



HIGHWAY SAFETY PLAN

for Federal Fiscal Year

06



Richard J. Codey
Acting Governor



Peter C. Harvey
Attorney General



Roberto Rodriguez
Governor's Representative

MISSION STATEMENT

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

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

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

EXECUTIVE SUMMARY

The Federal Fiscal Year (FFY) 2006 Highway Safety Performance Plan (HSPP) emphasizes programs that address the national priority program areas of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). These program areas include: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, roadway safety, traffic records, motorcycle safety and emergency medical services. The State and Community Highway Safety grant program, commonly known as the 402 program, is the primary source of funding for these programs. Federal law requires that 40 percent of the funds distributed must be used by or for the benefit of local government. The Plan provides a budget of 64 percent for projects that benefit local jurisdictions.

Consistent with procedures administered by the NHTSA, documentation must be included in the Plan that indicates how it intends to use grant funds in other highway safety grant programs. Included in the FFY 2006 HSPP is a description of activities that will be funded with carry-forward funds from the following: Section 157 Safety Incentive Grant, Section 405 Occupant Protection, Section 2003(b) Child Passenger Protection and Section 163 Safety Incentives to Prevent Operation of Motor Vehicles by Intoxicated Persons.

The Highway Safety Plan programs the expenditure of \$7.8 million of federal highway safety funds during FFY 2006. The amount allocated to each of the program sections is provided below:

Section 402	State and Community Grant Program	\$4,334,000
Section 157	Incentive Grant Program	\$ 950,000
Section 405	Occupant Protection Program	\$ 870,000
Section 2003(b)	Child Passenger Protection Program	\$ 30,000
Section 163	Safety Incentive Grant Program	\$1,662,543

The FFY 2006 HSPP begins with the Performance Plan which articulates the highway safety goals based on highway safety problems identified and describes the process used in identifying highway safety problems, setting goals, choosing performance measures and selecting projects and programs.

The second part describes the projects and activities planned for implementation to reach the goals identified in the Performance Plan. This section is referred to as the Highway Safety Plan and describes one year of 402 program activities and also includes activities funded from other sources.

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

The last section provides for the cost summary and reflects the state's proposed allocations of funds (including carry-forward funds) by program area based on the goals identified in the Performance Plan and the projects and activities identified in the Highway Safety Plan.

The Division will continue in FFY 2006 to manage and implement programs through the three regions. These are as follows:

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

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

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

This approach continues to lend itself well to strengthening ties and networking with agencies and organizations in the region. Once these relationships are made they can be strengthened and enhanced.

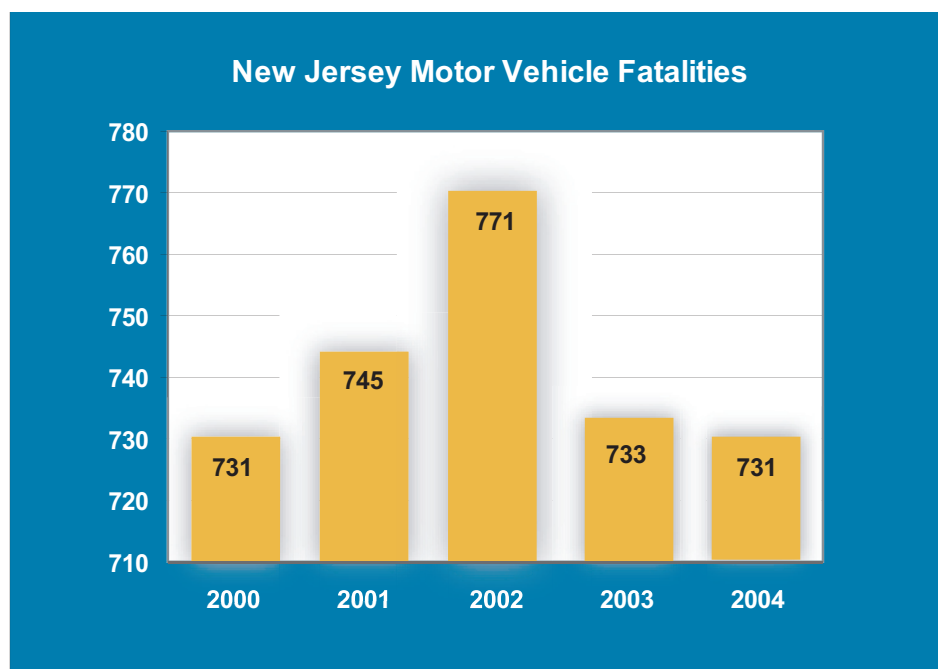
The Division will continue to maintain a working relationship with the Department of Transportation and with other transportation and safety planning communities in the State. These agencies will include but not be limited to the following organizations: Metropolitan Planning Organizations, New Jersey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

HIGHWAY SAFETY PERFORMANCE PLAN

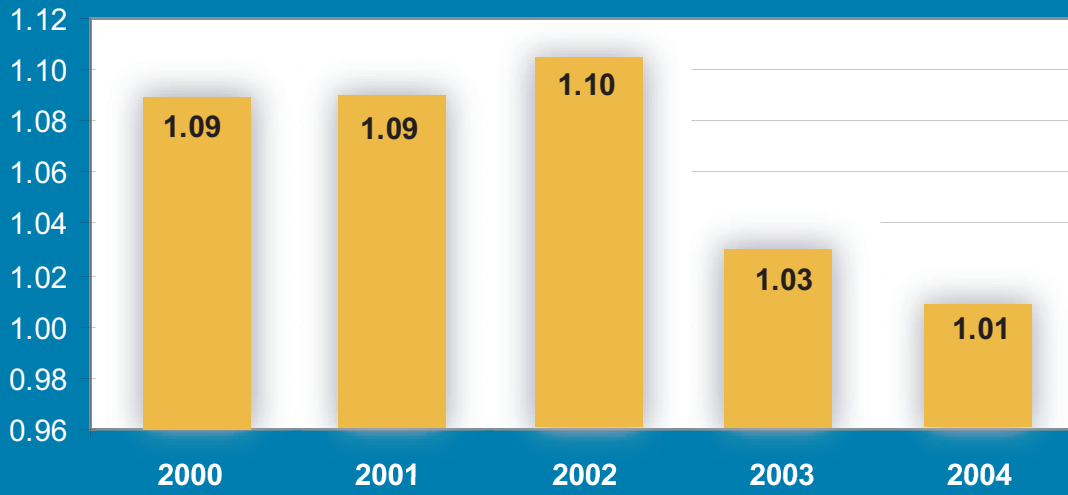
Each year the DHTS performs a review of traffic crash data to establish levels of traffic crash exposure and trends. The two primary sources used by the DHTS to collect and analyze crash data are the New Jersey Crash Records system maintained by the Department of Transportation (DOT), Bureau of Crash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

