

STATE OF NEW JERSEY

You Drink & Drive.
YOU LOSE

POLICE

HIGHWAY SAFETY PLAN for **Federal Fiscal Year 2005**



James E. McGreevey
Governor



Peter C. Harvey
Attorney General



Roberto Rodriguez
Governor's Representative

**FEDERAL FISCAL YEAR 2005
HIGHWAY SAFETY PLAN**

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EXECUTIVE SUMMARY

The New Jersey Division of Highway Traffic Safety (DHTS), by N.J.S.A. 27:5F-18 et seq., is responsible for developing and implementing on behalf of the Governor the New Jersey Highway Safety Program which consists of a comprehensive plan to reduce traffic crashes and deaths and injuries, and property damage resulting therefrom.

The Federal Fiscal Year (FFY) 2005 Plan emphasizes programs that address the national priority program areas of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). These program areas include: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, roadway safety and traffic records. The State and Community Highway Safety grant program, commonly known as the 402 program, is the primary source of funding for these programs. Federal law requires that 40 percent of the funds distributed must benefit local government. This plan budgets 62 percent for projects that benefit local jurisdictions.

Consistent with procedures administered by the NHTSA, documentation must be included in the State's Highway Safety Plan that indicates how it intends to use grant funds in other highway safety grant programs. Included in the FFY 2005 Plan is a description of the activities which will be funded under the Section 157 Safety Incentive Grant, Section 405 Occupant Protection Program, Section 2003(b) Child Passenger Protection Program and Section 163 Safety Incentive to Prevent Operation of Motor Vehicles by Intoxicated Persons.

The Highway Safety Plan programs the expenditure of \$8.1 million of federal highway safety funds during FFY Year 2005. The amount allocated to each of the program sections is provided below:

Section 402 State and Community Grant Program	\$3,977,627
Section 157 Safety Incentive Grant Program	\$1,000,000
Section 405 Occupant Protection Program	\$ 700,647
Section 2003b Child Passenger Protection	\$ 205,000
Section 163 Safety Incentive	\$2,246,657

The FFY 2005 Plan begins with a certification statement, providing formal assurances regarding the State's compliance with applicable laws and financial and programmatic requirements pertaining to the Federal grant.

The second part contains a description of the process used by the State to identify highway safety problems, establish performance goals, and develop projects.

The next section, the Performance Plan, is the heart of the Plan and includes a list of measurable highway safety goals, within the national priority program areas and other program

areas, based on highway safety problems identified. Performance goals are established and performance measures are identified to track progress toward each goal.

The Performance Plan is followed by a section on other programmatic issues. Among these will be the development and support of other programmatic areas such as traffic records and motorcycle safety.

A Highway Safety Program Cost Summary is included in the final section of the Plan. This form reflects the State's proposed allocation of funds, including anticipated carry-forward funds, by program area. The allocations are based on the State's identified performance goals and performance plan.

New Jersey Division of Highway Traffic Safety
Application for Highway Traffic Safety Project Grant

FOR DHS USE ONLY

PSF # _____ Standard _____
Task # _____ Program Area _____
Project # _____

Part I

A. Project Title _____
C. Name of Project Code _____
E. Telephone Number of Project _____
G. Fax Number _____
H. Federal Tax ID # _____
I. Type of Governmental Unit _____ State _____
J. Grant Period From _____ To _____
Budget (please complete)
A. Cost Category
(A) Personal Services _____
(B) Contracted Services _____
(C) Commodities _____
(D) Other Direct Cost _____
(E) Indirect Costs _____
Total Estimated Cost (including Non-Federal Share) _____
B. Source of Funds
(1) Federal _____ (2) Other _____

State of New Jersey
Department of Law and Public Safety
Division of Highway Traffic Safety
P.O. Box 2900
Trenton, NJ 08646-0290

DATE: November 20, 2002

Honorable Frank Puzo
Prosecutor
Hammonton County Prosecutor's Office
P.O. Box 2900
Hammonton, NJ 08032

Dear Honorable Puzo:

RE: PT 03-03-02-05

I am pleased to advise you that your application for funding of the Hammonton County Prosecutor's Office Vehicle Restraint Unit grant has been approved in the amount of \$25,000.00. A signed copy of the agreement is enclosed for your records, as well as general provisions applicable to all Division of Highway Traffic Safety Projects.

The personnel of this Division look forward to the success of this project in improving highway traffic safety and are prepared to assist you in any way. Program issues will remain with Robert Gresham, and financial questions may be addressed to Trudie Agnes, in our accounting section.

Thank you for your interest and contributions to making New Jersey a safer state.

Signature: *Robert Gresham*
Director

Enclosures

TELEPHONE: (609)433-9300 FAX: (609)433-3020

STATE OF NEW JERSEY
PAYMENT VOUCHER

CONTRACT # _____
INVOICE # _____
DATE _____

FOR THE MONTH OF _____ 2002

TO: _____
FROM: _____

AMOUNT: _____

REMARKS: _____

NJ Division of Highway Traffic Safety
Quarterly Progress Report

Quarter Ending: 8/31/03

Project No: 03-03-02-05 Project Title: VEHICLE RESTRAINT PROGRAMS IN THE CITY OF HAMMONTON, NJ

Project Director: FRANK PUZO

Address: 25 KIRKPATRICK ST. HAMMONTON, NJ 08032

Project Period: 03-01-03 Federal Funds Obligated to Project: \$ 25,000.00 Date: Aug 31, 2002

Project Description: IMPLEMENTATION OF ANNUAL VEHICLE RESTRAINT CHECKS TO IMPROVE THE SAFETY AND WELLNESS OF RESIDENTS IN THE CITY OF HAMMONTON, IN ADDITION TO THE PUBLIC CONCERNS OF FOOTBALL SAFETY

Objective: INCREASING THE LEVEL OF SAFETY BY ENFORCING THE LAWS OF THE STATE OF NEW JERSEY, DIRECTLY AFFECTS RESIDENTS IN THE CITY OF HAMMONTON, STATE OF NEW JERSEY.

Completed In Progress Scheduled to Begin Will not complete for the following reason: _____

Accomplishments (Refer to strategies listed in grant): WE HAVE ACHIEVED A DECREASE IN FOOTBALL INJURY SCHEDULE LOSSES FOR THE 2002 SEASON AT LAST YEAR.

Objective: TO INCREASE THE LEVEL OF PROTECTIVE SAFETY EQUIPMENT

Completed In Progress Scheduled to Begin Will not complete for the following reason: _____

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject state officials to civil or criminal penalties and/or place the state in a high risk grantee status in accordance with 49 CFR § 18.12.

Each fiscal year the State will sign this Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206,1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

writing;

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.40). (Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin and 49 CFR Part 21; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps; and 49 CFR 27 (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

- 3) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT:

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

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

POLITICAL ACTIVITY (HATCH ACT):

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING:

Certification for Contracts, Grants, Loans and Cooperative Agreements

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

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

contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING:

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause for default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction, knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters - Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (2) 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.
 - (3) 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
 - (4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notification 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 had become

erroneous by reason of changed circumstances.

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

Certification Regarding Debarment, Suspension, Ineligibility And Voluntary Exclusion B 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 participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2005 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this highway safety plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500 -1515).

