-2015 average) to 1.62 by 2017							
URBAN ROAD FATALITIES/100 MILLION VMT (FARS/NJDOT)	ANNUAL	0.80	0.74	0.66	0.68	0.66	0.71
	3 YR MOVING AVG	0.76	0.75	0.73	0.69	0.67	
• Reduce urban fatalities/100 million VMY rate from 0.67 (2013-2015 average) to 0.66 by 2017 • 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	2,111	1,927	1,721	1,586	1,393	1,911
	3 YR MOVING AVG	2,244	2,082	1,919	1,744	1,567	
• Reduce serious traffic injuries by 2% from 1,744 (2012-2014 average) to 1,709 by 2017 • 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	152	150	141	121	121	137
	3 YR MOVING AVG	152	154	148	137	128	
• Reduce unrestrained passenger fatalities 2.5% from 128 (2013-2015 average) to 125 by 2017 • 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	194	164	146	163	159	165
	3 YR MOVING AVG	167	173	168	158	156	
• Reduce alcohol related fatalities 2.5% from 158 (2012-2014 average) to 154 by 2017 • There is a downward trend in drunk driving fatalities and preliminary data has shown another decrease in 2015. Funding from State and Federal resources will again be provided to curtail impaired driving in the State.							
SPEEDING RELATED FATALITIES (FARS)	ANNUAL	174	157	118	99	59	121
	3 YR MOVING AVG	137	158	150	125	92	
• Reduce speed related fatalities 2.5% from 125 (2012-2014 average) to 122 by 2017 • The 3-year moving average for speed-related fatalities has shown a slight decrease and fatalities have continued to decline with additional decreases expected in 2016 and 2017.							
DISTRACTED DRIVING RELATED FATALITIES (FARS)	ANNUAL	58	74	58	109	94	79
	3 YR MOVING AVG		62	63	80	87	
• Reduce distracted driving fatalities 2.5% from 87 (2013-2015 average) to 85 by 2017 • The 3-year moving average shows an increase, however, additional emphasis on distracted driving enforcement and education programs will be employed to reduce fatalities.							

[1]Fatal and crash data is preliminary for 2015. Seat belt observational use and citation data is final for 2015.

CORE PERFORMANCE MEASURES, 2011 - 2015 (Continued)

		2011	2012	2013	2014	2015[1]	5 YR AVG
MOTORCYCLE FATALITIES (FARS)	ANNUAL	93	77	56	62	49	68
	3 YR MOVING AVG	76	80	75	65	56	
• Reduce motorcycle fatalities 5% from 56 (2013-2015 average) to 53 by 2017 • The 3-year moving average reveals a decline in fatalities and additional reductions are expected.							
UNHELMETED MOTORCYCLE FATALITIES (FARS)	ANNUAL	8	8	2	5	5	6
	3 YR MOVING AVG	10	8	6	5	4	
• Reduce unhelmeted motorcycle fatalities 25% from 4 (2013-2015 average) to 3 by 2017 • The 3-year moving average for unhelmeted fatalities has been on a downward trend and is anticipated to continue through 2017.							
DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)	ANNUAL	81	67	46	58	59	62
	3 YR MOVING AVG	76	72	65	57	54	
• Reduce young driver fatalities 2.5% from 54 (2013-2015 average) to 53 by 2017 • Younger driver involvement (3-year average) in fatal crashes continues to steadily decrease and is expected to continue in 2017.							
PEDESTRIAN FATALITIES (FARS)	ANNUAL	142	156	129	168	173	154
	3 YR MOVING AVG	146	146	142	151	157	
• Reduce pedestrian fatalities 2.5% from 157 (2013-2015 average) to 153 by 2017 • The 3-year moving average has been increasing as well as pedestrian fatalities. Additional state and federal programs to promote pedestrian safety will be implemented that could have a positive impact on reducing pedestrian-related fatalities in 2017.							
BICYCLIST FATALITIES (FARS)	ANNUAL	17	14	14	11	17	15
	3 YR MOVING AVG	14	15	15	13	14	
• Reduce bicyclist fatalities 15% from 14 (2013-2015 average) to 12 by 2017 • The 3-year average has declined, however, fatalities increased in 2015. Additional efforts to educate bicyclists on how to safely interact with motorists on the road and increase the use of properly fitted bicycle helmets will be implemented in 2017.							
SEAT BELT OBSERVATIONAL USE FOR PASSENGERS, VEHICLES, FRONT SEAT OCCUPANTS (%) (SURVEY)	ANNUAL	94.51	88.29	91.00	87.59	91.36	90.55
	3 YR MOVING AVG	93.65	92.18	91.27	88.96	89.98	
• Increase seat belt usage rate by 2% from 91.36% observed in 2015 to 93.36% in 2017							
SEAT BELT CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT	ANNUAL	32,228	29,307	37,419	36,081	37,898	33,759
	3 YR MOVING AVG	———	32,402	32,985	34,269	36,750	
IMPAIRED DRIVING ARRESTS DURING GRANT FUNDED ENFORCEMENT	ANNUAL	3,314	3,014	4,408	4,402	4,343	3,785
	3 YR MOVING AVG	———	3,382	3,579	3,941	4,405	
SPEEDING CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT	ANNUAL	19,996	16,639	18,351	22,630	22,670	19,404
	3 YR MOVING AVG	———	19,968	18,329	19,207	20,491	

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 2015 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.


New Jersey
State Capital
County Seat
0 10 20 mi
0 10 20 km
Albers Equal Area Projection
ATLANTIC OCEAN
Delaware Bay
Long Island Sound
Great Bay
NEW YORK
CONN.
PA.
DEL.
DELAWARE
MARYLAND
New York
Philadelphia
Trenton
Newark
Jersey City
Elizabeth
Paterson
Allentown
Bethlehem
Wilmington
Camden
Atlantic City
Vineland
Millville
New Brunswick
Perth Amboy
Yonkers
Stamford
Wilkes-Barre
Reading
Dover
Norristown
Lakewood
Long Branch
Plainfield
Edison
Sayreville
Hackensack
Clifton
Passaic
Wayne
Morristown
Levittown
Chester
Toms River
Wildwood
Ocean City
Bridgeton
Salem
Flemington
Somerville
Freehold
Mount Holly
Woodbury
Mays Landing
Cape May Court House
Newton
Belvidere
Hackettstown
Phillipsburg
Easton
Union City
Bayonne
White Plains
Hempstead
Long Beach
New Rochelle
SUSSEX
PASSAIC
BERGEN
MORRIS
ESSEX
HUDSON
UNION
WARREN
HUNTERDON
SOMERSET
MIDDLESEX
MERCER
MONMOUTH
OCEAN
BURLINGTON
CAMDEN
GLOUCESTER
SALEM
CUMBERLAND
ATLANTIC
CAPE MAY

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, over the last five years, Ocean County accounts for 8 percent of all impaired driving crashes reported by local police departments. Therefore, data shows they should receive approximately 8 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. mechanical 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.

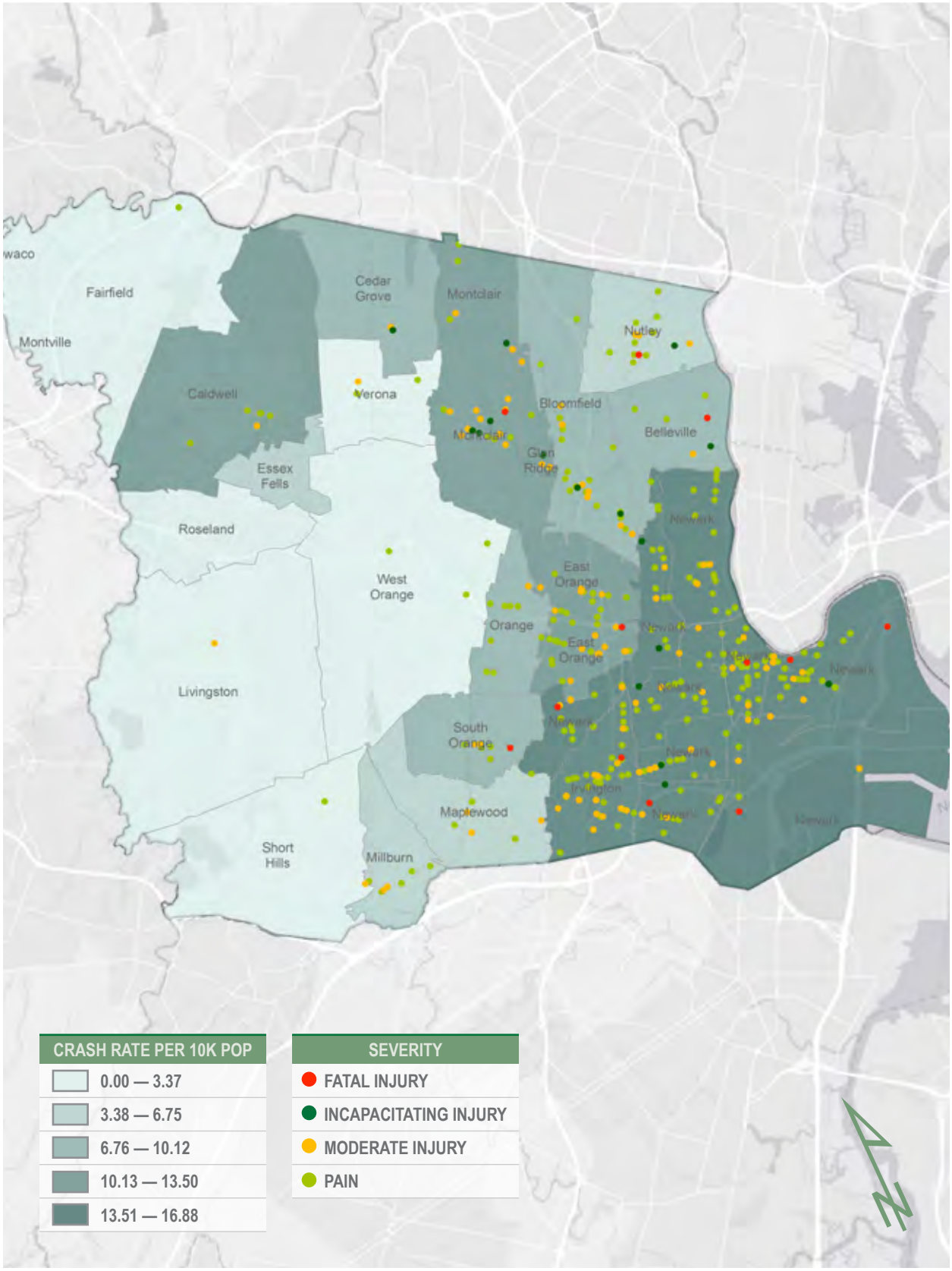
HOT SPOT ANALYSIS

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 derive 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 New Jersey'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. In 2014, New Jersey experienced a spike in pedestrian fatalities with Newark accounting for 5 percent (9) of the total pedestrian fatalities (168). An analysis was conducted focusing on Essex County where the highest volume of pedestrians involved in crashes occurred in 2014. The preliminary analysis encompassed the entire county, and the crash rate for each municipality. Crash rates were determined using the total number crashes where a pedestrian was injured compared to the population size of that municipality.

Irvington Township had the highest pedestrian crash rate in Essex County in 2014 at 16.88 persons injured per 10,000 population. There was one crash where a pedestrian was killed and the others mostly comprised of moderate to minor injuries. Although Newark had the highest volume of pedestrian crashes in the State, the crash rate per 10,000 population was lower at 13.97. However, Newark had nine crashes where a pedestrian fatality occurred and thirteen where one or more pedestrian was incapacitated.

PEDESTRIAN CRASHES IN ESSEX COUNTY TO TARGET ENFORCEMENT EFFORTS, 2014 CRASH LOCATIONS AND CRASH RATES PER MUNICIPALITY



PEDESTRIAN CRASHES IN 2014, TOP 10 ESSEX COUNTY MUNICIPALITIES						
MUNICIPALITY	RATE PER 10K POPULATION	FATAL CRASHES	INCAPACITATED CRASHES	MODERATE INJURY CRASHES	MINOR INJURY CRASHES	TOTAL INJURY CRASHES
IRVINGTON	16.88	1	0	26	65	92
NEWARK	13.97	9	13	71	299	392
EAST ORANGE	12.91	0	0	23	61	84
MONTCLAIR	10.75	2	4	15	20	41
GLEN RIDGE	10.42	0	1	3	4	8
CALDWELL	10.13	0	0	1	7	8
ORANGE	9.7	0	0	6	24	30
BLOOMFIELD	9.6	1	3	11	31	46
BELLEVILLE	7.69	0	3	7	18	28
SOUTH ORANGE	7.33	1	1	5	5	12

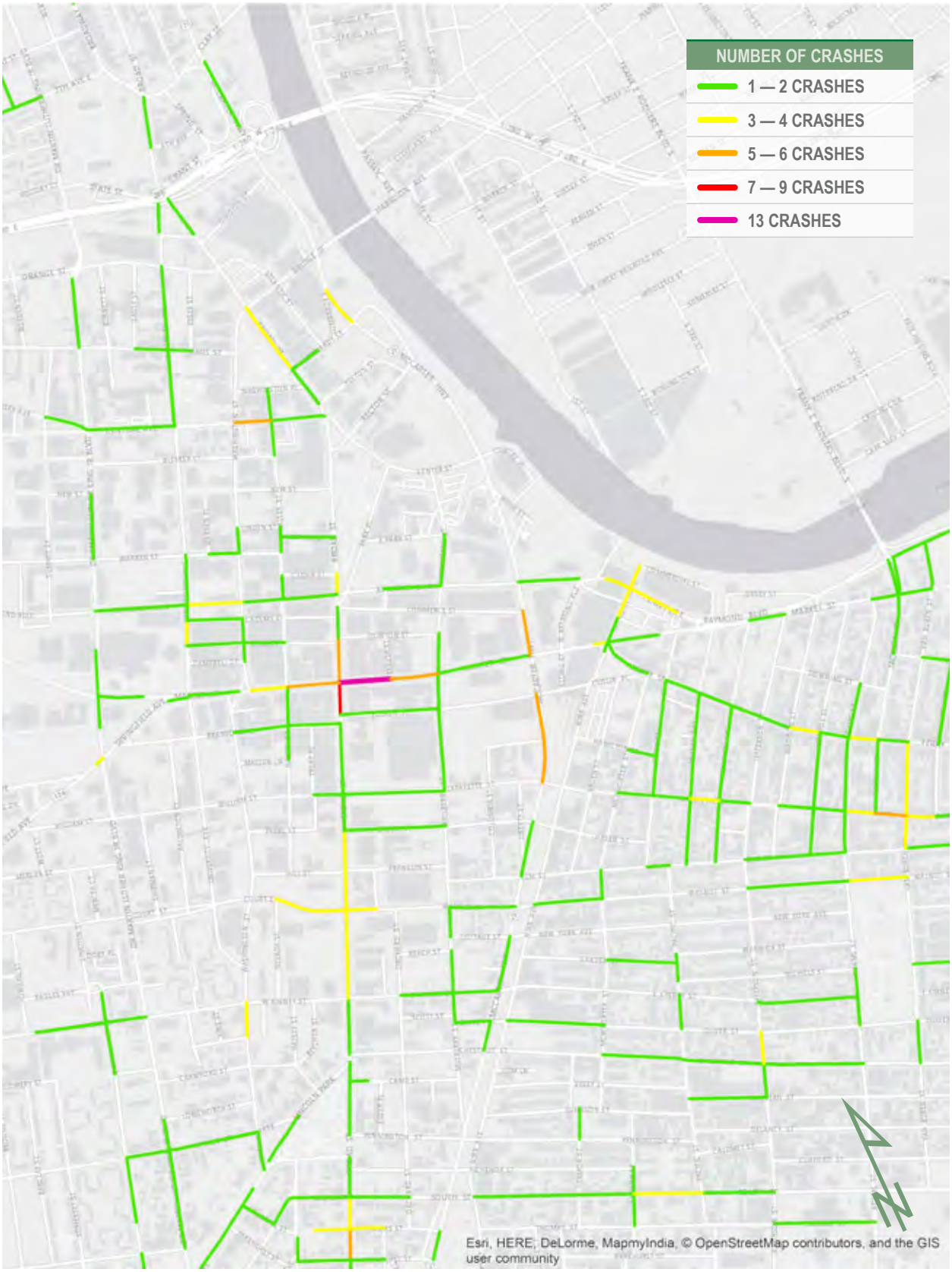
The data above has been extracted and further analyzed to target specific roadways and corridors where clusters of crashes are occurring. These "hot-spots" are areas where the specific crash phenomena, in this case pedestrian crashes are taking place the most frequently. Newark had the highest volume of pedestrian fatalities in 2014, accounting for five percent of all pedestrians fatally injured on New Jersey's roadways.

Precise location of where the frequencies of pedestrian crashes are occurring in Newark and the list of road segments with start-and-end address locations of where pedestrian crashes are occurring have also been identified. This information is valuable in aiding law enforcement officials in identifying not only the areas or municipalities where crashes with pedestrians are commonly occurring, but to pinpoint the exact locations to target resources.

PEDESTRIAN CRASHES, TOP 10 NEWARK ROAD SEGMENTS, 2012 - 2014			
ROAD	ADDRESS START	ADDRESS END	CRASHES
MARKET STREET	175	210	13
SOUTH ORANGE AVE	1024	1044	9
BROAD STREET	788	813	7
BROADWAY AVE	246	267	7
BERGEN STREET	84	117	6
BROAD STREET	756	787	6
MARKET STREET	150	174	6
MARKET STREET	207	237	6
MCCARTER HIGHWAY	787	1111	6
MCCARTER HIGHWAY	713	768	6

In addition to the Plan4Safety Maps, DHTS has the ability to provide additional road profile information through the Plan4Safety Analysis Tool. Once locations have been identified through hot spot and cluster analysis, crash data is extracted via Plan4Saftey to examine various trends in crash factors. Information regarding specific crash location, time of day, month of 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.

PEDESTRIAN CRASHES IN NEWARK TO TARGET ENFORCEMENT EFFORTS, CRASH LOCATIONS AND ROAD SEGMENTS, 2012 - 2014

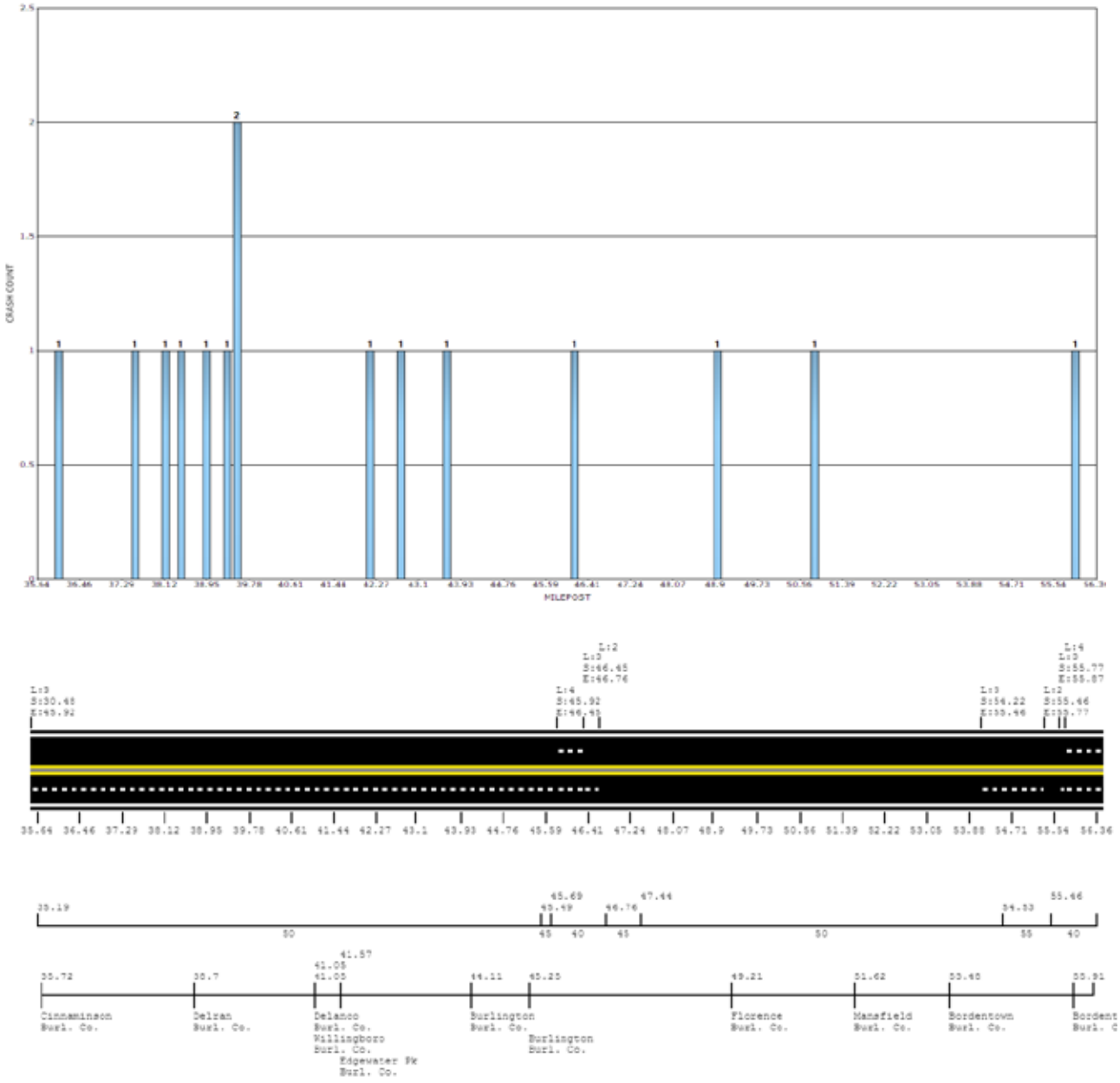


CORRIDOR ANALYSIS

Identifying the precise location of where crashes are taking place is important in determining where to locate resources. The Plan4Safety Analysis Tool offers a feature which locates the crash events within the parameters set and displays each occurrence to the specific milepost along the specified corridor.

The roadway histogram depicts milepost location of where pedestrian crashes occurred on Route 130 in Burlington County in 2014. This representation of pedestrian crash occurrences enables law enforcement agencies to see the exact locations of where pedestrians are having a conflict with motor vehicles, as well as the roadway design for the corridor identified. In this example, the corridor identified is Route 130 where reducing crashes involving pedestrians has been a targeted focus. The histogram reveals that 73 percent of pedestrian crashes in 2014 took place within the mile posts 35 – 43.99 (11 of 15).

ROADWAY HISTOGRAM OF PEDESTRIAN CRASHES, RT 130 BURLINGTON CO, MILEPOSTS 35.64 — 56.36, 2014



INJURY WEIGHTING

To determine locations of where the majority of 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 derives 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. The chart provides an example of a weighted ranking list completed for Essex County to target the municipalities that had the most severe pedestrian related crashes in 2014.

PEDESTRIAN RELATED CRASHES, TOP 10 ESSEX COUNTY MUNICIPALITIES (WEIGHTED), 2014

MUNICIPALITY	TOTAL PED CRASHES	WEIGHTED SCORE	WEIGHTED RANK	NON WEIGHTED RANK	WEIGHTED DIFFERENCE
NEWARK	1,699	2,266.83	1	1	0
IRVINGTON	369	489.98	2	2	0
EAST ORANGE	312	404.06	3	3	0
BLOOMFIELD	175	264.07	4	4	0
MONTCLAIR	165	254.82	5	5	0
ORANGE	124	157.47	7	6	-1
BELLEVILLE	118	181.18	6	7	1
MILLBURN	71	113.62	8	8	0
NUTLEY	68	106.05	9	9	0
SOUTH ORANGE	49	88.59	10	10	0

After enforcement efforts are completed, DHTS analyzes the enforcement effectiveness by looking at 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.

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; and most operating costs. Funds will also be used for the maintenance of the eGrants system SAGE (System for Administering Grants Electronically). Section 402 funds will be used to fund this task.

BUDGET: $500,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
PA 17-01-01-01	DHTS P&A	$500,000	SECTION 402

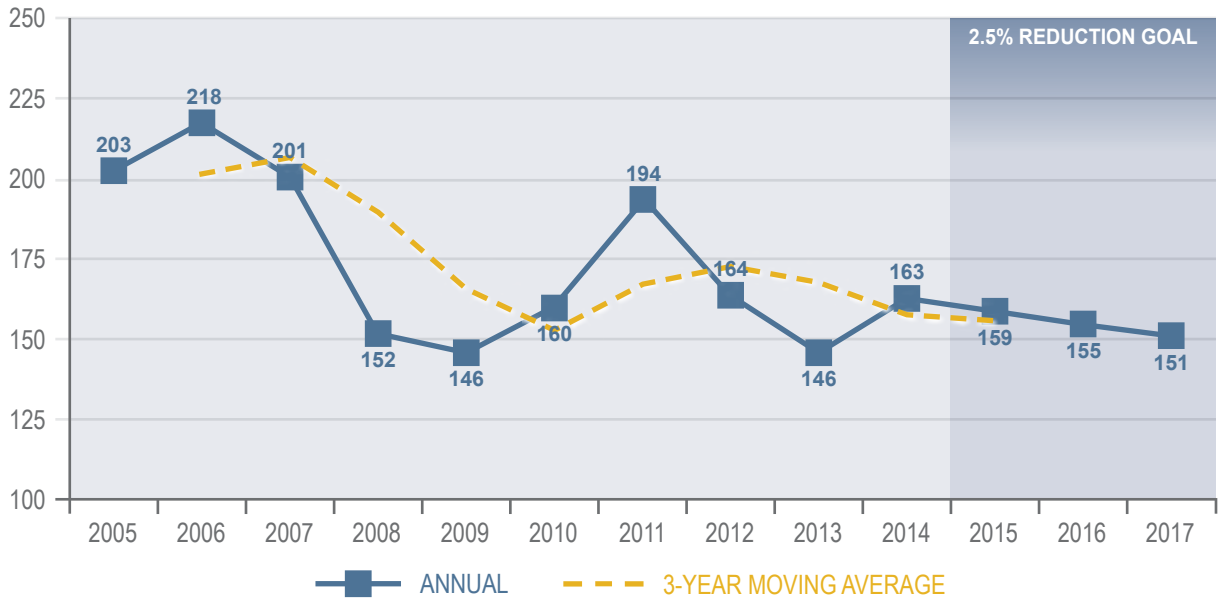
ALCOHOL IMPAIRED • GENERAL OVERVIEW

Due to the large volume of alcohol related pending cases that remain open in 2015, the numbers analyzed in this area are based on 2014 fatal records and preliminary data from 2015.

Alcohol involved crashes are defined as any crash where one or more drivers have a blood alcohol concentration level of 0.01 or greater, unless otherwise stated.

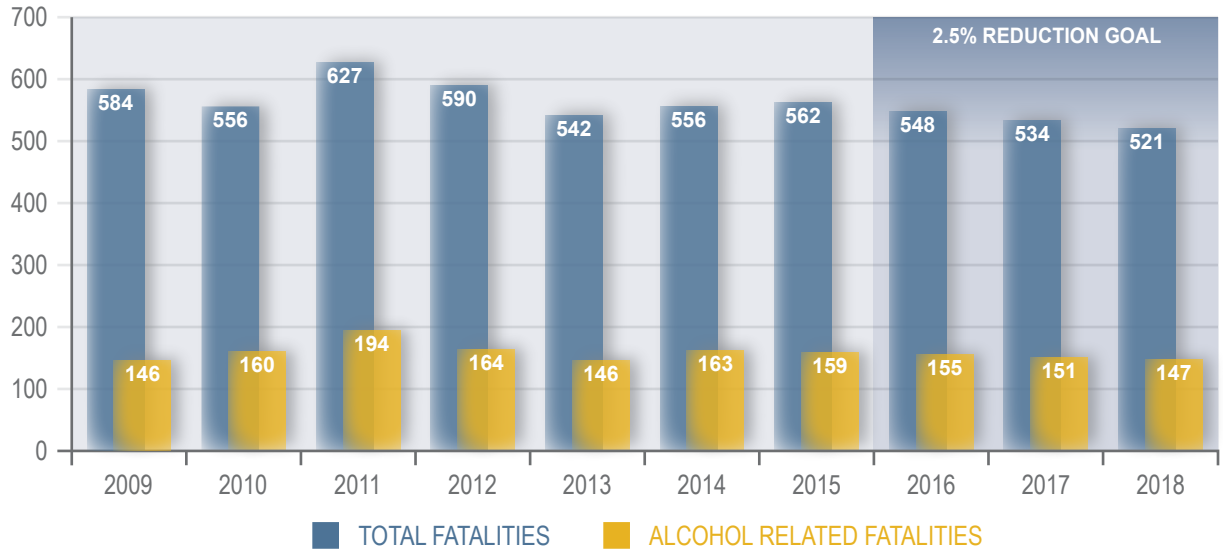
Over the past five years, New Jersey's roadways have experienced approximately 41,000 alcohol involved crashes, resulting in over 800 fatalities. Driving while intoxicated remains a major factor in contributing to fatalities, crashes and injuries on the State's roadways. The State has experienced an increase in alcohol related from 2013 to 2014 and although there have been less alcohol involved crashes (3.2% reduction from 2013 to 2014 and 13.2% reduction from 2010 to 2014), alcohol impaired driving makes up a large portion of fatalities occurring on the roadways. In 2014, alcohol impaired fatalities based on all drivers and motorcycle riders with a .08 BAC or higher, accounted for 29.3 percent of all traffic fatalities in the State.

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



Alcohol related fatalities for 2015 are projected to represent 28.3 percent of all motor vehicle fatalities, down one percent from 2014. Alcohol continues to contribute towards over one quarter of those fatally injured in motor vehicle crashes in New Jersey.

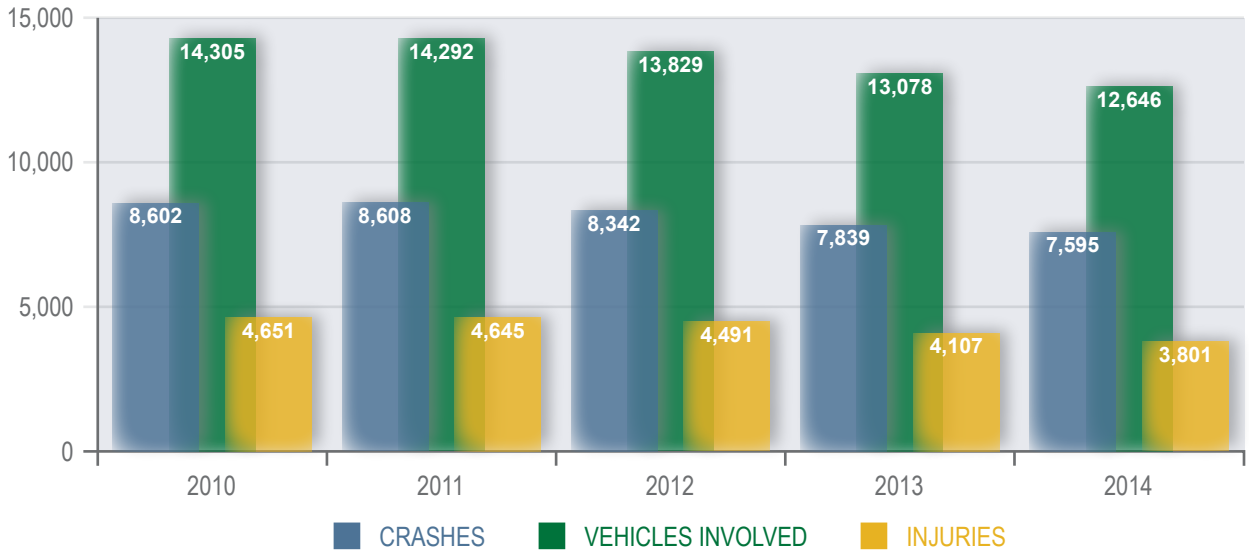
PROPORTION OF ALCOHOL RELATED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES



Forty-six percent of all crashes where alcohol was involved over the last five years were single-vehicle crashes involving only one driver. This represents 64 percent of alcohol involved fatalities. Forty-six percent also involved a two-vehicle scenario and 8 percent involved three or more vehicles.

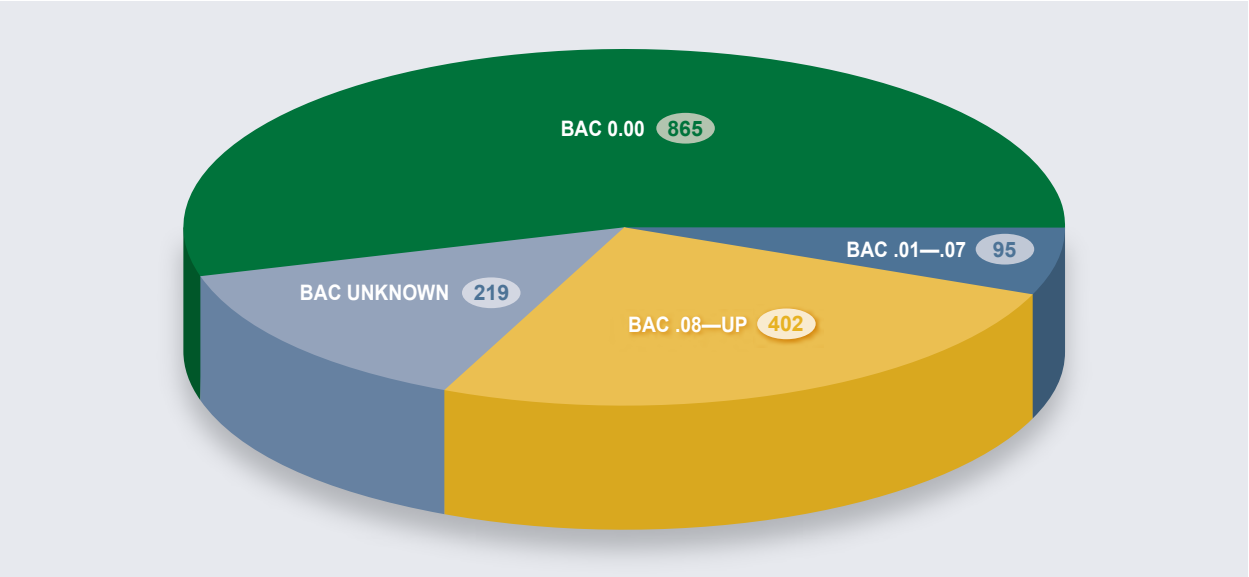
Twenty-nine percent of alcohol related crashes resulted in the injury of one person, two people sustained injuries in six percent of crashes and in three percent of alcohol related crashes three or more people were injured.

GENERAL OUTCOME OF ALCOHOL RELATED CRASHES, 2010 - 2014



Two hundred and thirty five (235) drivers died in motor vehicle crashes on New Jersey's roadways in 2014. Each driver involved in a fatal crash was tested for drugs and alcohol. Fifty-one percent had no alcohol in their system. Just over 6 percent of drivers fatally injured resulted in a BAC of .01 - .07 and approximately 25 percent of fatally injured drivers had a blood alcohol concentration of .08 or higher.

BLOOD ALCOHOL CONCENTRATIONS OF FATALLY INJURED DRIVERS, 2010 - 2014



ALCOHOL IMPAIRED • ANALYSIS OF AGE/GENDER

The difference in age and gender was a factor in the likelihood of an individual being involved in alcohol involved 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 drug and alcohol related crashes are the 21-35 year old drivers. This group represents 44 percent of drivers involved in alcohol related crashes for both male and female drivers from 2010-2014. Male drivers account for nearly 80 percent of all alcohol related crashes that occurred from 2010-2014.