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

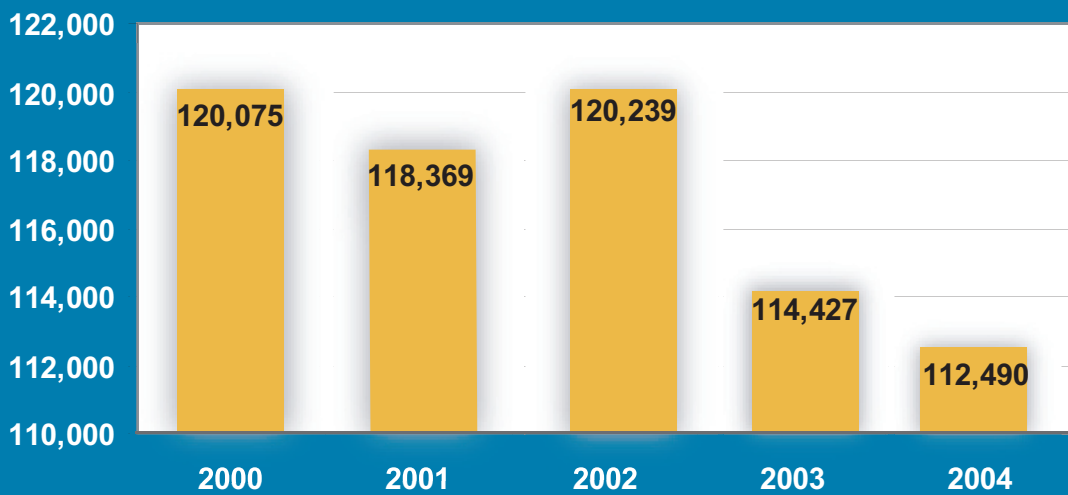
1. Fatalities
2. Fatality rate per 100M Vehicle Miles Traveled (VMT)
3. Injuries
4. Fatality and serious injury rate per 100M VMT
5. Fatality rate per 100K population
6. Fatal and serious injury rate per 100K
7. Alcohol related fatalities
8. Proportion of alcohol related fatalities to all fatalities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

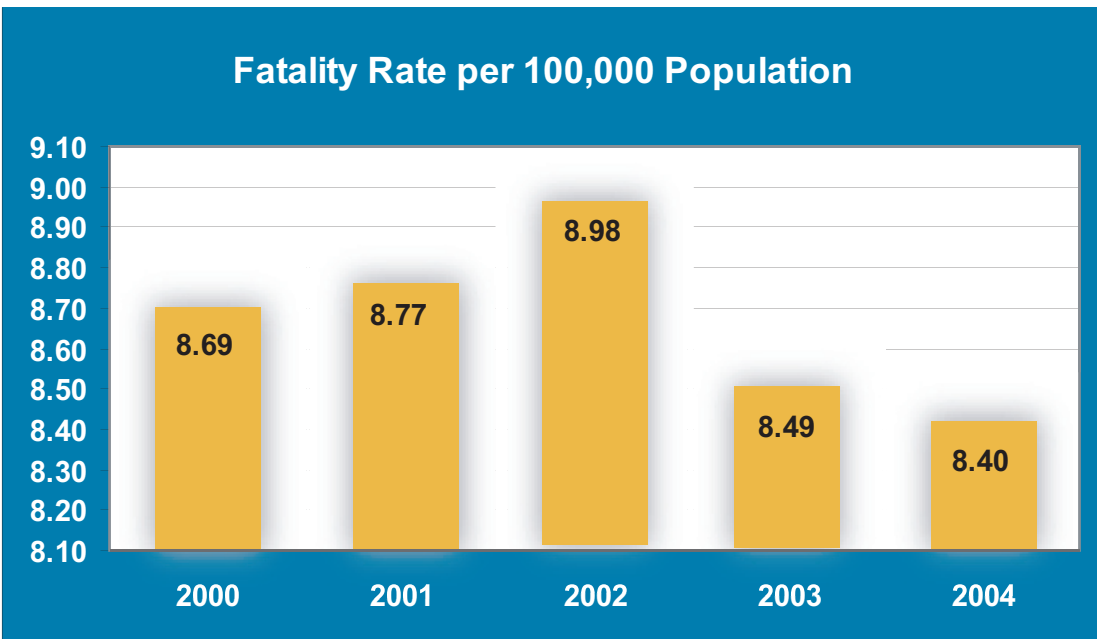
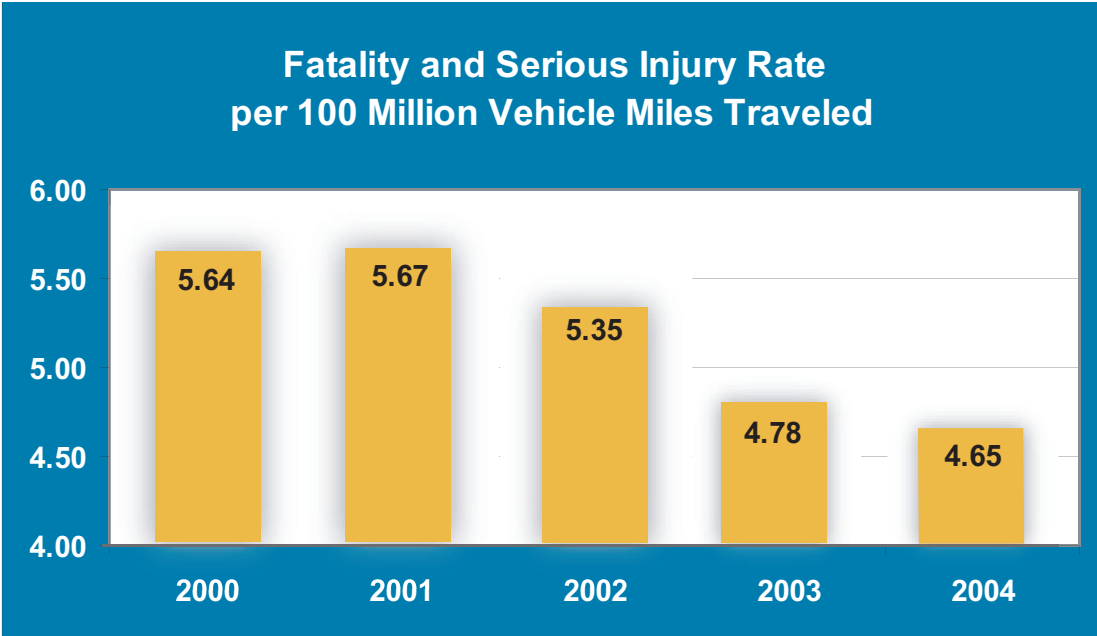