Governor's Representative

Date

PROCESS DESCRIPTION

IDENTIFY PROBLEMS

Each year the DHTS performs a review of traffic crash data to establish levels of traffic crash exposure and trends. The two primary sources used by the DHTS to collect and analyze crash data are the New Jersey Crash Records system maintained by the Department of Transportation (DOT), Bureau of Crash Records and Safety Programs and the Fatality Analysis Reporting System (FARS). In an effort to improve the accessibility of final crash information, the FARS was transferred to the Division of State Police in FFY 2004. All reportable crashes in the State are submitted to the DOT for entry into the statewide crash records system. The data contained in the New Jersey Crash Records System is able to support analysis of crashes in general and crashes within specific categories defined by person characteristics (e.g., age or gender), location characteristics (e.g., roadway type), vehicle characteristics (e.g., condition), and the interaction of various components (e.g., time of day, day of week, weather, driver actions, etc.).

Specific emphasis has been placed upon identifying baseline exposure traffic crash rates for the following general areas of interest:

- Overall Traffic Crashes
- Alcohol Related Traffic Crashes
- Pedestrian Injuries and Fatalities
- Unrestrained Occupant Fatalities
- Occupant Restraint Usage

The data sources are used to identify problem areas and to analyze the nature of the problem. A state level analysis is completed, using data over a period of several years, to confirm the potential to fund projects in various program areas. Program level analysis is included with each of the national priority areas. This data is linked to performance goals and proposed projects for the coming year, and is included in project objectives.

Current efforts and activities are reviewed in particular program areas. The successful endeavors as well as the needs or gaps in these program areas are also addressed. After reviewing the data, decisions are made on which program areas will be addressed in FFY 2005.

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

Priorities are established for types of projects that will have the greatest impact on generating a reduction in traffic crashes, injuries, and fatalities in the state. At the end of the planning sessions, the determination is made that certain types of projects are strategic to

reducing the state's mileage death rate and the number of injury crashes. Projects in the following areas will receive priority in FFY 2005:

Alcohol Countermeasures - The enforcement and education and improvements necessary to impact impaired driving.

Pedestrian Safety - The development and implementation of education, engineering and enforcement programs that will enhance pedestrian safety.

Occupant Protection - The 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 vehicle crashes.

Police Traffic Services - The enforcement necessary to directly impact traffic crashes, fatalities and injuries. Aggressive driving enforcement programs are priority. Training opportunities for law enforcement officers will be pursued.

Roadway Safety - The 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, increasing the capability for identifying problems.

Establish Performance Goals and Project Development

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

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

In December, 2003 a solicitation package was mailed to the 21 county prosecutors and county executives, traffic engineers, municipal police chiefs and mayors. Applications for highway safety grants may only be submitted by political subdivisions or state agencies. In addition, interested state agencies are provided with application materials.

The deadline for highway safety grant applications for FFY 2005 funding was February 27, 2004. Over 280 applications were received. Applications for funding were reviewed on the following basis:

1. The degree to which the proposal addressed a state identified problem area. Primary consideration was granted to those projects addressing statewide priorities. In addition, locally identified impact and support projects were also considered if they were well substantiated and in support of or compatible with

identified problem areas.

2. The extent to which the proposal met the published criteria.
3. The degree to which the sub-grantee identified, analyzed and comprehended the local or state problem. Applicants who did not demonstrate a traffic safety problem/need were not considered for funding.
4. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
5. The extent to which the estimated cost justified the anticipated results.
6. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area and the ability of the applicant to become self-sufficient and to continue project efforts once the federal funds are no longer available.

The first segment of the review process allowed for individual review of the application against established criteria. The review also reflected how well the grant application was written. Each individual reviewing and scoring the grant application was provided with a scoring sheet and a set of instructions for completing the scoring sheet. The scoring sheet assigned point values on each section of the grant application, with a possible total score ranging from 0-100. Priority in the order for projects recommended for funding was given to: (1) on-going grant applications for the overall management and administration of the grant program; (2) continuation grants with less than three years of prior funding; and (3) grant applications which demonstrated a highway safety problem. The exact number of grants will depend upon the availability of funds, which is unknown at this time.

A new initiative in FFY 2004 included the organization of programs by regions. The first of the three regions created includes the southern-most counties in the State and consists of Burlington, Camden, Gloucester, Atlantic, Cumberland, Salem and Cape May. Region I is the largest of these three regions geographically, however, it represents the smallest in terms of population. There are 130 municipal police departments in the seven counties. Other partnerships have also been established that can assist in future traffic safety initiatives.

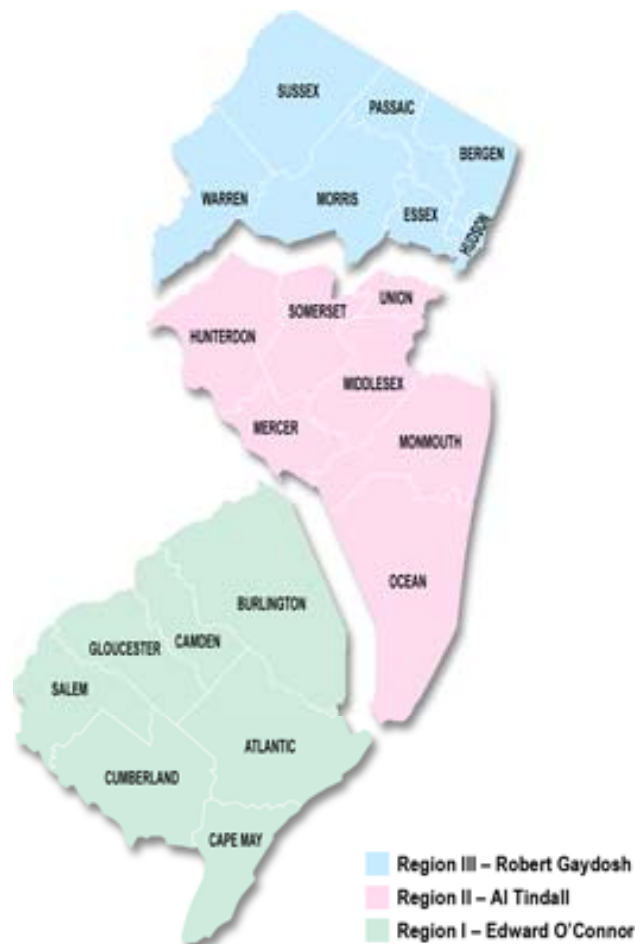
Region II contains the central Jersey counties of Hunterdon, Mercer, Middlesex, Monmouth, Ocean, Somerset and Union. Ocean County has several diverse communities actively pursuing the needs of the Hispanic and African American communities. There are 172 police departments in the region. Union is the only county with its own police department. Rutgers University and the College of New Jersey administer education and enforcement programs to improve awareness of driving under the influence of alcohol and traffic engineering programs.

Region III is the largest of the three regions. The seven counties of the Northern Region (Bergen, Essex, Hudson, Passaic, Morris, Sussex and Warren) make up 41 percent of the state's total population. Within the seven counties of Region III there are 186 police agencies that are able to actively participate in traffic safety enforcement programs. Other entities within the seven counties are currently partnered with the division to raise awareness of traffic safety through various educational programs.

The Division will continue with the regional approach in FFY 2005. The regional effort has provided the opportunity to take a comprehensive approach of addressing all traffic safety needs within one region. The regional approach lends itself well to strengthening ties and networking with agencies and organizations in the region. Once relationships are made, they can be strengthened and enhanced.

The Division will continue to maintain a working relationship with the Department of Transportation and with other transportation and safety planning communities in the State. These agencies will include but not be limited to the following organizations: Metropolitan Organizations, New Jersey Division of State Police, Motor Vehicle Commission, Federal Highway Administration, National Highway Traffic Safety Administration, Association of Traffic Engineer's, Association of Chiefs of Police, Traffic Officer's Association, AAA, New Jersey State Safety Council, Administrative Office of the Courts.