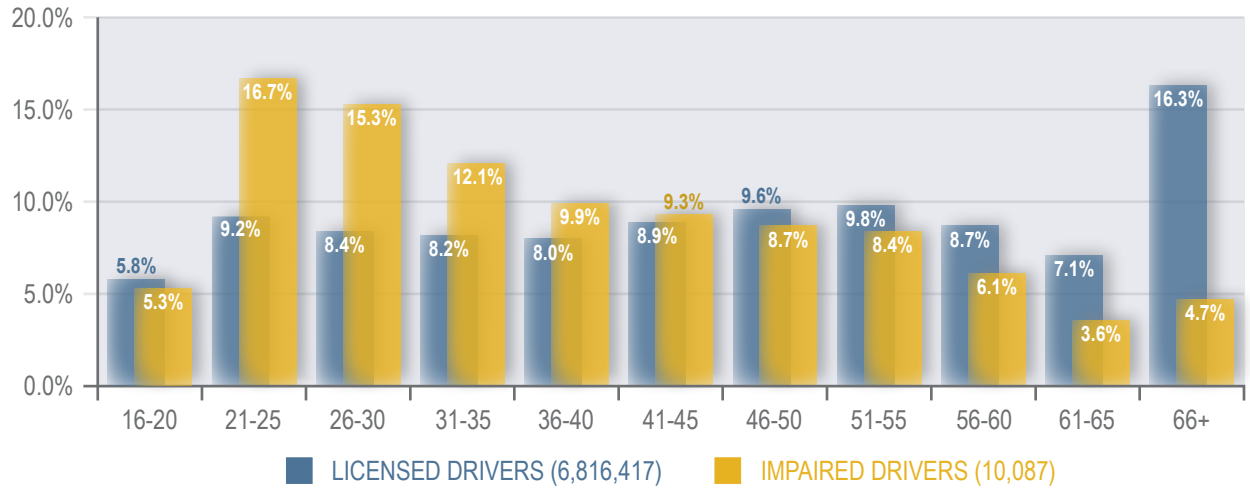
PERCENTAGE OF ALCOHOL RELATED CRASHES BY AGE GROUP AND GENDER, 2010 - 2014

% OF ALL AGE GROUPS	AGE GROUP	AGE % OF GENDER		GENDER % OF AGE GROUP	
		MALE	FEMALE	MALE	FEMALE
0.04%	0-15	0.05%	0.04%	75.0%	25.0%
6.23%	16-20	6.18%	6.35%	69.2%	30.8%
17.72%	21-25	17.66%	17.86%	69.6%	30.4%
14.42%	26-30	14.60%	14.02%	70.6%	29.4%
11.46%	31-35	11.98%	10.27%	72.9%	27.1%
9.46%	36-40	9.56%	9.22%	70.6%	29.4%
9.62%	41-45	9.39%	10.14%	68.2%	31.8%
9.77%	46-50	9.24%	11.02%	66.0%	34.0%
8.02%	51-55	7.95%	8.19%	69.2%	30.8%
5.57%	56-60	5.64%	5.41%	70.7%	29.3%
3.37%	61-65	3.41%	3.26%	70.7%	29.3%
4.30%	66+	4.34%	4.22%	70.4%	29.6%
100.00%	TOTALS*	100.00%	100.00%	79.3%	20.7%

* Excludes undefined driver age or gender type.

When comparing alcohol impaired drivers involved in crashes to the number of licensed drivers within the State, one can quickly recognize the "high-risk" drivers and their percent make up of alcohol related crashes compared to the percent of licensed drivers for that age group.

PERCENTAGE OF LICENSED DRIVERS VERSUS PERCENTAGE OF IMPAIRED DRIVERS INVOLVED IN ALCOHOL RELATED CRASHES BY AGE GROUP, 2014



The characteristic of fatally injured drivers involved in fatal crashes is depicted in the table below. A total of 497 drivers with a blood alcohol concentration level of .01 or greater died on New Jersey's roadways from 2010-2014. The "high-risk" drivers, age 21-34, accounted for 46 percent of all fatally injured drivers over the past five years. Of these drivers, 84 percent were male. More than half, or 64 percent of alcohol involved driver fatalities were single-vehicle occurrences. The majority of fatally injured drivers with a BAC of .01 or greater were New Jersey Residents (91%) and approximately 8 percent were repeat offenders.

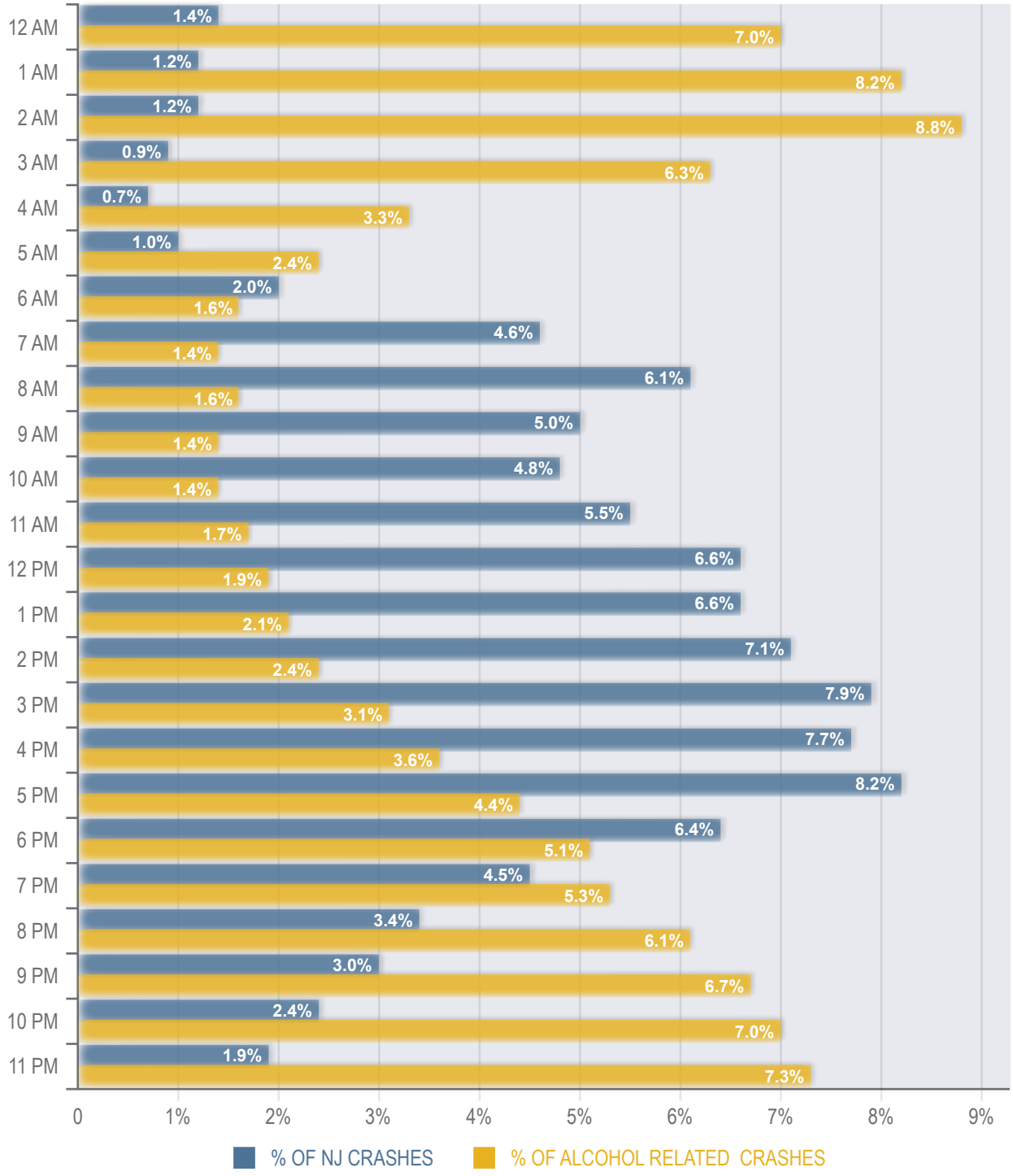
CHARACTERISTICS OF FATALLY INJURED DRIVERS BY PERCENTAGE, BAC > 0.00

		2010	2011	2012	2013	2014	TOTAL
AGE	<21	4.3%	6.6%	5.9%	2.3%	7.6%	5.4%
	21-34	51.1%	41.8%	47.5%	51.1%	40.2%	46.1%
	35-49	27.7%	29.5%	15.8%	23.9%	26.1%	24.7%
	50+	17.0%	22.1%	30.7%	22.7%	26.1%	23.7%
SEX	MALE	84.0%	84.4%	87.1%	86.4%	80.4%	84.5%
	FEMALE	16.0%	15.6%	12.9%	13.6%	19.6%	15.5%
NUMBER OF VEHICLES	SINGLE VEHICLE	62.8%	66.4%	66.3%	62.5%	62.0%	64.2%
	MULTIPLE VEHICLES	37.2%	33.6%	33.7%	37.5%	38.0%	35.8%
	VALID LICENSE	96.8%	95.9%	96.0%	96.6%	94.6%	96.0%
	PREVIOUS DWI	14.9%	5.7%	5.9%	4.5%	8.7%	7.8%
	NJ RESIDENT	88.3%	92.6%	86.1%	95.5%	96.7%	91.8%
SPEED RELATED	NO	43.6%	47.5%	52.5%	39.8%	51.1%	47.1%
	YES	52.1%	41.0%	44.6%	51.1%	38.0%	45.1%
	UNKNOWN	4.3%	11.5%	3.0%	9.1%	10.9%	7.8%
TOTAL FATALLY INJURED DRIVERS		94	122	101	88	92	497

ALCOHOL IMPAIRED • ANALYSIS OF OCCURRENCE

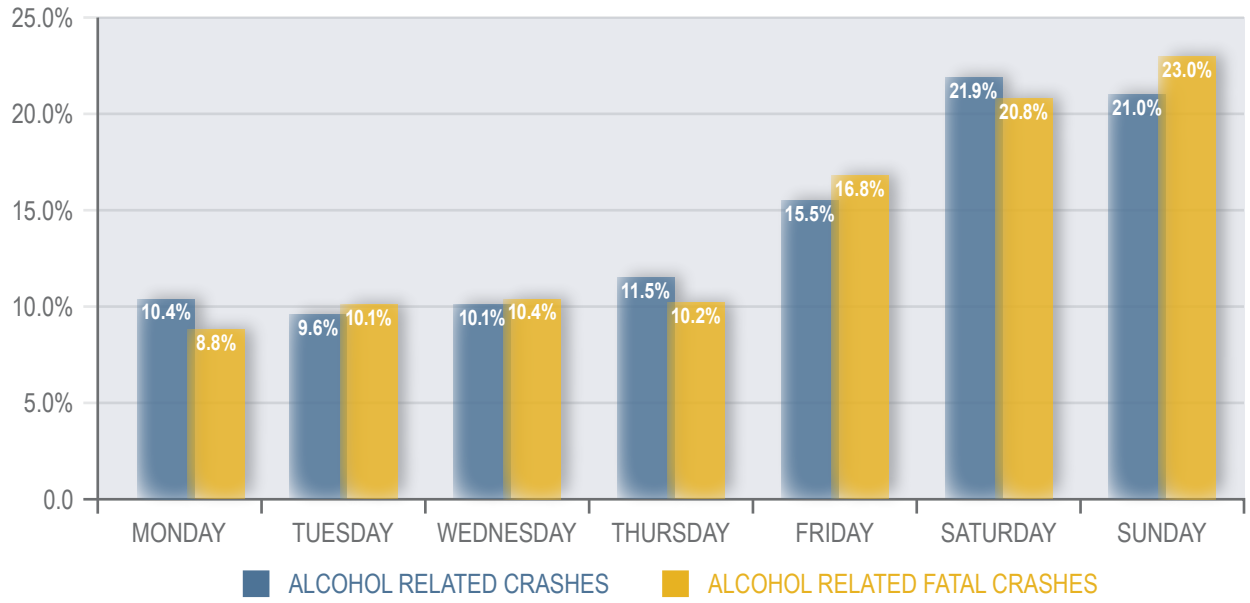
To assist in targeting the enforcement of drivers driving under the influence of alcohol, it is important to observe when alcohol involved crashes are most likely to occur. Most alcohol involved crashes take place during the evening hours. Compared to when all crashes in the State are occurring, an overrepresentation of alcohol involved crashes can be seen starting at 7pm and ending at 5am. Sixty-eight percent of all alcohol involved crashes take place during this time interval.

NJ CRASH PERCENTAGE VERSUS ALCOHOL RELATED CRASH PERCENTAGE BY TIME OF DAY, 2010 - 2014



Times of day occurrences are one of the more important indicators to help shed light on the issue of alcohol impaired driving. There is little difference between the day of week that alcohol involved crashes are taking place compared to all crashes. It is important to note that 23 percent of all alcohol involved crashes occur on Sundays, typically between the hours of 12am and 5am.

ALCOHOL RELATED CRASH % VERSUS ALCOHOL RELATED FATAL CRASH % BY DAY OF WEEK, 2010 - 2014



Similarly, there is not much of a deviation of frequency from month-to-month in alcohol involved crashes. A slight uptick in alcohol involvement is seen in the warmer months (May, June, July and August).

PERCENTAGE OF ALCOHOL RELATED CRASHES AS ANNUAL TOTAL BY MONTH

MONTH	2010	2011	2012	2013	2014
JANUARY	8.5%	8.1%	7.7%	8.5%	7.7%
FEBRUARY	7.0%	7.5%	7.3%	7.6%	7.7%
MARCH	7.9%	8.1%	8.2%	9.2%	8.6%
APRIL	8.3%	8.2%	8.8%	8.4%	7.7%
MAY	8.7%	8.8%	8.4%	8.7%	9.3%
JUNE	8.2%	8.2%	8.8%	8.2%	8.1%
JULY	8.5%	8.9%	8.5%	8.1%	8.3%
AUGUST	8.4%	8.0%	8.9%	8.5%	9.1%
SEPTEMBER	8.0%	7.6%	8.8%	7.8%	8.0%
OCTOBER	9.4%	9.1%	8.1%	7.4%	7.9%
NOVEMBER	8.4%	8.3%	7.7%	8.7%	8.8%
DECEMBER	8.8%	9.3%	8.9%	8.8%	8.9%
TOTAL ALCOHOL RELATED CRASHES	8,602	8,608	8,342	7,839	7,595

ALCOHOL IMPAIRED • ANALYSIS OF LOCATION

A breakdown of the year-to-year changes of total number of alcohol involved crashes by County reflects the percent change of alcohol involved crashes from the previous year, as well as a five-year cumulative trend. Cumberland (1.3% increase) and Salem (2.5% increase) were the only two counties to experience an increase in the total number of alcohol involved crashes over the past five years. Union County experienced a 10 percent increase in alcohol involved crashes from 2013–2014, Gloucester County experienced a 9.7 percent increase and Salem experienced a 9.6 percent increase. It is important to note that the total number of alcohol involved crashes has reduced over the last three years.

PERCENTAGE CHANGE FROM PREVIOUS YEAR IN ALCOHOL RELATED CRASHES BY COUNTY, 2010 - 2014

	COUNTY	2011	2012	2013	2014	2010 - 2014 CHANGE
REGION I	ATLANTIC	4.5%	-1.1%	-3.6%	-4.4%	-0.9%
	BURLINGTON	-7.7%	-2.6%	-3.6%	-3.5%	-3.3%
	CAMDEN	3.2%	-13.1%	4.3%	-9.3%	-2.7%
	CAPE MAY	10.8%	-9.6%	1.1%	-33.6%	-5.0%
	CUMBERLAND	1.0%	0.9%	7.8%	-3.6%	1.3%
	GLOUCESTER	7.4%	-9.7%	-23.6%	9.7%	-2.5%
	SALEM	14.4%	-5.4%	-8.2%	9.6%	2.5%
REGION II	HUNTERDON	1.5%	-0.7%	-14.3%	0.8%	-2.3%
	MERCER	-9.4%	-3.4%	-15.6%	2.1%	-4.8%
	MIDDLESEX	-5.5%	-4.7%	-7.7%	-3.0%	-4.0%
	MONMOUTH	3.3%	-7.0%	-0.3%	-9.8%	-2.6%
	OCEAN	-7.5%	0.2%	-8.8%	-9.3%	-4.8%
	SOMERSET	-4.0%	2.0%	-6.3%	-0.8%	-1.8%
	UNION	-1.7%	-5.0%	-9.9%	10.8%	-0.9%
REGION III	BERGEN	-11.7%	3.8%	-6.0%	0.4%	-2.5%
	ESSEX	2.9%	3.0%	-17.3%	3.4%	-1.3%
	HUDSON	3.5%	3.4%	-13.9%	-1.4%	-1.5%
	MORRIS	5.2%	-4.6%	-7.3%	-5.2%	-2.2%
	PASSAIC	1.2%	2.6%	-13.8%	-0.7%	-1.9%
	SUSSEX	16.4%	-24.2%	3.1%	-12.5%	-2.4%
	WARREN	22.5%	-22.1%	15.0%	-43.0%	-2.8%
TOTAL PERCENTAGE CHANGE		0.1%	-3.2%	-6.4%	-3.2%	-2.5%

Bergen (8.5%), Monmouth (8.2%) and Camden County (7.9%) accounted for nearly one-quarter of all alcohol involved crashes in the State. Of the total alcohol involved fatalities (839), Ocean, Essex and Middlesex Counties accounted for one-quarter of alcohol involved fatalities in the State.

Alcohol involved crashes representing the top three municipalities for each county are provided in the table.

ALCOHOL INVOLVED CRASHES (BAC > 0.00), TOP 3 MUNICIPALITIES BY COUNTY			
	ALCOHOL-RELATED CRASHES 2010 - 2014	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2009 - 2013
ATLANTIC COUNTY	2,258		-4.7%
ATLANTIC CITY	447	19.8%	-5.8%
EGG HARBOR TOWNSHIP	370	16.4%	0.0%
HAMILTON	340	15.1%	-7.6%
BERGEN COUNTY	3,504		-1.4%
TEANECK	193	5.5%	2.6%
GARFIELD	158	4.5%	-5.7%
HACKENSACK	155	4.4%	3.2%
BURLINGTON COUNTY	2,470		-2.3%
MOUNT LAUREL	211	8.5%	2.4%
EVESHAM	207	8.4%	-2.9%
PEMBERTON TOWNSHIP	185	7.5%	-8.6%
CAMDEN COUNTY	3,226		-3.1%
CAMDEN	566	17.5%	3.9%
PENNSAUKEN	388	12.0%	5.7%
GLOUCESTER TOWNSHIP	365	11.3%	-11.2%
CAPE MAY COUNTY	857		-6.3%
MIDDLE	201	23.5%	-10.4%
LOWER	163	19.0%	-3.1%
UPPER	118	13.8%	-12.7%
CUMBERLAND COUNTY	1,082		-0.7%
VINELAND	402	37.2%	-9.0%
BRIDGETON	221	20.4%	5.0%
MILLVILLE	145	13.4%	8.3%
ESSEX COUNTY	2,644		0.0%
NEWARK	842	31.8%	4.3%
EAST ORANGE	273	10.3%	7.0%
BLOOMFIELD	257	9.7%	8.6%
GLOUCESTER COUNTY	1,489		-5.4%
WASHINGTON	278	18.7%	3.6%
DEPTFORD	176	11.8%	-22.2%
MONROE	159	10.7%	3.8%

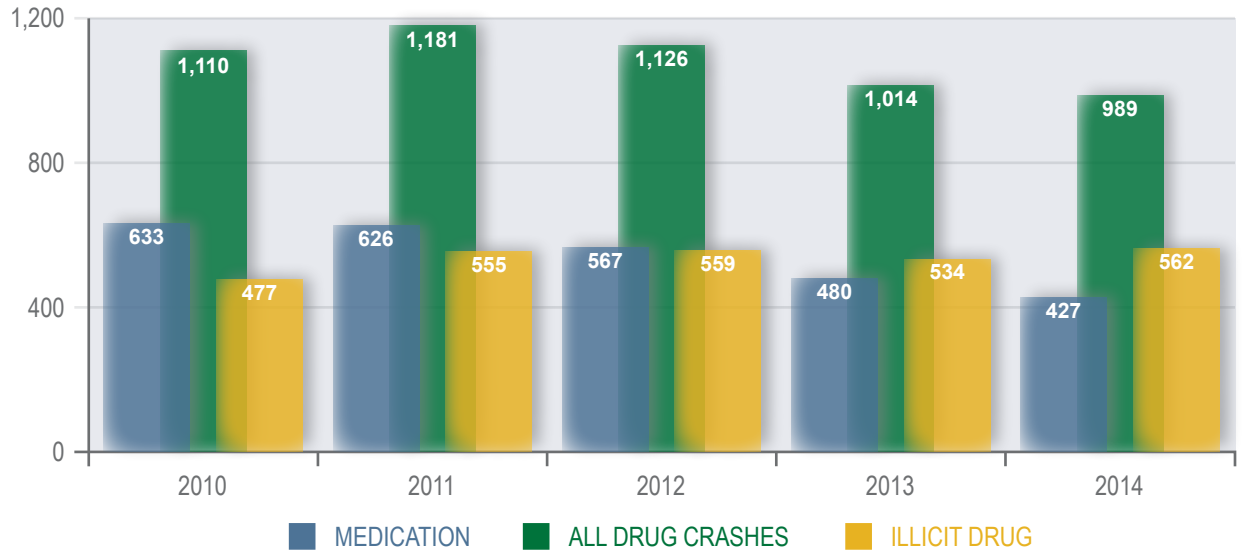
	ALCOHOL-RELATED CRASHES 2010 - 2014	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2009 - 2013
HUDSON COUNTY	1,908		-3.6%
JERSEY CITY	538	28.2%	-1.7%
UNION	243	12.7%	-7.8%
KEARNY	217	11.4%	-1.8%
HUNTERDON COUNTY	647		-2.5%
READINGTON TOWNSHIP	101	15.6%	-5.9%
RARITAN TOWNSHIP	85	13.1%	-21.2%
CLINTON TOWNSHIP	76	11.7%	-9.2%
MERCER COUNTY	1,568		-3.5%
HAMILTON	486	31.0%	-4.7%
TRENTON	302	19.3%	-3.0%
LAWRENCE	134	8.5%	0.7%
MIDDLESEX COUNTY	2,940		-5.8%
WOODBRIDGE	300	10.2%	-25.0%
OLD BRIDGE	296	10.1%	-5.1%
EDISON	259	8.8%	-3.9%
MONMOUTH COUNTY	3,381		-3.2%
MIDDLETOWN	340	10.1%	-8.8%
WALL	286	8.5%	2.4%
HOWELL	263	7.8%	1.5%
MORRIS COUNTY	2,219		-1.1%
PARSIPPANY-TROY HILLS	314	14.2%	5.4%
MORRISTOWN	168	7.6%	4.8%
ROXBURY	148	6.7%	-4.7%
OCEAN COUNTY	3,034		-5.2%
TOMS RIVER	699	23.0%	-7.2%
BRICK	436	14.4%	-3.4%
LAKEWOOD	320	10.5%	-7.8%
PASSAIC COUNTY	2,358		-3.9%
CLIFTON CITY	588	24.9%	-6.3%
PATERSON CITY	518	22.0%	-1.5%
PASSAIC CITY	364	15.4%	-0.3%
SALEM COUNTY	451		0.2%
CARNEYS POINT	92	20.4%	7.6%
PITTSGROVE	76	16.9%	10.5%
MANNINGTON	68	15.1%	22.1%

	ALCOHOL-RELATED CRASHES 2010 - 2014	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2009 - 2013
SOMERSET COUNTY	1,243		-2.1%
BRIDGEWATER	184	14.8%	4.9%
FRANKLIN	174	14.0%	2.3%
NORTH PLAINFIELD	109	8.8%	0.9%
SUSSEX COUNTY	821		-3.8%
VERNON	138	16.8%	-2.9%
SPARTA	120	14.6%	-1.7%
WANTAGE	74	9.0%	8.1%
UNION COUNTY	2,302		-0.7%
UNION	356	15.5%	6.7%
ELIZABETH	344	14.9%	-4.1%
LINDEN	264	11.5%	1.9%
WARREN COUNTY	584		-8.7%
PHILLIPSBURG	89	15.2%	-7.9%
ALLAMUCHY	59	10.1%	3.4%
HACKETTSTOWN	56	9.6%	-7.1%

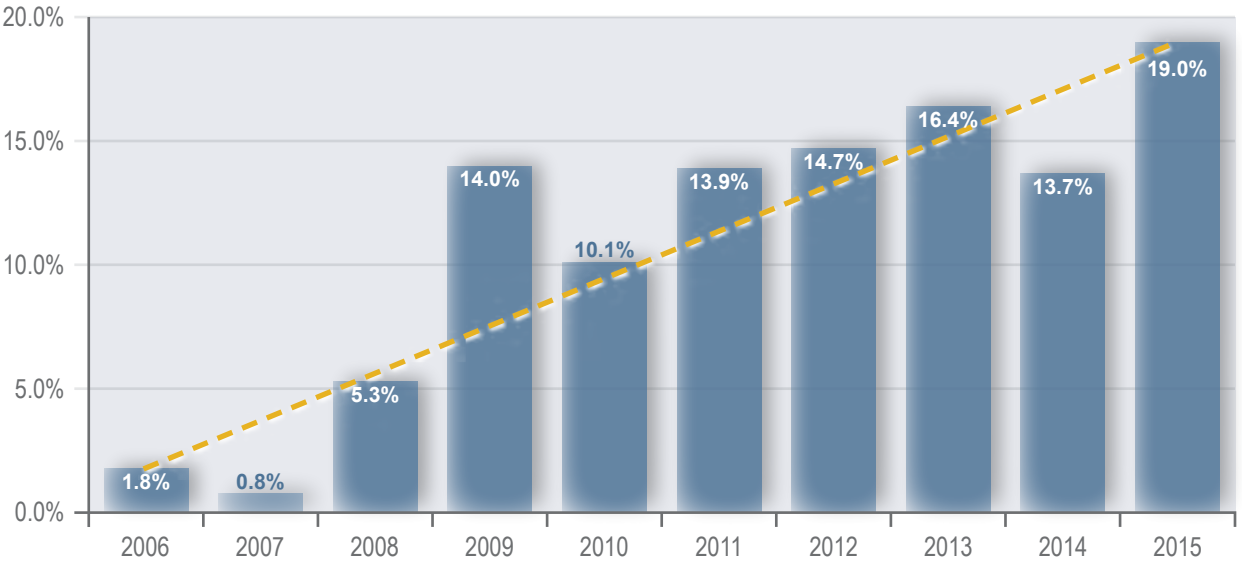
DRUGGED DRIVING • GENERAL OVERVIEW

It is important to recognize and address the incline of dangers imposed by drivers under the influence of illicit drugs and prescription medications. The number of illegal drug related crashes increased in 2014, from 534 in 2013 to 562, however, the number of prescription drug related crashes declined in 2014, from 480 in 2013 to 427. The State is beginning to experience a surge in the number of illicit drug related crashes, accounting for nearly 60 percent of all drug impaired crashes (medication vs. illicit) and nearly 20 percent of motor vehicle fatalities in 2014 and 2015 respectively.

DRUG RELATED (ILLICIT & MEDICATION) CRASHES, 2010 - 2014



DRUGGED DRIVING FATALITIES AS A PERCENTAGE OF TOTAL FATALITIES



DRUGGED DRIVING • ANALYSIS OF AGE/GENDER

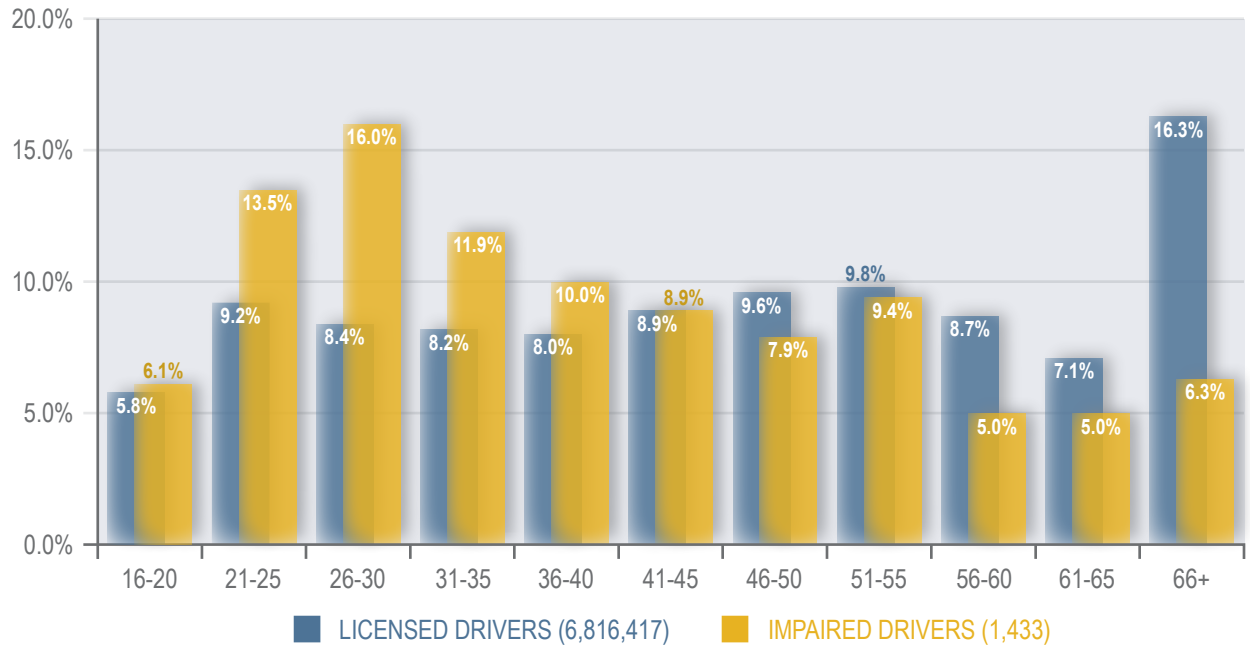
The difference in age and gender was a factor in the likelihood of an individual being involved in a crash where drugs are involved. The 21-35 year old male driver accounted for nearly 65 percent of total drug-related crashes that occurred from 2010-2014.

PERCENTAGE OF DRUG INVOLVED CRASHES BY AGE GROUP AND GENDER, 2010 - 2014

% OF ALL AGE GROUPS	AGE GROUP	AGE % OF GENDER		GENDER % OF AGE GROUP	
		MALE	FEMALE	MALE	FEMALE
0.01%	0-15	0.02%	0.00%	100.0%	0.0%
6.17%	16-20	6.65%	5.30%	69.5%	30.5%
13.91%	21-25	15.03%	11.90%	69.6%	30.4%
14.40%	26-30	14.89%	13.51%	66.7%	33.3%
11.65%	31-35	12.03%	10.96%	66.6%	33.4%
9.47%	36-40	9.40%	9.60%	64.0%	36.0%
9.43%	41-45	8.79%	10.61%	60.1%	39.9%
9.54%	46-50	8.65%	11.14%	58.5%	41.5%
8.48%	51-55	8.04%	9.28%	61.1%	38.9%
5.82%	56-60	5.96%	5.55%	66.1%	33.9%
4.40%	61-65	4.25%	4.69%	62.1%	37.9%
6.71%	66+	6.30%	7.45%	60.5%	39.5%
100.00%	TOTALS*	100.00%	100.00%	64.5%	35.5%

* Excludes undefined driver age or gender type.

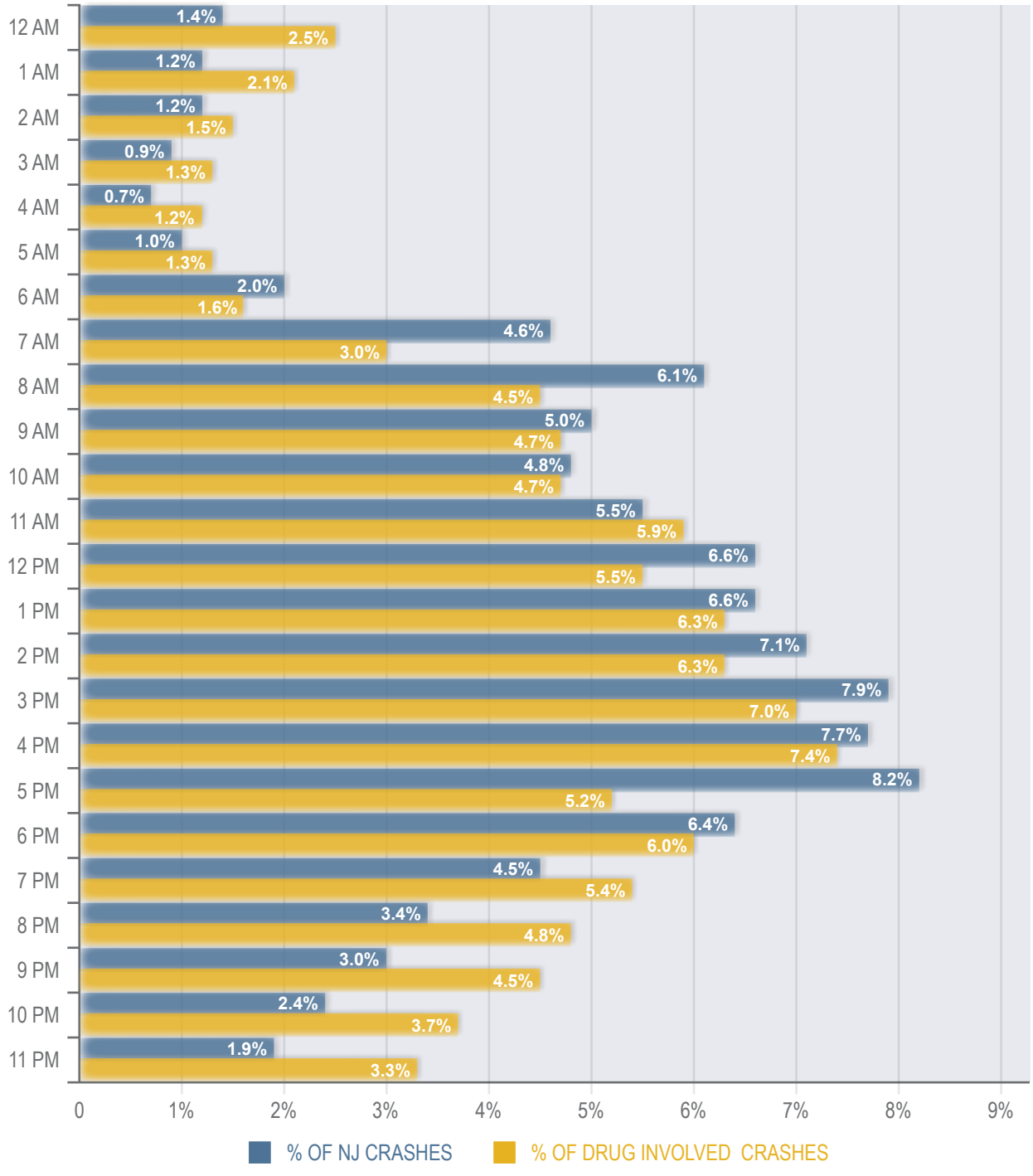
% OF LICENSED DRIVERS VERSUS % OF IMPAIRED DRIVERS INVOLVED IN DRUG RELATED CRASHES BY AGE GROUP, 2014



DRUGGED DRIVING • ANALYSIS OF OCCURRENCE

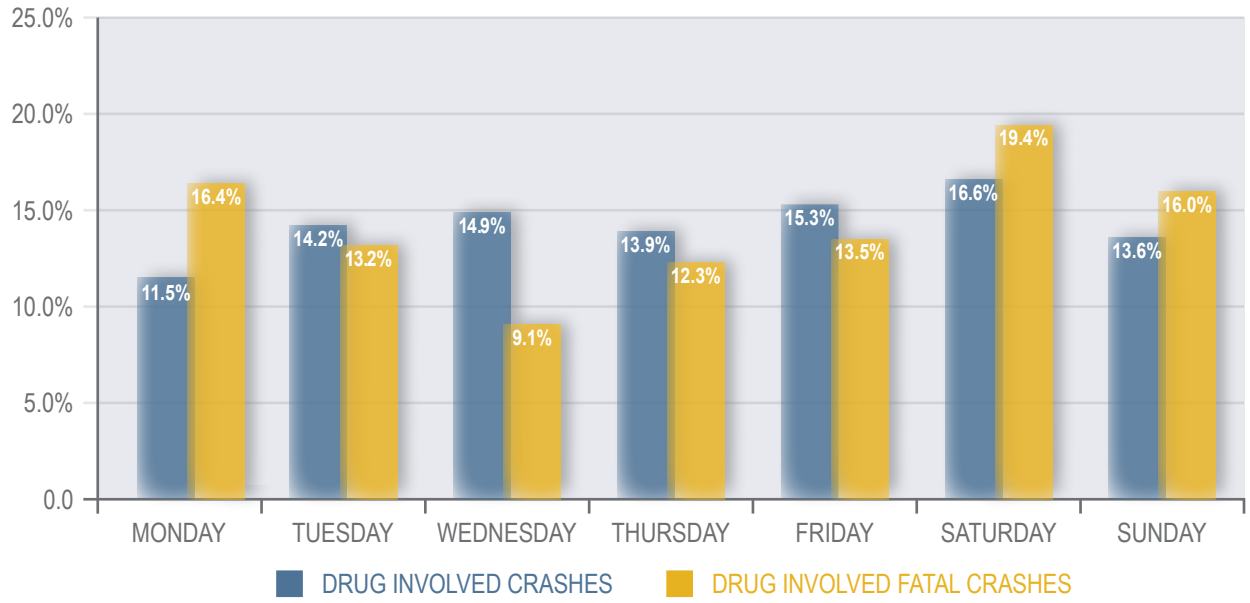
To assist in targeting the enforcement of drivers driving under the influence of drugs, it is important to observe when drug involved crashes are most likely to occur. Most drug involved crashes take place during the evening hours. Similar to trends seen in alcohol involvement, there is an overrepresentation of drug involved crashes beginning at 7pm and ending at 5am. However, only 32 percent of drug involved crashes take place during that time interval compared to 68 percent of alcohol involved crashes during the same interval. The data shows how drugged driving is mirrored in crash occurrences and is an inherent factor for crashes on the State's roadways.