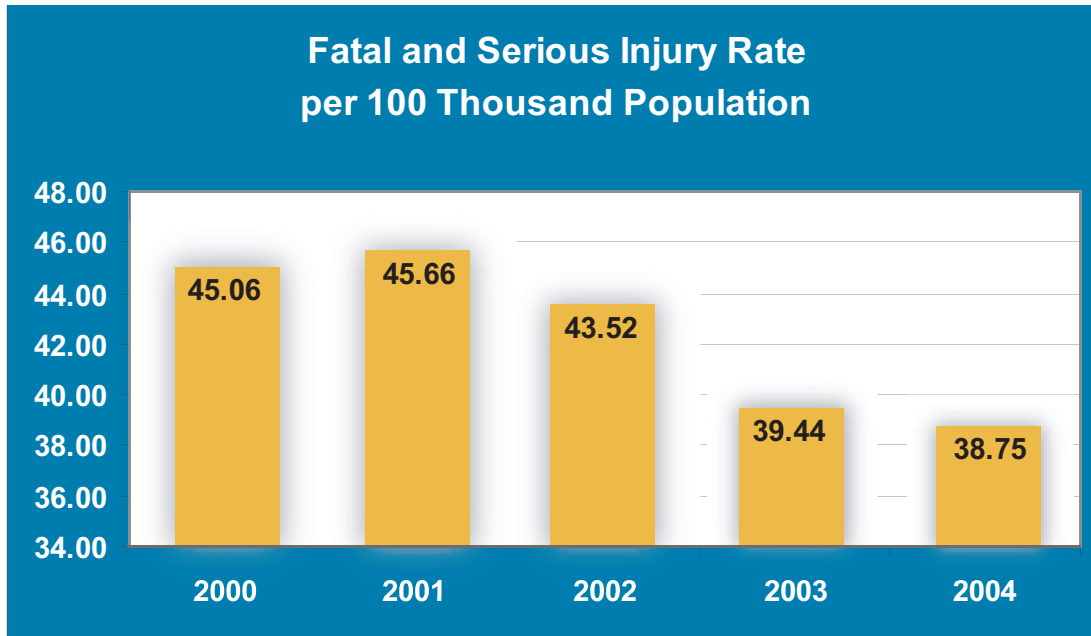
Fatality Rate per 100 Million Vehicle Miles Traveled



New Jersey Motor Vehicle Injuries







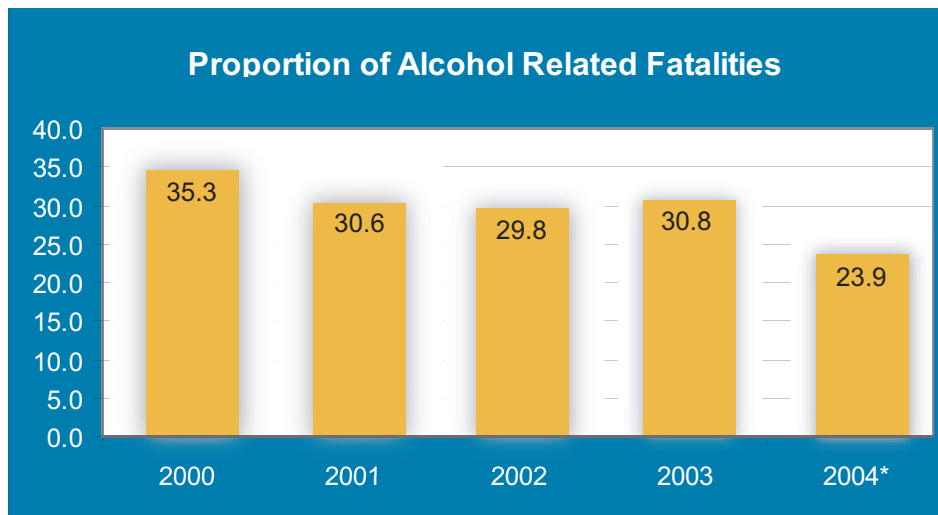
Data sources are used to identify problem areas and to confirm the potential to fund projects in various program areas. Program level analysis is included with national priority areas. The data is linked to performance goals and proposed projects for the coming year.

Current efforts and activities are reviewed in particular program areas. The successful endeavors as well as the needs in the program areas are addressed. After reviewing the data, decisions are made as to which program areas will be addressed. Priorities are established for types of projects that will have the greatest impact on generating a reduction in traffic crashes, injuries and fatalities in the state.