Regions



PERFORMANCE PLAN

This section of the Plan contains a list of measurable highway safety goals, within the National Priority Program Areas and other program areas, based on highway safety problems identified by the State. In addition, this section also includes a description of the projects and activities the State plans to implement to reach the goals.

PLANNING AND ADMINISTRATION

The goal of the Planning and Administration program is to provide the management supervision and support services for the activities necessary to operate the traffic safety program.

Statewide Goals

To reduce the fatality rate per 100 million vehicle miles traveled from 1.09 in 2003 to 1.06 by the end of calendar year 2005.

To reduce the number of traffic crash injuries from 79,756 to 75,300 by December 31, 2005.

New Jersey Motor Vehicle Crash Profile

	1997	1998	1999	2000	2001	2002	2003
Total Fatal Crashes	700	671	664	659	681	701	679
Total Fatalities	775	741	726	731	745	771	747
Fatality Rate (per 100M VMT)	1.22	1.15	1.11	1.08	1.08	1.11	1.09
US Fatality Rate	1.64	1.58	1.55	1.53	1.52	1.50	1.48
Injuries/ 100M VMT	208.0	227.5	212.9	194	196.2	198	195.3

Project Implementation:

Task 1 - Planning and Administration

Funds from this task include the salary of the Governor's Representative for Highway Safety, the salaries of the management staff, fiscal and clerical support personnel, and most operating costs.

Funding Level - \$200,000.00

Task 2 – Consolidated Administrative and Support Services

This task will include a grant to the Consolidated Administrative and Support Services (CASS) unit. The funds will be used to support logistical and human resource needs of the division. The logistical unit is responsible for property management, vehicles, parking arrangements and telephone systems. In addition, IT services and communications will also be included as a responsibility of this unit. The human resource unit is responsible for the overall personnel functions that include payroll, recruitment, position control, benefits administration, etc.

Funding Level - \$138,000.00



ALCOHOL AND OTHER DRUG COUNTERMEASURES

Statewide Goals

To decrease the percentage of alcohol related fatalities from 37 percent in 2003 to 35 percent by the end of calendar year 2005.

New Jersey Alcohol Crash Experience

	1996	1997	1998	1999	2000	2001	2002	2003*
New Jersey								
Total Fatalities	814	775	741	726	731	745	773	747
Fatality Rate	1.31	1.22	1.15	1.11	1.08	1.08	1.11	1.09
Alcohol-related fatalities	283	278	267	283	322	285	281	275
% alcohol-related fatalities	35%	36%	36%	39%	44%	38%	36%	37%
Alcohol fatality rate per 100M VMT	.45	.44	.41	.43	.48	.41	.43	.41
United States								
Total Fatalities	42,065	42,013	41,501	41,717	41,945	42,196	43,005	42,643
Fatality Rate	1.69	1.64	1.58	1.55	1.53	1.52	1.51	1.48
Alcohol-related fatalities	17,749	16,711	16,673	16,572	17,380	17,400	17,524	17,013
% alcohol-related fatalities	42%	40%	40%	40%	41%	41%	41%	40%
Alcohol fatality rate per 100M VMT	.71	.65	.63	.62	.63	.63	.61	.59

* Information provided for in calendar year 2003 is based on estimated DWI data.

To decrease the percentage of drivers, under 21 years of age, involved in fatal crashes from 7 percent in 2003 to no more than 5 percent in 2005.

Drinking Drivers Under 21 In Fatal Crashes (1999-2003)

	1999	2000	2001	2002	2003*
Under 17 years	1	1	1	1	1
17 Years of Age	0	1	1	1	1
18 Years of Age	0	5	3	9	8
19 Years of Age	4	8	6	6	4
20 Years of Age	1	3	6	7	6
Total	6	18	17	24	20

Of all drivers involved in fatal crashes in New Jersey, the proportion tested for BAC exceeded the national average in 1999 and 2000, but dropped below the nationwide rate in 2001 and 2002. The largest proportion of drinking drivers involved in fatal crashes were ages 25-34 (27 percent). Drivers under the legal drinking age represented 13 percent of all drinking drivers in fatal crashes.

Alcohol Related Fatalities By Highest BAC in the Crash

	State Total		0.00		0.01-0.09		0.10+		TOTAL	
	Number	%	Number	%	Number	%	Number	%	Number	%
1996	814	100	531	65.3	54	6.5	229	28.2	283	34.7
1997	775	100	498	64.2	56	7.2	222	28.6	278	35.8
1998	741	100	474	64.0	60	8.0	207	27.9	267	36.0
1999	726	100	443	61.0	43	5.9	240	33.1	283	39.0
2000	731	100	409	56.0	51	7.0	271	37.0	322	44.0
2001	745	100	460	61.8	50	6.7	235	31.6	285	38.2
2002	771	100	490	63.6	43	5.6	238	30.1	281	36.4
2003*	747	100	472	63.2	40	5.4	235	31.5	275	37.0

The table provided below presents alcohol-related fatalities by county from 1993 to 2003. There were 3,031 people killed during this period. Not surprisingly, counties with large populations such as Essex, Bergen, Burlington and Middlesex counties had the largest number of people killed in alcohol related fatalities during this period.

Table 1 - Alcohol Related Fatalities, 1993 to 2003

	93	94	95	96	97	98	99	00	01	02	03*
Atlantic	12	15	17	20	17	12	9	17	17	11	17
Bergen	24	17	13	17	22	12	19	11	11	20	24
Burlington	11	21	19	11	14	17	17	17	17	14	19
Camden	19	15	12	19	20	13	17	21	21	13	16
Cape May	17	2	7	3	3	4	5	5	5	2	3
Cumberland	10	12	6	5	6	10	15	22	12	5	7
Essex	16	17	26	21	20	20	22	23	23	18	23
Gloucester	6	15	18	11	11	9	6	17	17	8	12
Hudson	3	9	8	6	13	16	7	11	11	10	14
Hunterdon	1	5	6	6	2	2	3	4	4	4	5
Mercer	7	8	6	9	4	10	7	9	9	6	11
Middlesex	22	17	14	16	20	13	20	23	23	22	27
Monmouth	15	8	17	14	21	16	18	18	18	8	15
Morris	6	9	10	9	7	9	9	3	3	8	9
Ocean	19	23	7	11	9	11	10	13	13	7	11
Passaic	6	9	3	9	10	6	7	9	9	14	16
Salem	4	9	4	6	3	4	7	7	7	4	6
Somerset	0	3	10	11	9	5	5	5	5	12	16
Sussex	6	5	5	5	4	4	6	5	5	5	4
Union	17	8	13	11	7	5	11	16	16	13	14
Warren	2	2	5	2	5	3	3	4	4	5	6
Total	225	227	283	283	276	267	283	322	285	281	275

During FFY 2005, enforcement, education and public information programs will be pursued to curtail fatalities in alcohol related crashes. The ten counties with the highest alcohol related fatalities will be targeted for sustained enforcement during the national alcohol campaign, “You Drink and Drive... You Lose”. The Division of State Police and municipal police agencies will be encouraged to provide monthly checkpoint operations or roving patrols. Furthermore, division staff in the three regions will be reaching out to county and local law enforcement agencies to encourage participation and coordinate enforcement activity.

Municipal police agencies as well as the State Police will be requested to use funds from the Drunk Driving Enforcement Fund to participate on a monthly basis in the apprehension of drunk drivers. Nearly \$3.0 million in grant monies were used by local entities in FFY 2004 to increase enforcement of the State’s DWI statute by subsidizing additional law enforcement patrols.