NJ CRASH PERCENTAGE VERSUS DRUG INVOLVED CRASH PERCENTAGE BY TIME OF DAY, 2010 - 2014



Day-of-Week occurrences are one of the more important indicators to help shed light on the issue of drug impaired driving. As seen in the graph, there is an overrepresentation of drug involved crashes on weekends, spilling over into Monday. It is important to note that 35.4 percent of all drug involved crashes occur on Saturdays and Sundays, typically between the hours of 7pm and 5am.

DRUG INVOLVED CRASH % VERSUS DRUG INVOLVED FATAL CRASH % BY DAY OF WEEK, 2010 - 2014



Similar to alcohol impairment, there is not much of a deviation of frequency from month-to-month in drug involved crashes. The table depicts a slight uptick in drug involvement during the months of April, May, June, July and August.

PERCENTAGE OF DRUG INVOLVED CRASHES AS ANNUAL TOTAL BY MONTH

MONTH	2010	2011	2012	2013	2014
JANUARY	7.5%	7.0%	6.0%	9.0%	8.1%
FEBRUARY	6.4%	7.9%	8.2%	8.7%	7.1%
MARCH	8.5%	6.4%	9.1%	9.4%	7.2%
APRIL	9.0%	8.0%	8.8%	10.2%	9.5%
MAY	9.2%	7.7%	9.5%	10.2%	9.9%
JUNE	9.4%	9.4%	8.8%	8.9%	7.6%
JULY	7.8%	9.6%	9.1%	7.6%	8.8%
AUGUST	8.5%	9.4%	9.3%	7.3%	8.7%
SEPTEMBER	9.2%	8.8%	7.8%	9.2%	10.0%
OCTOBER	8.2%	8.6%	9.1%	7.6%	8.3%
NOVEMBER	8.8%	9.1%	7.3%	6.5%	7.8%
DECEMBER	7.5%	8.0%	6.9%	5.6%	7.0%
TOTAL DRUG INVOLVED CRASHES	1,109	1,181	1,126	1,014	988

DRUGGED DRIVING • ANALYSIS OF LOCATION

The table represents the top three municipalities in each county that have the highest number of drug involved crashes

DRUG INVOLVED CRASHES, TOP 3 MUNICIPALITIES BY COUNTY			
	DRUG-RELATED CRASHES 2010 - 2014	PERCENT OF STATE/COUNTY TOTAL	% CHANGE FROM 2009 - 2013
ATLANTIC COUNTY	256	4.7%	-1.6%
EGG HARBOR TWP	55	21.5%	7.3%
HAMILTON	50	19.5%	0.0%
GALLOWAY	31	12.1%	-6.5%
BERGEN COUNTY	395	7.3%	0.3%
TEANECK	20	5.1%	-10.0%
FAIR LAWN	16	4.1%	-6.3%
HACKENSACK	14	3.5%	-7.1%
BURLINGTON COUNTY	363	6.7%	0.8%
EVESHAM	41	11.3%	7.3%
MOUNT LAUREL	41	11.3%	7.3%
DELRAN	25	6.9%	4.0%
CAMDEN COUNTY	634	11.7%	2.2%
CAMDEN	171	27.0%	7.0%
GLOUCESTER TWP	89	14.0%	-16.9%
CHERRY HILL	58	9.1%	3.4%
CAPE MAY COUNTY	82	1.5%	-4.9%
MIDDLE	26	31.7%	3.8%
LOWER	14	17.1%	-7.1%
DENNIS	10	12.2%	-10.0%
CUMBERLAND COUNTY	62	1.1%	3.2%
VINELAND	21	33.9%	-14.3%
MILLVILLE	12	19.4%	8.3%
UPPER DEERFIELD	6	9.7%	16.7%
ESSEX COUNTY	375	6.9%	-1.1%
NEWARK	129	34.4%	2.3%
BLOOMFIELD	43	11.5%	25.6%
EAST ORANGE	28	7.5%	3.6%
GLOUCESTER COUNTY	259	4.8%	0.4%
DEPTFORD	50	19.3%	-2.0%
WASHINGTON	49	18.9%	8.2%
MONROE	24	9.3%	8.3%

	DRUG-RELATED CRASHES 2010 - 2014	PERCENT OF STATE/COUNTY TOTAL	% CHANGE FROM 2009 - 2013
HUDSON COUNTY	234	4.3%	2.1%
JERSEY CITY	97	41.5%	1.0%
BAYONNE	27	11.5%	-3.7%
UNION CITY	27	11.5%	-14.8%
HUNTERDON COUNTY	85	1.6%	-5.9%
RARITAN	20	23.5%	-15.0%
CLINTON TWP	13	15.3%	-46.2%
READINGTON	11	12.9%	-18.2%
MERCER COUNTY	199	3.7%	-2.0%
HAMILTON	62	31.2%	-9.7%
TRENTON	40	20.1%	-2.5%
HOPEWEL	18	9.0%	16.7%
MIDDLESEX COUNTY	386	7.1%	-5.4%
WOODBRIDGE	51	13.2%	-21.6%
EDISON	39	10.1%	-17.9%
EAST BRUNSWICK	37	9.6%	-13.5%
MONMOUTH COUNTY	415	7.7%	-2.2%
MIDDLETOWN	63	15.2%	6.3%
WALL	50	12.0%	0.0%
HOWELL	35	8.4%	-5.7%
MORRIS COUNTY	294	5.4%	1.7%
PARSIPPANY-TROY HILLS	58	19.7%	8.6%
ROCKAWAY TWP	25	8.5%	20.0%
ROXBURY	25	8.5%	16.0%
OCEAN COUNTY	478	8.8%	0.4%
TOMS RIVER	125	26.2%	1.6%
BRICK	71	14.9%	-2.8%
JACKSON	42	8.8%	7.1%
PASSAIC COUNTY	281	5.2%	-2.1%
PATERSON	81	28.8%	-3.7%
CLIFTON	54	19.2%	-11.1%
WAYNE	41	14.6%	-9.8%
SALEM COUNTY	76	1.4%	-1.3%
MANNINGTON	22	28.9%	18.2%
CARNEYS POINT	14	18.4%	-7.1%
OLDMANS	6	7.9%	0.0%

	DRUG-RELATED CRASHES 2010 - 2014	PERCENT OF STATE/COUNTY TOTAL	% CHANGE FROM 2009 - 2013
SOMERSET COUNTY	121	2.2%	7.4%
BRIDGEWATER	16	13.2%	12.5%
FRANKLIN	13	10.7%	7.7%
HILLSBOROUGH	10	8.3%	-10.0%
SUSSEX COUNTY	89	1.6%	1.1%
FRANKLIN	12	13.5%	8.3%
SPARTA	11	12.4%	9.1%
VERNON	8	9.0%	0.0%
UNION COUNTY	246	4.5%	2.4%
UNION	53	21.5%	9.4%
ELIZABETH	33	13.4%	12.1%
CLARK	17	6.9%	29.4%
WARREN COUNTY	88	1.6%	-5.7%
HACKETTSTOWN	14	15.9%	-14.3%
PHILLIPSBURG	13	14.8%	7.7%
ALLAMUCHY	12	13.6%	25.0%

OTHER PERFORMANCE TARGETS

GOAL: To decrease drug related crashes by 3 percent from the 2012-2014 calendar base year average of 1,043 to 1,022 by December 31, 2017 using a performance measure of all involved drivers.

PRIOR YEAR PERFORMANCE

Although there are cases still pending in 2015, the State anticipates a reduction in the number of alcohol impaired driving fatalities in 2015. A total of 163 alcohol impaired driving fatalities occurred in 2014. The number of alcohol impaired fatalities in 2015 is estimated at 158, thereby meeting the performance measure of 164 set in the FFY 2015 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 2017

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 receive 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 impaired 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 $2.5 million were distributed to law enforcement agencies in State Fiscal Year 2015 (July 1, 2014 – June 30, 2015) to help reduce alcohol-related crashes and fatalities.

EFFECTIVENESS OF STRATEGIES SELECTED

Publicized Sobriety Checkpoints

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.

The Centers for Disease Control and Prevention systematic review of 15 high-quality studies found that checkpoints reduce alcohol-related fatal crashes by 9 percent (Guide to Community Preventive Services, 2012). Publicized

sobriety checkpoint programs are proven effective in reducing alcohol-related crashes among high risk populations including males and drivers 21 to 34 (Bergen et al., 2014).

High Visibility Saturation Patrols

A saturation patrol (also called a blanket patrol or dedicated DWI patrol) consists of a large number of law enforcement officers patrolling a specific area to look for drivers who may be impaired. These patrols usually take place at times and locations where impaired driving crashes commonly occur.

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 extensive 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).

As of August 2014, all 50 States and the District of Columbia had Drug Recognition and Classification programs, which are designed to train officers to become DREs. These programs have prepared approximately 1,500 instructors and trained more than 7,000 officers (National Sobriety Testing Resource Center, 2014). Several studies have shown DRE judgments of drug impairment are corroborated by toxicological analysis in 85 percent or more of cases (NHTSA, 1996).

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).

Alcohol Compliance Checks

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).

Designated Drivers

The designated driver concept is widely understood and accepted. Surveys show that designated driver use is common. In NHTSA's general population survey of 7,000 people, 44 percent said they had served as a designated driver during the past year and 33 percent reported riding with a designated driver (Moulton et al., 2010). A review from Australia concluded that designated driver programs can successfully increase awareness and use of designated drivers, but evidence for changes in alcohol-related crashes is inconclusive (Nielson & Watson, 2009). However, the authors note the lack of supporting evidence "does not necessarily mean that such programs should be discouraged. On the contrary, it highlights the need for them to be better implemented and evaluated" (Nielson & Watson, 2009, p. 36).

COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Many partners from the public and private sector that have contributed to the development of the Strategic Highway Safety Plan SHSP (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 Section 402 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: $350,000

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. 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. Twelve classes are scheduled to be held. Three DWI/SFST refresher classes will also 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 five 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 2017. The counties of Atlantic, Bergen, Monmouth, Morris, Ocean and Somerset 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.

Section 405(d) funds will be used for salaries necessary to coordinate and administer the statewide DWI training program and DRE program and for equipment used in the SFST and DRE program.

BUDGET: $1,100,000

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.

Section 405(d) funds will be used for out-of-state travel expenses incurred by State Police personnel attending training relative to DWI matters.

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 that recognize alcohol and/or drug indicators present in suspects.

Section 405(d) funds will be used for maintaining all breathalyzer related instrumentation used by the Division of State Police Drug Test Unit for training, calibration and testing. Also, a new breath test unit is expected to be approved in FFY 2017 and funds will be provided for the purchase of the unit and police officer training that will follow.

BUDGET: $650,000

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 18 — September 3, 2017. In addition, another 150 police departments are expected to participate in the winter holiday season crackdown which will be held from December 14, 2016 — January 1, 2017. Municipal police departments and county agencies will also participate in alcohol related enforcement activities including DWI checkpoints and saturation patrols throughout the year.

DWI enforcement grants will also be provided at the county level and in municipalities that are overrepresented in alcohol related crashes. Nine county-wide enforcement grants and 26 municipalities will receive funds to conduct sustained year-long DWI enforcement efforts separate from the *Drive Sober or Get Pulled Over* mobilization crackdowns.

Section 405(d) funds will be used to pay up to 100 hours of overtime enforcement per agency during the crackdown period mobilization grants. Section 405(d) funds will also be used to pay for overtime enforcement of year-long grants.

BUDGET: $2,571,450

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. 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.

Alcoholic Beverage Control acts and other related laws pertaining to underage alcohol use and/or intoxicated patrons will also be enforced. 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.

Section 405(d) will provide funds for overtime salaries of 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.

BUDGET: $400,000

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.

William Paterson University will provide creative and innovative ways to educate students about the negative consequences of drinking and driving and encourage the use of designated drivers. A multi-dimensional health educational program will promote positive, safe and healthy choices for William Paterson University students. The use of innovative technology, such as social media, will be used to promote and guide these educational awareness programs throughout the grant period. Funds will be used to strengthen partnerships with existing university Clubs, Greeks, Peer Health Advocates, Residence Life, Athletics, Administration, Faculty and Staff to continue to help promote the campaign.

Section 405(d) funding will be used for educational materials that will be distributed at campus events, peer education trainings regarding drinking and driving and enforcement overtime for campus police.

BUDGET: $170,000

PROJECT TITLE: LOCAL ALCOHOL PROGRAMS

PROJECT DESCRIPTION:

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

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

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.

Section 405(d) funds will be used to re-produce PSA messages, overtime salaries for enforcement and education details and promotion of the HERO Campaign.

BUDGET: $100,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 17-07-01-01	DHTS PROGRAM MANAGEMENT	$350,000	SECTION 402
AL 17-45-01-01	TBD DWI TRNG. & DRE	$800,000	SECTION 405
AL 17-45-01-02	TBD CO. DRE CALLOUT	$ 25,000	SECTION 405
AL 17-45-01-03	TBD CO. DRE CALLOUT	$ 50,000	SECTION 405
AL 17-45-01-04	TBD CO. DRE CALLOUT	$ 30,000	SECTION 405
AL 17-45-01-05	TBD CO. DRE CALLOUT	$ 60,000	SECTION 405
AL 17-45-01-06	TBD CO. DRE CALLOUT	$ 50,000	SECTION 405
AL 17-45-01-07	TBD CO. DRE CALLOUT	$ 85,000	SECTION 405
AL 17-45-02-01	TBD ALCOHOL/DRUG TEST PROG.	$ 20,000	SECTION 405
AL 17-45-03-01	TBD BREATH TEST PROG.	$650,000	SECTION 405
AL 17-45-04-01	TBD SHERIFF DWI	$ 80,000	SECTION 405
AL 17-45-04-02	TBD PD REGIONAL DWI	$ 50,650	SECTION 405
AL 17-45-04-03	DWI TBD CO. PROSECUTOR	$ 55,000	SECTION 405
AL 17-45-04-04	DWI TBD CO.	$ 20,000	SECTION 405
AL 17-45-04-05	DWI TBD CO.	$ 30,300	SECTION 405
AL 17-45-04-06	DWI TBD CO.	$ 20,000	SECTION 405
AL 17-45-04-07	DWI TBD CO.	$ 85,000	SECTION 405
AL 17-45-04-08	DWI TBD CO.	$ 70,000	SECTION 405
AL 17-45-04-09	DWI TBD CO.	$ 15,000	SECTION 405
AL 17-45-04-10	TBD DWI	$ 15,500	SECTION 405
AL 17-45-04-11	TBD DWI	$ 13,000	SECTION 405
AL 17-45-04-12	TBD DWI	$ 22,000	SECTION 405
AL 17-45-04-13	TBD DWI	$ 15,000	SECTION 405
AL 17-45-04-14	TBD DWI	$ 9,500	SECTION 405
AL 17-45-04-15	TBD DWI	$ 11,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 17-45-04-16	TBD DWI	$ 12,000	SECTION 405
AL 17-45-04-17	TBD DWI	$ 15,000	SECTION 405
AL 17-45-04-18	TBD DWI	$ 12,500	SECTION 405
AL 17-45-04-19	TBD DWI	$ 8,000	SECTION 405
AL 17-45-04-19	TBD DWI	$ 8,000	SECTION 405
AL 17-45-04-20	TBD DWI	$ 9,500	SECTION 405
AL 17-45-04-21	TBD DWI	$ 15,000	SECTION 405
AL 17-45-04-22	TBD DWI	$ 12,000	SECTION 405
AL 17-45-04-23	TBD DWI	$ 15,000	SECTION 405
AL 17-45-04-24	TBD DWI	$ 10,000	SECTION 405
AL 17-45-04-25	TBD DWI	$ 11,000	SECTION 405
AL 17-45-04-26	TBD DWI	$ 12,000	SECTION 405
AL 17-45-04-27	TBD DWI	$ 9,000	SECTION 405
AL 17-45-04-28	TBD DWI	$ 12,000	SECTION 405
AL 17-45-04-29	TBD DWI	$ 8,500	SECTION 405
AL 17-45-04-30	TBD DWI	$ 7,000	SECTION 405
AL 17-45-04-31	TBD DWI	$ 12,000	SECTION 405
AL 17-45-04-32	TBD DWI	$ 9,000	SECTION 405
AL 17-45-04-33	TBD DWI	$ 9,000	SECTION 405
AL 17-45-04-34	TBD DWI	$ 8,000	SECTION 405
AL 17-45MH-01-01	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-02	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-03	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-04	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-05	TBD HOLIDAY DWI	$ 6,000	SECTION 405
AL 17-45MH-01-06	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-07	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-08	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-09	TBD HOLIDAY DWI	$ 6,000	SECTION 405
AL 17-45MH-01-10	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-11	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-12	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-13	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-14	TBD HOLIDAY DWI	$ 6,000	SECTION 405
AL 17-45MH-01-15	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-16	TBD HOLIDAY DWI	$ 6,000	SECTION 405
AL 17-45MH-01-17	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-18	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-11	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-12	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-13	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-14	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-13	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-14	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-15	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-16	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-17	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-16	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-17	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-18	TBD HOLIDAY DWI	$ 6,000	SECTION 405
AL 17-45MH-01-19	TBD HOLIDAY DWI	$ 5,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 17-45MH-01-20	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-21	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-22	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-23	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-24	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-25	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-26	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-27	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-28	TBD HOLIDAY DWI	$ 6,000	SECTION 405
AL 17-45MH-01-29	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-30	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-31	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-32	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-33	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-34	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-35	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-36	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-37	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-38	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-39	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-40	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-41	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-42	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-43	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-44	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-45	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-46	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-47	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-48	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-49	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-50	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-51	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-52	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-53	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-54	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-55	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-56	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-57	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-58	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-59	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-60	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-61	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-62	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-63	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-64	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-65	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-66	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-67	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-68	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-69	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-70	TBD HOLIDAY DWI	$ 4,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 17-45MH-01-71	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-72	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-73	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-74	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-75	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-76	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-77	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-78	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-79	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-80	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-81	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-83	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-84	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-85	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-86	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-87	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-88	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-89	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-90	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-91	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-92	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-93	TBD HOLIDAY DWI	$ 6,000	SECTION 405
AL 17-45MH-01-94	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-95	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-96	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-97	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-98	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-99	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-100	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-101	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-102	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-103	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-104	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-105	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-106	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-107	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-108	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-109	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-110	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-111	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-112	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-113	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-114	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-115	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-116	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-117	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-118	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-119	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-120	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-121	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-122	TBD HOLIDAY DWI	$ 4,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 17-45MH-01-123	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-124	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-125	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-126	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-127	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-128	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-129	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-130	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-131	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-132	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-133	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-134	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-135	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-136	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-137	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-138	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-139	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-140	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MH-01-141	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-142	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-143	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-144	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-145	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-146	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-147	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-148	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-149	TBD HOLIDAY DWI	$ 4,000	SECTION 405
AL 17-45MH-01-150	TBD HOLIDAY DWI	$ 5,000	SECTION 405
AL 17-45MS-01-01	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-02	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-03	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-04	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-05	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-06	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-07	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-08	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-09	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-10	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-11	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-12	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-13	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-14	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-15	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-16	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-17	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-18	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-19	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-20	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-21	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-22	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-23	TBD SUMMER DWI	$ 5,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 17-45MS-01-24	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-25	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-26	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-27	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-28	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-29	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-30	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-31	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-32	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-33	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-34	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-35	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-36	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-37	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-38	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-39	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-40	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-41	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-42	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-43	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-44	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-45	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-46	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-47	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-48	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-49	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-50	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-51	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-52	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-53	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-54	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-55	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-56	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-57	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-58	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-59	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-60	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-61	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-62	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-63	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-64	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-65	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-66	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-67	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-68	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-69	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-70	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-71	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-72	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-73	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-74	TBD SUMMER DWI	$ 5,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 17-45MS-01-75	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-76	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-77	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-78	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-79	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-80	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-81	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-82	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-83	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-84	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-85	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-86	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-87	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-88	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-89	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-90	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-91	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-92	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-93	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-94	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-95	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-96	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-97	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-98	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-99	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-100	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-101	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-102	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-103	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-104	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-105	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-106	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-107	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-108	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-109	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-110	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-111	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-112	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-113	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-114	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-115	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-116	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-117	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-118	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-119	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-120	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-121	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-122	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-123	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-124	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-125	TBD SUMMER DWI	$ 5,000	SECTION 405

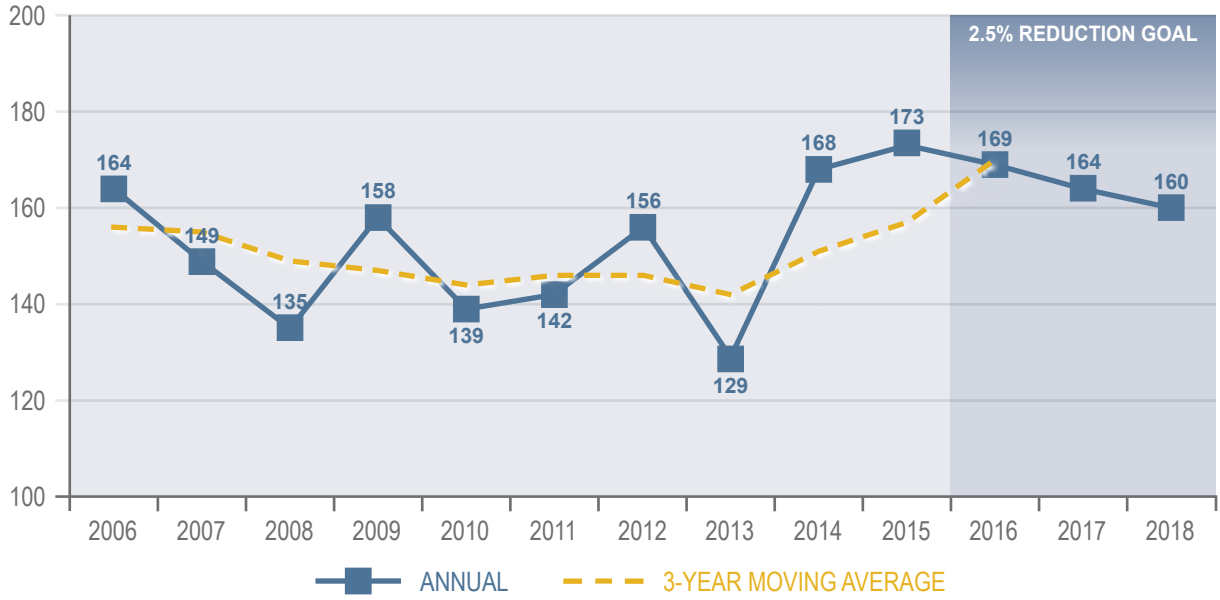
PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 17-45MS-01-126	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-127	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-128	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-129	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-130	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-131	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-132	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-133	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-134	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-135	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-136	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-137	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-138	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-139	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-140	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-141	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-142	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-143	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-144	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-145	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-146	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-147	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-148	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-149	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-150	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-151	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-152	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-153	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-154	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-155	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-156	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-157	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-158	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-159	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-160	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-161	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-162	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-163	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-164	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-165	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-166	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-167	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-168	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-169	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-170	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-171	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-172	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-173	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-174	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-175	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-176	TBD SUMMER DWI	$ 6,000	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
AL 17-45MS-01-177	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-178	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-179	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-180	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-181	TBD SUMMER DWI	$ 6,000	SECTION 405
AL 17-45MS-01-182	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-183	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-844	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-185	TBD SUMMER DWI	$ 5,000	SECTION 405
AL 17-45MS-01-186	TBD ENFORCEMENT	$210,000	SECTION 405
AL 17-45-05-01	TBD – FALL INITIATIVE	$ 65,000	SECTION 405
AL 17-45-05-02	TBD – SUMMER	$ 80,000	SECTION 405
AL 17-45-05-03	TBD ENFORCEMENT	$130,000	SECTION 405
AL 17-45-05-04	TBD UNDERAGE INITIATIVE	$100,000	SECTION 405
AL 17-45-05-05	TBD CO. UNDERAGE ENF.	$ 25,000	SECTION 405
AL 17-45-06-01	COLLEGE CAMPUS – TBD	$ 70,000	SECTION 405
AL 17-45-06-02	COLLEGE CAMPUS – TBD	$ 20,000	SECTION 405
AL 17-45-06-03	COLLEGE CAMPUS – TBD	$ 40,000	SECTION 405
AL 17-45-06-04	COLLEGE CAMPUS – TBD	$ 25,000	SECTION 405
AL 17-45-06-05	TBD	$ 15,000	SECTION 405
AL 17-45-07-01	TBD	$ 15,000	SECTION 405
AL 17-45-07-02	TBD “NO USE MESSAGE”	$ 10,000	SECTION 405
AL 17-45-07-03	TBD	$ 75,000	SECTION 405

PEDESTRIAN SAFETY • GENERAL OVERVIEW

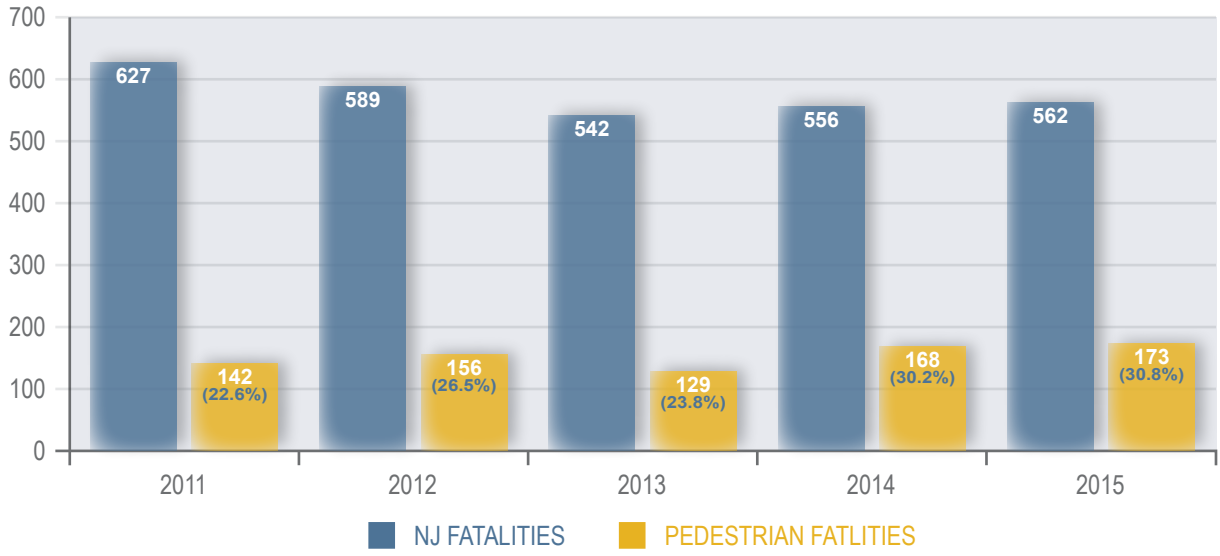
Over the last ten year period, from 2006-2015, there have been a total of 1,511 pedestrian fatalities in the state, 173 occurring in 2015 alone. In 2015, pedestrian fatalities marked the highest total over the ten-year period and a three percent increase since 2014.

PEDESTRIAN FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE



Pedestrian safety remains a major focus of educational and enforcement programs in New Jersey as pedestrian fatalities represented 31 percent of total roadway fatalities in 2014 and 2015.

PROPORTION OF PEDESTRIAN FATALITIES VERSUS TOTAL NEW JERSEY FATALITIES, 2011 - 2015



Reductions in the number of crashes between motor vehicles and pedestrians have been seen throughout the State each year since 2011. Thorough outreach and education efforts have been made 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. As a result of those efforts, a reduction in the non-fatal injury rate for pedestrians can been seen over the last five years (15.42 rate reduction from 2010–2014).

PEDESTRIAN INJURIES BY SEVERITY, 2010 - 2014					
	2010	2011	2012	2013	2014
TOTAL PEDESTRIAN CRASHES	6,064	6,167	5,789	5,705	5,255
KILLED	139	142	156	129	168
TOTAL INJURED	5,140	4,859	4,317	4,208	3,842
SERIOUS INJURY (A)	313	276	254	195	173
MODERATE INJURY (B)	1,543	1,479	1,251	1,199	1,064
MINOR INJURY (C)	3,284	3,104	2,812	2,814	2,605
FATALITY RATE PER 100,000 POPULATION	1.58	1.61	1.76	1.45	1.88
NON FATAL INJURY RATE PER 100,000 POPULATION	58.40	54.95	48.64	47.22	42.98

The majority of pedestrians involved in crashes had one or more factors reported. Forty-one percent of crashes with pedestrians occurred at an intersection. The most common factor for pedestrians was "Running/Darting Across Traffic" (2,589 or 8.9%), followed by "Crossing Where Prohibited" (2,358 or 8.1%). Over the last five years, approximately a quarter of pedestrians involved in crashes were running or darting across traffic where they should not have been crossing and were not visible to the driver because they were wearing dark clothing.

CONTRIBUTING CIRCUMSTANCES IN CRASHES WITH PEDESTRIANS AND INTERSECTION INVOLVEMENT, 2010 - 2014				
CONTRIBUTING CIRCUMSTANCE	AT INTERSECTION	AT OR NEAR RAILROAD CROSSING	NOT AT INTERSECTION	TOTAL
RUNNING/DARTING ACROSS TRAFFIC	664	3	1,922	2,589
CROSSING WHERE PROHIBITED	469	2	1,887	2,358
PEDESTRIAN INATTENTIVE	652	1	1,475	2,128
DARK CLOTHING/LOW VISIBILITY TO DRIVER	758	0	1,103	1,861
DRIVER INATTENTIVE	318	0	379	697
PEDESTRIAN FAILED TO OBEY TRAFFIC CONTROL DEVICE	502	2	152	656
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	204	1	350	555
WALKING IN ROAD WHEN SIDEWALK PRESENT	116	0	416	532
OTHER DRIVER/BICYCLIST ACTION	96	0	147	243
WALKING ON WRONG SIDE OF ROAD	27	0	143	170
NONE (PEDESTRIAN)	3,708	11	3,256	6,975
NONE (DRIVER/BICYCLE)	2,415	2	2,504	4,921
OTHER PEDESTRIAN FACTORS	1,004	2	2,177	3,183
UNKNOWN	15,019	30	21,471	36,520

PEDESTRIAN SAFETY • ANALYSIS OF AGE/GENDER

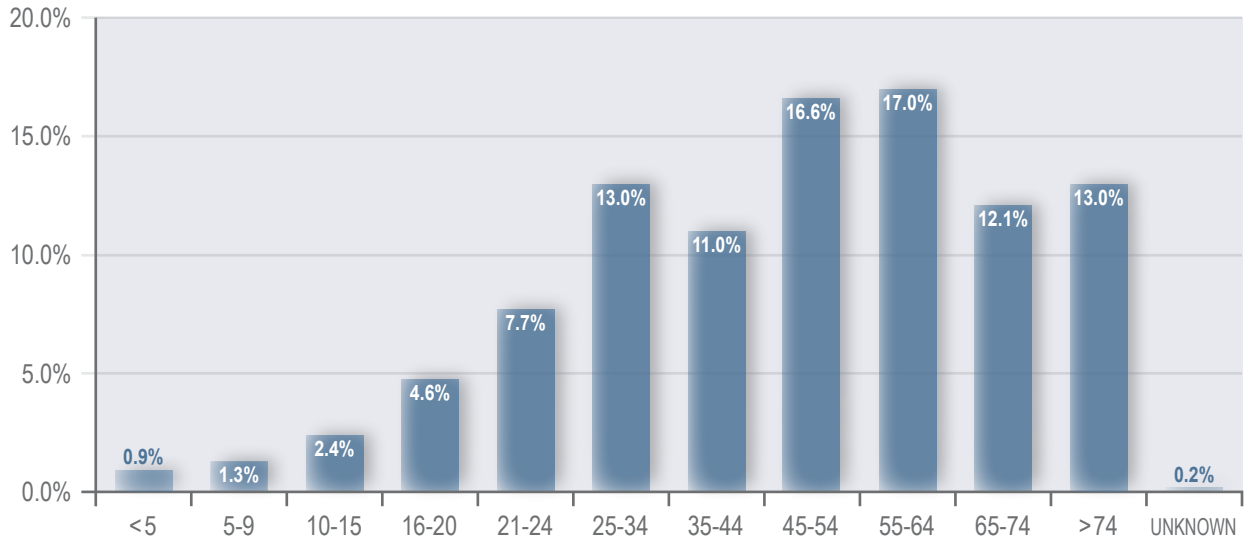
Pedestrian related crashes continue to be a concern for younger travelers, specifically the 0-15 year-old age group, representing 10.2 percent of total pedestrians involved in motor vehicle crashes. The age group of 16–20 represented 7.5 percent of total pedestrians involved in crashes over the past five years. 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 their inability to drive an automobile and the 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 and being required to travel by foot in non-pedestrian friendly locations.

PERCENTAGE OF PEDESTRIANS INVOLVED IN CRASHES BY AGE GROUP AND GENDER, 2010 - 2014

AGE GROUP	% OF ALL AGE GROUPS	MALE	FEMALE	UNKNOWN
0-15	10.2%	5.9%	4.2%	0.1%
16-20	7.5%	4.0%	3.4%	0.2%
21-25	7.0%	3.7%	3.1%	0.2%
26-30	5.8%	3.0%	2.6%	0.2%
31-35	5.2%	2.8%	2.3%	0.1%
36-40	4.9%	2.6%	2.1%	0.1%
41-45	5.4%	2.8%	2.5%	0.1%
46-50	6.0%	3.2%	2.7%	0.1%
51-55	5.8%	2.9%	2.7%	0.1%
56-60	5.1%	2.5%	2.4%	0.1%
61-65	3.9%	2.0%	1.8%	0.1%
66+	9.6%	5.0%	4.4%	0.2%
UNKNOWN	23.8%	11.0%	9.3%	3.4%
TOTALS	100.0%	51.4%	43.6%	5.0%

Over the past three years, the 55-64 year-old age group has represented the largest proportion of pedestrians being struck and killed (17 percent) in the State. The younger populations, 0-15 year olds, represent 4.6 percent of total pedestrians being killed even though they are involved in 10 percent of pedestrian involved crashes.