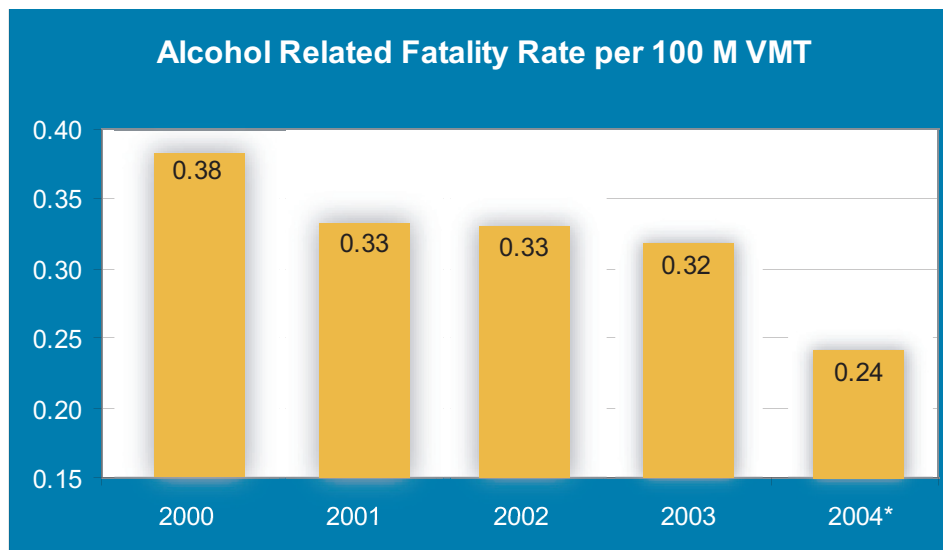
Identifying problems as they relate to national priority program areas is addressed in the following section.

Alcohol

Alcohol related fatalities in the State have been on a downward trend between 2000 and 2004 after reaching a high of 258 in 2000. Between 2000 and 2004 there was a 12 percent decrease in alcohol related fatalities. In comparison, there was a decrease of 2 percent nationwide over the same period of time.



* Partial Year Data

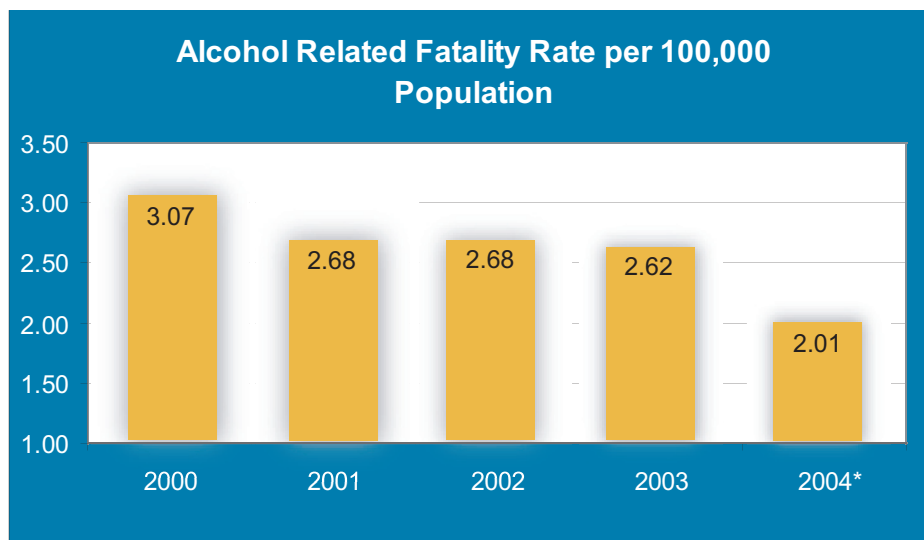


* Partial Year Data

The table below presents alcohol-related fatalities by county from 1994 to 2004. There were 2,486 people killed during this period. Over the 11 year period, the largest number of alcohol related fatalities occurred in Middlesex County (208), followed by Essex County (198), Atlantic and Burlington Counties (179) and Monmouth County (176).

Alcohol – Related Fatalities by County/Year												
County Names	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004*	Total
Atlantic	15	17	20	18	12	9	18	19	17	16	18	179
Bergen	18	14	16	22	12	20	12	12	21	12	9	168
Burlington	22	19	11	13	18	18	16	14	17	15	16	179
Camden	15	12	20	21	15	17	22	17	12	12	11	174
Cape May	2	9	4	3	4	5	5	6	3	8	5	54
Cumberland	12	7	5	6	12	15	12	5	6	11	6	97
Essex	19	27	21	22	21	22	24	12	20	8	2	198
Gloucester	16	18	11	12	9	6	19	13	8	10	6	128
Hudson	9	9	8	15	16	7	11	10	9	12	3	109
Hunterdon	5	6	6	2	2	3	4	2	4	1	0	35
Mercer	8	7	9	4	10	7	9	9	6	9	8	86
Middlesex	17	14	16	20	14	20	23	17	22	28	17	208
Monmouth	9	18	14	21	17	18	19	10	16	17	17	176
Morris	9	11	11	7	9	9	4	13	8	4	9	94
Ocean	23	7	11	9	11	10	14	20	12	12	12	141
Passaic	9	4	9	10	6	8	9	12	13	7	4	91
Salem	9	4	6	3	4	7	7	2	4	6	6	58
Somerset	3	11	11	9	5	5	5	8	11	4	5	77
Sussex	5	7	5	4	4	6	5	6	5	7	6	60
Union	6	14	11	8	5	11	16	20	11	24	12	138
Warren	2	5	2	5	3	3	4	1	5	3	3	36
	233	240	227	234	209	226	258	228	230	226	175	2,486

* Partial Year Data



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

* Partial Year Data

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

Additional initiatives will include programs addressing underage drinking and driving and the consequences of the illegal purchase of alcohol by underage individuals. DWI training programs for local and state police will be conducted in an effort to improve the identification of drunk drivers and conviction of drunk driving offenses.

Pedestrian and Bicycle

Over a five-year period, 2000-2004, there were 754 pedestrian fatalities. After a downward trend between 2000 and 2001, there was an increase to 177 fatalities in 2002; in 2003 fatalities declined to 147 and increased to 153 in 2004

Pedestrian Fatalities							
	2000	2001	2002	2003	2004	Total 2000-04	Change 2000-04
New Jersey Pedestrian Fatalities	145	132	177	147	153	754	+5.5%

In 2004, 8,430 pedestrians were injured in traffic crashes in New Jersey. This was an increase of one percent from the 8,358 pedestrians injured in 2003. On average, a pedestrian in New Jersey is injured every 62 minutes.