Sobriety checkpoints have proven to be effective in detecting and apprehending the drunk driver and will continue to be used throughout much of the State to reduce the number of alcohol related crashes. The counties identified with the highest incidence of alcohol related fatalities will be offered financial assistance to conduct checkpoint operations.



The New Jersey Broadcasters Association, as part of the Non-Commercial Sustaining Announcement program, will be utilized to produce public service announcements that will coincide with enforcement mobilizations.

The division will review the feasibility of implementing a DWI Court in the State during FFY 2005. The DWI Court initiative uses a non-adversarial approach that includes the services of a judge, prosecutor, defense attorney, treatment specialist, probation and law enforcement officer to promote public safety and protect all due process rights with the added, common goal of systematically addressing all issues motivating the defendant's substance use/abuse and impaired driving behavior.

Strategies:

Provide for enforcement and publicity programs to maintain the general deterrence effect.

Provide for enforcement initiatives in an effort to apprehend drunk drivers.

Provide enforcement and educational initiatives statewide and in particular to counties that reveal an overrepresentation of alcohol related fatalities.

Provide for programs to prevent the illegal purchase of alcohol by underage individuals.

Research .08 BAC legislation to determine effectiveness of the law.

Purchase new breathalyzer instruments.

Project Implementation:

Task 1 - Program Management

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

Funding Level - \$255,339

The remaining alcohol-related initiatives can be found on page 46 of this Plan. (Section 163 Safety Incentive Program)

PEDESTRIAN AND BICYCLE SAFETY

Statewide Goals

To reduce the number of pedestrian fatalities from 147 in calendar year 2003 to 140 by December 31, 2005.

Pedestrian Fatalities (1999-2003)

	1999	2000	2001	2002	2003
Pedestrians Killed	154	145	132	177	147
Percentage of Total	21%	20%	18%	23%	20%

To decrease the number of pedestrians injured by 5 percent from 5,023 in 2003 to 4,808 by the end of calendar year 2005.

Pedestrian Injuries (1999-2003)

	1999	2000	2001	2002	2003
Statewide Total	3,775	4,687	5,872	5,947	5,023

To reduce the number of pedestrians killed under age 15 from 12 in calendar year 2003 to no more than 10 in 2005.

Pedestrian Fatalities Under 15 Years of Age (1999-2003)

	1999	2000	2001	2002	2003
Males Under 15	11	8	6	10	7
Females Under 15	1	2	4	4	5
Total	11	10	10	14	12

To reduce the number of pedestrians killed, age 65 and older, from 53 in calendar year 2003 to 49 by December 31, 2005.

Pedestrian Fatalities
Age 65+
 (1999-2003)

	1999	2000	2001	2002	2003
Male Over 65 Years	33	17	17	34	36
Females Over 65 Years	17	16	20	21	17
Total	50	33	37	55	53

Reducing fatalities and injuries involving pedestrians in New Jersey is a very difficult task. New Jersey ranks ninth in population, and is in fact the most densely populated state in the nation, with a vast system of local, county, state, and federal roads and highways.

Pedestrian crashes occur for a variety of reasons, including errors in judgement by pedestrians and drivers, as well as mechanical failures or shortcomings in traffic engineering.

Pedestrian crashes represent the second largest category of motor vehicle fatalities and injuries in the state. These deaths and injuries create an estimated societal cost of \$340 million a year. According to trauma centers, pedestrian crash victims have the longest average hospital length of stay among all motor vehicle crash victims.



The top four New Jersey counties for pedestrian fatalities in 2003 were:

Bergen
 Middlesex
 Union
 Essex

To reduce the total number of bicyclists killed from 3 in calendar year 2003 to no more than 2 by December 31, 2005.

Bicycle Fatalities
 (1999-2003)

	1999	2000	2001	2002	2003
Male Bicyclist Killed	5	0	6	3	2
Female Bicyclist Killed	0	1	1	1	1

To reduce the total number of bicyclists injured from 2,160 in 2003 to 2,054 by December 31, 2005.

Bicycle Injuries (1999-2003)

	1999	2000	2001	2002	2003
Statewide Bicyclist Injured	1,518	1,826	2,466	2,279	2,160

To reduce the number of non-helmeted bicyclists killed as a percent of all bicyclists killed by 3 percentage points from calendar year 2003 to 86 percent by December 31, 2005.

Percent of Bicyclists Killed Not Helmeted (1999-2003)

	1999	2000	2001	2002	2003
Killed Not Helmeted	22	13	25	14	17
Killed Helmeted	1	0	0	2	2
Percent Not Helmeted Of Total Bike Fatalis	95%	100%	100%	86%	89%

Strategies:

Develop comprehensive pedestrian and bicycle safety campaigns.

Increase driver and pedestrian awareness of pedestrian safety issues by distribution of educational materials.

Conduct enforcement and education programs in various municipalities.

Provide for a self contained pedestrian safety educational program targeting the Spanish speaking community.



Project Implementation:

Task 1 - Program Management

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

Funding Level - \$229,263

Task 2 - Pedestrian Safety Programs

Funds will continue to be provided to develop and implement pedestrian safety campaigns in cities that show a high incidence of pedestrian crashes, injuries and fatalities. Although measures directed at all age groups will be considered, the greatest impact will come targeting the very young (particularly the 4-9 year old age group) and senior citizens. Media campaigns will be launched, including public service announcements, educational materials, and publicity materials. Enforcement and engineering efforts will also be implemented. It is estimated that a total of 31 projects will be administered under this task.

Funding Level - \$548,215

Task 3 - Multimedia Helmet Safety Awareness Campaign

Continue to fund a project undertaken by the Brain Injury Association of New Jersey to promote bicycle helmet usage by bicycle riders of all ages. The program stresses the fact that wearing a helmet is the most effective way to prevent traumatic brain injury resulting from a bicycle crash. The success of the campaign has been the increasing number of partnerships that have formed to enhance the reach, impact and widespread support of the program. Impacting the urban communities will be accomplished in a similar manner with a more intensive focus on the diverse population and their needs.

The components of the program will include:

An interactive helmet-safety web site .

A community outreach and education campaign will be conducted by the Association's prevention coordinator in target communities.

Bicycle helmet demonstration and distribution program will be implemented.

The funding agency for this initiative will be the Borough of Ridgewood.

Funding Level - \$52,787.00

OCCUPANT PROTECTION

Statewide Goals:

To reduce the number of vehicle occupants killed and injured under the age of eight from 3,621 in calendar year 2003 to 3,539 by December 31, 2005.

Vehicle Occupants Under Age 8 Killed and Injured (1999-2003)

	1999	2000	2001	2002	2003
Under 8 Killed	5	4	9	4	2
Under 8 Injured	3,715	3,598	3,504	3,542	3,621

To increase statewide seat belt compliance by 2 percentage points from the July 2004 compliance rate of 82 percent to 84 percent by December 31, 2005.

Seat Belt Use Rate (1999-2004)

	1999	2000	2001	2002	2003	2004
Usage Rate	63.3%	74.2%	77.6%	80.5%	81.2%	82.0%
Percent increase	0%	+10.9	+3.4	+2.9	+0.86	+0.8

To reduce the number of unrestrained vehicle occupant fatalities as a percent of all vehicle occupant fatalities from a rate of 55 percent in 2003 to no more than 50 percent in December 31, 2005.