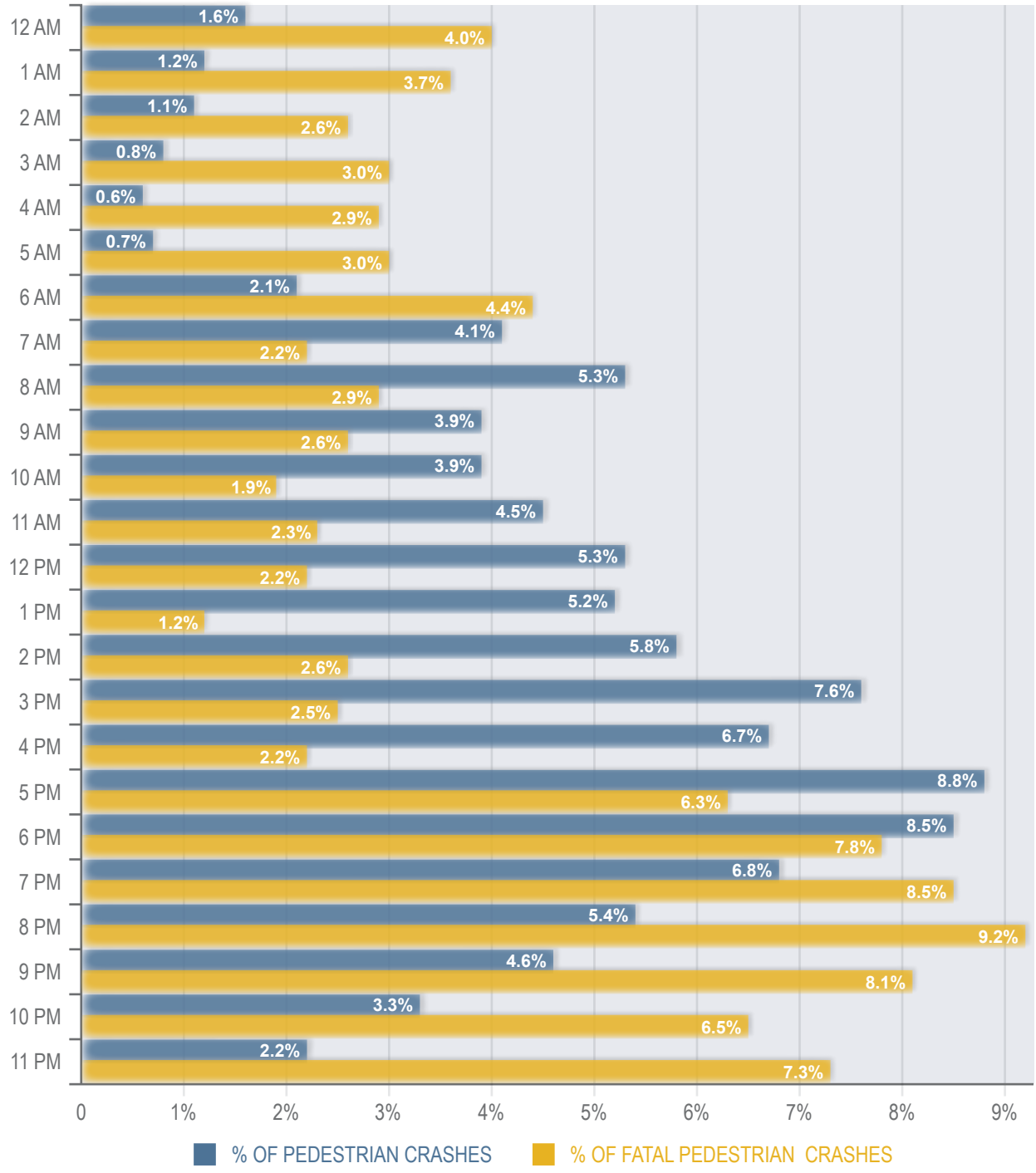
PEDESTRIAN FATALITY PERCENTAGE BY AGE, 2012 - 2014



PEDESTRIAN SAFETY • ANALYSIS OF OCCURRENCE

The occurrence of pedestrian related crashes provides insight as to why crashes between motor vehicles and pedestrians occur. The graph indicates that between 2010-2014 there was an overrepresentation of fatal pedestrian crashes from 7pm until 6am, consisting of 63.2 percent of all pedestrian fatalities. The highest volume of pedestrian crashes over the last five years occurred during the 5pm hour, (8.8 of all pedestrian crashes). During the early commute times of 7-9 am, 13.3 percent of crashes involving pedestrians occurred and 7.7 percent of pedestrian fatalities occur. Seventeen percent of crashes involving pedestrians occurred during the afternoon commute times of 5-6pm.

PEDESTRIAN CRASH % VERSUS FATAL PEDESTRIAN CRASH % BY TIME OF DAY, 2010 - 2014



During the colder months of the year, the amount of daylight dwindles. The months of October, November and December see the highest incidents of pedestrian fatalities, consisting of 33.9 percent of all pedestrian fatalities over the past five years. With primary and secondary schools resuming in September and October, the number of pedestrians walking increases and with less daylight the number of crashes tend to increase during these months.

PEDESTRIAN INVOLVED CRASHES BY MONTH, 2010 - 2014				
MONTH	FATAL PEDESTRIAN CRASHES		PEDESTRIAN CRASHES	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
JANUARY	57	7.8%	2,563	8.8%
FEBRUARY	51	7.0%	2,076	7.2%
MARCH	78	10.7%	2,309	8.0%
APRIL	53	7.3%	2,194	7.6%
MAY	53	7.3%	2,508	8.7%
JUNE	36	4.9%	2,293	7.9%
JULY	49	6.7%	2,096	7.2%
AUGUST	49	6.7%	2,103	7.3%
SEPTEMBER	55	7.6%	2,295	7.9%
OCTOBER	72	9.9%	2,741	9.5%
NOVEMBER	73	10.0%	2,768	9.6%
DECEMBER	102	14.0%	3,034	10.5%
TOTALS	728	100.0%	28,980	100.0%

PEDESTRIAN INVOLVED CRASHES BY DAY OF WEEK, 2010 - 2014				
MONTH	FATAL PEDESTRIAN CRASHES		PEDESTRIAN CRASHES	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
MONDAY	105	14.4%	4,208	14.5%
TUESDAY	94	12.9%	4,394	15.2%
WEDNESDAY	93	12.8%	4,457	15.4%
THURSDAY	87	12.0%	4,326	14.9%
FRIDAY	122	16.8%	4,936	17.0%
SATURDAY	115	15.8%	3,791	13.1%
SUNDAY	112	15.4%	2,868	9.9%
TOTALS	728	100.0%	28,980	100.0%

Although improvements have been made and concerted efforts to educate all users of the roadways on pedestrian safety and awareness continue, more work is required. Education on behalf of motorists and pedestrians needs to be provided to all age groups and regularly conditioned in our young and impressionable populations.

Through education, enforcement and outreach, the DHTS will continue to strive towards reducing pedestrian injuries and fatalities in FFY 2017.

PEDESTRIAN SAFETY • ANALYSIS OF LOCATION

A table that represents the Top 10 municipalities where pedestrian crashes have occurred over the last five years is seen below. The municipalities in which pedestrian crashes are the highest are some of the heaviest populated areas in New Jersey. These municipalities 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. Over the last five years; 8.6 percent of all pedestrian crashes in the State occurred in Newark, followed by Jersey City (6.1 percent) and Paterson (4.1 percent).

PEDESTRIAN INVOLVED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014			
RANK	MUNICIPALITY	CRASHES	% OF TOTAL
1	NEWARK	2,497	8.62%
2	JERSEY CITY	1,764	6.09%
3	PATERSON	1,187	4.10%
4	CAMDEN	545	1.88%
5	IRVINGTON	538	1.86%
6	ATLANTIC CITY	532	1.84%
7	TRENTON	526	1.82%
8	PASSAIC	519	1.79%
9	UNION CITY	448	1.55%
10	EAST ORANGE	442	1.53%

The number of pedestrian crashes that have occurred over the past five years by county and the top three municipalities for each county that had the highest volume of pedestrian crashes as well as the percent of the county total is found on the next page. Essex County (5,011 crashes) had the highest 5-year total of pedestrian crashes in the State consisting of 17.3 percent of all pedestrian crashes. Nearly 50 percent of all pedestrian crashes in Essex County over the past five years occurred in Newark, followed by Irvington with 10.7 percent.

Hudson County had the second highest number of pedestrian crashes over the past five years (4,002) consisting of 13.8 percent of all pedestrian crashes. Over 40 percent of all pedestrian crashes in Hudson County over the past five years occurred in Jersey City, followed by Union City with 11.2 percent.

It is important to analyze trends occurring in municipalities throughout the State, not only for the highest volumes of pedestrian crashes, but also the changes seen over time. Though a municipality may not have the highest, or even second-to-highest occurrences, it may be experiencing an increase in crashes. For example, Flemington Borough in Hunterdon County had a 26.1 percent increase in pedestrian crashes over the last five years, increasing from a five year cumulative total in 2009-2013 of 17 to 23 in 2010-2014. Similarly, in Burlington County, Maple Shade (third highest) and Mount Laurel (second highest) had a 19.2 percent and 17.1 percent increase respectively. Further education and pedestrian awareness efforts should be enhanced in these types of communities that are experiencing cumulative increases.

PEDESTRIAN CRASHES, TOP 3 MUNICIPALITIES BY COUNTY			
	PEDESTRIAN CRASHES 2010 - 2014	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2009 - 2013
ATLANTIC COUNTY	1,028		-5.1%
ATLANTIC CITY	532	51.8%	-3.9%
EGG HARBOR TOWNSHIP	81	7.9%	-8.6%
GALLOWAY	81	7.9%	2.5%
BERGEN COUNTY	3,660		-0.8%
HACKENSACK	390	10.7%	3.8%
FORT LEE	256	7.0%	-0.8%
TEANECK	210	5.7%	-5.7%
BURLINGTON COUNTY	717		3.2%
WILLINGBORO	74	10.3%	2.7%
MOUNT LAUREL	70	9.8%	17.1%
MAPLE SHADE	52	7.3%	19.2%
CAMDEN COUNTY	1,449		-3.6%
CAMDEN	545	37.6%	-2.8%
CHERRY HILL	141	9.7%	6.4%
PENNSAUKEN	104	7.2%	6.7%
CAPE MAY COUNTY	278		-3.2%
MIDDLE	62	22.3%	0.0%
WILDWOOD	40	14.4%	-7.5%
LOWER	35	12.6%	-2.9%
CUMBERLAND COUNTY	431		3.7%
VINELAND	201	46.6%	5.5%
BRIDGETON	111	25.8%	0.0%
MILLVILLE	89	20.6%	4.5%
ESSEX COUNTY	5,011		0.0%
NEWARK	2,497	49.8%	1.5%
IRVINGTON	538	10.7%	-3.5%
EAST ORANGE	442	8.8%	2.9%
GLOUCESTER COUNTY	450		-12.2%
WASHINGTON	65	14.4%	-26.2%
MONROE	63	14.0%	6.3%
DEPTFORD	61	13.6%	-23.0%
HUDSON COUNTY	4,002		-1.6%
JERSEY CITY	1,764	44.1%	-0.1%
UNION CITY	448	11.2%	-2.5%
BAYONNE	387	9.7%	-3.9%

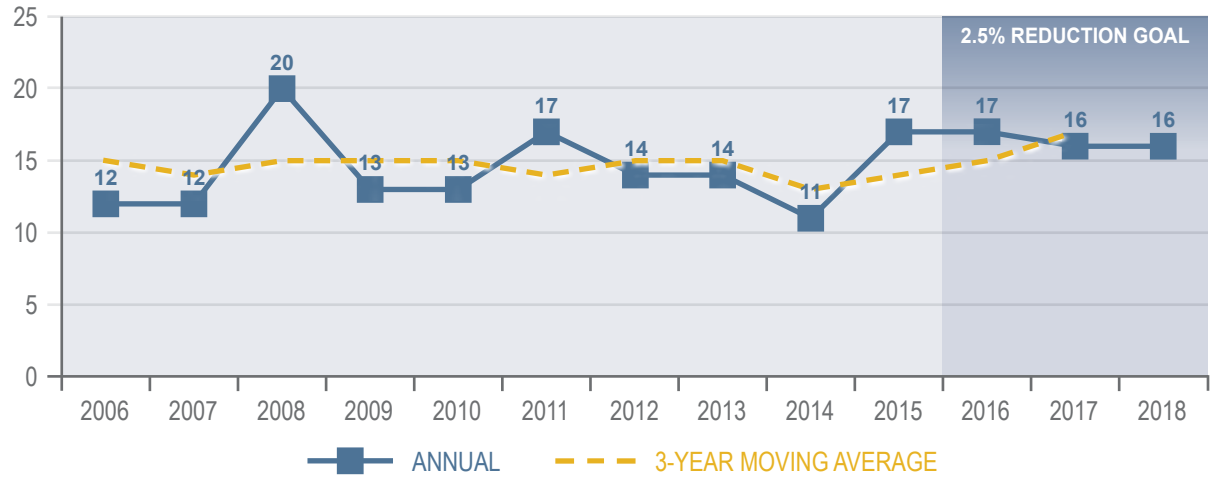
	PEDESTRIAN CRASHES 2010 - 2014	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2009 - 2013
HUNTERDON COUNTY	99		1.0%
FLEMINGTON	23	23.2%	26.1%
RARITAN	21	21.2%	-4.8%
READINGTON	9	9.1%	-11.1%
MERCER COUNTY	1,104		-3.4%
TRENTON	526	47.6%	-4.0%
HAMILTON	197	17.8%	1.0%
EWING	80	7.2%	-2.5%
MIDDLESEX COUNTY	2,058		-7.1%
NEW BRUNSWICK	390	19.0%	-8.5%
EDISON	281	13.7%	-4.3%
WOODBRIDGE	257	12.5%	-12.5%
MONMOUTH COUNTY	1,252		-3.5%
MIDDLETOWN	121	9.7%	-0.8%
ASBURY PARK	120	9.6%	-0.8%
NEPTUNE TWP	119	9.5%	6.7%
MORRIS COUNTY	792		-7.1%
MORRISTOWN	122	15.4%	-3.3%
DOVER	97	12.2%	-5.2%
PARSIPPANY-TROY HILLS	97	12.2%	-2.1%
OCEAN COUNTY	1,237		-5.6%
LAKEWOOD	337	27.2%	2.4%
TOMS RIVER	269	21.7%	-5.6%
BRICK	144	11.6%	-7.6%
PASSAIC COUNTY	2,578		-2.6%
PATERSON	1,187	46.0%	-3.4%
PASSAIC	519	20.1%	-1.5%
CLIFTON	432	16.8%	-0.9%
SALEM COUNTY	72		-13.9%
CARNEYS POINT	15	20.8%	0.0%
MANNINGTON	11	15.3%	0.0%
SALEM	11	15.3%	-18.2%
SOMERSET COUNTY	594		-5.6%
FRANKLIN	106	17.8%	-6.6%
NORTH PLAINFIELD	91	15.3%	-1.1%
BRIDGEWATER	72	12.1%	2.8

	PEDESTRIAN CRASHES 2010 - 2014	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2009 - 2013
SUSSEX COUNTY	139		-12.2%
NEWTON	36	25.9%	-5.6%
SPARTA	21	15.1%	9.5%
VERNON	15	10.8%	-13.3%
UNION COUNTY	1,870		-9.6%
ELIZABETH	409	21.9%	-20.5
UNION	257	13.7%	-7.0%
PLAINFIELD	246	13.2%	-11.4%
WARREN COUNTY	159		-8.8%
HACKETTSTOWN	42	26.4%	4.8%
PHILLIPSBURG	36	22.6%	5.6%
WASHINGTON TWP	15	9.4%	-40.0%

BICYCLE SAFETY • GENERAL OVERVIEW

Bicycling activity has been increasing in the State from those that ride for leisure and those that ride for the sport. Over the last ten year period, from 2006-2015, there have been a total of 143 bicyclist fatalities in the State, 17 occurring in 2015 alone, up from 11 in 2014. Bicycle fatalities represented 3 percent of total roadway fatalities in 2015, up from 2 percent in 2014. As indicated in the chart, the number of bicyclist fatalities has remained rather consistent over the 10 year period, despite there being a concerted effort throughout New Jersey to enhance bicycle safety and awareness.

BICYCLIST FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE



The total number of crashes involving cyclists has been on the decline. In 2014, bicycles were involved in 0.064 percent of all crashes in the State.

Thorough outreach and education efforts have been made throughout the state to enhance the awareness of cyclists riding in roadways. As a result of those efforts, a reduction in the non-fatal injury rate for cyclists has been seen over the last five years (8.04 rate reduction from 2010 – 2014). The State has also experienced an overall fatal rate reduction since 2010, starting at 0.15 cyclists per 100 population residents in 2010 to 0.12 in 2014.

BICYCLIST INJURIES BY SEVERITY, 2010 - 2014

	2010	2011	2012	2013	2014	TOTAL
TOTAL BICYCLE CRASHES	2,412	2,140	2,180	1,980	1,843	10,555
KILLED	13	17	14	14	11	69
TOTAL INJURED	1,898	1,667	1,553	1,353	1,208	7,679
SERIOUS INJURY (A)	64	47	50	30	27	218
MODERATE INJURY (B)	781	682	573	517	464	3,017
MINOR INJURY (C)	1,053	938	930	806	717	4,444
FATALITY RATE PER 100,000 POPULATION	0.15	0.19	0.16	0.16	0.12	0.16
NON FATAL INJURY RATE PER 100,000 POPULATION	21.56	18.85	17.50	15.18	13.52	17.31

The majority of crashes with bicyclists had one or more factors reported. The most common factor for cyclists involved in crashes was "Driver Inattention" (2,112 or 20 percent), followed by "Failure to Yield the Right of Way to Cyclist" (789 or 7.5 percent). "Riding the Wrong Way" was the third most cited circumstance in crashes, consisting of 6.5 percent of all crashes with cyclists.

CONTRIBUTING CIRCUMSTANCES IN CRASHES WITH BICYCLISTS, 2010 - 2014						
CONTRIBUTING CIRCUMSTANCE	2010	2011	2012	2013	2014	TOTAL
DRIVER INATTENTION	502	481	423	373	333	2,112
FAILED TO YIELD RIGHT OF WAY TO BICYCLIST	183	169	154	141	142	789
WRONG WAY	148	147	159	130	110	694
FAILED TO OBEY TRAFFIC CONTROL DEVICE	130	135	121	129	133	648
FAILURE TO KEEP RIGHT (BICYCLIST)	97	106	110	99	64	476
IMPROPER USE / NO LIGHTS	29	31	18	22	28	128
BRAKES	32	23	14	24	22	115
UNSAFE SPEED	21	22	27	17	27	114
IMPROPER TURNING	20	13	28	22	15	98
IMPROPER PASSING	15	14	14	21	12	76
NONE (BICYCLIST)	2,563	2,203	2,275	1,965	1,914	10,920
NONE (DRIVER)	778	739	808	744	675	3,744
OTHER DRIVER / BICYCLIST ACTION	487	352	346	328	311	1,824
UNKNOWN	98	70	89	69	80	406

BICYCLE SAFETY • ANALYSIS OF AGE/GENDER

Crashes involving bicycles continue to be a concern for younger travelers. Riders in the age group 0-15 years of age accounted for 15.5 percent of all bicycle related crashes from 2010-2014 while the 16-20 year old rider accounted for 11.1 percent. 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 and accounted for 81 percent of all cyclists involved in crashes over the last five years. As seen in the table, younger populations experience the highest numbers of crashes with motor vehicles, mostly due to their inability to drive an automobile, the general inexperience of bicycling in and around roadways and their lack of motor skills.

PERCENTAGE OF BICYCLISTS INVOLVED IN CRASHES BY AGE GROUP AND GENDER, 2010 - 2014				
AGE GROUP	% OF BICYCLISTS IN CRASHES	MALE	FEMALE	UNKNOWN
0-15	15.5%	13.0%	2.2%	0.2%
16-20	11.1%	9.1%	1.9%	0.1%
21-25	8.1%	6.5%	1.5%	0.1%
26-30	5.9%	4.9%	0.9%	0.1%
31-35	4.7%	3.9%	0.8%	0.1%
36-40	4.5%	3.8%	0.6%	0.1%
41-45	5.3%	4.4%	0.9%	0.1%
46-50	6.4%	5.4%	0.9%	0.1%
51-55	6.0%	5.0%	0.9%	0.1%
56-60	3.9%	3.4%	0.4%	0.0%
61-65	2.4%	2.1%	0.2%	0.1%
66+	3.9%	3.2%	0.6%	0.1%
UNKNOWN	22.4%	16.1%	3.0%	3.3%
TOTALS	100.00%	80.9%	14.9%	4.2%

BICYCLE SAFETY • ANALYSIS OF OCCURRENCE

The occurrence of crashes involving bicycles provides insight as to why crashes between motor vehicles and bicyclists occur. During the period from 2010-2014, the month that experienced the highest volume of bicycle crashes was July with 1,508 crashes accounting for 14.3 percent of all crashes with bicycles over the past five years. As expected, the warmer months accounted for the highest rates of occurrence, with May, June, July and August making up 52 percent of all crashes taking place. According to the data, the Day of Week occurrence does not vary greatly from day-to-day.

BICYCLE INVOLVED CRASHES BY MONTH, 2010 - 2014

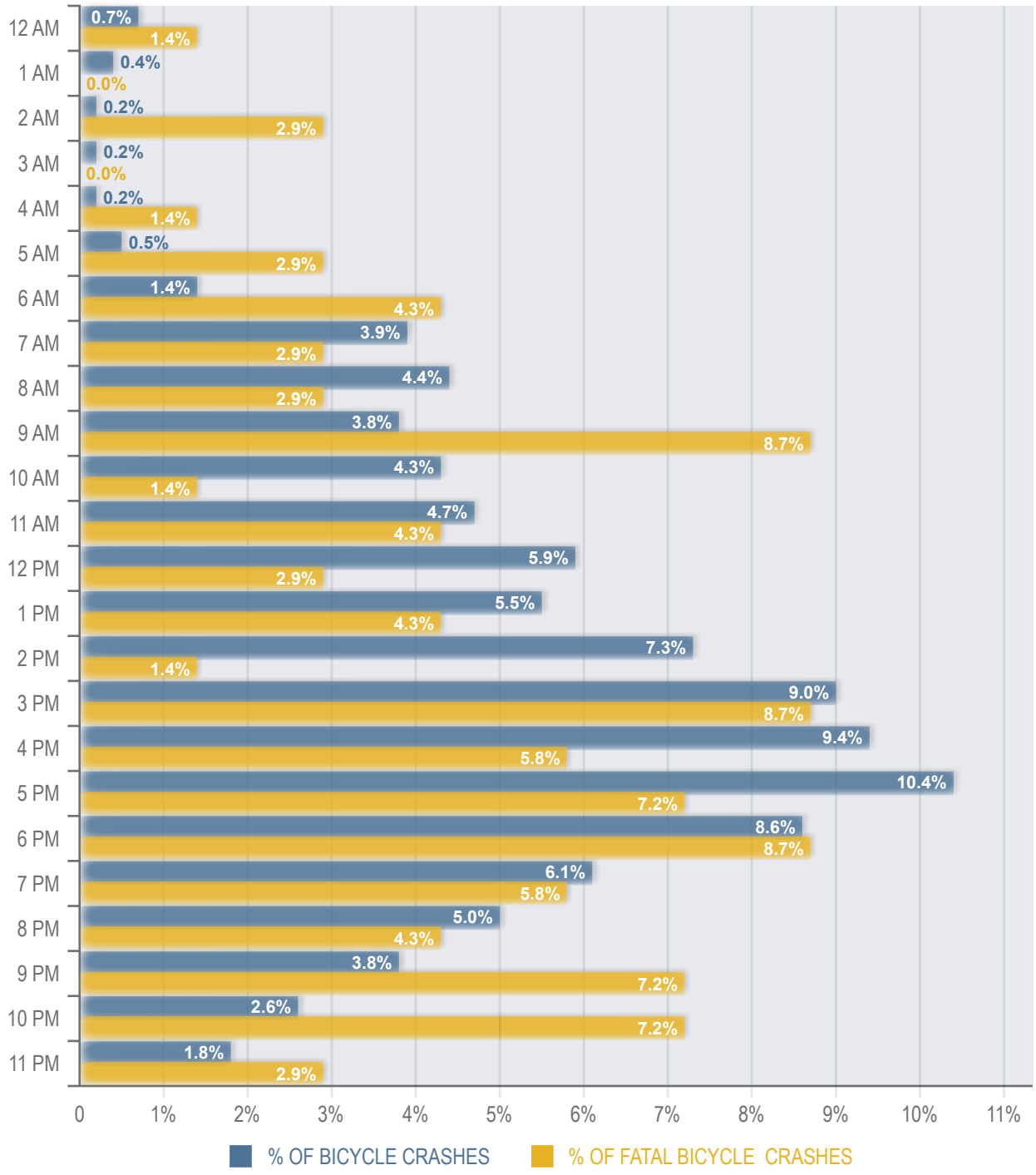
MONTH	FATAL BICYCLE CRASHES		BICYCLE CRASHES	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
JANUARY	5	7.2%	303	2.9%
FEBRUARY	5	7.2%	292	2.8%
MARCH	5	7.2%	500	4.7%
APRIL	2	2.9%	795	7.5%
MAY	8	11.6%	1,103	10.5%
JUNE	10	14.5%	1,404	13.3%
JULY	6	8.7%	1,508	14.3%
AUGUST	6	8.7%	1,473	14.0%
SEPTEMBER	8	11.6%	1,203	11.4%
OCTOBER	3	4.3%	946	9.0%
NOVEMBER	4	5.8%	579	5.5%
DECEMBER	7	10.1%	449	4.3%
TOTALS	69	100.0%	10,555	100.0%

BICYCLE INVOLVED CRASHES BY DAY OF WEEK, 2010 - 2014

MONTH	FATAL BICYCLE CRASHES		BICYCLE CRASHES	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
MONDAY	11	15.9%	1521	14.4%
TUESDAY	10	14.5%	1564	14.8%
WEDNESDAY	11	15.9%	1508	14.3%
THURSDAY	10	14.5%	1555	14.7%
FRIDAY	7	10.1%	1643	15.6%
SATURDAY	9	13.0%	1513	14.3%
SUNDAY	11	15.9%	1251	11.9%
TOTALS	69	100.0%	10,555	100.0%

Similar to the trend seen in overall motor vehicle crashes, the majority of bicycle related crashes occur within the afternoon commuting times of 4pm – 6pm making up 28.3 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. Over the past five years, the deadliest time for bicycle riders has been 9am, 3pm and 6pm, each representing 8.7 percent of all fatalities.

BICYCLE CRASH PERCENTAGE VERSUS FATAL BICYCLE CRASH PERCENTAGE 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. Overall bicycle fatalities represent roughly 3 percent of annual roadway fatalities in the State.

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.

BICYCLE SAFETY • ANALYSIS OF LOCATION

The top 10 municipalities have been identified where crashes have occurred over the last five years. Contrary to trends seen in pedestrian related crashes, the municipalities in which bicycle crashes are the highest are not limited to the heaviest populated areas in New Jersey. Lakewood Township and Toms River Township made the top ten list; both of which are more suburban in land-use as compared to the others in this list, but experience large populations of leisure travelers heading to the shore communities in the summer months. Over the last five years, 4.73 percent of all crashes involving cyclists in the State occurred in Jersey City, followed by Newark (3.25 percent) and Lakewood Township (4.1 percent).

BICYCLE INVOLVED CRASHES, TOP 10 MUNICIPALITIES, 2010 - 2014

RANK	MUNICIPALITY	CRASHES	% OF TOTAL
1	JERSEY CITY	499	4.73%
2	NEWARK	343	3.25%
3	LAKEWOOD	234	2.22%
4	PATERSON	212	2.01%
5	ATLANTIC CITY	205	1.94%
6	CAMDEN	202	1.91%
7	PASSAIC	152	1.44%
8	UNION CITY	144	1.36%
9	TOMS RIVER	136	1.29%
10	NEW BRUNSWICK	124	1.17%

The number of bicycle crashes that have occurred over the past five years for each county along with the top three municipalities for each county by the highest volume of bicycle crashes can be found on the next page. Bergen County (1,178 crashes) had the highest five year total of bicycle crashes in the State making up 11.2 percent of all bicycle crashes over the past five years. Nine percent of all bicycle crashes over the past five years in Bergen County occurred in Hackensack, followed by Fort Lee.

Hudson County had the second highest number of bicycle crashes over the past five years (1,108) accounting for 10.5 percent of all bicycle crashes. Forty-five percent of all bicycle crashes in Hudson County occurred in Jersey City, followed by Union City with 13 percent.

It is important to analyze trends occurring in municipalities throughout the State, not only for the highest volumes of bicycle crashes, but also the changes seen over time. Though a municipality may not have the highest, or even second-to-highest occurrences, it may be experiencing an increase in crashes. For example, Glassboro Borough in Gloucester County had a 16.2 percent increase in bicycle crashes over the last five years, increasing from a five year cumulative total in 2009-2013 of 31 to 37 in 2010-2014. Further education and bicycle awareness efforts should be enhanced in these types of communities that are experiencing cumulative increases.

BICYCLE CRASHES, TOP 3 MUNICIPALITIES BY COUNTY			
	BICYCLE CRASHES 2010 - 2014	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2009 - 2013
ATLANTIC COUNTY	522		-5.6%
ATLANTIC CITY	205	39.3%	-8.8%
EGG HARBOR TOWNSHIP	63	12.1%	-4.8%
VENTNOR	35	6.7%	8.6%
BERGEN COUNTY	1,178		-5.5%
HACKENSACK	111	9.4%	-7.2%
FORT LEE	70	5.9%	-1.4%
TEANECK	64	5.4%	-15.6%
BURLINGTON COUNTY	342		-7.9%
EVESHAM	30	8.8%	-6.7%
MEDFORD	27	7.9%	-18.5%
MOUNT LAUREL	25	7.3%	16.0%
CAMDEN COUNTY	678		-9.6%
CAMDEN	202	29.8%	-13.9%
CHERRY HILL	73	10.8%	5.5%
GLOUCESTER TWP	52	7.7%	-15.4%
CAPE MAY COUNTY	394		-2.5%
OCEAN CITY	78	19.8%	-6.4%
WILDWOOD	58	14.7%	-10.3%
LOWER	51	12.9%	-9.8%
CUMBERLAND COUNTY	208		-2.4%
VINELAND	121	58.2%	-4.1%
MILLVILLE	42	20.2%	-16.7%
BRIDGETON	26	12.5%	3.8%
ESSEX COUNTY	851		0.2%
NEWARK	343	40.3%	10.2%
MONTCLAIR	74	8.7%	-9.5%
EAST ORANGE	66	7.8%	15.2%
GLOUCESTER COUNTY	234		0.0%
GLASSBORO	37	15.8%	16.2%
WOODBURY	33	14.1%	3.0%
MONROE	27	11.5%	7.4%
HUDSON COUNTY	1,108		0.4%
JERSEY CITY	499	45.0%	5.0%
UNION CITY	144	13.0%	2.8%
BAYONNE	108	9.7%	-6.5%

	BICYCLE CRASHES 2010 - 2014	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2009 - 2013
HUNTERDON COUNTY	65		-1.5%
FLEMINGTON	12	18.5%	0.0%
READINGTON	10	15.4%	20.0%
RARITAN	6	9.2%	-16.7%
MERCER COUNTY	435		-13.3%
TRENTON	108	24.8%	-22.2%
HAMILTON	97	22.3%	-14.4%
PRINCETON	44	10.1%	-4.5%
MIDDLESEX COUNTY	742		-7.4%
NEW BRUNSWICK	124	16.7%	3.2%
EDISON	101	13.6%	-5.9%
WOODBRIDGE	83	11.2%	-14.5%
MONMOUTH COUNTY	884		-8.8%
NEPTUNE TWP	91	10.3%	7.7%
LONG BRANCH	84	9.5%	-17.9%
ASBURY PARK	75	8.5%	-9.3%
MORRIS COUNTY	342		-7.6%
MORRISTOWN	37	10.8%	8.1%
PEQUANNOCK	32	9.4%	-3.1%
DOVER	28	8.2%	-25.0%
OCEAN COUNTY	873		-6.9%
LAKEWOOD	234	26.8%	-3.4%
TOMS RIVER	136	15.6%	-5.1%
BRICK	103	11.8%	-8.7%
PASSAIC COUNTY	598		-12.4%
PATERSON	212	35.5%	-9.0%
PASSAIC	152	25.4%	-7.9%
CLIFTON	116	19.4%	-10.3%
SALEM COUNTY	46		-6.5%
MANNINGTON	14	30.4%	0.0%
PENNSVILLE	12	26.1%	-16.7%
PITTSGROVE	4	8.7%	-75.0%
SOMERSET COUNTY	312		-0.3%
FRANKLIN	67	21.5%	-1.5%
BRIDGEWATER	34	10.9%	2.9%
NORTH PLAINFIELD	29	9.3%	3.4%

	BICYCLE CRASHES 2010 - 2014	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2009 - 2013
SUSSEX COUNTY	47		-17.0%
SPARTA	9	19.1%	-11.1%
VERNON	6	12.8%	0.0%
WANTAGE	5	10.6%	0.0%
UNION COUNTY	632		-9.5%
ELIZABETH	93	14.7%	-34.4%
PLAINFIELD	91	14.4%	-11.0%
LINDEN	55	8.7%	0.0%
WARREN COUNTY	64		1.6%
PHILLIPSBURG	23	35.9%	0.0%
HACKETTSTOWN	17	26.6%	11.8%
WASHINGTON TWP	10	15.6%	10.0%

OTHER PERFORMANCE TARGETS

GOAL: To reduce pedestrian injuries by 2 percent from the 2012-2014 calendar base year average of 4,122 to 4,040 by December 31, 2017 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. Programs 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 2015 from 170 in 2013 to 173, thereby failing to meet the FFY 2015 goal. The overall number of bicycle fatalities also increased in 2015 to 17 from 11 in 2014, missing the anticipated goal of 13 fatalities. 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 2017

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 nearly $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). A before and after study with a comparison group examined the effects of sustained, enhanced high visibility enforcement of motorist yielding to pedestrians, combined with publicity and other community outreach in Gainesville, Florida (e.g., flyers given to stopped drivers, roadside feedback signs and earned and paid media) Van Houten, Malenfant. Blomberg, Huitema, & Casella, 2013; Van Houten, Malenfant, Huitema, & Blomberg, 2013). Driver yielding rose throughout the one-year study period. 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).

Safe Routes to School

Safe Routes to School materials can be effective in teaching children and their parents how to assess and choose the safest routes for walking or bicycling to and from school. The material is derived from analyses of types of crashes associated with trips to and from school, but it has not been possible to directly evaluate effects of these programs on crashes and injuries (Countermeasures That Work, Eight Edition, 2015)

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. Section 402 funds will be used for salaries, travel, and other administrative costs of DHTS program staff.

BUDGET: $250,000

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. Section 402 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. Funds will be used for overtime enforcement and printing of brochures.

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.

Projects will be funded with Section 402 and Section 405(h) Non-Motorized Safety grant funds and the State Pedestrian Safety, Enforcement and Education Fund. These funds will be used to pay for officer overtime enforcement details.

BUDGET: $468,000

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.

Community-wide education and enforcement efforts will be implemented in various communities 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.

Section 402 funds will be used to pay for officer overtime, materials for use at safety talks, and printed material that will be handed out to participants at various training programs.