In 2004, 7.5 percent of total injuries were pedestrians. This represents an increase of 0.02 percent from 2003 (7.3 percent). During the years 2001 to 2004, the lowest pedestrian injury rate registered was 6.99% in calendar year 2002.

Percentage of Pedestrian Injuries				
	2001	2002	2003	2004
Pedestrians	8,487	8,401	8,358	8,430
Total Injuries	118,369	120,239	114,427	112,490
Percentage	7.17	6.99	7.30	7.49

From 2001-2004, there were 33,676 pedestrians injuries. Of that total, 7,894 were of unknown age. The pedestrian injury rate, of those identified (25,782), was 7.66 per 10,000 people. The rate for males was 10.2 per 10,000 people which almost doubled the female rate of 5.3 per 10,000 people.

Thirty-five percent of injured pedestrians were between the ages of 10-24. In this age group, males accounted for 37 percent of these injuries while females in the same age group accounted for 31 percent. Furthermore, the injury rate for the 15-19 year old age group (18.20 per 10,000 people) more than doubled the total pedestrian rate. The injury rate for males in this age group (24.50 per 10,000 males) almost doubles the rate of females (11.5 per 10,000 females). Males in the 90 plus age group also indicate an over-representation of pedestrian injuries.

Pedestrian Injuries 2001 to 2004		
	Total Injuries	Injury Rate per 10,000 People
Under 5 years	121	0.54
5 to 9 years	1,062	4.39
10 to 14 years	2,744	11.62 *
15 to 19 years	3,823	18.20 *
20 to 24 years	2,452	12.77 *
25 to 29 years	1,888	8.66
30 to 34 years	1,614	6.26
35 to 39 years	1,702	5.85
40 to 44 years	2,023	7.15
45 to 49 years	1,956	8.00
50 to 54 years	1,586	7.24
55 to 59 years	1,249	7.38
60 to 64 years	896	6.77
65 to 69 years	710	6.05
70 to 74 years	534	4.74
75 to 79 years	561	5.84
80 to 84 years	417	6.42
85 to 89 years	274	7.56
90 years and over	170	9.36
Total Age known	25,782	7.66
Unknowns	7,894	
Total	33,676	

Note: * = Statistically significant above the Total Pedestrian Injury Rate

Source: New Jersey Department of Transportation and US Census

Pedestrian Injuries by Age Group, Sex, and Pedestrian Injury Rate
2001 to 2004

	Female Injuries	Injury Rate Per 10,000 Females	Male Injuries	Injury Rate Per 10,000 Males
Under 5 years	56	0.5	65	0.6
5 to 9 years	328	2.8	734	5.9
10 to 14 years	835	7.3 *	1909	15.8 **
15 to 19 years	1171	11.5 *	2652	24.5 **
20 to 24 years	852	9.0 *	1600	16.4 **
25 to 29 years	683	6.3	1205	11.0
30 to 34 years	541	4.2	1073	8.4
35 to 39 years	587	4.0	1115	7.7
40 to 44 years	665	4.6	1358	9.8
45 to 49 years	692	5.5	1264	10.6
50 to 54 years	590	5.2	996	9.5
55 to 59 years	465	5.3	784	9.7
60 to 64 years	390	5.6	506	8.1
65 to 69 years	300	4.7	410	7.7
70 to 74 years	251	3.9	283	5.8
75 to 79 years	274	4.7	287	7.5
80 to 84 years	216	5.2	201	8.6
85 to 89 years	139	5.6	135	12.0
90 years and over	85	6.1	85	19.8 **
Total	9,120	5.3	16,662	10.2

Note: * = Statistically significant above the Total Female Pedestrian Injury Rate

**= Statistically significant above the Total Male Pedestrian Injury Rate

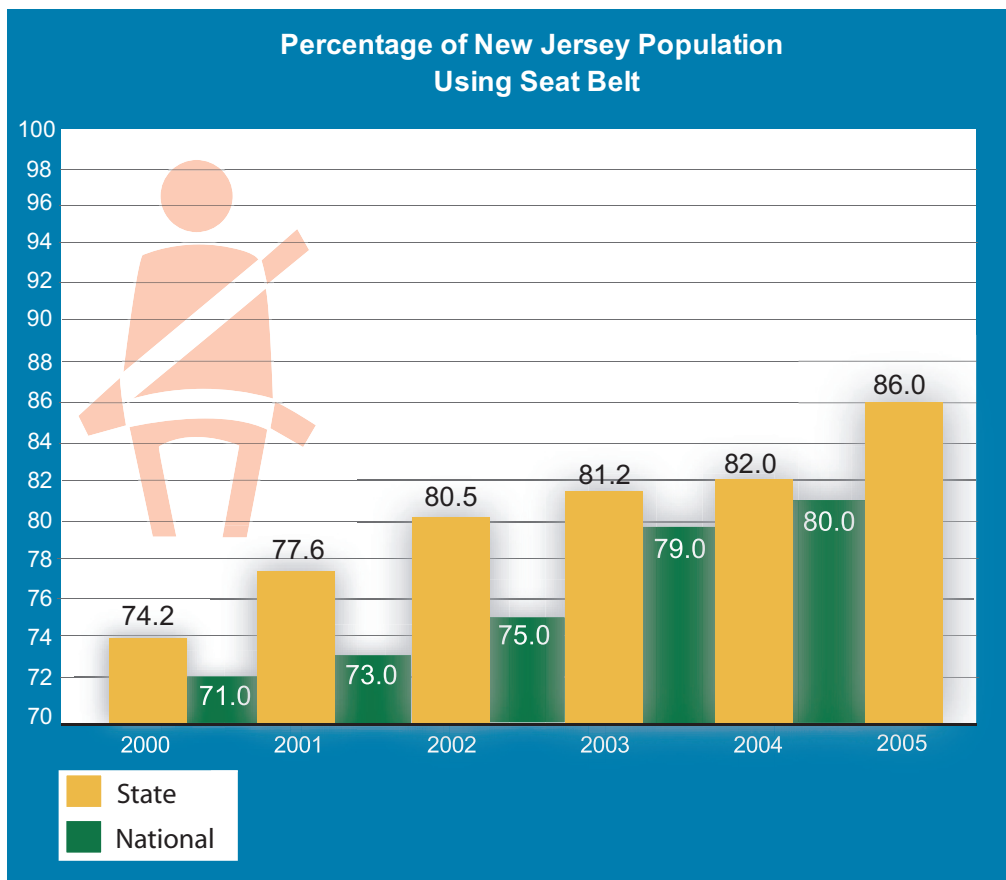
Source: New Jersey Department of Transportation and US Census