Percent of Occupants Killed Unrestrained (1998-2002)

	1999	2000	2001	2002	2003
Total Occupants Killed	497	499	499	430	423
Unrestrained Occupants	294	268	276	217	220
Restraint Unknown	34	27	29	22	32
Percent Killed Unrestrained	64%	57%	59%	53%	55%

A use of seat belts by occupants of motor vehicles is one of the most effective ways of reducing traffic fatalities. The modifications to the New Jersey seat belt law came into effect on May 1, 2000, and changed the conditions of enforcement from a secondary to a primary basis. Primary seat belt law allows an officer to stop a vehicle for an observed belt use violation, while the secondary seat belt law allows the enforcement of seat belt violations after a stop for another violation.



As has been the experience in other states, the change to primary enforcement in New Jersey had an important impact on seat belt usage. Initially, belt usage rose from 63.3 percent in 1999 to 74.2 percent in 2000. In 2004, the fourth year after the primary law implementation, belt usage rose to 82 percent. This is an increase of 18.7 percentage points from the 63.3 percent belt usage prior to the implementation of the primary seat belt law.

Front Seat Occupant Fatalities, Estimates of Fatalities Prevented by Seat Belt Use and Economic Savings

Year	Usage Rate	Front Seat Occupant Fatalities	Fatalities Saved By Belt Use	Economic Savings By Belt Use (millions)
1986	35	551	88	45
1987	35	639	122	66
1988	41	628	131	75
1989	44	527	105	64
1990	50	515	108	72
1991	53	466	118	84
1992	71	448	117	86
1993	64	438	120	91
1994	61	441	137	106
1995	61	392	122	97
1996	60	487	146	119
1997	62	484	146	123
1998	63	402	125	106
1999	63	436	125	109
2000	74	440	151	136
2001	77	437	146	133
2002	80	390	139	130
2003	81	402	143	138

Although New Jersey has a high seat belt use rate, the fact remains that nearly 20 percent of the residents are not utilizing restraint systems, and are therefore, at higher risk for death or injury if involved in a collision.

In an effort to increase seat belt usage rates, the State will continue to conduct seat belt mobilization programs during FFY 2005. The State will participate in the national seat belt campaigns. The program will include both an enforcement and media component. Key components of the campaign in 2004 included the participation of 362 police agencies and a paid media campaign that produced radio spots in both English and Spanish.

During FFY 2004, funds from the Sections 405 and 157 Innovative grant programs will be used to implement the seat belt initiative. The core of the enforcement campaign will be conducted by municipal police agencies. In addition, the Division of State Police will be requested to increase their level of activity. The primary enforcement activity will be in the form of saturation patrols in all of the State's 21 counties. Emphasis will be placed on increasing usage rates in the areas of the state that typically experience low usage rates. In New Jersey, that area represents the southern half of the state.

The DHTS will again pursue a radio advertising campaign using paid media. In the FFY 2004 campaign, the division received 2,043 spots during a two-week period in the New Jersey, Philadelphia and New York City radio markets. In addition, the Division ran spots relating to the Click It or Ticket campaign throughout the month of June through the division's contract with the New Jersey Broadcasters Association. It is anticipated that a media campaign, including paid media, will again be conducted.

Strategies:

- Meet with municipal law enforcement agencies with below average seat belt usage rates.
- Develop printed materials to support seat belt program.
- Develop an occupant protection media plan and public information and education campaign targeting groups with low usage rates.
- Implement a statewide enforcement and education seat belt program.
- Perform child safety seat clinics throughout county and municipal jurisdictions.
- Re-design seat belt survey and explore using another entity to conduct the annual survey.
- Provide for Child Passenger Safety Technician Training programs.

Project Implementation:

Task 1 - Program Management

Provides funds for occupant protection program managers who will coordinate, monitor, and evaluate all projects within the Occupant Protection area. The program managers will assist in the development, implementation, and monitoring of comprehensive community traffic safety programs, law enforcement seat belt projects and child safety seat projects. These activities will be implemented by program staff at the Division of Highway Traffic Safety.

Funding Level: \$280,781

POLICE TRAFFIC SERVICES



Traffic law enforcement plays a crucial role in deterring impaired driving, increasing safety belt usage, encouraging compliance with speed laws, and reducing other 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.

Several local law enforcement agencies have initiated selective traffic enforcement programs to increase aggressive driving enforcement. Factors contributing to the aggressive attitude are many, but are often the result of crowded roads, construction, and our hectic schedules not allowing us to arrive at our destinations on time. Three of the top aggressive driving behaviors are speeding, tailgating, and red light running.

Formal police training programs will again be provided to law enforcement officers in the State. Increased crash experience necessitates an increased investigative capacity in order to determine the causative factors of crashes. Without adequate training it is virtually impossible for an investigating officer to determine driver error and sustain a court conviction when cited for a violation. In addition, there is a need for comprehensive training programs for police officers that would improve their skills and techniques regarding traffic enforcement problems.

The various shortcomings of local police agencies preclude reliable, consistent and effective investigation of serious and fatal motor vehicle crashes at that level. Additional assistance will be provided at the local level to ensure thorough and complete investigations of traffic crashes.

Strategies:

Provide and implement investigative expertise in a tiered approach for all law enforcement agencies.

Insure that the collection and preservation of evidence is performed in a thorough manner.

Provide for the investigation and prosecution of all indictable motor vehicle offenses.

Enhance and improve case preparation and streamline investigations between local law enforcement agencies and under the direction of the County Prosecutor's Office.

Identify police departments with high crash roadways and implement aggressive driving programs.

Provide crash investigation and traffic safety specialists courses for law enforcement personnel.

Provide fatal crash investigation equipment to enhance crash investigations by law enforcement personnel.

Conduct a law enforcement conference in March, 2005.

Project Implementation:

Task 1 - Program Management

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

Funding Level - \$421,579

The remaining police traffic services initiatives can be found on page 49 of this Plan. (Section 163 Incentive Program)



COMMUNITY TRAFFIC SAFETY PROGRAMS

Community Traffic Safety Programs (CTSP) are established units in the community, sustained over time, that include public and private input and participation in an action plan to solve one or more of the community's traffic safety problems. This program module will continue to fund countywide community traffic safety programs.

During FFY 2004, the DHTS expanded its outreach by working with leaders of the state's diverse populations in an effort to develop new and innovative programs to reduce injuries, fatalities and property damage.

As a direct result of the division's diversity initiatives, several organizations are now working cooperatively with the DHTS to deliver traffic safety messages to diverse communities. The Organization Pakistanis for America co-sponsored an event with the DHTS in December that reached out to over 250 people. The Ocean County Partnership in Safety has been working with the Ocean County Hispanic and Jewish, Asian and African-American communities. Pedestrian and child passenger safety issues have been discussed with this group. The leadership of the Asian Indian Chamber of Commerce has requested participation from the division at one of their networking events as a means of delivering traffic safety messages. A presentation on the division's grant program and how to create and implement traffic safety prevention and education campaigns have been addressed. Traffic safety messages have appeared in several Asian, African-American and Hispanic newsletters and newspapers. The division has also formed a partnership with the Center for Hispanic Policy, Research and Development in the New Jersey Department of Community Affairs where Hispanic Day Care Centers have been awarded funds to promote child passenger safety.

During FFY 2005, community traffic safety program coordinators need to facilitate partnerships among community organizations, local law enforcement and local officials. Community leaders must play a role in the planning and development of highway safety initiatives so they will be better able to deliver the message to their respective communities.

By involving the various agencies and community leaders from all populations within a county, a more meaningful CTSP program will be offered with all residents of the county benefiting from the programs and resources made available.

Included in this program area will also be activities that address public information and education.