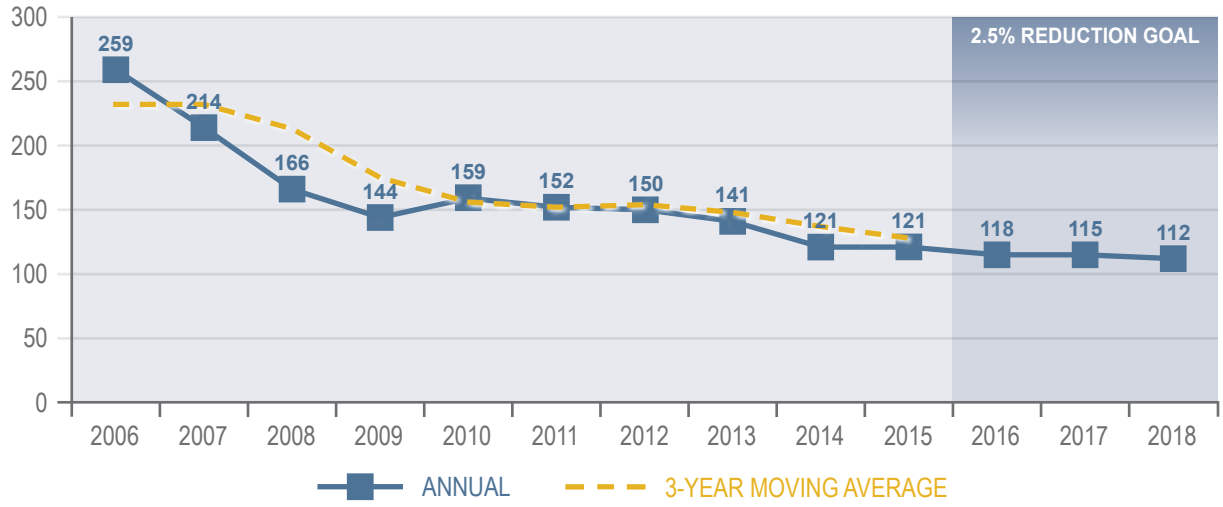
BUDGET: $85,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
PS 17-16-01-01	DHTS PROGRAM MANAGEMENT	$250,000	SECTION 402
PS 17-16-02-01	TBD PEDESTRIAN PROGRAM	$ 16,000	SECTION 402
PS 17-16-02-02	TBD COUNTY SHERIFF	$ 50,000	SECTION 402
PS 17-16-02-03	TBD PEDESTRIAN PROGRAM	$ 15,000	SECTION 402
PS 17-16-02-04	TBD PEDESTRIAN PROGRAM	$ 15,000	SECTION 402
PS 17-16-02-05	TBD PEDESTRIAN PROGRAM	$ 18,000	SECTION 402
PS 17-16-02-06	TBD PEDESTRIAN PROGRAM	$ 10,000	SECTION 402
PS 17-16-02-07	TBD PEDESTRIAN PROGRAM	$ 10,000	SECTION 402
PS 17-16-02-08	TBD PEDESTRIAN PROGRAM	$ 20,000	SECTION 402
PS 17-16-02-09	TBD PEDESTRIAN PROGRAM	$ 30,000	SECTION 402
PS 17-16-02-10	TBD PEDESTRIAN PROGRAM	$ 15,000	SECTION 402
PS 17-16-02-11	TBD PEDESTRIAN PROGRAM	$ 20,000	SECTION 402
PS 17-16-02-12	TBD PEDESTRIAN PROGRAM	$ 12,000	SECTION 402
PS 17-16-02-13	TBD PEDESTRIAN PROGRAM	$ 10,000	SECTION 402
PS 17-16-02-14	TBD PEDESTRIAN PROGRAM	$ 10,000	SECTION 402
PS 17-45-01-01	TBD PEDESTRIAN PROGRAM	$ 20,000	SECTION 405
PS 17-45-01-02	TBD PEDESTRIAN PROGRAM	$ 10,000	SECTION 405
PS 17-45-01-03	TBD PEDESTRIAN PROGRAM	$ 10,000	SECTION 405
PS 17-45-01-04	TBD PEDESTRIAN PROGRAM	$ 9,000	SECTION 405
PS 17-45-01-05	TBD PEDESTRIAN PROGRAM	$ 30,000	SECTION 405
PS 17-45-01-06	TBD PEDESTRIAN PROGRAM	$ 20,000	SECTION 405
PS 17-45-01-07	TBD PEDESTRIAN PROGRAM	$ 12,000	SECTION 405
PS 17-45-01-08	TBD PEDESTRIAN PROGRAM	$ 11,000	SECTION 405
PS 17-45-01-09	TBD PEDESTRIAN PROGRAM	$ 10,000	SECTION 405
PS 17-45-01-10	TBD PEDESTRIAN PROGRAM	$ 12,000	SECTION 405
PS 17-45-01-11	TBD PEDESTRIAN PROGRAM	$ 10,000	SECTION 405
PS 17-45-01-12	TBD PEDESTRIAN PROGRAM	$ 13,000	SECTION 405
PS 17-45-01-13	TBD PEDESTRIAN PROGRAM	$ 15,000	SECTION 405
PS 17-45-01-14	TBD PEDESTRIAN PROGRAM	$ 10,000	SECTION 405
PS 17-45-01-15	TBD PEDESTRIAN PROGRAM	$ 10,000	SECTION 405
PS 17-45-01-16	TBD PEDESTRIAN PROGRAM	$ 15,000	SECTION 405
PS 17-16-03-01	TBD BICYCLE SAFETY PROGRAM	$ 15,000	SECTION 402
PS 17-16-03-02	TBD BICYCLE PROGRAM	$ 10,000	SECTION 402
PS 17-16-03-03	TBD BICYCLE PROGRAM	$ 10,000	SECTION 402
PS 17-16-03-04	TBD BICYCLE PROGRAM	$ 10,000	SECTION 402
PS 17-45-02-01	TBD BICYCLE PROGRAM	$ 7,500	SECTION 405
PS 17-45-02-02	TBD BICYCLE PROGRAM	$ 8,000	SECTION 405
PS 17-45-02-03	TBD BICYCLE PROGRAM	$ 6,000	SECTION 405
PS 17-45-02-04	TBD BICYCLE PROGRAM	$ 7,000	SECTION 405
PS 17-45-02-05	TBD BICYCLE PROGRAM	$ 7,000	SECTION 405
PS 17-45-02-06	TBD BICYCLE PROGRAM	$ 8,000	SECTION 405
PS 17-45-02-07	TBD BICYCLE PROGRAM	$ 6,500	SECTION 405

GENERAL OVERVIEW

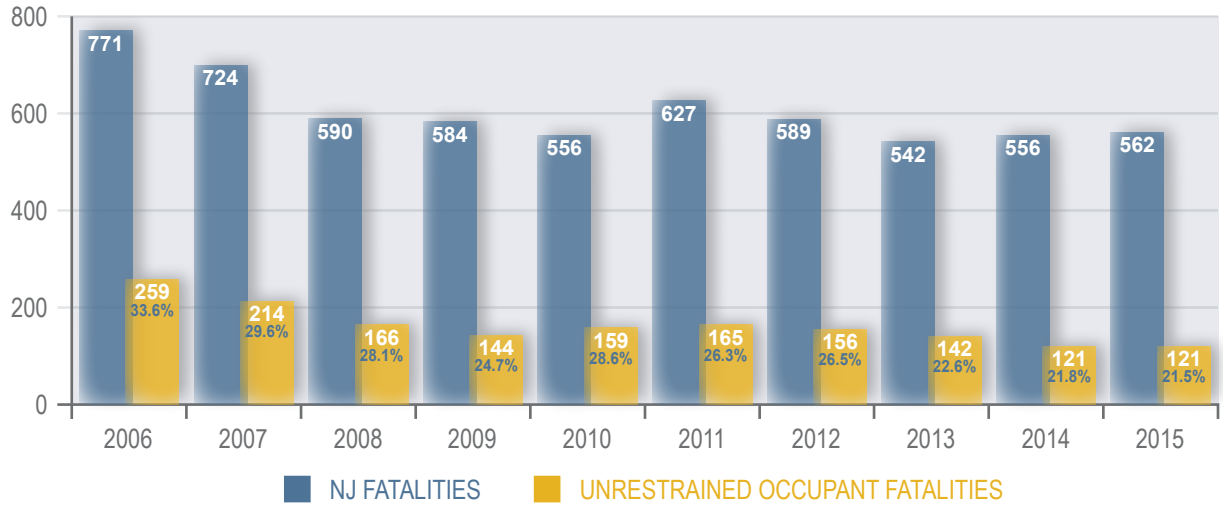
Proper use of seat belts by occupants within motor vehicles is one of the most effective ways of reducing traffic fatalities in motor vehicle crashes. According to NHTSA, over 15,000 lives are saved annually because an occupant was wearing their seat belt at the time of the crash. Not wearing a seat belt in motor vehicle crashes not only poses an enormous threat to one's own life, but to all other occupants within the vehicle. In 2014, New Jersey experienced over 4,000 crashes where an occupant was not wearing his or her seat belt, resulting in 121 fatalities.

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



In 2015, 121 people also died in motor vehicle crashes that were not wearing their seat belt, representing 21.5 percent of all motor vehicle fatalities that occurred on the State's roadways. This represents a slight decrease from 2014 when 21.8 percent of fatally injured occupants were unbuckled.

PROPORTION OF UNRESTRAINED OCCUPANT FATALITIES VERSUS TOTAL NEW JERSEY FATALITIES



NHTSA estimates that in 2014, 194 motor vehicle occupants lives were saved because of seat belt use at the time of the crash. It is also estimated that if every occupant within a motor vehicle is using belts at the time of the crash, 40 additional lives would have been saved in 2014.

ANALYSIS OF USAGE IN CRASHES

The usage rate of 91.36 percent obtained in the annual seatbelt survey is 3.77 percent higher than the usage rate observed in 2014 and higher than the nationwide seat belt usage rate 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	63.30%	0.30%	0.8%	67%	—	—
2000	74.20%	10.90%	29.7%	71%	4%	12%
2001	77.60%	3.40%	13.2%	73%	2%	7%
2002	80.50%	2.90%	12.9%	75%	2%	7%
2003	81.20%	0.70%	3.6%	79%	4%	16%
2004	82.00%	0.80%	4.3%	80%	1%	5%
2005	85.50%	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%	87%	0%	0%
2015	91.36%	3.77%	30.4%	—	—	—

Seat belt usage for rear-seat passengers in passenger motor vehicles was also observed in the 2015 survey. In total, 10,430 vehicles with a total of 27,512 drivers and occupants were observed. Of the occupants, 10,758 or 39.1 percent of the occupant observations made were of rear-seat passengers.

Usage rates for rear-seat passengers by seating position and age reveal that 81 percent of surveyed rear-seat passengers use a safety belt, compared to 80 percent in 2014. Children between the age of 0 and 8 years of age had the highest usage rate of 95 percent, compared to a usage rate of 90 percent in 2014. Passengers between the age of 8 and 18 had the next highest usage rate of 64 percent, much lower than the observed rate in 2013 of 76 percent. The lowest usage rate occurred for adults greater than 18 years of age, having a usage rate of 39 percent, lower than the observed rate in 2014 of 44 percent.

SURVEY DATA FOR REAR-SEAT PASSENGER SAFETY BELT USAGE, 2015

	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]	87	17	119	209	59	203	29%	22%	37%	32%
	SUV	53	7	61	61	23	59	46%	23%	51%	46%
	VAN	189	43	204	246	118	232	43%	27%	47%	42%
	TOTAL	329	67	384	516	200	494	39%	25%	44%	39%
YOUNG	PC	90	24	92	68	39	82	57%	38%	53%	52%
	SUV	67	10	55	14	6	8	83%	63%	87%	83%
	VAN	187	60	196	72	61	89	72%	50%	69%	67%
	TOTAL	344	94	343	154	106	179	69%	47%	66%	64%
CHILD	PC	772	249	1,056	83	73	85	90%	77%	93%	90%
	SUV	406	79	381	6	7	7	99%	92%	98%	98%
	VAN	1,714	456	2,043	41	47	43	98%	91%	98%	97%
	TOTAL	2,892	784	3,480	130	127	135	96%	86%	96%	95%
TOTALS	PC	949	290	1,267	360	171	370	72%	63%	77%	74%
	SUV	526	96	497	81	36	74	87%	73%	87%	85%
	VAN	2,090	559	2,443	359	226	364	85%	71%	87%	84%
	TOTAL	3,565	945	4,207	800	433	808	82%	69%	84%	81%

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

Restraint use was also determined for each vehicle type surveyed (passenger cars, pickup trucks, vans and sport utility vehicles). The table shows usage rates for drivers and passengers for each vehicle type. Vans had the highest overall usage rate of 97.88 percent, followed by sport utility vehicles with 94.27 percent. Similar to national trends, pickup trucks had the lowest usage rate of 86.88 percent.

SURVEY DATA FOR DRIVER AND PASSENGER SAFETY BELT USAGE, 2015 & 2014

	Vehicle Type	USING SAFETY BELTS		NOT USING SAFETY BELTS		UNKNOWN		% USAGE		TOTAL
		Driver	Passenger	Driver	Passenger	Driver	Passenger	Driver	Passnger	
PRE-CAMPAIGN SURVEY (2015)	PC[4]	31,510	5,930	2,400	492	305	36	92.92%	92.34%	92.83%
	PUT[5]	3,501	709	724	128	91	15	82.86%	84.71%	83.17%
	SUV	21,164	4,843	1,250	280	218	26	94.42%	94.53%	94.44%
	VAN	4,107	1,206	249	79	29	6	94.28%	93.85%	94.19%
	TOTAL	60,282	12,688	4,623	979	643	83	92.88%	92.84%	92.87%
POST-CAMPAIGN SURVEY (2015)	PC	38,210	7,495	2,648	546	453	44	93.52%	93.21%	93.47%
	PUT	4,695	903	708	137	123	11	86.90%	86.83%	86.88%
	SUV	24,721	5,727	1,465	385	310	25	94.41%	93.70%	94.27%
	VAN	7,285	1,953	385	114	43	5	94.98%	94.48%	97.88%
	TOTAL	74,911	16,078	5,206	1,182	929	85	93.50%	93.15%	93.44%
PRE-CAMPAIGN SURVEY (2014)	PC	28,393	5,714	2,337	672	478	106	92.40%	89.48%	91.89%
	PUT	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%

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

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 younger drivers, as ages 0-30 are the populations with the highest rate of non-use, accounting for approximately 50 percent of all individuals not wearing a seat belt at the time of a crash. As individuals age, their decision to wear a seat belt increases and the volume of injuries sustained in motor vehicle crashes decreases simultaneously.

Males are the most likely to not wear a seat belt while driving or riding as a passenger in a motor vehicle. Nearly 62 percent of those unbelted in a motor vehicle crash over the past five years were male and 38.2 percent were female.

Over the past five years, 33.3 percent of seriously-injured unrestrained occupants were riding in a vehicle being operated by a male driver between 18 and 34 years of age. This aids in targeting the appropriate audience for safety belt messaging not only for the driver but for those riding in the vehicle as well.

UNRESTRAINED CRASH OCCUPANTS BY AGE GROUP AND GENDER, 2010 - 2014

AGE GROUP	FEMALE	MALE
0-15	1,863	2,091
16-20	1,919	2,924
21-25	1,691	3,082
26-30	1,168	2,373
31-35	955	1,961
36-40	793	1,568
41-45	872	1,554
46-50	826	1,486
51-55	798	1,245
56-60	557	934
61-65	471	659
66+	1,077	1,128
TOTAL	12,990	21,005

PERCENTAGE OF UNRESTRAINED SERIOUS INJURY CRASHES BY AGE GROUP AND GENDER, 2010 - 2014

AGE GROUP	MALE	FEMALE
17 OR YOUNGER	1.31%	0.33%
18-34	33.30%	10.62%
35-64	32.42%	11.83%
65 OR OLDER	7.89%	2.30%

Percent is out of total Drivers involved in Serious Injury Crashes where at least one occupant in an involved vehicle was unrestrained, broken down by Sex and Age. Excludes undefined Driver Age.

ANALYSIS OF OCCURRENCE

The percentage of unrestrained motor vehicle crashes is consistently higher during the day than the night. In 2014, 80.6 percent of those involved in crashes were unbuckled during the hours of 5:00am and 8:59pm. Night-time occurrences accounted for 19.4 percent of those not wearing a seat belt during a crash in 2014.

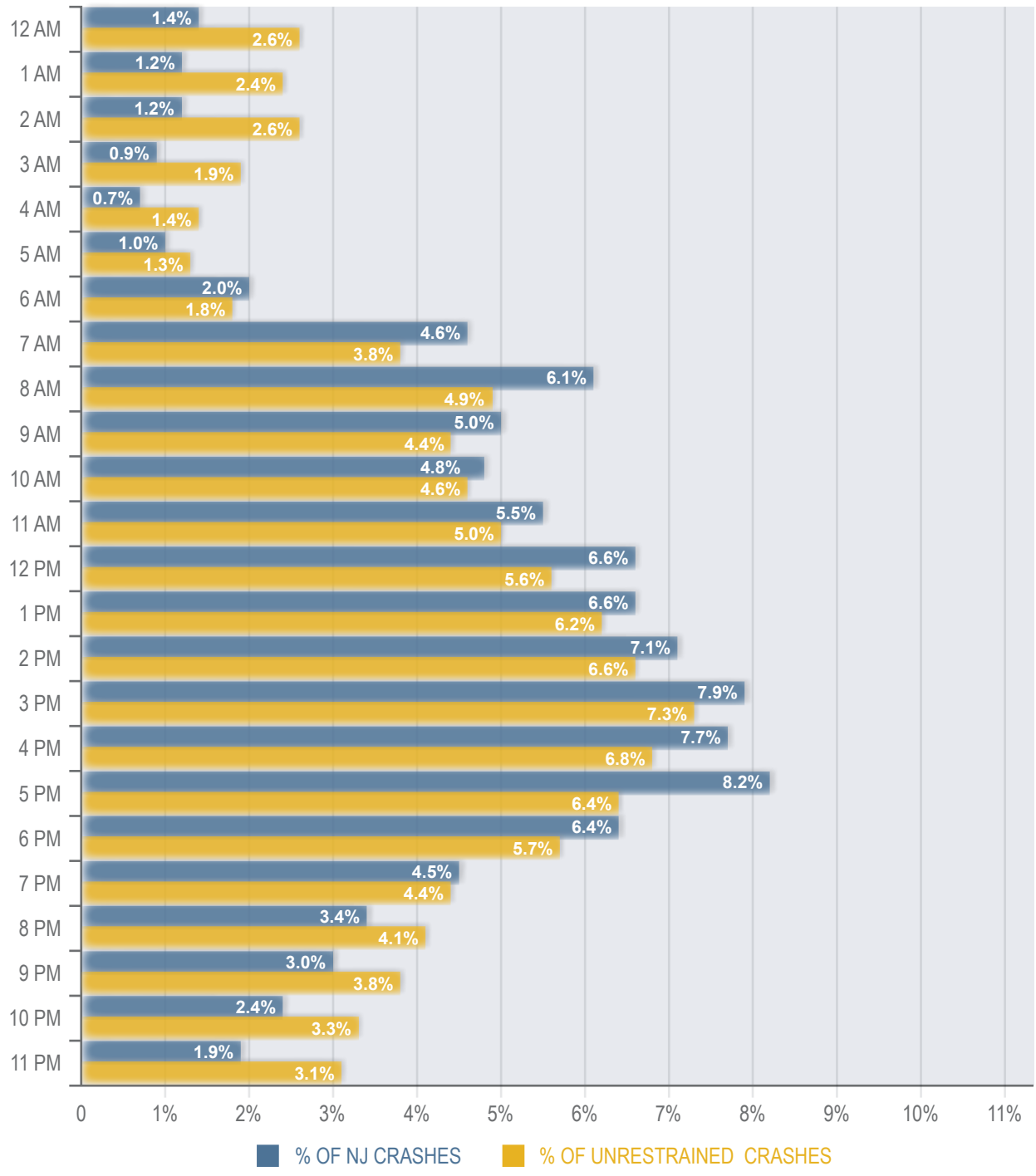
UNRESTRAINED CRASHES BY TIME OF DAY AND YEAR, 2010 - 2014

DAY/NIGHT	2010		2011		2012		2013		2014	
	Unrestrained Crashes	%	Unrestrained Crashes	%	Unrestrained Crashes	%	Unrestrained Crashes	%	Unrestrained Crashes	%
DAY 5AM - 8:59PM	4,356	78.3%	4,000	77.9%	3,734	78.7%	3,520	79.5%	3,504	80.6%
NIGHT 9PM - 4:59AM	1,207	21.7%	1,136	22.1%	1,010	21.3%	909	20.5%	843	19.4%

Over the past five years, 16.06 percent of total unrestrained crashes occurred on a Friday, followed by Saturday with 15.69 percent. Over 27 percent of all unrestrained crashes occurred during the months of May, June and July combined.

The graph shows the comparison of the occurrence of unrestrained crashes and all motor vehicle crashes. It is important to note that unrestrained occupants become overrepresented between the hours of 8pm and 4am.

UNRESTRAINED CRASH PERCENTAGE VERSUS NJ CRASH PERCENTAGE BY TIME OF DAY, 2010 - 2014



ANALYSIS OF LOCATION

Ocean County had the most unrestrained fatalities in the State with 14 accounting for 45.2 percent of the county total of occupant fatalities in 2014. Atlantic County and Monmouth County both had 12 unrestrained fatalities in 2014, which accounted for 40 percent and 38.7 percent of the county total, respectively.

OCCUPANT FATALITIES VERSUS UNRESTRAINED FATALITIES BY COUNTY, 2014

COUNTY	OCCUPANT FATALITIES	UNRESTRAINED FATALITIES	COUNTY TOTAL %	COUNTY	OCCUPANT FATALITIES	UNRESTRAINED FATALITIES	COUNTY TOTAL %
ATLANTIC	30	12	40.0%	MIDDLESEX	26	9	34.6%
BERGEN	13	2	15.4%	MONMOUTH	31	12	38.7%
BURLINGTON	18	4	22.2%	MORRIS	11	5	45.5%
CAMDEN	20	7	35.0%	OCEAN	31	14	45.2%
CAPE MAY	11	3	27.3%	PASSAIC	19	6	31.6%
CUMBERLAND	15	6	40.0%	SALEM	18	8	44.4%
ESSEX	23	5	21.7%	SOMERSET	19	2	10.5%
GLOUCESTER	23	5	21.7%	SUSSEX	5	2	40.0%
HUDSON	16	5	31.3%	UNION	15	3	20.0%
HUNTERDON	4	3	75.0%	WARREN	6	3	50.0%
MERCER	19	5	26.3%				

Data compiled from the 2015 seat belt survey conducted by the New Jersey Institute of Technology revealed an overall usage rate of 91.36 percent. Somerset County had the highest front seat occupant and driver seatbelt usage rates (96.69%) followed by Morris County with a rate of 96.28 percent. The lowest front seat occupant usage rate occurred in Essex County with a rate of 82.32 percent.

FRONT-SEAT RESTRAINT USE PERCENTAGE BY COUNTY, 2014 & 2015

YEAR	FRONT SEAT OCCUPANT USAGE RATE			DRIVER USAGE RATE			FRONT SEAT PASSENGER USAGE RATE		
	2014	2015	% Change	2014	2015	% Change	2014	2015	% Change
ATLANTIC	89.80%	89.25%	-0.63%	88.64%	89.52%	0.88%	93.19%	88.65%	-4.54%
BERGEN	93.07%	91.95%	-1.12%	93.04%	92.52%	-0.45%	93.19%	87.75%	-5.44%
BURLINGTON	85.74%	94.07%	8.33%	86.67%	94.09%	7.42%	81.16%	93.98%	12.82%
CAMDEN	87.12%	87.30%	0.18%	86.25%	87.58%	1.33%	89.58%	86.35%	-3.23%
CUMBERLAND	86.07%	—	—	88.78%	—	—	75.20%	—	—
ESSEX	77.14%	82.32%	5.18%	79.48%	83.51%	4.03%	70.00%	77.24%	7.24%
GLOUCESTER	92.65%	93.38%	0.73%	92.07%	93.27%	1.20%	94.95%	93.83%	-1.12%
HUDSON	91.95%	93.82%	1.87%	91.93%	93.42%	1.49%	92.03%	95.59%	3.56%
MERCER	94.73%	92.67%	-2.06%	94.80%	92.51%	-2.29%	94.19%	93.70%	-0.49%
MIDDLESEX	88.97%	88.22%	-0.75%	90.27%	89.13%	-1.14%	83.18%	82.45%	-0.73%
MONMOUTH	87.64%	91.96%	4.32%	87.97%	91.66%	3.69%	86.50%	93.17%	6.67%
MORRIS	94.02%	96.28%	2.26%	93.58%	95.91%	2.33%	96.38%	98.23%	1.85%
OCEAN	81.34%	94.79%	13.45%	81.72%	94.54%	12.82%	79.95%	95.54%	15.59%
PASSAIC	88.84%	94.03%	5.19%	88.38%	93.71%	5.33%	94.11%	96.52%	2.31%
SOMERSET	—	96.69%	—	—	96.87%	—	—	95.52%	—
UNION	89.03%	94.63%	5.60%	88.89%	94.23%	5.34%	90.13%	97.40%	7.27%
STATE USAGE RATE	87.59%	91.36%	3.77%	87.72%	91.46%	3.74%	87.72%	90.93%	3.21%

OTHER PERFORMANCE TARGETS

GOAL: To increase statewide observed use of seat belts for adult back seat occupants in passenger vehicles by 2 percent from 39 percent in 2015 to 41 percent by December 31, 2017.

PRIOR YEAR PERFORMANCE

The usage rate for front seat occupants in passenger motor vehicles was 91.36 percent in 2015, an increase of 3.7 percent from the previous year but less than the anticipated goal of 92 percent. Back seat occupant rates for adults decreased to 39 percent. The number of unrestrained occupant fatalities totaled 121 in 2014 and is estimated to be the same in 2015, thereby, meeting the anticipated goal of 150 for 2015.

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

STRATEGIES FOR FFY 2017

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.

California, Oregon, and Washington State, States that are reported to use sustained enforcement, have recorded statewide belt use well above national belt use rates since 2002 (California: 91 to 97 percent; Oregon: 88 to 98 percent; Washington: 93 to 98 percent) (Chen, 2014).

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

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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. Section 402 funds will be used for salaries, travel, and other administrative costs of DHTS program staff.

BUDGET: $730,000

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 2017. Section 402 funds will be used to pay salaries and wages to conduct the survey and prepare the report.

BUDGET: $120,000

PROJECT TITLE: SEAT BELT ENFORCEMENT

PROJECT DESCRIPTION:

The *Click It or Ticket* campaign will be conducted from May 22 – June 4, 2017 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.

New Jersey will also join peers in other States in a coordinated border-to-border seat belt enforcement campaign that will kick off the annual Click It or Ticket campaign. Law enforcement officers in New Jersey will join with colleagues from other States to set up checkpoints and roving patrols near border crossings to enforce seat belt usage.

A dedicated summit on occupant safety was held in March, 2016 for the States in NHTSA Regions 1 and 2. The summit addressed the status of enforcement activity, reviewed strategies for increasing belt use rates and reducing unrestrained fatalities and provided an opportunity for States to create a work plan for use to improve occupant protection safety in their respective States. As a result of this exercise, a statewide seat belt enforcement initiative will supplement the efforts of the *Click It or Ticket* mobilization by providing for sustained enforcement of occupant protection laws during the year. Funds will be provided to implement seat belt enforcement details across the State in each of the State Police stations located in Troops A, B, C, and D. Enforcement will be conducted at locations and hot spots that have been identified with low belt use rates or high unrestrained occupant crashes.

Section 405(b) funds will be used to pay for police overtime enforcement during enforcement periods.

BUDGET: $1,392,500

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.

Section 405(b) funds will be used to fund approximately 10 child passenger safety grants that will pay to conduct child safety seat checks and educational presentations at schools, day care centers and social meetings. In addition, funds will be used to purchase a limited number of car seats.

BUDGET: $579,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
OP 17-11-01-01	DHTS PROGRAM MANAGEMENT	$730,000	SECTION 402
OP 17-11-02-01	TBD SEAT BELT SURVEY	$120,000	SECTION 402
OP 17-45-01-MC-01	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-02	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-03	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-04	TBD CO. SHERIFF CLICK IT OR TICKET	$ 7,000	SECTION 405
OP 17-45-01-MC-05	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-06	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-07	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-08	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-09	TBD CLICK IT OR TICKET	$ 6,000	SECTION 405
OP 17-45-01-MC-10	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-11	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-12	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-13	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-14	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-15	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-16	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-17	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-18	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-19	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-20	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-21	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-22	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-23	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-24	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-25	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-26	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-27	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-28	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-29	TBD CO. SHERIFF CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-30	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-31	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-32	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-33	TBD CLICK IT OR TICKET	$ 6,000	SECTION 405
OP 17-45-01-MC-34	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
OP 17-45-01-MC-35	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-36	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-37	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-38	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-39	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-40	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-41	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-42	TBD CO. SHERIFF CLICK IT OR TICKET	$ 7,000	SECTION 405
OP 17-45-01-MC-43	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-44	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-45	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-46	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-47	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-48	TBD PARK CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-49	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-50	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-51	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-52	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-53	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-54	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-55	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-56	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-57	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-58	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-59	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-60	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-61	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-62	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-63	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-64	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-65	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-66	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-67	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-68	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-66	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-70	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-71	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-72	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-73	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-74	TBD CO. SHERIFF CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-75	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-76	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-77	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-78	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-79	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-80	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-81	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-82	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-83	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-84	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-85	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
OP 17-45-01-MC-86	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-87	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-88	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-89	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-90	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-91	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-92	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-93	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-94	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-95	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-96	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-97	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-98	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-99	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-100	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-101	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-102	TBD CO. SHERIFF CLICK IT OR TICKET	$ 7,500	SECTION 405
OP 17-45-01-MC-103	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-104	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-105	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-106	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-107	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-108	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-109	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-110	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-111	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-112	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-113	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-114	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-115	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-116	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-117	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-118	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-119	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-120	TBDCLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-121	TBD CO. SHERIFF CLICK IT OR TICKET	$ 7,500	SECTION 405
OP 17-45-01-MC-122	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-122	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-123	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-124	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-125	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-126	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-127	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-128	TBD CO. SHERIFF CLICK IT OR TICKET	$ 7,500	SECTION 405
OP 17-45-01-MC-129	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-130	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-131	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-132	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-133	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-134	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-135	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405

PROJECT NUMBER	TITLE	BUDGET	SOURCE
OP 17-45-01-MC-136	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-137	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-138	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-139	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-140	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-141	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-142	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-143	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-144	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-145	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-146	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-147	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-148	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-149	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-150	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-151	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-152	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-153	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-154	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-155	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-156	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-157	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-158	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-159	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-160	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-161	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-162	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-163	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-164	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-165	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-166	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-167	TBD CLICK IT OR TICKET	$ 6,500	SECTION 405
OP 17-45-01-MC-168	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-169	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-170	TBD CLICK IT OR TICKET	$ 5,500	SECTION 405
OP 17-45-01-MC-171	TBD CLICK IT OR TICKET	$180,000	SECTION 405
OP 17-45-01-01	TBD SEAT BELT ENFORCEMENT PROGRAM	$130,000	SECTION 405
OP17-45-01-02	TBD CO. CLICK IT OR TICKET	$ 40,000	SECTION 405
OP 17-45-01-03	TBD CO. CLICK IT OR TICKET	$ 90,000	SECTION 405
OP 17-45-02-01	TBD CO. SHERIFF CPS	$ 36,000	SECTION 405
OP 17-45-02-02	TBD CO. SHERIFF CPS	$ 15,000	SECTION 405
OP 17-45-02-03	TBD CPS	$ 30,000	SECTION 405
OP 17-45-02-04	TBD COUNTY CPS	$ 12,000	SECTION 2011
OP 17-45-02-05	TBD CPS	$ 90,000	SECTION 405
OP 17-45-02-06	TBD CO. SHERIFF CPS	$ 35,000	SECTION 405
OP 17-45-02-07	TBD CO. SHERIFF CPS	$ 40,000	SECTION 405
OP 17-45-02-08	TBD CPS	$ 185,000	SECTION 405
OP 17-45-02-09	TBD CO. CPS	$ 61,000	SECTION 405
OP 17-45-02-10	TBD CO. CPS	$ 60,000	SECTION 405
OP 17-45-02-11	TBD CO, CPS	$ 15,000	SECTION 405

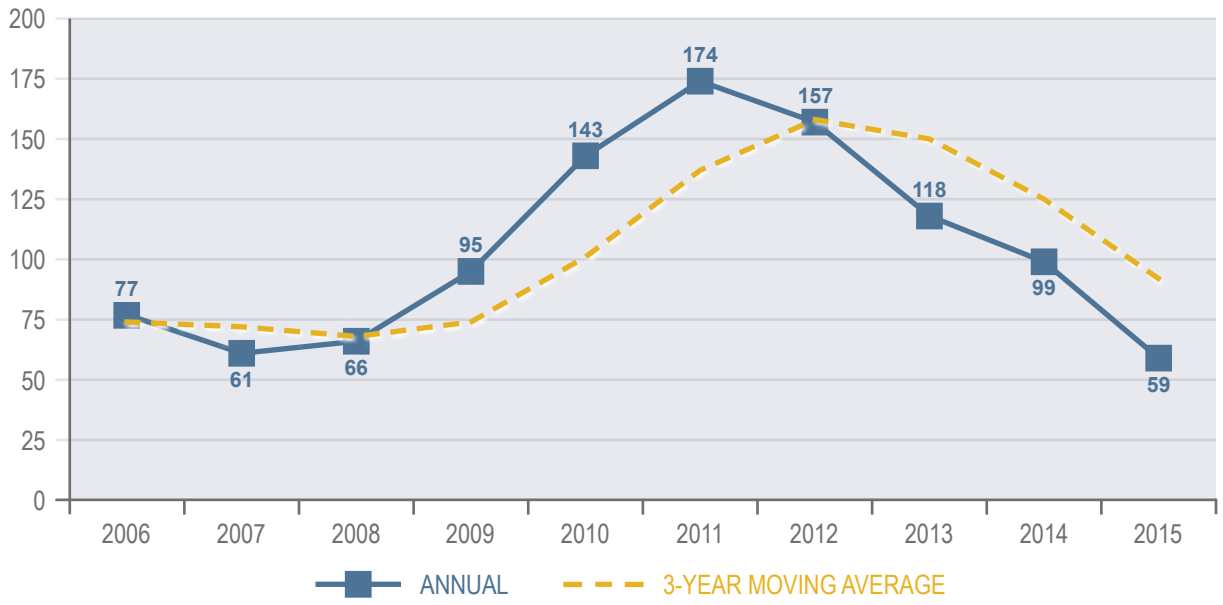
GENERAL OVERVIEW

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 various 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 require increased attention is speed and distracted driving infractions.

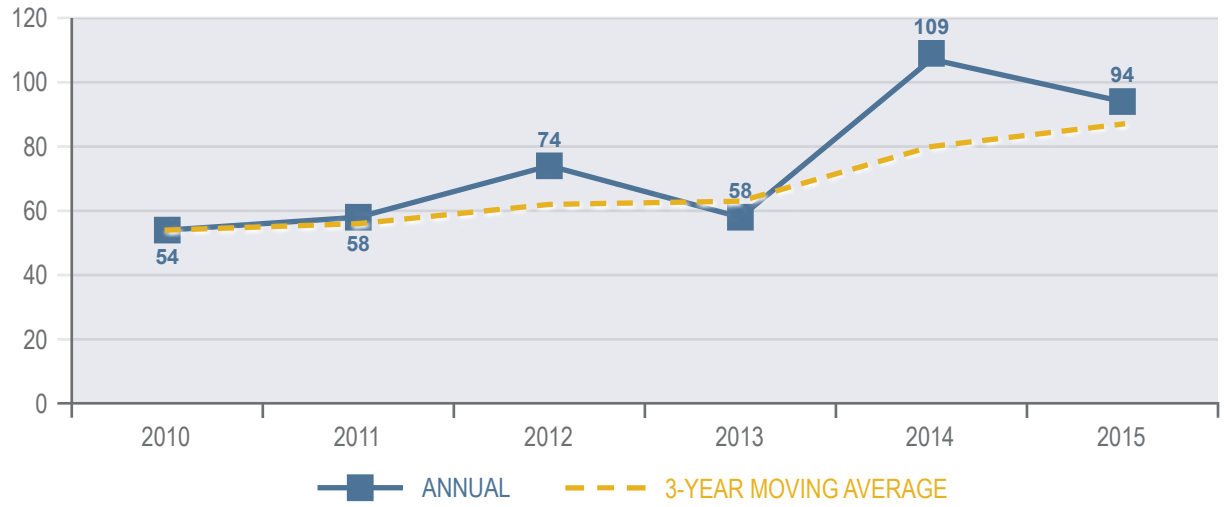
Speed is a major factor in fatal crashes regardless of road type or functional class. The State experienced a significant increase in speed related fatalities from 2007-2011 followed by a decline from 2012-2015. A reduction in speed-related crashes and the resulting fatalities requires a coordinated effort by engineering, education and enforcement agencies.

SPEED RELATED FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE



Speed is 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, approximately nine times higher than the total crashes cited for unsafe speed over the past five years (2010-2014). Unsafe speed was the contributing circumstance in 6.1 percent of all crashes in 2014, down from 6.3 percent in 2013. Driver Inattention was a contributing circumstance in 52 percent of crashes in 2014, the same as 2013.

DISTRACTED DRIVING RELATED FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE



ANALYSIS OF AGE/GENDER

The most prominent age group involved with speed related crashes is 16-25 years of age, with male drivers comprising 54.5 percent of the total involved over the past five years. Nearly 28 percent of all drivers cited for unsafe speed during a crash were between the ages of 16-25.

SPEED RELATED CRASHES BY AGE GROUP AND GENDER, 2010 - 2014

AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
0-15	119	23	3	145
16-20	12,297	6,434	68	18,799
21-25	14,023	8,129	115	22,267
26-30	9,924	5,592	94	15,610
31-35	7,756	4,294	66	12,116
36-40	6,527	3,635	48	10,210
41-45	6,464	3,730	57	10,251
46-50	6,442	3,685	54	10,181
51-55	5,381	3,051	34	8,466
56-60	4,158	2,326	32	6,516
61-65	2,773	1,531	17	4,321
66+	4,040	2,373	20	6,433
UNKNOWN	1,073	352	21,897	23,322
TOTAL	80,977	45,155	22,505	148,637

The age group most involved with crashes attributed to distracted driving were 21-30 years of age, with male drivers comprising 47 percent of the total involved over the past five years. Nineteen percent of all drivers cited for distracted driving during the time of a crash were between the ages of 21-30.