Bicycle Safety

Over the four year period, 2001-2004, there were 67 bicycle fatalities. Between 2001-2003, bicycle fatalities and injuries were on a downward trend. Both fatalities and injuries increased in 2004. Each year from 2001-2004, bicycle fatalities accounted for 1-3 percent of all total fatalities which was consistent with the national average of 2 percent during the same period of time.

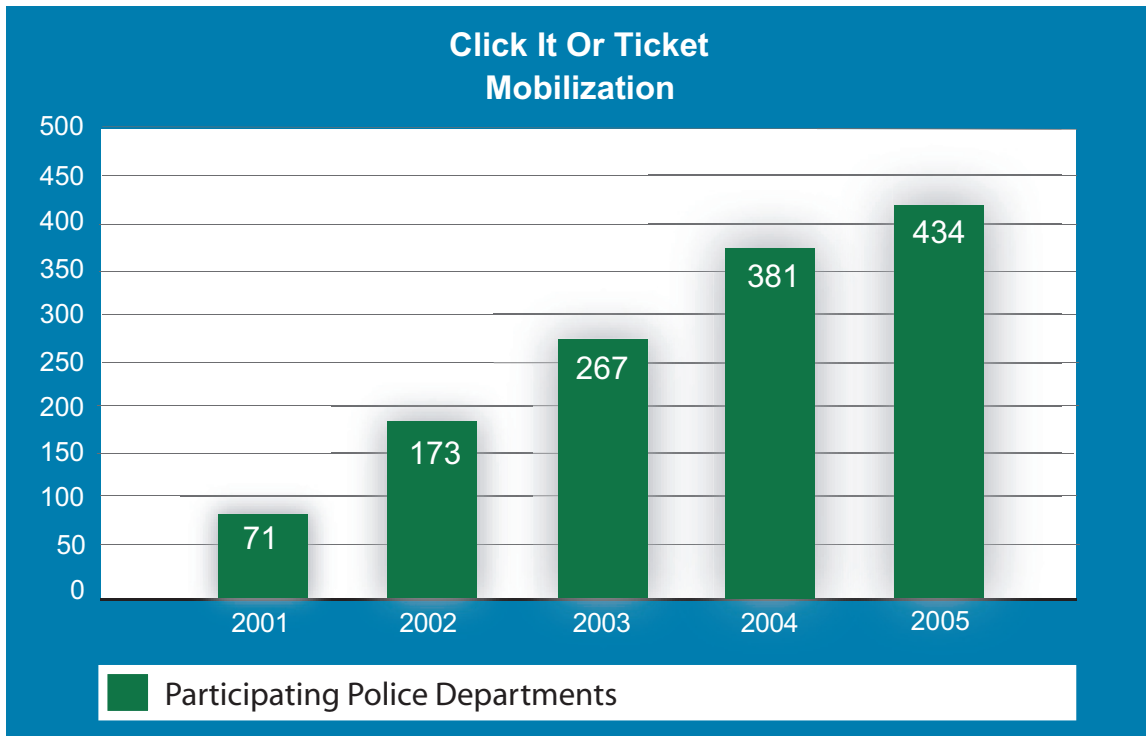
	2001	2002	2003	2004	Total 2001-04	Change 2001-04
Bicyclist Fatalities	25	15	11	16	67	-36 %
Bicyclist Injuries	2,415	2,237	2,225	2,371	9,248	-1.8 %
Percent of Total Fatalities	3.4	1.9	1.5	2.2	9.0	-35.2%

Occupant Protection



The seat belt usage rate has increased steadily from 63 percent in 1999 to 86 percent in 2005. The usage rate has exceeded the national rate each year since calendar year 2000.

The State will continue to implement programs in an effort to increase seat belt usage rates. The State will participate in the national seat belt campaign that will include both an enforcement and public information component. Key components of the campaign will include the participation of law enforcement agencies and a paid media campaign. During 2004, a total of 381 police agencies participated while in 2005 that number increased to 434 agencies.



In 2005, the state's usage rate increased by 4 percent from 82 percent in 2004 to 86 percent. Driver usage rates have been found to be seven percentage points higher than passenger usage rates. Additional emphasis will be placed on increasing passenger usage rates. In addition, conducting surveys that will provide occupant usage rates by certain ethnic groups will be planned for in 2006.

A statewide enforcement and education plan will be implemented and printed materials will be developed to support the seat belt program. Child safety seat clinics will also be conducted throughout county and municipal jurisdictions. Child passenger safety technician training will also be made available.

Speed Management

Speeding remains a problem on the State roadways. During the period, 2000-2004, speed related fatalities have increased. Furthermore, speed related crashes have increased by 18 percent in the State's seven northern counties. The numbers of speed-related crashes increased in every driver age category. Driver ages 16-25 continue to be more frequently involved in these crashes while the 46-55 year old driver shows the largest percentage increase.

The DHTS will participate in the tri-state speed reduction campaign that will be held in calendar year 2006. Enforcement and publicity campaigns will be the focus of the program.

Speeding Related* Fatalities							
	2000	2001	2002	2003	2004	Total 2000-04	Change 2000-04
New Jersey	57	75	49	48	60	288	+5.2%

* NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

GOAL SETTING

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

Statewide

1. To decrease the number of fatalities from 731 in 2004 to 725 in 2006.
2. To decrease the fatality rate per 100 million vehicle miles traveled from 1.01 in 2004 to 1.00 2006.
3. To reduce the number of injuries from 112,490 in 2004 to no more than 111,000 in 2006.
4. To reduce the fatality and serious injury rate per 100 million vehicle miles traveled from 4.65 in 2004 to 4.30 in 2006.
5. To decrease the fatality rate per 100,000 population from 8.40 in 2004 to 8.30 in 2006.
6. To decrease the fatal and serious injury rate per 100,000 population from 38.75 in 2004 to 37.90 in 2006.