Strategies:

Continue the implementation of Community Traffic Safety Programs.

Conduct comprehensive public information and education programs.

Provide materials to the general public on highway safety related subject areas.

Provide the resources necessary to continue the operation and implementation of the "Safety Cruiser" bus safety initiative.

Conduct the Annual Traffic Safety Summit

Project Implementation:

Task 1 - Community Traffic Safety Programs

This task will provide funds to implement and continue community traffic safety programs (CTSP's) which address priority traffic safety concerns within various counties. The CTSP's establish a management system which includes a coordinator and an advisory group who are responsible for planning, directing, implementing, and evaluating the program. Partnerships will be established with the leaders of diverse communities within the various counties to address the traffic safety concerns of Hispanic, African American and Asian/East Indian communities. A new CTSP will be implemented in Burlington County.

Funding Level - \$968,233

Task 2 - Safety Cruiser

The traffic safety cruiser has provided the citizens of the state with access to information and materials on all of the priority areas of traffic safety. The bus will be displayed at various events and locations throughout the year. Funds from this task will be used to provide for regular service, repairs, fuel, and compensation of bus drivers. The bus is anticipated to be operational at least three times per month and has the potential of reaching over 100,000 citizens.



Funding Level - \$50,000.00

ROADWAY SAFETY

New Jersey has 36,020 miles of roadway that must be maintained to safely accommodate the transportation needs of its users. These users include over 5 million vehicles registered to people who reside in New Jersey and many millions more driven by visitors on vacation or doing business in the State. The New Jersey Turnpike averages over 600,000 vehicles a day. Some of those vehicles travel though the State, however, many leave the turnpike at one of the 27 exits and continue their journey on local roadways. The most recent surveys show approximately 67 billion vehicle miles are driven annually on all roadways.

State, county, and municipal public works departments are responsible for constructing and maintaining new and existing road surfaces, signage, and pavement markings in their jurisdictions. Properly completed, these signs and pavement markings reduce driver confusion. Clearly marked lanes of travel, turns, and directions help travelers arrive safely at their destinations. These departments need equipment and training to insure roads, signs, and markings are properly maintained.

In work zones, special accommodations are being made when possible to allow unobstructed, free flowing traffic when repairs to road surfaces are necessary. Contractors are turning to night work and prefabrication of replacement structures to reduce the impact on the motoring public. In many cases, however, lanes of travel are closed over an extended period of time. Lane or road closures result in traffic backups or vehicle diversions to alternate routes. These new conditions can lead to impatience or confusion on the part of the driver and further impede the flow of traffic. 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.

Strategies:

Provide training courses to public works employees, police officers, and traffic engineers so they can better perform their duties.

Use the services of engineering students to complete a maintenance file so counties and municipalities could use them to update and change existing traffic control devices.

Provide computer hardware and software to enable the traffic engineer to more quickly and accurately perform their duties.

Develop engineering improvements at locations where pedestrian crashes are prevalent.

Program Implementation:

Task 1 - Program Management

This task will provide funds for salary and administrative expenses. The program manager will be responsible for administering the federal funds directed to the highway related safety portion of the plan.

Funding Level - \$193,734

Task 2 – Traffic Interns

Funds from this task will enable county or municipal 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.

Funding Level - \$35,797

Task 3 – Rutgers Training

The 2004-2005 Roadway Safety Work Force Training and Resource project will provide work zone safety training to 1,000 state, county and municipal employees. Training will be provided on the following topics: Basic work zone safety program, Flagging techniques and procedures, Police work zone safety train the trainer program, Intermediate and advanced work zone safety training and Flagging train the trainer programs.

The statewide traffic safety network web page will be updated and safety related services will be linked to other pertinent sites that are offered to the public sector employees in the State. The web page will also advertise the availability of work zone safety programs and resources.

Rutgers University Department of Civil and Environmental Engineering, Center for Advanced Infrastructure and Transportation has established a mentoring relationship with the Garrett Morgan Transportation Academy. The Rutgers staff will work with both high school students and their adult work force in organizing a seat belt safety community campaign. One staff member is expected to work at Garrett Morgan while another employee will recruit state and federal speakers to address employment issues on a monthly basis during the school year.

The Public Work Academy will continue to be offered to new employees in the transportation field. Other proposed projects include co-sponsoring the New Jersey Work Zone Safety Partnership Advisory Committee, the Regional Roadway Safety Advisory Committee, developing training resources for municipal police, work zone programs for utility workers and hosting the Annual Work Zone Safety Conference.

Approximately 100 Police Work Zone Safety Training Guides will be distributed to national, state, county and municipal government employees. In addition, 2,000 Work Zone Flip books and Flagger Guides will be distributed to high school students, municipal transportation personnel and police employees.

Funding Level - \$122,671

Task 4 - Reflective Panels

This project will provide funds to improve “Stop” sign compliance and thereby reduce the number of intersection crashes on the Warren County road system. Funds will be used to install reflective panels on the support posts of “Stop” signs on the Warren County road system. Approximately 100 intersections will receive the reflective panels. The greater visibility provided by the panels will allow for quicker identification of “Stop” signs by approaching motorists and should improve “Stop” sign compliance.

Funding Level - \$5,000



Task 5 – School Safety Program

The City of Newark has been identified as having a high incident of pedestrian fatalities and injuries suffered in motor vehicle crashes. The age groups represented in these statistics include children. Funds from this task will be used to upgrade and improve locations within the City where pedestrian and motor vehicle collisions often occur. These improvements will consist of the installation of advanced school warning signs and school crossing signs. The street crossing process will also be simplified by identifying school crosswalks with highly reflective fluorescent yellow green school signs.

Funding Level - \$30,484

Task 6 – Traffic Equipment and Software Pedestrian Safety Improvements

There are 60 miles of “County Roads” in Hudson County, but none more traveled than the 18.5 mile stretch of J.F. Kennedy Boulevard, which spans the entire county from North Bergen through Bayonne. Crash data indicates that some of the highest traffic crash locations are located on this span of roadway. Currently, most of the school areas and crossings are poorly identified. This program will provide for improved school crossing signs, school crossing pavement markings and wider crosswalks. In addition, traffic counting equipment and updated traffic software programs will replace outdated equipment and programs.

Funding Level - \$39,950

Task 7 – Video Log System

Funds from this task will be used by the Somerset County Engineer’s Office to videotape the County road system in digital format. The video log will then be linked to a computerized map and installed on the Somerset County Computer Network.

Funding Level - \$40,000

OTHER PROGRAM MODULES

In the process of identifying safety programs for funding and the development of statewide safety program initiatives, a number of other programmatic issues are to be addressed in the Plan as well. Among these will be the development and support of other programmatic areas as traffic records, school bus safety, and safe communities.

I. Traffic Records

Traffic Records data remains the basis for funding programs to transport people safely and reduce motor vehicle crashes. Accurate data enables safety officials to know the who, what, where, when, and why in the transportation safety field so improvements can be implemented. The Traffic Records Assessment completed in March, 2002, indicates that all of the safety data sources need to be re-examined.

The data collected in the coming year by the Department of Transportation, Division of State Police, Office of Emergency Medical Services, Motor Vehicle Commission and other local agencies will identify trends and causes for crashes. This information will be provided to managers and other public and private agencies for use in program development.

Task 1 – Program Management

The program management grant will provide funding for staff to complete several tasks. Responsibilities include collecting data from the aforementioned sources and using the available data in the planning and implementation of programs.

Other activities will include participating on the Statewide Traffic Records Coordinating Committee and crash report review committee, representing the Division at conferences and seminars, completing those duties involved in improving the State's crash records system and working on the Safety Conscious Planning Committee.