DISTRACTED DRIVING CRASHES BY AGE GROUP AND GENDER, 2010 - 2014				
AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
0-15	305	183	12	500
16-20	62,803	53,913	586	117,302
21-25	84,391	70,341	1,006	155,738
26-30	70,697	56,844	759	128,300
31-35	63,077	49,796	788	113,661
36-40	60,208	47,752	656	108,616
41-45	64,847	50,888	633	116,368
46-50	66,377	51,128	588	118,093
51-55	62,318	44,665	496	107,479
56-60	50,042	35,903	419	86,364
61-65	37,282	26,643	298	64,223
66+	70,069	55,487	544	126,100
UNKNOWN	8,338	5,112	223,204	236,654
TOTAL	700,754	548,655	229,989	1,479,398

ANALYSIS OF OCCURRENCE

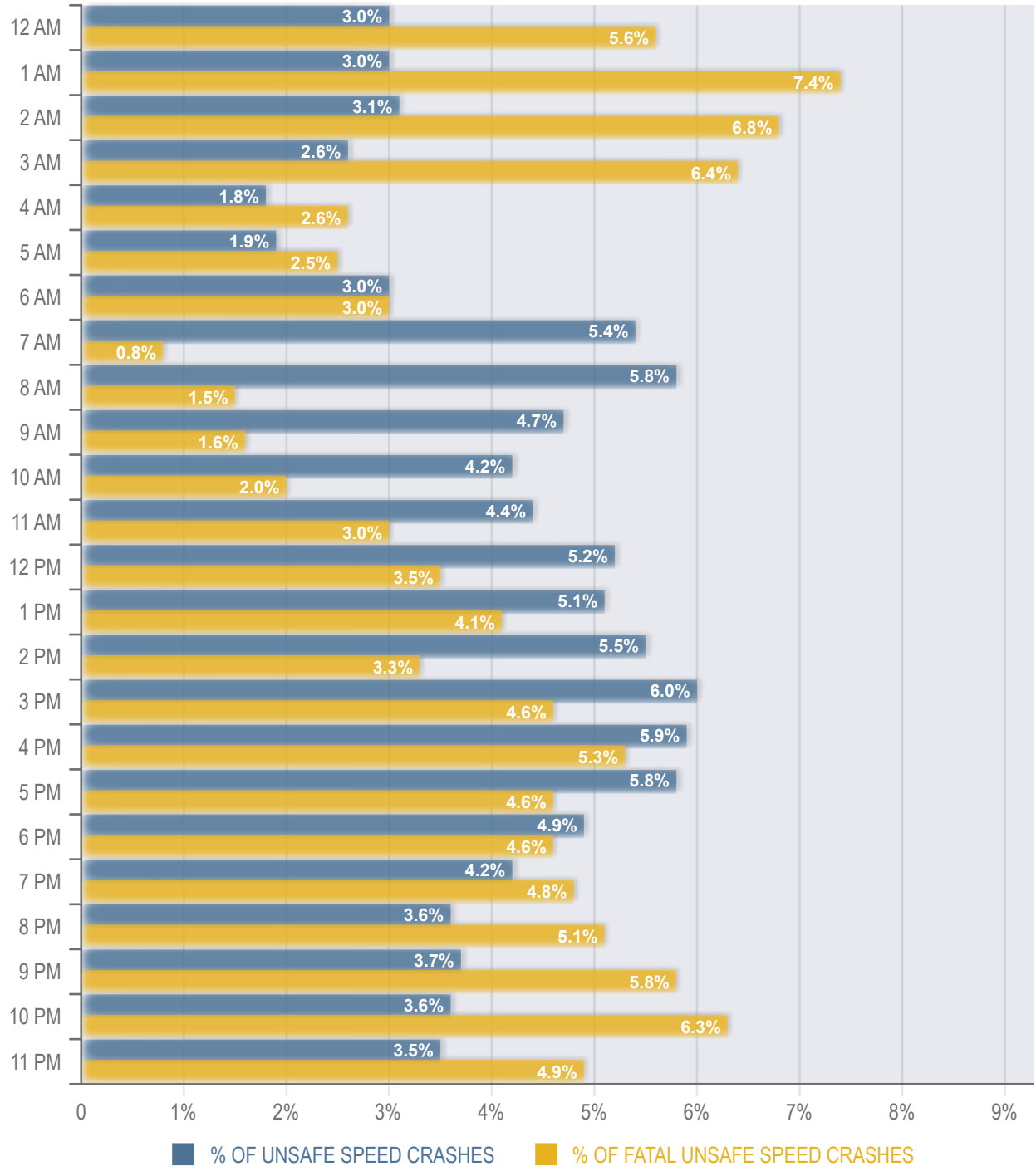
The occurrence of crashes involving unsafe speed and distracted driving aids decision makers in addressing the specific patterns that may be taking place on New Jersey's roadways. Being able to identify the time-of-day, day-of-week and month of the year occurrences helps narrow the window where enforcement efforts would become the most effective. The five-year cumulative total of fatal crashes and total crashes for unsafe speed and distracted driving occurrences is provided below.

UNSAFE SPEED AND DISTRACTED DRIVING CRASHES BY DAY OF WEEK AND MONTH OF YEAR, 2010 - 2014								
DAY / MONTH	UNSAFE SPEED				DISTRACTED DRIVING			
	Fatal Crashes	% of Total	Crashes	% of Total	Fatal Crashes	% of Total	Crashes	% of Total
MONDAY	144	23.7%	13,150	14.4%	56	16.9%	77,672	10.3%
TUESDAY	62	10.2%	11,794	12.9%	46	13.9%	110,763	14.6%
WEDNESDAY	68	11.2%	13,147	14.4%	45	13.6%	113,697	15.0%
THURSDAY	66	10.9%	12,924	14.1%	44	13.3%	113,683	15.0%
FRIDAY	69	11.4%	12,248	13.4%	42	12.7%	114,213	15.1%
SATURDAY	78	12.9%	13,943	15.2%	48	14.5%	126,678	16.7%
SUNDAY	120	19.8%	14,265	15.6%	51	15.4%	100,826	13.3%
JANUARY	32	5.3%	11,370	12.4%	16	4.8%	57,903	7.6%
FEBRUARY	31	5.1%	9,238	10.1%	11	3.3%	54,013	7.1%
MARCH	44	7.2%	6,833	7.5%	30	9.0%	57,444	7.6%
APRIL	61	10.0%	5,915	6.5%	26	7.8%	58,389	7.7%
MAY	56	9.2%	7,105	7.8%	23	6.9%	68,001	9.0%
JUNE	61	10.0%	6,535	7.1%	27	8.1%	69,197	9.1%
JULY	65	10.7%	6,547	7.2%	37	11.1%	67,584	8.9%
AUGUST	61	10.0%	7,031	7.7%	43	13.0%	65,466	8.6%
SEPTEMBER	64	10.5%	6,562	7.2%	40	12.0%	64,121	8.5%
OCTOBER	50	8.2%	7,652	8.4%	25	7.5%	66,077	8.7%
NOVEMBER	39	6.4%	7,019	7.7%	25	7.5%	62,143	8.2%
DECEMBER	43	7.1%	9,664	10.6%	29	8.7%	67,194	8.9%

The majority of crashes where unsafe speed was the contributing circumstance occurred on the weekend; Sunday accounting for 23.7 percent and Saturday 19.8 percent of all fatal crashes. Saturday and Friday represent the majority of total unsafe speed crashes, accounting for 15.6 and 15.2 percent respectively. According to the crash data and similar trends seen in overall crashes, Sundays and Saturdays represent the highest occurrences of crashes due to distracted driving (16.9 percent and 15.4 percent).

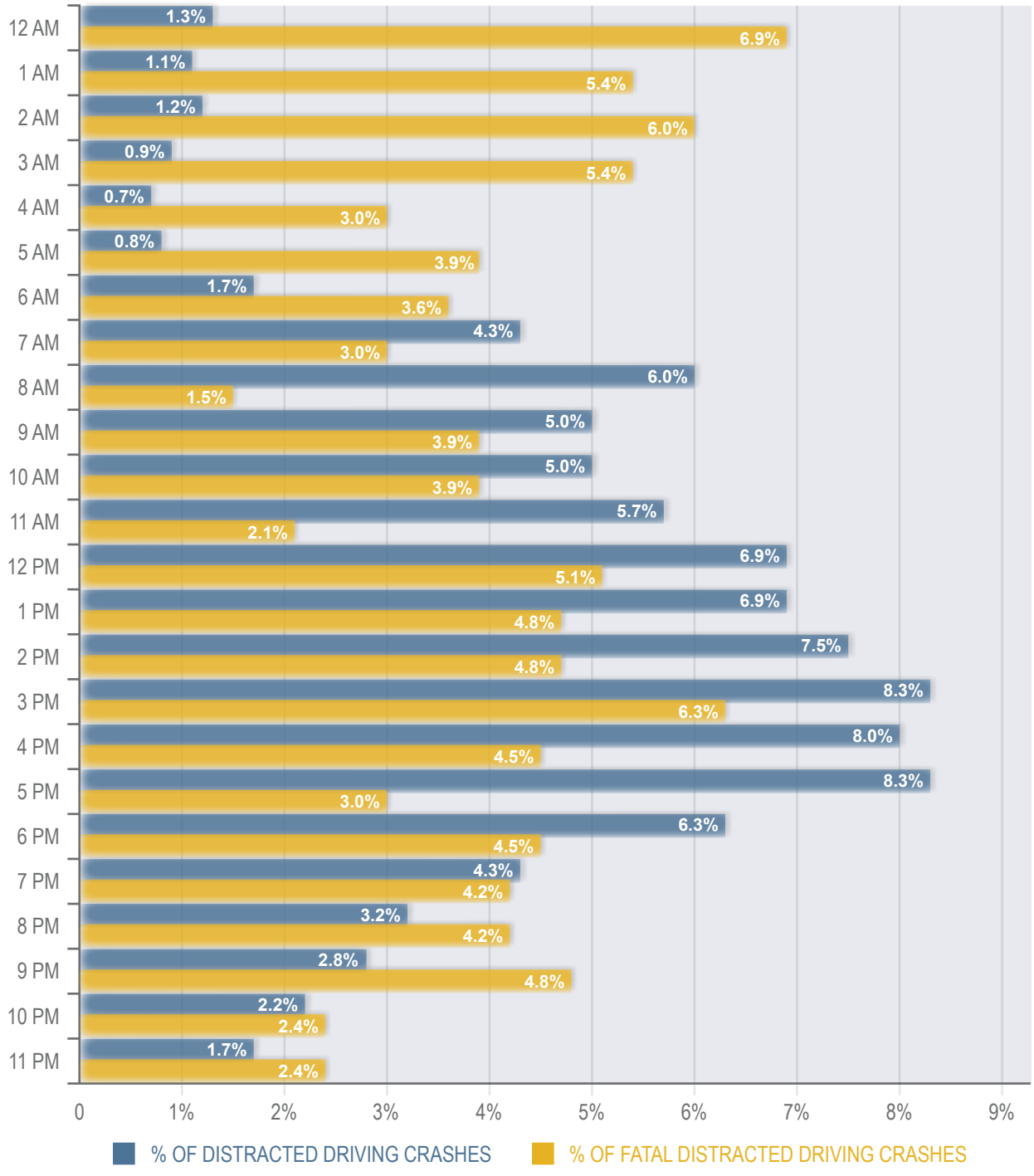
Fatal crashes caused by unsafe speed are overrepresented from 8pm-5am. The majority of fatal crashes due to unsafe speed occur during those hours (53.4 percent).

UNSAFE SPEED CRASH % VERSUS FATAL UNSAFE SPEED CRASH % BY TIME OF DAY, 2010 - 2014



Fatal crashes caused by distracted driving are overrepresented from 8pm to 5am. The majority of fatal crashes due to distracted driving occur during those hours (44.6 percent).

DISTRACTED DRIVING CRASH PERCENTAGE VERSUS FATAL DISTRACTED DRIVING CRASH PERCENTAGE BY TIME OF DAY, 2010 - 2014



ANALYSIS OF LOCATION

Driver distractions or inattentive driving habits are perpetuated by the advancements in technology and hand-held devices. Studies have shown that using a cell phone while driving increases the chance of an individual being involved in a crash. Other distractions such as eating, drinking, attending to children, personal grooming, reading, and electronic devices can also be distracting and contribute to crashes.

Bergen County (84,963 or 11.2 percent) experienced the highest number of distracted driving crashes, followed closely by Middlesex County (83,146 or 11 percent) and Essex County (63,309 or 8.4 percent) 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	4,980	26,091
	BURLINGTON	6,643	6,183	6,284	6,612	7,137	32,859
	CAMDEN	7,804	6,659	6,347	7,162	7,353	35,325
	CAPE MAY	1,807	1,815	1,704	1,943	1,733	9,002
	CUMBERLAND	1,925	1,951	2,036	2,288	2,265	10,465
	GLOUCESTER	3,733	3,477	3,330	3,268	3,214	17,022
	SALEM	700	623	693	610	651	3,277
REGION II	HUNTERDON	1,681	1,449	1,623	1,545	1,817	8,115
	MERCER	7,377	7,555	6,906	7,336	6,184	35,358
	MIDDLESEX	16,882	17,026	16,772	16,019	16,447	83,146
	MONMOUTH	11,370	11,293	11,278	11,527	10,711	56,179
	OCEAN	9,983	9,126	9,007	9,334	8,371	45,821
	SOMERSET	5,062	5,169	5,128	5,120	4,824	25,303
	UNION	9,536	9,817	9,907	10,007	10,564	49,831
REGION III	BERGEN	17,158	17,170	16,099	16,606	17,930	84,963
	ESSEX	12,794	11,996	12,004	12,645	13,870	63,309
	HUDSON	11,695	10,423	10,916	10,791	10,483	54,308
	MORRIS	8,046	8,514	8,206	8,471	8,065	41,302
	PASSAIC	11,654	11,680	11,803	11,757	11,195	58,089
	SUSSEX	1,966	2,121	1,804	1,836	1,584	9,311
	WARREN	1,704	1,712	1,668	1,716	1,656	8,456
TOTAL		154,775	150,793	149,192	151,738	151,034	757,532

Over the past five years, Essex County (9,677 or 10.6%) experienced the highest number of speed related crashes, followed by Middlesex County (8,758 or 9.6%), Camden County (7,452 or 8.1%) and Monmouth County (7,413 or 8.1%).

SPEED RELATED CRASHES BY COUNTY, 2010 - 2014							
	COUNTY	2010	2011	2012	2013	2014	TOTAL
REGION I	ATLANTIC	786	682	644	715	663	3,490
	BURLINGTON	1,151	1,088	1,024	1,103	1,189	5,555
	CAMDEN	1,602	1,518	1,555	1,483	1,294	7,452
	CAPE MAY	147	154	143	153	170	767
	CUMBERLAND	296	376	320	377	400	1,769
	GLOUCESTER	889	807	663	709	687	3,755
	SALEM	171	152	99	141	178	741
REGION II	HUNTERDON	250	303	264	258	233	1,308
	MERCER	959	1,029	798	1,027	990	4,803
	MIDDLESEX	1,939	1,808	1,578	1,699	1,734	8,758
	MONMOUTH	1,633	1,495	1,404	1,475	1,406	7,413
	OCEAN	1,016	840	886	1,048	1,180	4,970
	SOMERSET	694	621	601	642	603	3,161
	UNION	897	846	824	848	906	4,321
REGION III	BERGEN	1,617	1,518	1,353	1,264	1,069	6,821
	ESSEX	2,005	1,954	1,936	1,889	1,893	9,677
	HUDSON	714	748	651	667	619	3,399
	MORRIS	996	973	958	971	937	4,835
	PASSAIC	1,111	1,172	1,129	1,053	868	5,333
	SUSSEX	366	368	358	311	297	1,700
	WARREN	316	328	282	284	233	1,443
TOTAL		19,555	18,780	17,470	18,117	17,549	91,471

OTHER PERFORMANCE TARGETS

GOAL: To decrease driver inattention related crashes by 3 percent from the 2012-2014 calendar base year average of 150,655 to 146,135 by December 31, 2017 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 number of fatalities due to unsafe speed has declined for four straight years. Although the number of speed related fatalities (59) is preliminary for 2015, another reduction is expected.

There was also a decrease in the number of crashes due to driver inattention from 151,738 in 2013 to 151,034 in 2014. Overall, traffic fatalities increased by 1.1 percent from 556 in 2014 to 562 in 2015. Total fatalities, however, were below the 2011-2013 calendar base year average goal of 581.

STRATEGIES FOR FFY 2017

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 polices 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 law enforcement initiatives program area. Section 402 funds will be used for salaries, travel, and other administrative costs of DHTS program staff.

BUDGET: $235,000

PROJECT TITLE: SPEED/AGGRESSIVE DRIVING & DISTRACTED DRIVING 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 2017, funds will also be provided to police departments to conduct special enforcement patrols targeting distracted drivers. The initiative will consist of roving patrols and fixed checkpoints.

Section 402 funds will be used to pay for police overtime enforcement during speed and aggressive driving initiatives and Section 405(e) Distracted Driving grant funds will be used for distracted driving enforcement campaigns.

BUDGET: $825,500

PROJECT TITLE: SPEED DETECTION PROGRAM

PROJECT DESCRIPTION:

Speed detection is the backbone of traffic enforcement programs aimed at reducing crashes and injuries. Radar speed detection remains one of the most cost effective means of speed enforcement. Section 402 funds from this task will be used to deploy supplemental radar and laser team details dedicated to speeding violator enforcement.

BUDGET: $100,000

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. Section 402 funds will be used to pay for officer overtime to implement both the educational and enforcement initiatives and increase police officer deployment at DWI checkpoints as well as provide for additional enforcement of occupant protection and pedestrian safety laws.

BUDGET: $73,000

PROJECT TITLE: FATAL CRASH INVESTIGATION

PROJECT DESCRIPTION:

The Division of State Police and its Fatal Accident Unit performs many functions relating to fatal crash investigation. The unit not only investigates serious and fatal crashes that occur in the areas patrolled by the State Police but also responds to requests by county prosecutors and municipal police departments for on-scene investigation and post-crash technical assistance. Section 402 funds will be used to purchase equipment that will allow detectives to ensure a complete investigation and assist detectives in accessing available resources when completing reconstructions of serious and fatal motor vehicle crashes.

BUDGET: $25,000

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 and the 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. Section 402 funds will be used to pay the salary as well as travel expenses of the Traffic Safety Resource Prosecutor.

BUDGET: $200,000

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. Section 402 funds will be used to pay for travel and training expenses.

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. Section 402 funds will be used for salaries of State Police liaisons and to pay instructors that teach the various crash investigation and special training courses to law enforcement officers. Funds will also be used for the purchase and printing of training materials.

BUDGET: $390,000

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. Analysts will be compensated with Section 402 funds and tasked with generating reports that support directed policing initiatives.

BUDGET: $35,000

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. Section 402 funds will be used to pay the salary of the LEL and other expenses relating to the responsibilities and duties of the position.

BUDGET: $85,000

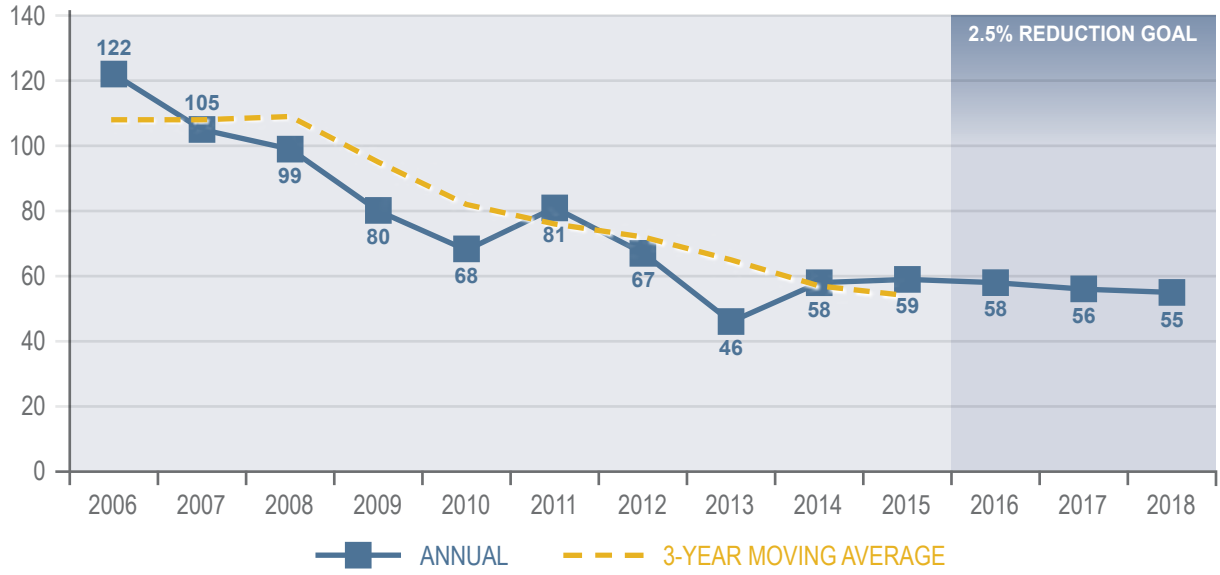
PROJECT NUMBER	TITLE	BUDGET	SOURCE
PT 17-03-01-01	DHTS PROGRAM MANAGEMENT	$ 35,000	SECTION 402
PT 17-03-02-01	TBD CO. SPEED/AGG. DRIVING	$ 25,000	SECTION 402
PT 17-03-02-02	TBD SPEED/AGG. DRIVING	$ 15,000	SECTION 402
PT 17-03-02-03	TBD SPEED/AGG. DRIVING	$ 5,000	SECTION 402
PT 17-03-02-04	TBD SPEED/AGG. DRIVING	$ 7,500	SECTION 402
PT 17-03-02-05	TBD SPEED/AGG. DRIVING	$ 8,000	SECTION 402
PT 17-03-02-06	TBD SPEED/AGG. DRIVING	$ 5,000	SECTION 402

PROJECT NUMBER	TITLE	BUDGET	SOURCE
PT 17-03-02-07	TBD SPEED/AGG. DRIVING	$ 12,000	SECTION 402
PT 17-03-02-08	TBD SPEED/AGG. DRIVING	$ 10,000	SECTION 402
PT 17-03-02-09	TBD SPEED/AGG. DRIVING	$ 5,000	SECTION 402
PT 17-03-02-10	TBD SPEED/AGG. DRIVING	$ 8,000	SECTION 402
PT 17-45-01-01	TBD DISRACTED DRIVING	$175,000	SECTION 405
PT 17-45-01-02	TBD DISTRACTED DRIVING	$ 20,000	SECTION 405
PT 17-45-01-03	TBD DISTRACTED DRIVING	$ 18,000	SECTION 405
PT 17-45-01-04	TBD DISTRACTED DRIVING	$ 15,000	SECTION 405
PT 17-45-01-05	TBD DISTRACTED DRIVING	$ 12,000	SECTION 405
PT 17-45-01-06	TBD DISTRACTED DRIVING	$ 12,000	SECTION 405
PT 17-45-01-07	TBD CO. SHERIFF DISTRACTED DRIVING	$ 20,000	SECTION 405
PT 17-45-01-08	TBD DISTRACTED DRIVING	$ 15,000	SECTION 405
PT 17-45-01-09	TBD TWP. DISTRACTED DRIVING	$ 18,000	SECTION 405
PT 17-45-01-10	TBD DISTRACTED DRIVING	$ 22,000	SECTION 405
PT 17-45-01-11	TBD DISTRACTED DRIVING	$ 20,000	SECTION 405
PT 17-45-01-12	TBD DISTRACTED DRIVING	$ 20,000	SECTION 405
PT 17-45-01-13	TBD DISTRACTED DRIVING	$ 14,000	SECTION 405
PT 17-45-01-14	TBD DISTRACTED DRIVING	$ 18,000	SECTION 405
PT 17-45-01-15	TBD DISTRACTED DRIVING	$ 12,000	SECTION 405
PT 17-45-01-16	TBD DISTRACTED DRIVING	$ 20,000	SECTION 405
PT 17-45-01-17	TBD DISTRACTED DRIVING	$ 15,000	SECTION 405
PT 17-45-01-18	TBD DISTRACTED DRIVING	$ 12,000	SECTION 405
PT 17-45-01-19	TBD DISTRACTED DRIVING	$ 8,000	SECTION 405
PT 17-45-01-20	TBD DISTRACTED DRIVING	$ 10,000	SECTION 405
PT 17-45-01-21	TBD DISTRACTED DRIVING	$ 18,000	SECTION 405
PT 17-45-01-22	TBD DISTRACTED DRIVING	$ 18,000	SECTION 405
PT 17-45-01-23	TBD DISTRACTED DRIVING	$ 20,000	SECTION 405
PT 17-45-01-24	TBD DISTRACTED DRIVING	$ 12,000	SECTION 405
PT 17-45-01-25	TBD DISTRACTED DRIVING	$ 20,000	SECTION 405
PT 17-45-01-26	TBD DISTRACTED DRIVING	$ 10,000	SECTION 405
PT 17-45-01-27	TBD DISTRACTED DRIVING	$ 12,000	SECTION 405
PT 17-45-01-28	TBD DISTRACTED DRIVING	$ 18,000	SECTION 405
PT 17-45-01-29	TBD DISTRACTED DRIVING	$ 10,000	SECTION 405
PT 17-45-01-30	TBD DISTRACTED DRIVING	$ 13,000	SECTION 405
PT 17-45-01-31	TBD DISTRACTED DRIVING	$ 9,000	SECTION 405
PT 17-45-01-32	TBD DISTRACTED DRIVING	$ 8,000	SECTION 405
PT 17-45-01-33	TBD DISTRACTED DRIVING	$ 12,000	SECTION 405
PT 17-45-01-34	TBD DISTRACTED DRIVING	$ 12,000	SECTION 405
PT 17-45-01-35	TBD DISTRACTED DRIVING	$ 18,000	SECTION 405
PT 17-45-01-36	TBD DISTRACTED DRIVING	$ 19,000	SECTION 405
PT 17-45-01-37	TBD DISTRACTED DRIVING	$ 20,000	SECTION 405
PT 16-03-03-01	TBD SPEED DETECTION PROGRAM	$ 100,000	SECTION 402
PT 17-03-04-01	TBD COMP. ENF/ED. PROGRAM	$ 28,000	SECTION 402
PT 17-03-04-02	TBD CO. SHERIFF ENF/ED. PROGRAM	$ 25,000	SECTION 402
PT 17-03-04-03	TBD ENF/ED. PROGRAM	$ 20,000	SECTION 402
PT 17-03-05-01	TBD FATAL CRASH INVESTIGATION	$ 25,000	SECTION 402
PT 17-03-06-01	TRAFFIC SAFETY RESOURCE PROSECUTOR	$ 200,000	SECTION 402
PT 17-03-07-01	TBD TRAFFIC SAFETY LIAISON GRANT	$ 380,000	SECTION 402
PT 17-03-07-02	TBD TRAINING GRANT	$ 10,000	SECTION 402
PT 17-03-08-01	TBD PD DDACTS	$ 15,000	SECTION 402
PT 17-03-08-02	TBD PD DDACTS	$ 20,000	SECTION 402
PT 17-03-09-01	LAW ENFORCEMENT LIAISON GRANT	$ 85,000	SECTION 402

GENERAL OVERVIEW

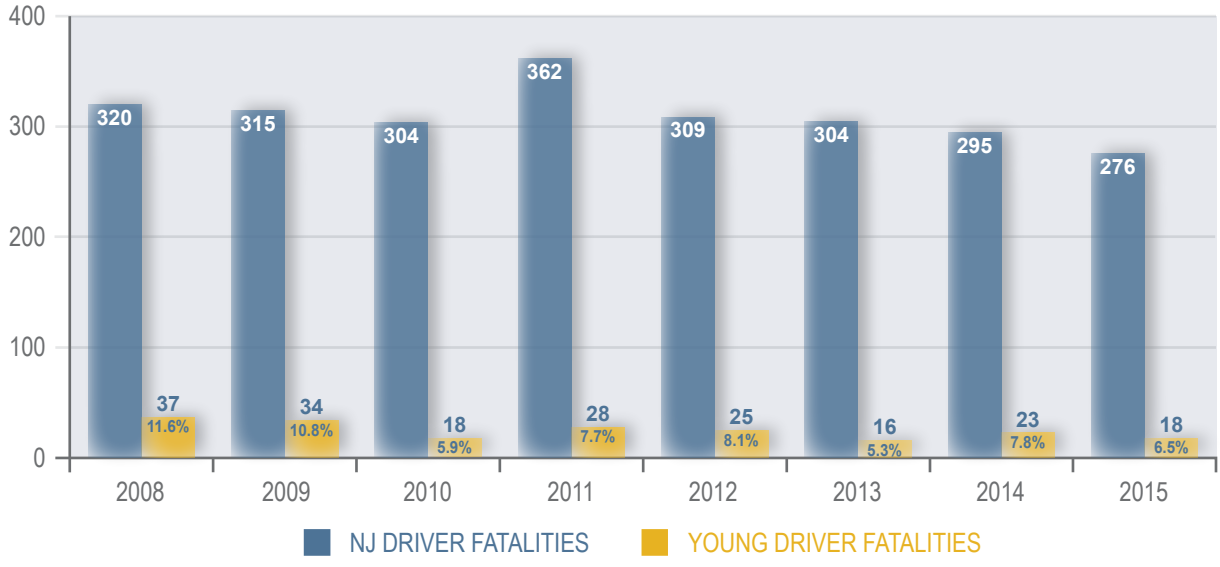
A younger driver is defined as an operator of a motor vehicle or motorcycle between 16-20 years of age. During the last ten years (2006-2015), there were 785 fatalities involving younger drivers. In 2015, younger drivers were involved in 10.5 percent of total motor vehicle fatalities (59 out of 562).

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



A total of 18 drivers between the ages of 16-20 died on the State's roadways in 2015. Younger driver fatalities in 2015 accounted for 6.5 percent of total drivers killed, down from 7.8 percent in 2014. A comparison of the number of younger driver fatalities in relation to the total number of drivers killed is depicted in the table.

PROPORTION OF YOUNGER DRIVER FATALITIES VERSUS TOTAL NEW JERSEY DRIVER FATALITIES



Although younger drivers accounted for 10.5 percent of all fatalities, they were involved in slightly over 12 percent of all crashes statewide. Compared to all drivers involved in crashes, younger drivers represented 7 percent of all drivers involved.

YOUNG DRIVER CRASHES VERSUS ALL CRASHES BY YEAR, 2008 - 2014							
	2008	2009	2010	2011	2012	2013	2014
ALL **CRASHES**	303,013	301,249	301,544	295,094	284,064	289,304	289,873
16-20 YO DRIVER INVOLVED **CRASHES**	48,276	47,962	44,848	41,468	38,950	37,939	36,040
YOUNG DRIVER **CRASHES** VS ALL **CRASHES***	15.9%	15.9%	14.9%	14.1%	13.7%	13.1%	12.4%
DRIVERS INVOLVED IN ALL CRASHES	567,182	562,977	566,904	554,892	535,626	545,659	546,459
16-20 YO **DRIVERS** INVOLVED IN CRASHES	51,830	51,351	47,899	44,142	41,316	40,173	38,019
YOUNG **DRIVERS** VS ALL **DRIVERS** IN CRASHES*	9.1%	9.1%	8.4%	8.0%	7.7%	7.4%	7.0%

* Excludes undefined driver age.

The majority of younger drivers involved in crashes had one or more factors reported at the time of the crash. The most common factor for crashes involving younger drivers was "Driver Inattention" (118,523 or 15.2%), followed by "Following Too Closely" (26,337 or 3.38%).

TOP 10 CONTRIBUTING CIRCUMSTANCES IN CRASHES INVOLVING YOUNG DRIVERS, 2010 - 2014						
CONTRIBUTING CIRCUMSTANCE	2010	2011	2012	2013	2014	TOTAL
DRIVER INATTENTION	26,372	24,235	23,379	22,649	21,888	118,523
FOLLOWING TOO CLOSELY	5,433	5,324	5,083	5,335	5,162	26,337
FAILED TO YIELD RIGHT OF WAY TO VEHICLE / PEDESTRIAN	5,335	5,100	4,633	4,568	4,267	23,903
UNSAFE SPEED	4,214	3,780	3,680	3,608	3,092	18,374
BACKING UNSAFELY	2,664	2,439	2,446	2,411	2,147	12,107
ROAD SURFACE CONDITION	2,226	1,869	1,507	1,978	2,011	9,591
IMPROPER LANE CHANGE	1,833	1,710	1,616	1,707	1,688	8,554
FAILED TO OBEY TRAFFIC CONTROL DEVICE (DRIVER)	1,872	1,756	1,679	1,591	1,473	8,371
IMPROPER TURNING	1,767	1,543	1,486	1,431	1,418	7,645
IMPROPER PASSING	962	926	830	816	781	4,315

ANALYSIS OF GENDER

Males between the ages of 16-20 accounted for 54 percent of younger drivers involved in crashes over the past five years, with females representing 46 percent. Overall, 48 percent of all drivers involved in crashes were male and 35 percent female. Drivers between the ages of 16 and 20 made up 8.2 percent of all drivers involved in crashes in 2014. Over the last five years (2010-2014), only 1.67 percent of all crashes involving younger drivers involved alcohol.

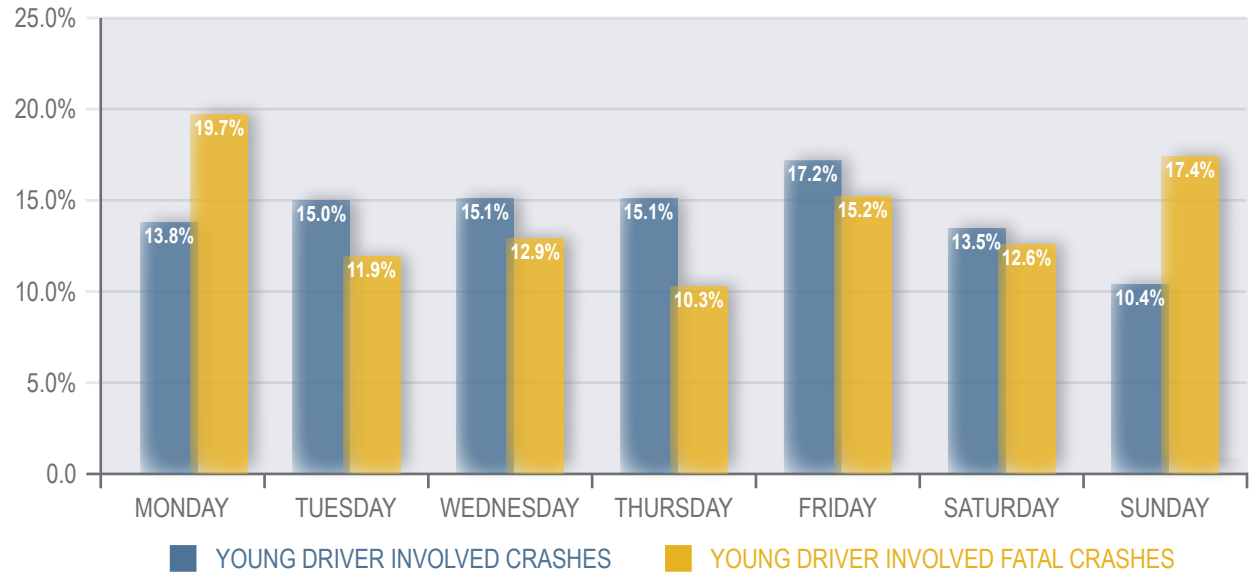
PERCENTAGE OF YOUNG DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2010 - 2014

AGE	% OF 16-20 AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
16 YEARS OLD	0.9%	0.5%	0.4%	0.0%	1,901
17 YEARS OLD	14.7%	7.5%	7.1%	0.0%	30,977
18 YEARS OLD	28.3%	15.1%	13.1%	0.1%	59,776
19 YEARS OLD	28.4%	15.5%	112.7%	0.1%	59,949
20 YEARS OLD	27.8%	15.2%	12.5%	0.1%	58,756
TOTAL	100.0%	53.7%	45.9%	0.4%	211,359

ANALYSIS OF OCCURRENCE

The occurrence of crashes involving a younger driver helps decision makers in addressing the specific concerns that are facing new users of the roadway. Day-of-week representation does not vary greatly for younger driver involved crashes, however; crashes where one or more person was killed occurred mostly on Monday and Sunday comparatively (19.7% and 17.4%). Friday is the day of the week that experiences the highest volume of crashes involving younger drivers accounting for 17.2 percent of younger driver crashes.