Alcohol and Other Drug Countermeasures

1. To reduce the number of alcohol related fatalities from 226 in 2003 to 219 in 2006.
2. To decrease the percentage of alcohol related fatalities to all fatalities from 30.8 in 2003 to 30 percent in 2006.
3. To reduce the alcohol related fatality rate per 100 million vehicle miles of travel from 0.32 in 2003 to 0.30 in 2006.

Pedestrian and Bicycle Safety

1. To decrease the number of pedestrian fatalities from 153 in 2004 to 150 in 2006.
2. To reduce the percentage of pedestrian fatalities to all fatalities from 20.9 percent in 2004 to 20 percent in 2006.
3. To decrease the percentage of pedestrian injuries in the 10-24 year old age group from 35 percent to no more than 33 percent of all injuries.

4. To decrease the number of bicycle fatalities from 16 in 2004 to no more than 14 in 2006.

Occupant Protection

1. To increase statewide seat belt compliance by 1 percent from 86 percent in 2005 to 87 percent in 2006.

Speed Management

1. To reduce the number of speed related fatalities from 60 in 2004 to 54 in 2006.
 2. To decrease the percentage of speed related fatalities to all fatalities from 8.2 percent in 2004 to 7.9 percent in 2006.
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PERFORMANCE MEASURES

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

Bottom Line Performance Measures

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

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

Alcohol and Other Drug Countermeasures

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

Pedestrian Safety

1. Number of pedestrian fatalities.
2. Proportion of traffic fatalities that are pedestrians.
3. Pedestrian fatalities of young pedestrians.

Bicycle Safety

1. Proportion of traffic fatalities that are bicyclists.
2. Child bicyclist fatalities (10-15).

Occupant Protection

1. Percent of front seat occupants wearing seatbelts.
2. Annual safety belt citations.
3. Percentage of fatally injured occupants of passenger cars who were restrained.

Speed Management

1. Number of speed related fatalities.
 2. Speed related fatalities as a percent of total fatalities.
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PROGRAM PRIORITIZING

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

In December 2004, a solicitation package was mailed to the 21 county prosecutors and county executives, traffic engineers, municipal police chiefs and mayors. Applications for highway safety grants may only be submitted by political subdivisions or state agencies.

The deadline for highway safety grant applications for FFY 2006 funding was February 28, 2005. A total of 253 applications were received. This number does not include the submission of grants by state and municipal law enforcement agencies that are anticipated to participate in the annual Click It or Ticket and You Drink and Drive...You Lose campaigns. During FFY 2005, 240 applications were approved for the seat belt campaign while another 102 applications were processed during the alcohol campaign. The total number of participating agencies for the two campaigns totaled 434 and 333 respectively. Agencies will be selected and notified of grant awards. The following criteria was used in the review process:

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

Priority in the order for projects recommended for funding was given to (1) on-going grant applications for the overall management and administration of the grant program; (2) continuation grants with less than three years of prior funding; and (3) grant applications which demonstrated a highway safety problem.

HIGHWAY SAFETY PLAN

Planning and Administration

Project Number: PA 06-01-01

Project Title: Planning and Administration

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

Budget: \$500,000.00

Planning and Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA 06-01-01	P&A	\$500,000	Section 402
402 Total			\$500,000
Total All Funds			\$500,000

Alcohol and Other Drug Countermeasures



Project Number: AL 06-07-01

Project Title: Program Management

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

Budget: \$295,000.00

Project Number: AL 06-07-02

Project Title: DWI Training

Project Description: Provides law enforcement officers with standardized training courses that will provide them with instruction in detection, apprehension, investigation, processing and prosecution of DWI offenders under the influence of alcohol and/or drugs. Standardized field sobriety testing is also provided to police officers. A statewide conversion from the Breathalyzer to the Alcohol Evidentiary Breath Test System will continue to be implemented. Funds from this task will also be used to coordinate and administer the statewide Drug Recognition Expert Training Program

Budget: \$415,000.00

Project Number: AL 06-07-03

Project Title: Alcohol/Drug Testing Program

Project Description: The Alcohol Drug Testing Unit at the Division of State Police will provide training to members of the law enforcement community in alcohol, drugs and highway safety. A Statewide conversion from photometric chemical breath testing instrument to the infrared/electrochemical breath testing instrument will continue to be implemented.

Budget: \$45,000.00

Project Number: AL 06-07-04

Project Title: Cops In Shops/Underage Enforcement

Project Description: Funds will be used to provide salaries for off duty police officers to participate in overtime enforcement efforts. The program will be coordinated by the Division of Alcoholic Beverage Control and implemented in various municipalities in and around colleges and universities during the Fall and in shore communities during the Summer months. Funds will also be provided to conduct undercover operations inside bars and restaurants to enforce alcohol beverage statutes with respect to underage patrons.

Budget: \$150,000.00

Project Number: AL 06-07-05

Project Title: DWI Enforcement

Project Description: County and local police agencies will be asked to partner with the DHTS in the You Drink and Drive...You Lose campaign. The purpose of the campaign will be to reduce alcohol-related crashes, injuries and fatalities by raising awareness among the motoring public regarding the dangers of drinking and driving through high visible enforcement and media initiatives.

Budget: \$102,000.00

Project Number: AL 06-07-06

Project Title: College Campus Programs

Project Description: Funds will be used by the College of New Jersey and Stockton College to develop and conduct training programs for peer educators that will be used to curb drinking on the college campus and reduce incidents of drinking and driving.

Funds will also be provided to New Jersey City University for peer educator training on alcohol abuse and the dangers of drinking and driving. The peer educators will be utilized to reach student groups in elementary, middle and senior high schools as well as to conduct community outreach to other social service agencies. Information tables will be staffed at local events and health fairs and outreach as well as educational sessions will be attended by peer educators at special events offered by elementary, junior and senior high schools.