Funding Level - \$340,794

Task 2 – Traffic Records Software

Funds from this task will be used to upgrade traffic records and data systems in approximately four municipal police departments to improve support for traffic safety problem identification and evaluation of program effectiveness. The software upgrades will allow for computerized collision reports that will aid in the analysis of programs and identify problem areas with a specific concentration on traffic safety.

Funding Level - \$25,000

II. Emergency Medical Services

Efficient operation of an emergency medical services system by trained personnel is essential. Trauma patient outcomes are best when patients are identified, transported and cared for within the shortest period of time as possible. The division will continue to support the efforts of the EMS community.



The DHTS can utilize funds from this area to train first responder and Emergency Medical Technicians. In addition, funds can be used to purchase computer equipment for local squads. The DHTS will also work with the Office of Emergency Medical services to obtain data that can be used for problem identification.

III. Motorcycle Safety

The motorcycle safety education program continues to provide for a course of instruction and training designed to develop and instill the knowledge, skills, attitude and habits necessary for the safe operation and riding of a motorcycle. Fees collected by the Motor Vehicle Commission for each motorcycle license or endorsement are deposited into the Motorcycle Education Fund. These funds are used exclusively to defray the costs of the motorcycle safety education program.

The State's motorcycle safety program is available at both public and private locations. During calendar year 2005, it is anticipated that approximately 8,000 residents will be trained in motorcycle safety. The State program provides classes to residents at the Department of Military and Veterans' Affairs in Sea Girt and the Anthony Canale Police and Fire Training Academy in Egg Harbor Township.

SECTION 157 - INCENTIVE GRANT FUNDS

The amount of funds anticipated in FFY 2005 is \$1,000,000. The programs provided below will be funded with Section 157 Incentive Grant funds.

Community Traffic Safety Programs

Task 1 - Public Information and Education

This task will provide funds to increase public awareness of traffic safety issues. The funds will be used to implement statewide public information initiatives in a number of traffic safety priority areas targeting the general public as well as specific segments of the population. Funds will be provided to support priority programs with printed materials, educational items, media campaigns, and special events. Program objectives for FY 2005 include:

Safety Cruiser - Throughout FY 2005, the Division's "Safety Cruiser" will be stocked with new and reprinted educational items and materials, including materials relating to a new seat belt safety campaign for children: "Sir Buckle Up."

101 Days Event - The DHTS will host a statewide 101 Days Kickoff event in May, 2005.

Holiday/DWI Event - A relevant event focusing on urban communities in the state will be hosted with the theme "You Drink and Drive...You Lose".

NJBA Contract - The contract with the New Jersey Broadcasters Association will continue as a means of producing and distributing radio and television public service announcements relating to traffic safety. Public service announcements that will be produced include spots relating to the Take 5, Click It or Ticket campaign and alcohol campaigns.

Funding Level - \$400,000

Police Traffic Services



Task 1 – Specialized Training

This task will provide funds for police personnel to attend various training courses directly related to highway traffic safety and crash investigation techniques. In addition, funds are also provided for police personnel to attend conferences and seminars, thereby keeping them current on highway safety topics and new ideas in traffic safety.

The crash investigation courses are held at 18 police academies throughout the State and provide important at-scene and advanced investigative methods to police officers from state, county and municipal law enforcement agencies. Police personnel are taught the basics of properly documenting crash scene evidence and preserving such evidence for future use and determining who is at fault. The more advanced courses are specialized and graduates are able to reconstruct the crash event.

The responsibility for coordinating the class schedule and conducting the training program in FFY 2005 will fall under the direction of the Division of State Police, Field Operations Section. Funds from this task will provide support for personnel and allow for course materials.

Crash Investigation One – The basic or at-scene course that instructs officers on the proper techniques for recognizing and properly recording damages as a result of collisions on roadways. Fifteen courses are scheduled.

Crash Investigation Two – Applicants must have completed Crash Investigation One to be eligible for this course. The course places an emphasis on vehicle damage analysis and vehicle behavior during collisions. The class covers interpreting tire marks, road scars, and advanced measuring devices. Eight classes are scheduled.

Vehicle Dynamics – Applicants must have completed both Crash Investigation One and Two to be eligible for this course. The course teaches advanced math as it applies to collisions and vehicular behavior. Five courses are scheduled.

Two Traffic Accident Reconstruction One courses are scheduled to be held. Applicants attending this course must successfully complete all of the courses listed above before being considered.

This task will also provide funds to conduct a law enforcement conference in March, 2005. The conference is designed to educate law enforcement officials on new and emerging issues in highway safety. The goals include: introducing new technologies in traffic enforcement; educating leaders on innovative traffic enforcement practices and programs; providing information on traffic data and trends; encouraging greater visibility of traffic patrols and providing information on federal grant programs and availability of federal funds for police traffic services.

Representatives from three regions (New England, Eastern and Mid-Atlantic) are scheduled to attend.

Funding Level - \$380,000

Task 2 – Laser Speed Detection

This task will provide funds to purchase laser speed enforcement devices. The speed detection instrument provides for pinpoint accuracy and enables the identification of specific violators in high volume traffic areas where traditional radar devices have proven to be ineffective. Another advantage of laser radar is that it serves as a range finder and can be used to measure distance. The result is a reduction in the time it takes to investigate a traffic crash and allows traffic to return to a normal flow at a faster rate.

Funding Level - \$220,000



SECTION 405 - OCCUPANT PROTECTION

The Transportation Equity Act (TEA-21) established an incentive grant program under Section 405 of Title 23. Under this program, States may qualify for incentive grant funds by adopting and implementing effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.



The State of New Jersey has qualified for funds under Section 405 and will use the monies to implement enforcement programs and provide public information and education programs.

Task 1 - Child Passenger Safety Education

Funds for personal services will be used to perform child safety seat clinics throughout county and municipal jurisdictions. Child safety seat technicians will perform child safety seat clinics and educational seminars to reduce misuse, non-use, and misinformation in the area of child passenger safety. Funds will also be used to purchase child safety seats for implementation in the child seat inspection program.

Funding Level - \$250,647

Task 2 – Day Care Centers

A public education program has been initiated in FFY 2004 with the New Jersey Department of Community Affairs, Center for Hispanic Policy, Research and Development that addresses low compliance among children in Latino communities. A total of nine day care centers have been selected to participate in the first year initiative. The Center for Hispanic Policy, Research and Development has been responsible for all project management including activity and financial reporting and data tracking.

Training has been conducted on the need and importance of using car restraints and instructions have been provided on how to correctly install a car seat. The program also involves the parents and requires them to be partners in this endeavor. Funding will be provided in FFY 2005 to continue to promote child passenger safety. In addition, the same nine centers will be requested to develop partnerships with other organizations to promote child passenger safety.



Funding Level – \$300,000

Task 3 – Seat Belt Enforcement

In an effort to increase seat belt usage rates, sustained enforcement is required. This task will provide funds to municipalities which are experiencing seat belt rates lower than the state average. Seat belt saturation or tactical overtime patrols will be deployed. The funding will be used to supplement monies received for national campaigns that promote efforts to increase belt usage rates.

Funding Level - \$150,000

SECTION 2003 (b) - **CHILD PASSENGER SAFETY**

Section 2003(b) establishes a program of incentive grants to encourage States to implement child passenger protection programs. States may use the grant funds to implement programs that are designed to prevent deaths and injuries to children and educate the public concerning all aspects of the proper installation of child restraints.