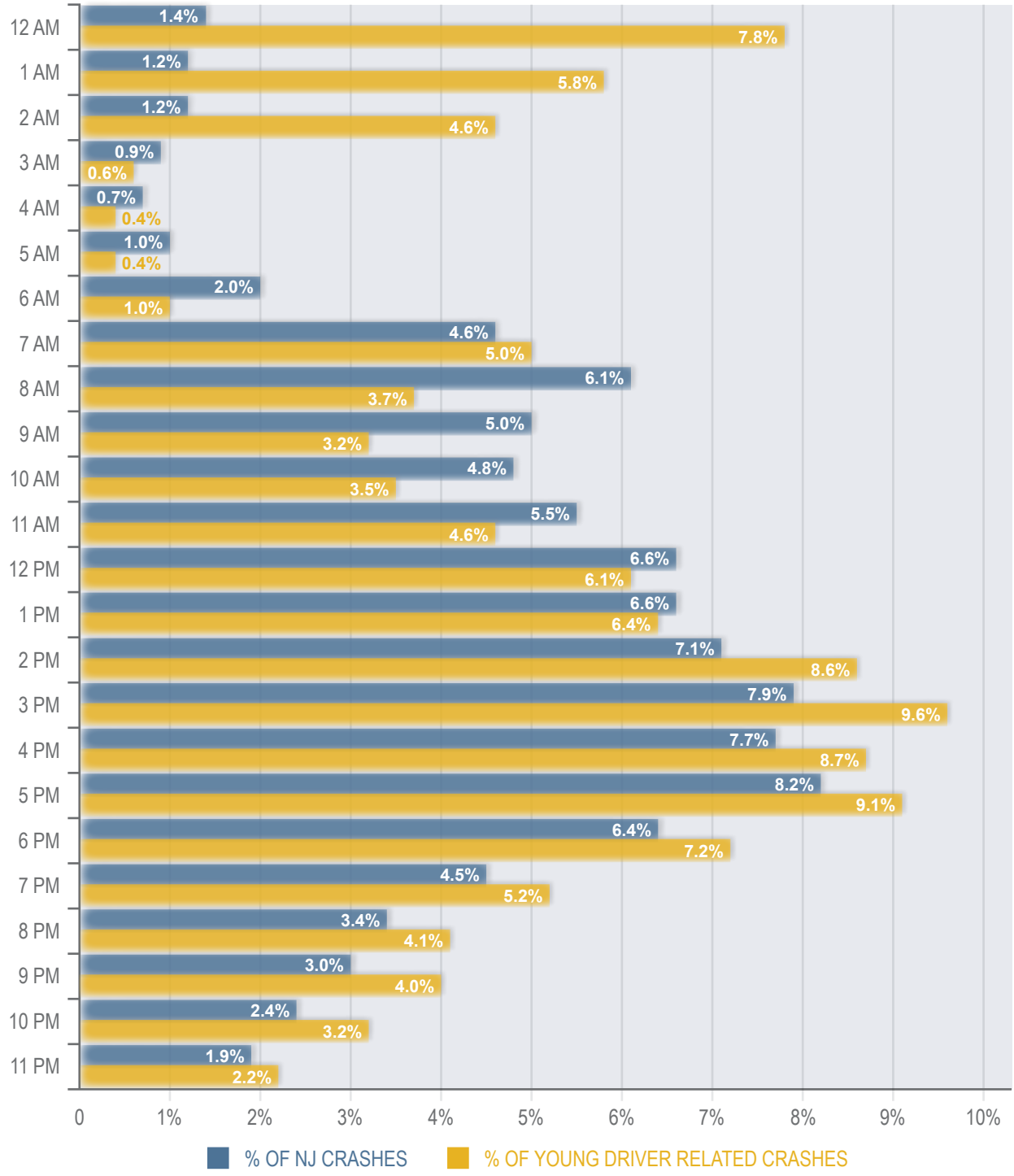
YOUNG DRIVER INVOLVED CRASH % VS YOUNG DRIVER INVOLVED FATAL CRASH % BY DAY OF WEEK, 2010 - 2014



The State has made great advances in creating laws to protect the inexperienced users of the roadways, younger drivers between 16 and 20 years of age. The law governing the rules for new drivers, known as Kyleigh's Law, became effective on May 1, 2010. The law limits the number of passengers allowed in the vehicle for new drivers, as well as limiting the hours in which they can operate a motor vehicle.

Crashes involving younger drivers from 2010-2014 reveal an overrepresentation of younger drivers involved in crashes starting at 2pm with the majority of crashes occurring during the 3pm interval, accounting for 9.6 percent of all crashes during the 24-hour period. Younger driver crashes account for 27.4 percent of all crashes between the hours of 3pm and 5pm and 21.1 percent between 12pm and 2pm.

YOUNG DRIVER INVOLVED CRASH PERCENTAGE VS NJ CRASH PERCENTAGE BY TIME OF DAY, 2010 - 2014



There was a reduction in crashes involving younger drivers from 2010-2014, (25.4 percent to 18.1 percent). To assess the effectiveness of Kyleigh's law, an analysis was conducted of the time of day when a younger driver is permitted to operate a motor vehicle (5:01am–11:00pm) compared to restricted hours (11:01pm–5:00am). The time of day permissible for younger drivers to use the roadways experienced a 27.75 percent reduction in crashes involving younger drivers. The largest percent change occurred during the restricted hours of 11:01pm – 5:00am with a 41.9 percent reduction. The limitation of the hours in which a younger driver is permitted to drive has had a positive effect on the total number of crashes experienced.

---------- KYLEIGH'S LAW EFFECTS ----------
PERCENTAGE OF YOUNG DRIVER CRASHES BY YEAR AND TIME PERIOD, 2010 - 2014

YEAR	11:01PM - 4:59AM	5 AM - 11PM
2010	27.2%	25.3%
2011	22.3%	20.9%
2012	18.0%	17.6%
2013	16.7%	18.0%
2014	15.8%	18.3%
2010 - 2014 DIFFERENCE	-41.96%	-27.75%

ANALYSIS OF LOCATION

Gloucester Township had the largest decrease of crashes involving younger drivers with a 72.6 percent reduction. Vineland City and Parsippany-Troy Hills Township had the second and third largest reductions with 58 percent and 56.6 percent respectively. Cherry Hill Township stands out as having the largest increase in the number of younger driver involved crashes.

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

MUNICIPALITY	2010	2011	2012	2013	2014	TOTAL	2010 - 2014 % CHANGE
TOMS RIVER	1,012	914	870	901	849	4,546	-16.1%
EDISON	818	727	770	704	637	3,656	-22.1%
PARAMUS	657	890	910	401	557	3,415	-15.2%
WOODBRIDGE	731	696	656	663	661	3,407	-9.6%
NEWARK	671	556	581	585	572	2,965	-14.8%
PATERSON	620	548	617	581	535	2,901	-13.7%
CLIFTON	985	598	174	563	533	2,853	-45.9%
HAMILTON (MERCER)	590	582	447	533	507	2,659	-14.1%
WAYNE	512	546	481	482	411	2,432	-19.7%
VINELAND	805	661	314	312	338	2,430	-58.0%
ELIZABETH	782	336	360	353	385	2,216	-50.8%
GLOUCESTER TWP.	808	378	454	354	221	2,215	-72.6%
UNION (UNION)	508	452	406	413	381	2,160	-25.0%
JERSEY CITY	355	423	534	444	364	2,120	2.5%
MIDDLETOWN	513	458	430	366	342	2,109	-33.3%
LAKEWOOD	418	387	393	389	405	1,992	-3.1%
CHERRY HILL	207	474	430	439	440	1,990	112.6%
EAST BRUNSWICK	412	382	363	378	358	1,893	-13.1%
FREEHOLD TWP.	357	375	443	379	324	1,878	-9.2%
PARSIPPANY-TROY HILLS	636	306	288	302	276	1,808	-56.6%

PRIOR YEAR PERFORMANCE

Fatalities involving younger drivers are expected to increase from 58 in 2014 to 59 in 2015. The three year moving average is expected to be reduced from 57 in 2014 to 54 in 2015.

STRATEGIES FOR FFY 2017

1. Present the Share the Keys program to parents and teens in the pre-permit or permit stage 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.

The facilitated *Checkpoints* program has been evaluated and has had promising results. Zakrajsek et al. (2009) evaluated the program delivered by trained health educators in driver education classes and found that, relative to a comparison group, parents who participated in the facilitated *Checkpoints* program showed greater awareness of teen driving risks, were more likely to complete a parent-teen driving agreement, and reported setting stricter limits on their teens' driving during the intermediate license phase.

Pre-Licensure Driver Education

There have been recent advances in the development of 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 Phladelphia 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 2017. Section 405(g) funds will be used for the printing of the Share the Keys manual and other materials used during the orientation programs.

BUDGET: $150,000

PROJECT TITLE: DRIVER SIMULATOR PROJECT

PROJECT DESCRIPTION:

Section 402 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.

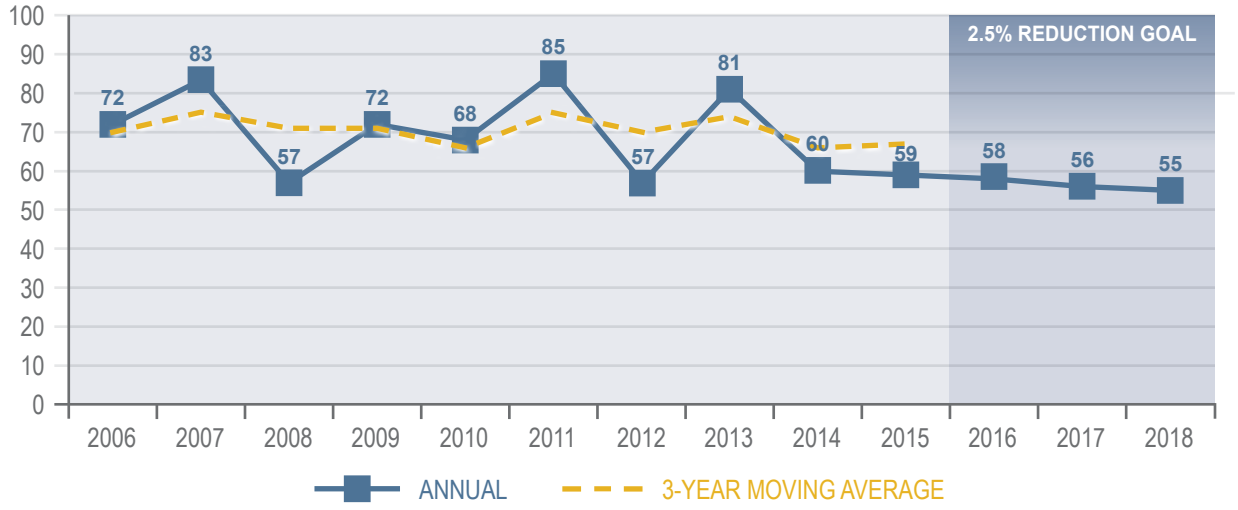
BUDGET: $150,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
CP 17-45-01-01	TBD SHARE THE KEYS PROGRAM	$ 150,000	SECTION 405
CP 17-08-07-01	TBD BOARD OF EDUCATION	$ 150,000	SECTION 402

GENERAL OVERVIEW

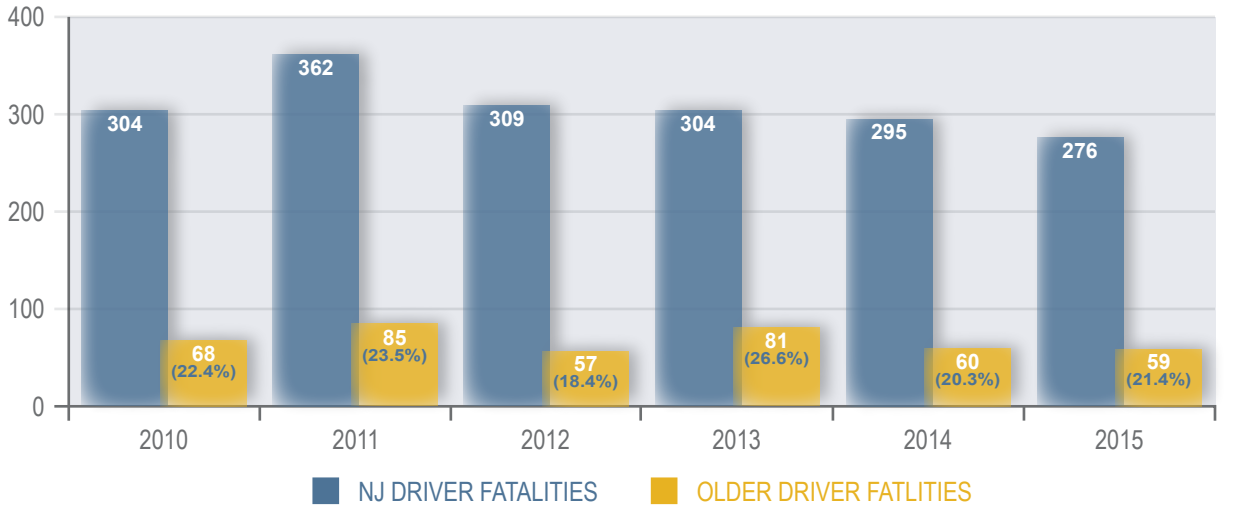
An older driver is defined as an operator of a motor vehicle or motorcycle 65 years of age and older. During the last ten years (2006–2015), there were 694 older driver (65+) fatalities. In 2015, 59 drivers age 65 or older were killed compared to 60 in 2014.

OLDER DRIVER FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE



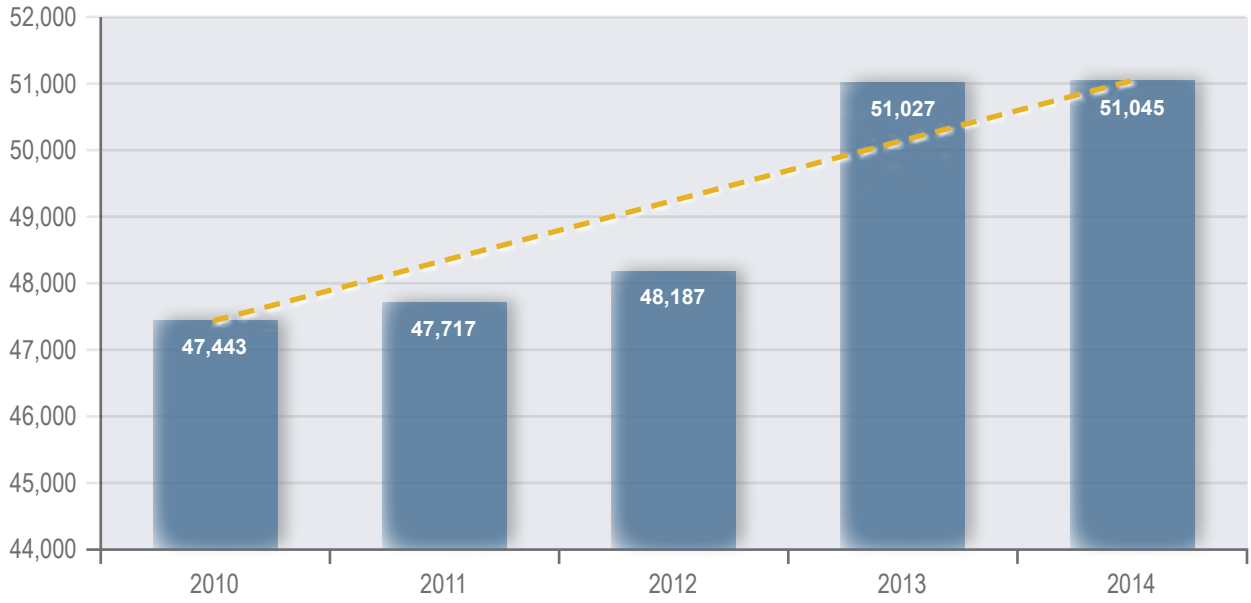
Similar to younger drivers, older drivers are considered a higher-risk population on the roadways. The amount of crashes involving older drivers has experienced an upward trend in the total number of motor vehicle crashes since 2006. In 2014 alone, there were 47,779 crashes involving 50,794 older drivers. Older drivers accounted for 21.4 percent of all driver fatalities in the State in 2015 and were involved in 16.5 percent of all crashes in 2014. The increasing population of older drivers in the State and involvement in crashes creates an important case for increased education, enforcement and outreach to this group.

PROPORTION OF OLDER DRIVER FATALITIES VERSUS TOTAL NEW JERSEY DRIVER FATALITIES



The number of older drivers involved in crashes has been increasing since 2009 with 51,045 drivers involved in crashes in 2014 compared to the 2013 total of 51,027. Older drivers, once involved in 14.8 percent of all crashes in 2010 now account for 16.5 percent in 2014.

OLDER DRIVERS INVOLVED IN CRASHES, 2010 - 2014



The majority of crashes involving older drivers had one or more contributing factors reported at the time of the crash. The most common factor for crashes involving older drivers was "Driver Inattention" (134,520 or 11.84 percent), followed by "Failure to Yield Right of Way to Another Vehicle or Pedestrian" (29,464 or 2.59 percent).

TOP 10 CONTRIBUTING CIRCUMSTANCES IN CRASHES INVOLVING OLDER DRIVERS, 2010 - 2014

CONTRIBUTING CIRCUMSTANCE	2010	2011	2012	2013	2014	TOTAL
DRIVER INATTENTION	25,516	25,860	26,464	28,210	28,470	134,520
FAILED TO YIELD RIGHT OF WAY TO VEHICLE / PEDESTRIAN	5,810	5,753	5,849	6,179	5,873	29,464
FOLLOWING TOO CLOSELY	3,953	4,103	4,286	4,743	5,003	22,088
BACKING UNSAFELY	4,096	4,150	4,290	4,769	4,225	21,530
FAILED TO OBEY TRAFFIC CONTROL DEVICE	2,231	2,252	2,130	2,237	2,200	11,050
IMPROPER LANE CHANGE	1,904	2,025	2,060	2,331	2,390	10,710
IMPROPER TURNING	1,846	1,738	1,839	1,892	2,059	9,374
UNSAFE SPEED	1,466	1,376	1,289	1,393	1,429	6,953
IMPROPER PASSING	959	975	1,080	1,084	1,100	5,198
ROAD SURFACE CONDITION	902	859	591	850	1,176	4,378

ANALYSIS OF GENDER

A breakdown of the gender make up of older drivers involved in crashes shows that males age 65 and older accounted for 57 percent of older drivers involved in crashes while females represented 43 percent during the past five years. Overall, 48 percent of all drivers involved in crashes are male and 35 percent are female. Drivers between the ages of 65-69 account for 36.4 percent of total older drivers involved.

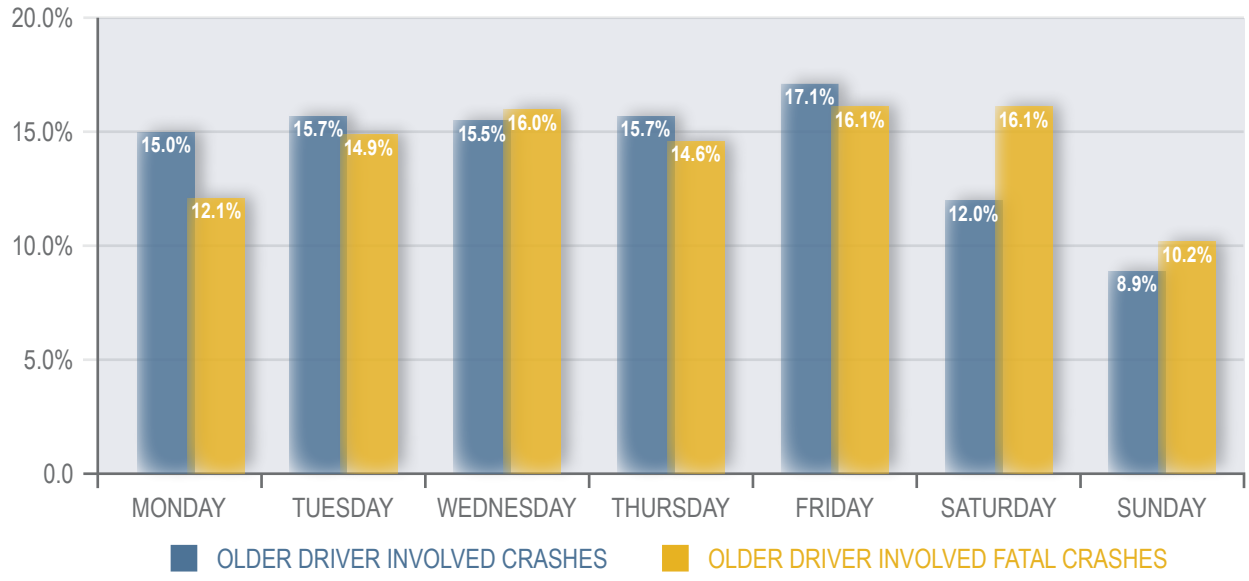
PERCENTAGE OF OLDER DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2010 - 2014

AGE	% OF 65 - 85+ AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
65 - 69 YEARS OLD	36.4%	21.2%	15.0%	0.2%	89,198
70 - 74 YEARS OLD	24.3%	14.0%	10.2%	0.1%	59,584
75 - 79 YEARS OLD	16.9%	9.5%	7.4%	0.1%	41,397
80 - 84 YEARS OLD	12.5%	6.7%	5.8%	0.0%	30,675
85+ YEARS OLD	9.9%	5.5%	4.4%	0.0%	24,255
TOTAL	100.0%	56.8%	42.8%	0.4%	245,109

ANALYSIS OF OCCURRENCE

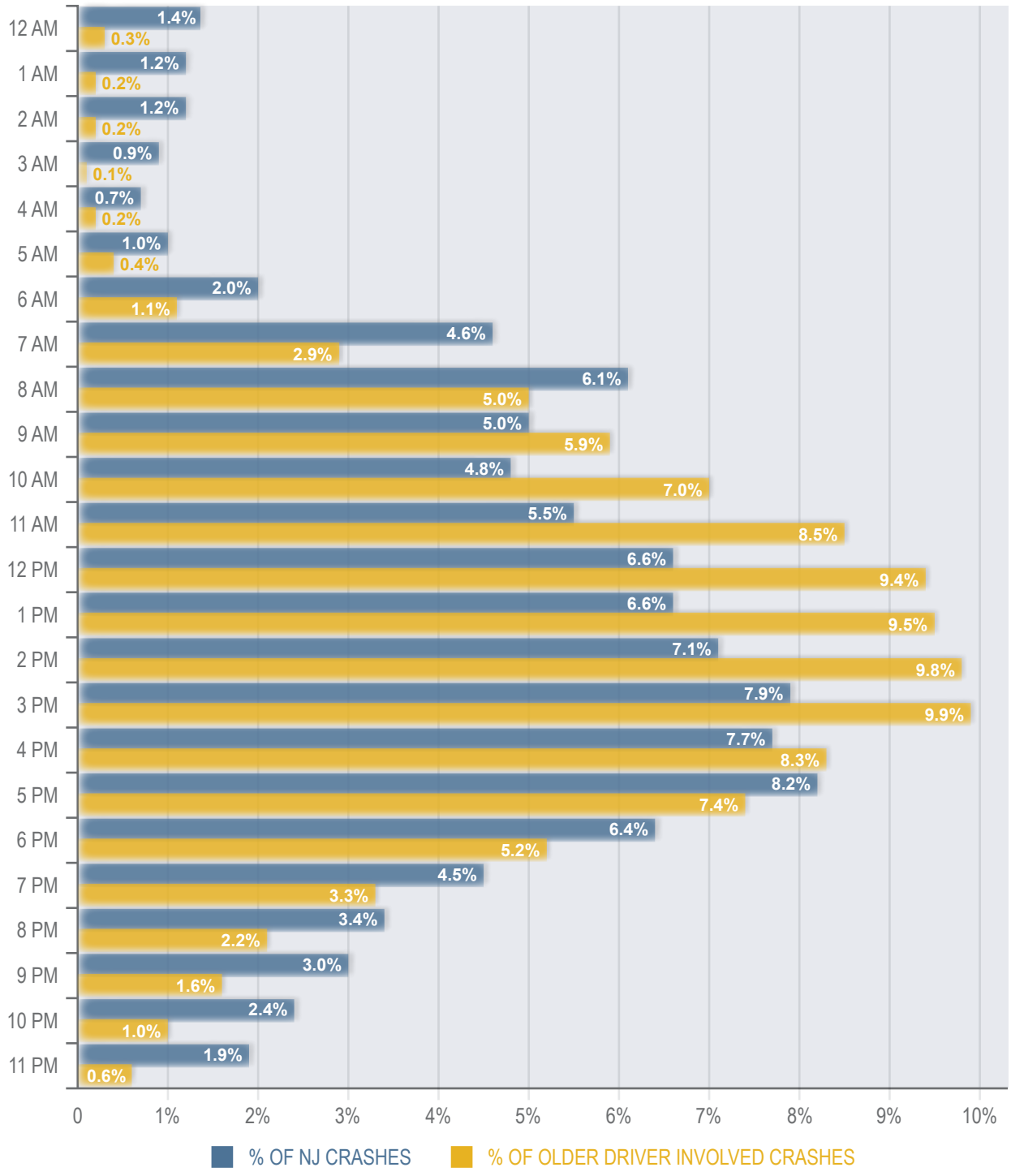
Day of week representation does not vary greatly. Sunday was the day that experienced the least volume of crashes, both non-fatal and fatal, with 8.9 percent and 10.2 percent occurring respectively. The day of the week that experiences the highest volumes of crashes involving older drivers was Friday which accounted for 17.1 percent of the total.

OLDER DRIVER INVOLVED CRASH % VS OLDER DRIVER INVOLVED FATAL CRASH % BY DAY OF WEEK, 2010 - 2014



Older drivers become overrepresented in motor vehicle crashes from 9am to 4pm, accounting for 68.3 percent of all older crashes, with 28.7 percent occurring between 12pm and 2pm.

OLDER DRIVER INVOLVED CRASH PERCENTAGE VS NJ CRASH PERCENTAGE BY TIME OF DAY, 2010 - 2014



ANALYSIS OF LOCATION

Only two municipalities from the list of the top 20 municipalities involving older driver crashes, experienced a decrease. Cherry Hill Township experienced the largest increase, 27 percent from 2010-2014.

TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING OLDER DRIVERS, 2010 - 2014								
MUNICIPALITY	2010	2011	2012	2013	2014	TOTAL	5-YEAR AVG.	2010 - 2014 % CHANGE
TOMS RIVER	1,060	1,122	1,058	1,136	1,141	5,517	1,103	7.1%
NEWARK	708	650	741	788	856	3,743	749	17.3%
JERSEY CITY	684	684	767	760	807	3,702	740	15.2%
WOODBRIDGE	601	630	681	742	744	3,398	680	19.2%
EDISON	639	603	669	684	679	3,274	655	5.9%
CLIFTON	633	589	639	679	645	3,185	637	1.9%
CHERRY HILL	477	545	571	679	656	2,928	586	27.3%
BRICK	541	520	570	627	616	2,874	575	12.2%
PARAMUS	524	533	518	613	636	2,824	565	17.6%
PATERSON	492	521	609	569	550	2,741	548	10.5%
HAMILTON (MERCER)	459	549	560	566	556	2,690	538	17.4%
UNION (UNION)	498	487	471	517	453	2,426	485	-9.9%
ELIZABETH	451	455	459	454	527	2,346	469	14.4%
HACKENSACK	385	434	465	468	504	2,256	451	23.6%
WAYNE	429	448	426	460	478	2,241	448	10.3%
LAKEWOOD	410	416	390	483	431	2,130	426	4.9%
VINELAND	393	389	402	391	414	1,989	398	5.1%
PARSIPPANY-TROY HILLS	375	390	354	388	445	1,952	390	15.7%
BRIDGEWATER	355	352	378	390	352	1,827	365	-0.9%
FORT LEE	365	322	342	386	384	1,799	360	4.9%

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, 81 Hispanics were killed in motor vehicle crashes which represented 15 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, 2010 - 2014					
	2010	2011	2012	2013	2014
HISPANIC	80	87	97	93	81
WHITE	356	392	369	327	355
BLACK	83	108	90	83	81
OTHER	28	40	25	35	31
UNKNOWN	9	0	8	4	8
TOTAL	556	627	589	542	556

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, 2017 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 14 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 performance target for older driver fatalities was met in 2015. Older driver fatalities decreased from 60 in 2014 to 59 in 2015.

STRATEGIES FOR FFY 2017

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 address 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, Union 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. Section 402 funds will be used for training program related expenses, printing of training and educational materials, program coordinator expenses, and public outreach initiatives.

BUDGET: $879,550

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. Section 402 funds will be used to print the various publications provided by the DHTS to the public.

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. Section 402 funds will be used for wages of crash instructors, crash training software updates, crash training meeting expenses and printing costs.

BUDGET: $375,000

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 *brainybunch.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. Section 402 funds will be used for expenses related to the teen driver study, hosting, updating and maintenance of the websites, and staff salary.

BUDGET: $280,000

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 *Drive 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. Additional efforts in 2017 will include utilizing the New Jersey Broadcasters Association's Public Education Program or "PEP' to promote the various safety campaigns. Additional efforts to promote the impaired driving message will be pursued with the NY Jets and include public service messages during the football season. Section 402 funds will be used for media advertising costs including print, radio and message board announcements.

BUDGET: $447,450

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.

Section 402 funds will be used for printing educational materials, training expenses, staff salaries and website updates.

BUDGET: $362,500

PROJECT TITLE: TRAFFIC SAFETY WORKSHOPS AND CONFERENCES

PROJECT DESCRIPTION:

This task will provide a dedicated funding source for DHTS personnel to attend critical traffic safety, 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. Section 402 funds will be used by DHTS staff for travel related expenditures.

BUDGET: $30,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
CP 17-08-01-01	TBD CO. CTSP	$ 94,950	SECTION 402
CP 17-08-01-02	TBD CO. CTSP	$ 115,000	SECTION 402
CP 17-08-01-03	TBD CO. CTSP	$ 74,500	SECTION 402
CP 17-08-01-04	TBD CO. CTSP	$ 64,000	SECTION 402
CP 17-08-01-05	TBD PLANNING AUTHORITY	$ 65,850	SECTION 402
CP 17-08-01-06	TBD CO. CTSP	$ 50,000	SECTION 402
CP 17-08-01 07	TBD CO. CTSP	$ 75,000	SECTION 402
CP 17-08-01-08	TBD CO. CTSP	$ 62,000	SECTION 402
CP 17-08-01-09	TBD CO. CTSP	$ 73,000	SECTION 402
CP 17-08-01-10	TBD CO. CTSP	$105,000	SECTION 402
CP 17-08-01-11	TBD CO. CTSP	$ 90,000	SECTION 402
CP 17-08-01-12	TBD CO. CTSP	$ 10,250	SECTION 402
CP 17-08-02-01	DHTS PUBLIC INFORMATION AND ED.	$140,000	SECTION 402
CP 17-08-03-01	COMMUNITY SAFETY AND TRAINING	$375,000	SECTION 402
CP 17-08-04-01	TRANSPORTATION SAFETY AWARENESS	$280,000	SECTION 402
PM 17-21-01-01	DHTS PAID MEDIA	$447,450	SECTION 402
CP 17-08-05-01	TBD (TMA) PROG. INITIATIVE	$155,000	SECTION 402
CP 17-08-05-02	TBD COMPREHENSIVE PROGRAM	$ 75,000	SECTION 402
CP 17-08-05-03	TBD – CHILDREN IN TRAFFIC	$ 83,000	SECTION 402
CP 17-08-05-04	TBD	$ 49,500	SECTION 402
CP 17-08-06-01	TRAFFIC SAFETY WORKSHOPS AND CONFERENCES	$ 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 require on-going maintenance a result.

Many problems can be attributed to this network, such as the growing and shifting population that 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.

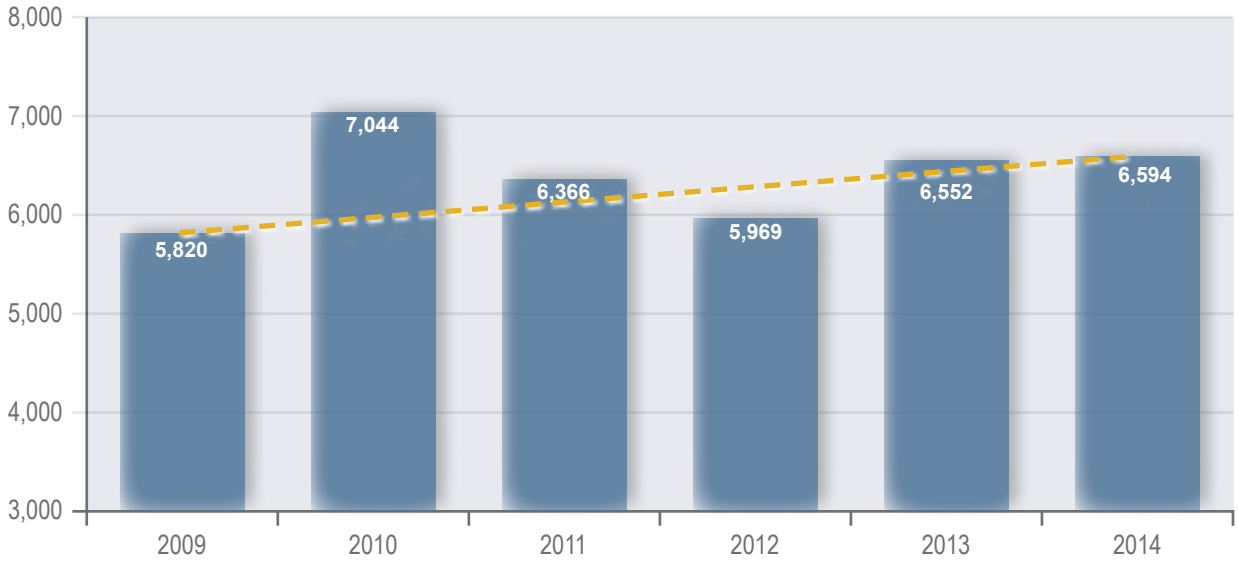
Responsibility for the design, construction and maintenance of the highway system falls on the public works departments, at the state, county and local levels of government. There continues to be a need of traffic engineering infrastructure to monitor highway operations, recommend improvements in the 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 for the safety of workers, road users and pedestrians. Training in the proper set-up of a work zone by public works employees, utility workers, and police officers will allow drivers to clearly identify the proper travel lane and reduce the chances for a vehicle-vehicle or vehicle-worker conflict.

Over the past five years from 2010-2014, there have been 32,525 reported crashes in construction, maintenance, and utility zones. On average, a little more than 2 percent of all crashes in the State occur in a work zone.

WORK ZONE CRASHES, 2009 - 2014



The table reveals that Middlesex County (2,469) had the highest number of work zone crashes over the past three years accounting for nearly 13 percent of total work zone crashes.

WORK ZONE CRASHES BY COUNTY AND YEAR, 2012 - 2014

COUNTY	2012		2013		2014		TOTALS	
	Totoal Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total
ATLANTIC	175	2.93%	169	2.58%	206	3.12%	550	2.88%
BERGEN	591	9.90%	616	9.40%	528	8.01%	1,735	9.08%
BURLINGTON	357	5.98%	366	5.59%	274	4.16%	997	5.22%
CAMDEN	196	3.28%	396	6.04%	459	6.96%	1,051	5.50%
CAPE MAY	32	0.54%	100	1.53%	119	1.80%	251	1.31%
CUMBERLAND	22	0.37%	24	0.37%	23	0.35%	69	0.36%
ESSEX	701	11.74%	479	7.31%	410	6.22%	1,590	8.32%
GLOUCESTER	55	0.92%	70	1.07%	84	1.27%	209	1.09%
HUDSON	636	10.66%	456	6.96%	477	7.23%	1,569	8.21%
HUNTERDON	47	0.79%	46	0.70%	52	0.79%	145	0.76%
MERCER	572	9.58%	463	7.07%	311	4.72%	1,346	7.04%
MIDDLESEX	602	10.09%	816	12.46%	1,051	15.94%	2,469	12.92%
MONMOUTH	348	5.83%	323	4.93%	429	6.51%	1,100	5.75%
MORRIS	312	5.23%	661	10.09%	770	11.68%	1,743	9.12%
OCEAN	257	4.31%	652	9.95%	685	10.39%	1,594	8.34%
PASSAIC	506	8.48%	444	6.78%	321	4.87%	1,271	6.65%
SALEM	11	0.18%	6	0.09%	16	0.24%	33	0.17%
SOMERSET	102	1.71%	156	2.38%	128	1.94%	386	2.02%
SUSSEX	33	0.55%	31	0.47%	29	0.44%	93	0.49%
UNION	377	6.32%	242	3.69%	168	2.55%	787	4.12%
WARREN	37	0.62%	35	0.53%	54	0.82%	126	0.66%
TOTAL	5,969		6,551		6,594		19,114	

Over 27 percent of work zone crashes over the past five years occurred 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	1,657	8,829
UNKNOWN	1,408	1,369	1,235	1,283	1,494	6,789
URBAN PRINCIPLE ARTERIAL	1,635	1,347	1,167	993	1,227	6,369
URBAN FREEWAY / EXPRESSWAY	1,046	1,040	879	1,457	1,358	5,780
URBAN MINOR ARTERIAL	519	582	473	449	478	2,501
RURAL PRINCIPLE ARTERIAL	198	160	190	181	121	850
URBAN COLLECTOR	132	143	121	127	106	629
RURAL INTERSTATE	33	93	142	124	101	493
URBAN LOCAL	26	29	28	25	20	128
RURAL MAJOR COLLECTOR	23	18	14	8	11	74
RURAL MINOR ARTERIAL	12	8	12	15	17	64
RURAL MINOR COLLECTOR	3	5	3	—	4	15
RURAL LOCAL	2	1	—	—	—	3
TOTAL	7,044	6,366	5,969	6,551	6,594	32,524

Cargo and equipment loss does not account for a large volume of crashes in the State; however, they occasionally result in devastating traffic disruptions and environmental degradation.

Over the past five years, cargo loss was a factor in 1,856 crashes of varying degrees of severity. Less than a quarter of 1 percent (0.13 percent) of crashes that occurred on New Jersey's roadways resulted in cargo or equipment loss.

OTHER PERFORMANCE TARGETS

GOAL: To decrease work zone related crashes by 3 percent from the 2012-2014 calendar base year average of 6,372 to 6,181 by December 31, 2017 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 17th consecutive year and work zone safety training addressing the needs of local public agencies, road departments and law enforcement continued to be offered.

Fluctuations are expected in analyzing crashes taking place in work zones. Many variables exist to make conditions worse or better. Time of construction taking place, number of projects occurring within a year, size and scope of projects underway and varying traffic volumes all have an impact on the safety of work zones and number of motor vehicle crashes that occur.

Work zone related crashes increased slightly from 2013 to 2014, but have increased by 10 percent since 2012.

STRATEGIES FOR FFY 2017

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 and 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: 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 18th Annual Work Zone Safety Conference will be held in conjunction with National Work Zone Safety Week in 2017. 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.

Section 402 funds will be used to pay partial salaries for Rutgers training staff, handouts and other training materials and conference related costs.

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. Section 402 funds will be used to pay hourly wages for two interns during the summer months.

BUDGET: $21,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
RS 17-61-02-01	NJ COMPREHENSIVE WORK ZONE PROG. TBD	$130,000	SECTION 402
RS 17-61-03-01	TBD TRAFFIC SAFETY INTERN	$ 21,000	SECTION 402

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 Governor's Highway Safety Association developed a methodology for mapping the data collected on the State Police Accident Reports (PARs)to the data elements and attributes in the Model Minimum Uniform Crash Criteria (MMUCC) Guidelines (4th Edition (2012). 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 have been generated for each recommended Data Element and Attribute 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 the State. By completing this mapping process, the State has determined and prioritized changes that have been implemented in a newly revised NJTR-1 crash report.

PROBLEM IDENTIFICATION PROCESS

New Jersey's primary crash information system is hosted and maintained by the NJDOT. With very few exceptions, the statewide database contains records for all police-reported motor vehicle accidents resulting in $500 or more of property damage. All crashes reported to the Motor Vehicle Commission 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:

Currently, the mean number of days from the crash date to the date the crash report is entered into the database is 89.09 days. In 2014, the number of days from the crash date to the date the crash report was entered into the database was 87.41 days.

The transfer of motor vehicle crash data in an electronic format enhances timeliness facilitating a quick turn-around time from crash occurrence to entry into the system. The Division of State Police, NJDOT and the Office of Information Technology developed new procedures and protocols for the State Police to electronically transfer all crash records to both agencies for processing. The success of this operation enables the State to move forward in providing a way for law enforcement agencies to submit their records electronically in the future. Over the next few years, NJDOT will be developing a systematic way to allow for statewide participation and making sure the technical needs are met in order to do so.

Accuracy:

Locating crashes remains problematic since not all police agencies use the same locating methodologies in reports. Geocoders continue to be responsible for identifying crash locations for unidentified crashes in the system.

Completeness:
The State crash report, the NJTR-1, collects a large volume of data on all reportable crashes. Training and education is provided to law enforcement agencies on the proper method of data collection to ensure the most accurate data is received.

Integration:
The State Traffic Records Coordinating Committee aims to integrate statewide crash data to the Motor Vehicle Commission's licensing information as well as Emergency Medical Service information.

Accessibility:
Plan4Safety is a decision support tool created for the NJDOT and is a multi-layered support program for transportation engineers, planners, law enforcement, and decision makers.

OTHER PERFORMANCE TARGETS

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 MMUCC 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 the Crash Data Warehouse. The Motor Vehicle Commission continues 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 Statewide Traffic Records Coordinating Committee developed a sub-committee to facilitate the adoption of the new crash reporting form as well as coordinate the revision and creation of supportive and complimentary documents. It is anticipated that transitioning to the new NJTR-1 crash form will begin in January, 2017.

Strategies for FFY 17

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 of student geocoders to geocode current and past records as they are introduced into the Plan4Safety System.
6. Participate in the Traffic Records Assessment during Federal Fiscal Year 2017.

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. Section 402 funds will be used for salaries, travel, and other administrative costs of DHTS program staff.

BUDGET: $260,000

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 review 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. Section 402 funds will be provided to Rutgers University to pay for staff salaries and travel expenses.

BUDGET: $90,000

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. Section 405 funds will be used to pay for the salary of the STRCC Chairperson.

BUDGET: $55,000

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. Section 402 funds will be used to pay for training materials and hourly wages of instructors.

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 Section 405 funds will be used for contractual services to expand the current electronic patient care report project. This project will provide data sets and real-time surveillance with analysis reports/statistics that is tied to the NHTSA data set.

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. Section 405 funds will be used to pay hourly wages of staff dedicated to the project as well as supporting software.

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. Section 405 funds will be used to pay the hourly wages of geocoders.

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. Section 405 funds will be provided to the vendor for their services, including scanning and courier services.

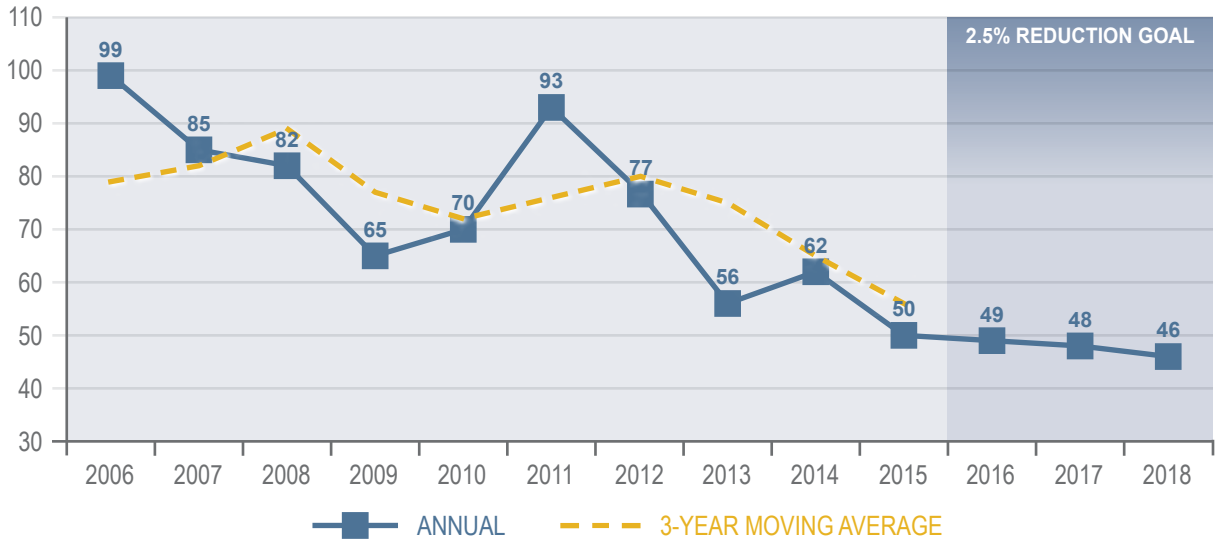
BUDGET: $2,000,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
TR 17-02-01-01	DHTS PROGRAM MANAGEMENT	$260,000	SECTION 402
TR 17-02-02-01	DATA ANALYSIS FOR SAFETY PROGRAMS TBD	$ 90,000	SECTION 402
TR 17-02-03-01	TRAFFIC RECORDS COMMITTEE	$ 55,000	SECTION 402
TR 17-02-04-01	NJTR-1 TRAINING	$ 40,000	SECTION 402
TR 17-45-01-01	ELECTRONIC PATIENT REPORTINGTBD	$550,000	SECTION 405
TR 17-45-01-02	DATA WAREHOUSE TBD	$500,000	SECTION 405
TR 17-45-01-03	GEOCODING – TBD	$ 25,000	SECTION 405
TR 17-45-01-04	NJDOT CRASH RECORDS PROCESSING	$925,000	SECTION 405

GENERAL OVERVIEW

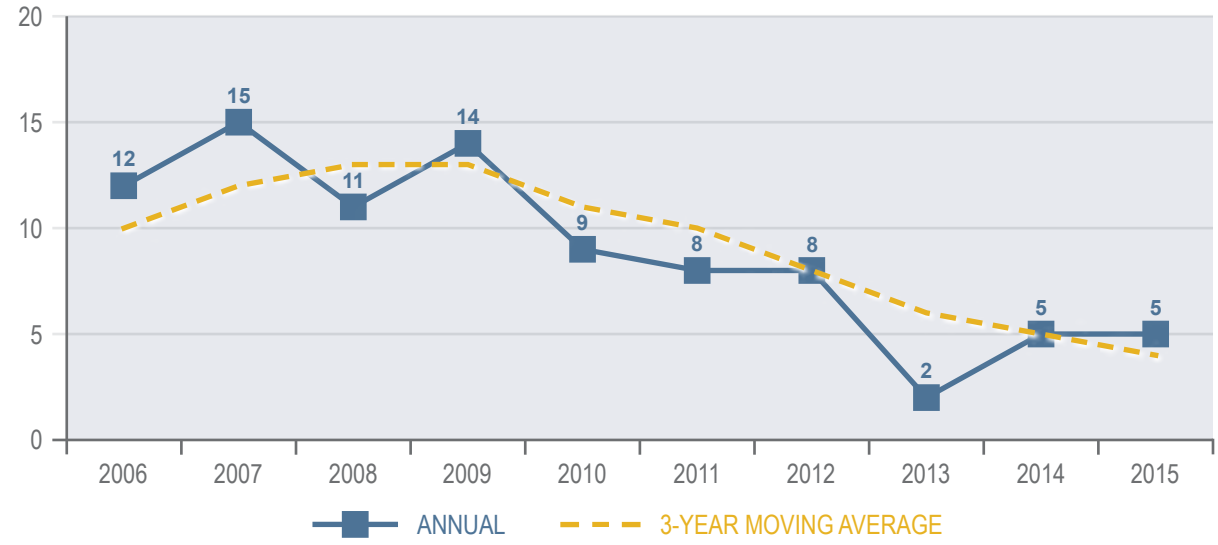
Motorcycle fatalities have varied over the ten year period from 2006-2015. The highest number of fatalities (99) occurred in 2006 while the lowest number (50) occurred in 2015. The ten year average (2006-2015) of motorcycle fatalities is 74 fatalities per year.

MOTORCYCLE FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE



The decision to not wear a helmet when riding a motorcycle can mean life or death. Five motorcyclists died on the roadways in 2015 without wearing a helmet at the time of the crash, accounting for 10 percent of motorcyclist fatalities. There is further evidence, however, that helmet compliance has increased as slightly under 18 percent of motorcyclists fatalities were not wearing a helmet at the time of the crash.

UNHELMETED MOTORCYCLE FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE



NHTSA estimates that in 2014, 34 motorcycle riders lives were saved because they were wearing a helmet at the time of the crash. It is also estimated that if every rider involved was wearing a helmet at the time of the crash, it could have saved 2 additional lives out of the 5 lost because of non-helmet use.

HELMET USE IN FATAL MOTORCYCLE CRASHES, 2012 - 2014

	2012		2013		2014	
	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL
DOT-COMPLIANT HELMET	34	37.8%	34	58.6%	45	67.2%
OTHER HELMET	44	48.9%	19	32.8%	12	17.9%
NO HELMET	ON–ROAD: 4 OFF–ROAD: 5	48.9%	2	3.4%	5	7.5%
UNKNOWN	3	3.3%	3	5.2%	5	7.5%

Alcohol was involved in approximately 4 percent of all motorcycle crashes over the past five years and was a contributing circumstance in about 3 percent of all crashes in 2014.

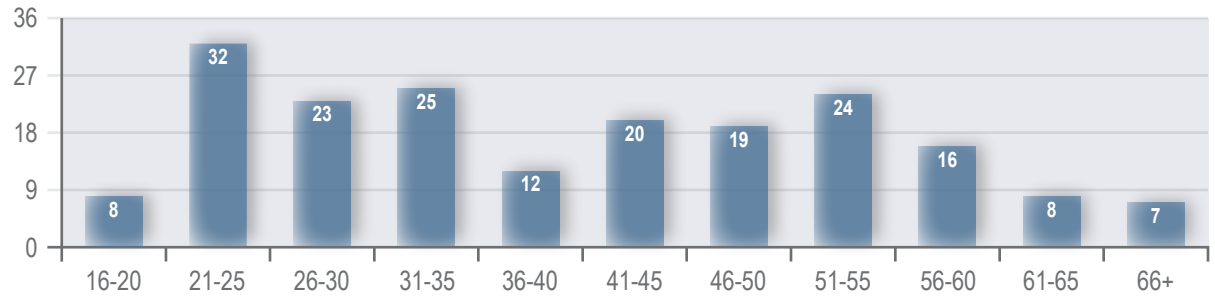
ALCOHOL INVOLVEMENT IN MOTORCYCLE CRASHES, 2010 - 2014

INVOLVEMENT	2010	2011	2012	2013	2014	TOTAL
NO INVOLVEMENT	2,859	2,525	2,529	2,313	2,114	12,340
INVOLVEMENT	118	118	103	101	79	519
TOTAL	2,977	2,643	2,632	2,414	2,193	12,859
INVOLVEMENT PERCENT OF TOTAL	3.96%	4, 46%	3.91%	4.18%	3.60%	4.04%

ANALYSIS OF AGE/GENDER

The difference in age and gender was a factor in the likelihood of an individual being involved in motorcycle crashes. The 21-35 year old rider accounted for 40 percent of all riders involved in motorcycle crashes and the majority of motorcycle riders involved in crashes were male riders, accounting for 94 percent of total riders involved in crashes that occurred from 2010-2014.

MOTORCYCLE FATALITIES (DRIVER AND PASSENGER) BY AGE, 2012 - 2014



Riders that operate a motorcycle without proper licensure are also at risk not only to other motorists on the road but to themselves. Sixteen (16%) percent of motorcyclists killed on the roadways in 2014 did not have the proper license endorsement to operate that class of vehicle and 6 percent did not have a valid driver's license.

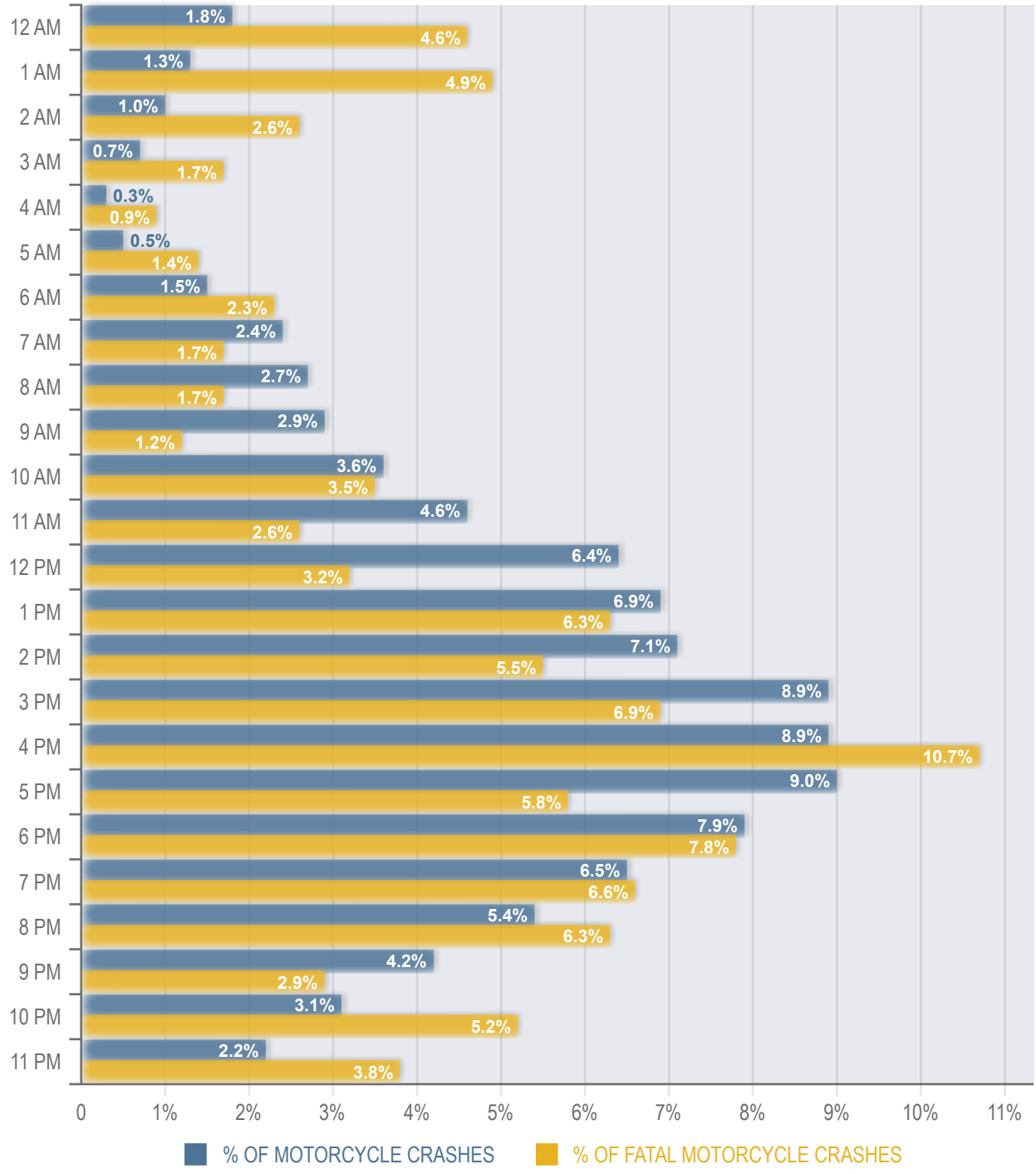
LICENSE COMPLIANCE IN FATAL CRASHES FOR MOTORCYCLE DRIVERS, 2012 - 2014

	2012		2013		2014	
	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL
NOT LICENSED	1	1%	0	0%	4	6%
NO VALID M ENDORSEMENT	9	13%	13	23%	10	16%
VALID ENDORSEMENT	59	83%	42	75%	49	78%
UNKNOWN	2	3%	1	2%	0	0%

ANALYSIS OF OCCURRENCE

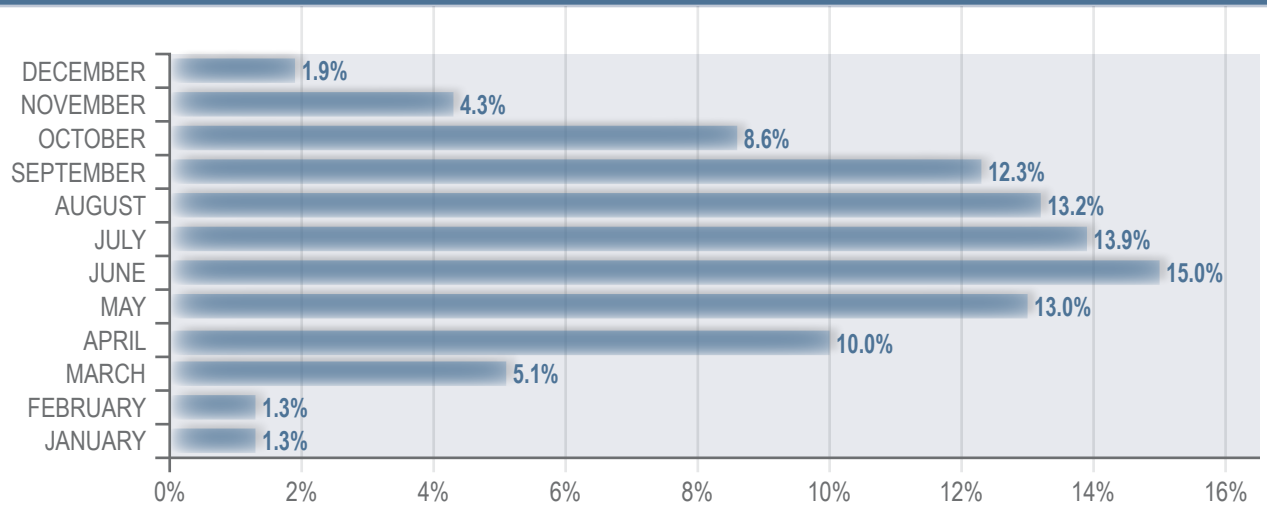
Motorcycle crashes typically occur after dark as well as during the 5pm (9 percent) time period. Crashes that occur from 8pm–4am account for approximately 20 percent of total motorcycle crashes during the past five years.

MOTORCYCLE CRASH % VERSUS FATAL MOTORCYCLE CRASH % BY TIME OF DAY, 2010 - 2014



The majority of crashes occur during the warmer months of the year. The most active month for crashes over the past five years occurred in June, accounting for 15 percent of crashes. Sixty eight percent (68%) of motorcycle crashes take place between the months of May and September.

PERCENTAGE OF MOTORCYCLE CRASHES BY MONTH, 2012 - 2014



There has been a reduction of crashes in the majority of counties since 2010. Sussex County experienced a 48 percent reduction in the number of crashes taking place in 2014 compared to 2010.

ANALYSIS OF LOCATION

MOTORCYCLE CRASHES BY COUNTY AND YEAR

	2010	2011	2012	2013	2014	TOTAL
ATLANTIC	119	94	87	87	74	461
BERGEN	286	227	220	218	207	1,158
BURLINGTON	169	147	163	121	136	736
CAMDEN	158	161	153	139	122	733
CAPE MAY	58	51	39	46	37	231
CUMBERLAND	76	75	66	68	48	333
ESSEX	226	234	209	197	197	1,063
GLOUCESTER	100	88	77	72	66	403
HUDSON	158	164	129	159	138	748
HUNTERDON	66	41	74	51	52	284
MERCER	110	106	105	84	91	496
MIDDLESEX	255	227	201	172	163	1,018
MONMOUTH	226	194	199	200	186	1,005
MORRIS	167	145	141	123	117	693
OCEAN	182	145	176	163	136	802
PASSAIC	202	149	203	151	125	830
SALEM	29	28	32	28	19	136
SOMERSET	88	97	100	81	76	442
SUSSEX	104	96	87	78	54	419
UNION	149	133	133	133	108	656
WARREN	49	41	38	43	41	212
NJ STATE TOTALS	2,977	2,643	2,632	2,414	2,193	12,859

PRIOR YEAR PERFORMANCE

There was a 19 percent reduction in motorcycle fatalities from 62 in 2014 to 50 in 2015. The 3-year moving average was also less than the anticipated total of 73. The number of unhelmeted fatalities remained stable at five in both 2014 to 2015.

STRATEGIES FOR FFY 2017

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 7,500 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 2017 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. Section 405 funds will be used for motorcycle safety rider coach trainings, materials to promote the *Share the Road* campaign, and hourly wages for program staff.

BUDGET: $175,000

PROJECT NUMBER	TITLE	BUDGET	SOURCE
MC 17-45-01-01	SHARE THE ROAD PROGRAM TBD	$175,000	SECTION 405

APPENDIX A TO PART 1300 — CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS

(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59, AS AMENDED BY SEC. 4011, PUB. L. 114-94)

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State 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.]

STATE: NEW JERSEY **FISCAL YEAR: 2017**

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

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**
- **Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94**
- **23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs**
- **2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards**
- **2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards**

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

- **A unique identifier (DUNS);**
- **The names and total compensation of the five most highly compensated officers of the entity if:**

  (i) **the entity in the preceding fiscal year received—**

  (I) **80 percent or more of its annual gross revenues in Federal awards; 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 OMB guidance.**

NONDISCRIMINATION

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR Part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973,** (U.S.C. 324 *et seq.*) **and Title IX of the Education Amendments of 1972,** as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973,** (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR Part 27;
- **The Age Discrimination Act of 1975,** as amended (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems,places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- **Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.**
- **Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;**
- **Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Non-Discrimination Authority;**
- **Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;**
- **Insert in all contracts and funding agreements with other State or private entities the following clause:**

  "During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

  a. **To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;**

  b. **Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;**

  c. **To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;**

  d. **That, in the event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and**

  e. **To insert this clause, including paragraphs a through e, in every subcontract and sub-agreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.**

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:**

- **The dangers of drug abuse in the workplace.**
- **The grantee's policy of maintaining a drug-free workplace.**
- **Any available drug counseling, rehabilitation, and employee assistance programs.**
- **The penalties that may be imposed upon employees for drug violations occurring in the workplace.**
- **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 —**

- **Abide by the terms of the statement.**
- **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 (c)(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 (c)(2), with respect to any employee who is so convicted —**

- **Taking appropriate personnel action against such an employee, up to and including termination.**
- **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 of the paragraphs above.**

POLITICAL ACTIVITY (HATCH ACT)

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

The State will comply 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 (STATES)

1. **By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.**
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 or may pursue suspension or debarment.**

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, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, **as used in this clause, have the meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.**

6. **The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.**

7. **The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instruction for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.**

8. **A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.**

9. **Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.**

10. **Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.**

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by an Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or Local) with commission of any of the offenses enumerated in paragraph (1) (b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or Local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTION FOR LOWER TIER CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. **A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.**

8. **Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.**

9. **Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.**

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.**

BUY AMERICAN ACT

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313)when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron, and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists..

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the Unites 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 adopt and enforce workplace safety policies 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 while driving.

SECTION 402 REQUIREMENTS

1. **To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.**
2. **The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for 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))**
3. **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 U.S.C. 402(b)(1)(B)).**
4. **At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)**
5. **The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D))**

6. **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))**

7. **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 as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to —
     - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
     - Increase use of seatbelts by occupants of motor vehicles;
   - Submission of information regarding mobilization participation into the HVE database;
   - 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, except for the Secretary of Interior on behalf of Indian tribes;
   - Development of statewide data systems to provide timely and effective data analysis to support allocations of highway safety resources;
   - Coordination of 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 U.S.C. 402(b)(1)(F))

8. **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 U.S.C. 402(j))**

9. **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))**

The State: [***CHECK ONLY ONE***]

☐ Certifies that automated traffic enforcements systems are not used on any public road in the State;

OR

☐ Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

06-30-2016

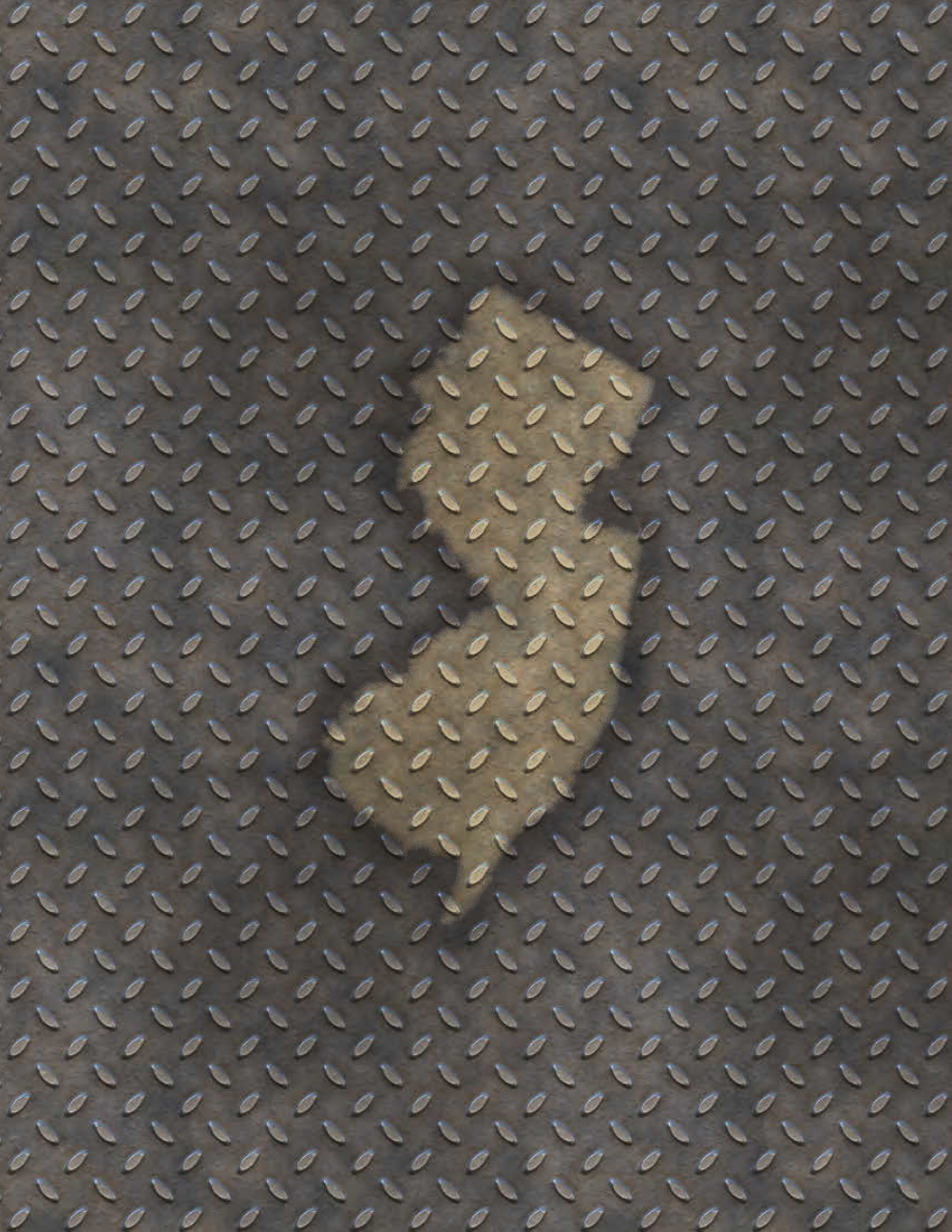
SIGNATURE OF GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY — DATE

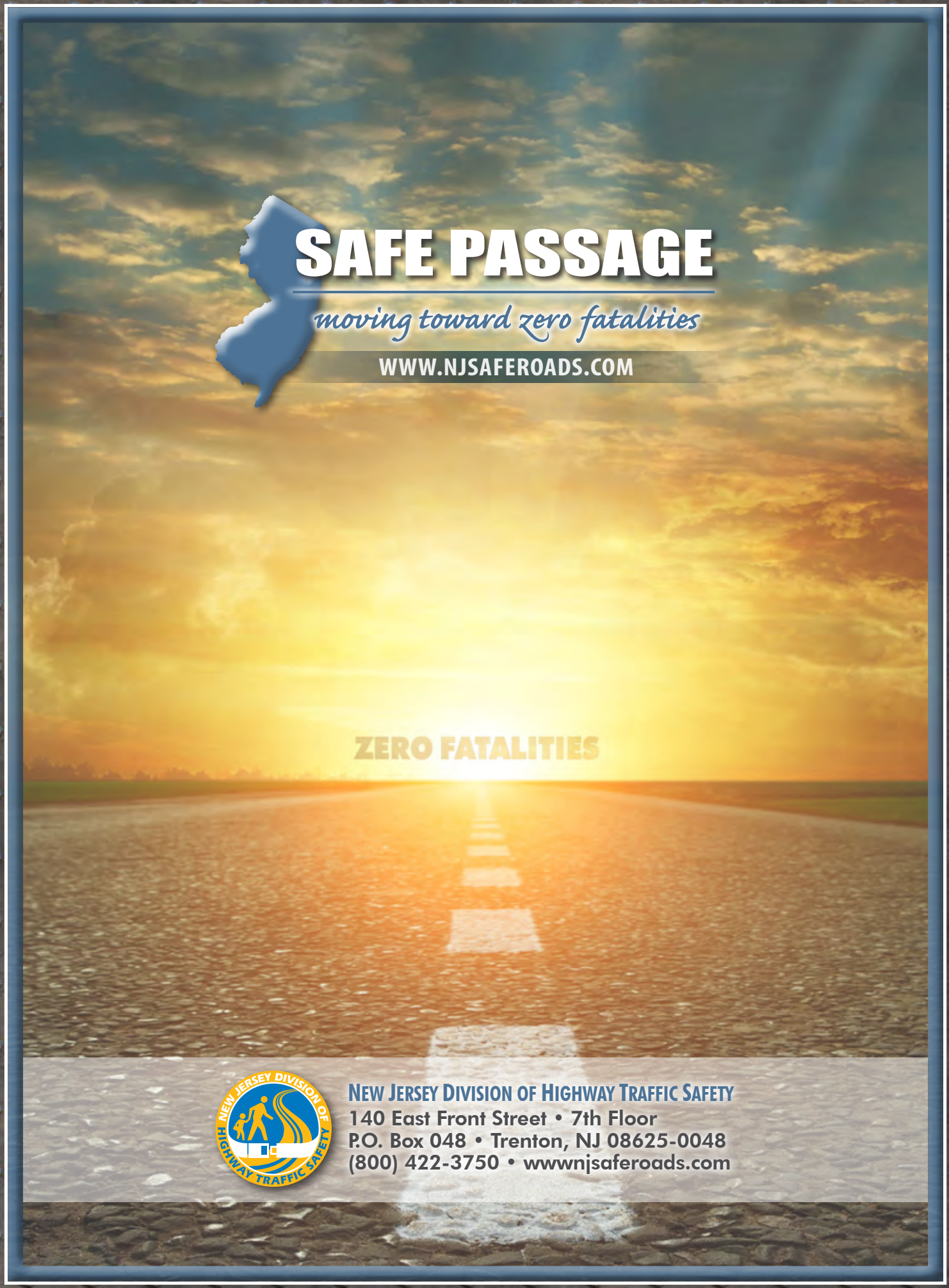
Gary Poedubicky

PRINTED NAME OF GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY

PROGRAM COST SUMMARY

FFY 2017 PROGRAM COST SUMMARY				
PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
SECTION 402				
PLANNING & ADMIN - PA 17-01	$ 500,000	$ 500,000	0	$ 500,000
ALCOHOL - AL 17-07	$ 350,000	0	0	$ 350,000
PED/BICYCLE SAFETY – PS 17-16	$ 546,000	0	$ 296,000	$ 546,000
OCCUPANT PROTECTION – OP 17-11	$ 850,000	0	0	$ 850,000
LAW ENFOR. INITIATIVES – PT 17-03	$ 1,243,500	$ 100,073,806	$ 873,500	$ 1,243,500
CTSP – CP 17-08	$ 2,664,500	0	$ 2,047,050	$ 2,664,500
ROADWAY SAFETY - RS 17-61	$ 151,000	0	$ 151,000	$ 151,000
TRAFFIC RECORDS – TR 17-02	$ 445,000	0	$ 185,000	$ 445,000
TOTAL SECTION 402	$ 6,750,000	$ 100,573,806	$ 3,401,550	$ 6,750,000
SECTION 405(b)				
OCCUPANT PROTECTION	$ 1,971,500	$ 13,471,474	$ 1,476,500	$ 1,971,500
TOTAL SECTION 405(b)	$ 1,971,500	$ 13,471,474	$ 1,476,500	$ 1,971,500
SECTION 405(c)				
TRAFFIC RECORDS	$ 2,000,000	$ 14,433,722	0	$ 2,000,000
TOTAL SECTION 405(c)	$ 2,000,000	$ 14,433,722	0	$ 2,000,000
SECTION 405(d)				
IMPAIRED DRIVING	$ 5,011,450	$ 38,489,925	$ 3,981,450	$ 5,011,450
TOTAL SECTION 405(d)	$ 5,011,450	$ 38,489,925	$ 3,981,450	$ 5,011,450
SECTION 405(e)				
DISTRACTED DRIVING	$ 725,000	0	$ 550,000	$ 725,000
TOTAL SECTION 405(e)	$ 725,000	0	$ 550,000	$ 725,000
SECTION 405(f)				
MOTORCYCLE	$ 175,000	$ 1,154,698	$ 175,000	$ 175,000
TOTAL SECTION 405(f)	$ 175,000	$ 1,154,698	$ 175,000	$ 175,000
SECTION 405(g)				
GRADUATED DRIVER LICENSING	$ 150,000	0	$ 150,000	$ 150,000
TOTAL SECTION 405(g)	$ 150,000	0	$ 150,000	$ 150,000
SECTION 405(h)				
NON-MOTORIZED SAFETY	$ 267,000	0	$ 267,000	$ 267,000
TOTAL SECTION 405(h)	$ 267,000	0	$ 267,000	$ 267,000





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