Task 1 - Tri-State Child Passenger Safety Conference

Two tri-state child passenger safety conferences are scheduled to be held during FFY 2005. The first will be held in the Fall in New York and the second will be held in New Jersey. Child safety seat technicians from Connecticut, New Jersey and New York will be represented at the conference. Funds from this task will be used by the division to host the conference.

Funding Level - \$50,000

Task 2 – Child Passenger Safety

Funds will also be provided for under this section for child passenger safety programs. Child safety seat technicians will perform child safety seat clinics and educational seminars to reduce misuse, non-use, and misinformation in the area of child passenger safety.

Funding Level - \$155,000



**SECTION 163 - SAFETY INCENTIVE
TO PREVENT OPERATION OF MOTOR VEHICLES
BY INTOXICATED PERSONS**

A State that has in effect and is enforcing a 0.08 BAC law qualifies under Section 163 to receive incentive funds that may be used for any project eligible for assistance under Title 23. The law must provide that any person with a blood alcohol concentration of 0.08 percent or greater while operating a motor vehicle shall be deemed to have committed a per se offense of driving while intoxicated.

Legislation signed by Governor McGreevey and enacted on January 20, 2004 allowed New Jersey to become eligible for the first time to receive Section 163 incentive funds.



Alcohol and Other Drug Countermeasures

Task 1 - DWI Training

This task will provide formal training to approximately 700 State and municipal police officers in the DWI Law Enforcement Course. The course includes instruction in detection, apprehension, processing, and prosecution of DWI offenders as well as standardized field sobriety testing and horizontal gaze nystagmus.

This task will aid in the continuing attack on the drinking driver by assisting those departments who do not have the financial resources needed to train the instructors and/or purchase the course material required to conduct the DWI courses within their departments.

Funding Level - \$325,000

Task 2 – Alcotest

Funds from this task will equip the twenty-five Division of State Police road stations with Alcotest Evidential Breath Test Systems. This instrument is the latest technology available to deter legal challenges inherent in traditional evidential breath testing. It is the only device that measures and displays breath test results from two different and independent technologies.

Funding Level - \$650,000

Task 3 – Alcohol/Drug Testing Program

The Alcohol Drug Testing Unit at the Division of State Police will provide training to members of the law enforcement community in alcohol, drugs and highway safety to ensure the level of expertise is maintained to carry out the necessary assigned duties. The Unit will deliver training and re-certifying of all police officers throughout the State on Evidential Breath Testers as well as periodically inspecting their breath test instruments. This Unit will also be responsible to implement a statewide conversion from the Breathalyzer to the Alcotest Evidentiary Breath Test System.

Funding Level - \$45,000

Task 4 - .08 Study

Funding will be provided to determine the effect of the .08 BAC law enacted in January 2004 on alcohol related crashes. The study will be conducted to determine the effect of the .08 law on the number of drinking drivers in crashes and the effect of legislation on law enforcement, prosecution, courts, and the motor vehicle system. The study will also review crashes involving drivers at the new BAC levels and BAC of drivers in fatal and injury crashes. The Division of State Police is the agency anticipated to conduct the study.

Funding Level - \$25,000



Task 5 – DWI Enforcement

This task will provide funds to implement DWI checkpoint operations and roving patrols in approximately 10 counties in an effort to deter driving after the consumption of alcohol. The county Prosecutor's Office will work with municipal police departments to implement DWI checkpoint and roving patrol operations at locations and in areas that satisfy all legal requirements and that have a high incidence of motor vehicle crashes resulting in death or serious injury.

Funding Level - \$200,000

Task 6 – Cops In Shops

The program offers a unique approach to curbing and preventing the illegal purchase of alcohol by underage persons bringing together a partnership of liquor retailers and law enforcement. Undercover off duty police officers are placed in retail stores posing as employees or patrons to stop anyone under the age of twenty-one that attempts to purchase alcohol or uses false identification. The program also targets adults that purchase alcoholic beverages for minors.

Funds will be used to provide salaries for off duty police officers to participate in overtime enforcement efforts. The program will be implemented in various municipalities in and around colleges and universities during the Fall and in shore communities in the Summer. The program will also expand upon the efforts of the Summer 2004 initiative in Cape May, Monmouth and Ocean counties with assistance from the Prosecutor's Office.

Funding Level - \$100,000

Task 7 – DRE Training & Management

The DHTS will provide funding for coordination of the DRE program. The State DRE Coordinator will be housed at the Division of State Police. Funds from this task will provide for a liaison in Southern New Jersey who will serve as course manager under the supervision of the State DRE Coordinator. Scheduling of students and instructors will be performed by the regional coordinator. It is anticipated that 50 additional law enforcement officers will be trained in the Drug Evaluation and Classification process. Funds will again be used by the State DRE Coordinator and the regional coordinator to attend the annual DRE Conference. The task will also provide funds for printing and other related equipment for the program.

Funding Level – \$40,000

Task 8 – College Campus Program

Funds will be provided to the College of New Jersey to provide a comprehensive program that identifies those who have made responsible decisions regarding their drinking behavior as well as those who have been identified as high risk. The task will also expand the server training program and strive to provide safer drinking establishments and reduce underage consumption.

Funds will also be provided to New Jersey City University for peer educators in the area of alcohol abuse with an emphasis in the dangers of drinking and driving. The peer educators will be utilized to reach student groups in elementary, middle school and senior high school as well as to conduct community outreach to other social service agencies. They will staff information tables at local events and health fairs, conduct outreach and educational sessions and participate in special events offered by elementary, junior and senior high schools.



Funding Level - \$93,503

Task 9 – Rutgers Campus Police

The task will continue to conduct the Rutgers Comprehensive Alcohol Traffic Education and Enforcement Program. The components of the program are safety enforcement, education intervention and the safe community network. The program allows campus police officers to mentor students on roadway safety topics that include drinking and driving abuse awareness programs. In addition, the project will continue to provide for literature on alcohol and drug abuse and will conduct alcohol and drug prevention and awareness programs throughout the five campuses.

Funding Level - \$61,703

Police Traffic Services

Task 1 – Aggressive Driving

This task provides the funding to coordinate the entire aggressive driver program. This includes determining which departments will be participating, inviting the departments to participate, informing the departments on the strategies and expectations of the police officers involved in the program and implementing the program. Funding will be provided to implement aggressive driving programs in various municipalities.

Funding Level - \$645,451

Task 2 – Fatal Crash Equipment

The Division of State Police Fatal Crash Investigation Unit performs many functions relating to crash investigation and crash data collection. The Unit provides technical assistance to state, county and local police authorities in their fatal crash investigations. The Unit also responds to requests by outside agencies for at scene and technical assistance in crash investigations. Properly documenting the crash scene is vital to the investigation and can be critical to the successful prosecution of these cases. In order to perform these functions, the members of the Fatal Crash Investigation Unit not only have to rely on specialized training but also on the use of specialized equipment. Funds from this task will provide equipment that will enhance investigations by providing documentation that will improve prosecution of criminal charges resulting from fatal crashes and reduce the time of crash investigation.

Funding Level – \$38,000

Task 3 – Fatal Crash Investigation Supervisor

Funds from this task will be used to partially fund the reclassification of a position in the Fatal Crash Investigation Unit. The funding will reclassify the rank of the Fatal Crash Investigation Unit Supervisor, within the Division of State Police, to a Lieutenant's position. The addition of a Lieutenant to the unit will provide for sufficient amount of supervisory personnel and allow for time to implement new and innovative programs geared towards decreasing the number of fatal and injury crashes.

Funding Level – \$23,000