Budget: \$93,043.00

Project Number: AL 06-07-07

Project Title: Rutgers/Camden Project

Project Description: Funds will be used to develop a campus-wide response to drug and alcohol issues at the Rutgers Camden campus. This will be done through the following: comprehensive review and development of drug policy and procedures, curriculum development, staff training on campus drug use and drug policy and continued staff training on campus alcohol management and underage drinking.

Budget: 65,000.00

Project Number: AL 06-07-08

Project Title: Rutgers Campus Police

Project Description: This task will provide funds to conduct the Rutgers Comprehensive Alcohol Traffic Education and Enforcement Program. The components of the program are safety enforcement, education intervention and 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.

Budget: \$61,500.00

Alcohol and Other Drug Countermeasures: Budget Summary

Project Number	Project Title	Budget	Budget Source
AL 06-07-01	Program Management	\$ 295,000	Section 402
AL 06-07-02	DWI Training	\$ 415,000	Section 163
AL 06-07-03	Alcohol/Drug Test Prog.	\$ 45,000	Section 163
AL 06-07-04	Cops In Shops/Underage Enf.	\$ 150,000	Section 163
AL 06-07-05	DWI Enforcement	\$ 102,000	Section 163
AL 06-07-06	College Campus Program	\$ 93,043	Section 163
AL 06-07-07	Rutgers Camden Project	\$ 65,000	Section 163
AL 06-07-08	Rutgers Campus Police	\$ 61,500	Section 163
402 Total			\$ 295,000
163 Total			\$ 931,543
Total All Funds			\$1,226,543

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

In 2004, the fund collected \$2.3 million in surcharge fines and \$1.1 million in bottle tax revenue. A total of 537 law enforcement agencies as well as the Division of State Police received applications for these funds and 336 agencies completed the application and used the monies from the fund to increase drunk driving arrests and reduce alcohol-related crashes and fatalities.

Pedestrian and Bicycle Safety



Project Number: PS 06-16-01

Project Title: Program Management

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

Budget: \$290,000.00

Project Number: PS 06-16-02

Project Title: Pedestrian Safety Programs

Project Description: Funds will continue to be provided to develop and implement pedestrian safety campaigns in cities that reveal a high incidence of pedestrian crashes, injuries and fatalities. Although measures directed at all age groups will be considered, the greatest impact will come by focusing on the 10-24 year old age group and senior citizens. Media campaigns will be launched, including public service announcements and public information materials. Enforcement efforts will also be conducted.

Budget: \$422,500.00



Project Number: PS 06-16-03

Project Title: Helmet Safety Awareness

Project Description: The Brain Injury Association of New Jersey will continue to promote bicycle safety helmet usage. The components of the campaign will include: an interactive helmet-safety web site, a community outreach and education campaign that will be conducted by the Association’s prevention coordinator and bicycle helmet demonstration and distribution programs. The funding agency for this initiative will be the Borough of Ridgewood.

Budget: \$51,200.00



Project Number: PS 06-16-04

Project Title: Bicycle Safety Programs

Project Description: Funds will be provided to educate bicyclists on the dangers associated with not wearing a helmet while riding a bicycle. The monies will be used to increase awareness of the laws of the State that requires the use of helmets for children under the age of 14 while riding a bicycle. Funding will be used to support three initiatives in this area.

Budget: \$27,500.00

Pedestrian and Bicycle Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS 06-16-01	Program Management	\$290,000	Section 402
PS 06-16-02	Pedestrian Safety Programs	\$422,500	Section 402
PS 06-16-03	Helmet Safety Awareness	\$ 51,200	Section 402
PS 06-16-04	Bicycle Safety Programs	\$ 27,500	Section 402
402 Total			\$791,200
Total All Funds			\$791,200

Occupant Protection

Project Number: OP 06-11-01

Project Title: Program Management

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

Budget: \$325,000.00



Project Number: OP 06-11-02

Project Title: Child Passenger Safety Education

Project Description: Funds for personal services will be used to conduct child safety seat clinics throughout county and municipal jurisdictions. Child safety technicians will perform safety seat checks and conduct educational seminars to reduce misuse, non-use and misinformation regarding child passenger safety. Funds will also be used to purchase child safety seats for implementation at child seat inspection programs. Funds will also be provided to the Division of State Police, Community Outreach Unit, to maintain the permanent child safety seat inspection fitting station and enhance their existing child passenger safety programs and efforts. The DHTS plans to hire a child passenger safety coordinator. This person will be responsible for testing requirements including certification and re-certification of child passenger safety technicians as well as coordinating all other aspects of the program.

Budget: \$253,000.00

Project Number: OP 06-11-03

Project Title: Day Care Centers

Project Description: A public education program was initiated over the past two years with the New Jersey Department of Community Affairs, Center for Hispanic Policy, Research and Development to address low compliance among children in Latino communities. Nine day care centers have participated in the program. Training has been conducted on the need and importance of using restraint systems and instructions have been provided on how to correctly install a car seat. Funding will be provided to continue to promote child passenger safety at the nine day care centers.

Budget: \$300,000.00

Project Number: OP 06-11-04

Project Title: Tri-State Child Passenger Safety Conference

Project Description: The tri-state child passenger safety conference is tentatively scheduled to be held in March or April, 2006. Child safety seat technicians from Connecticut, New Jersey and New York will be represented at the conference. Funds from this task will be used to host the conference.

Budget: \$30,000.00



Project Number: OP 06-11-05

Project Title: Seat Belt Enforcement

Project Description: This task will provide funds to municipalities that are experiencing seat belt rates lower than the state average. Seat belt saturation or tactical overtime patrols will be deployed. The funding will be used to supplement monies received for national campaigns that promote efforts to increase belt usage rates.

Budget: \$117,000.00

Project Number: OP 06-11-06

Project Title: Seat Belt Surveys

Project Description: Provides funds to perform safety belt usage rate observation surveys to determine the annual seatbelt usage rate for the state. The statewide survey will include both a pre-and post observation of usage rates. A second observational survey will be conducted in various urban areas where seat belt compliance rates have been traditionally lower than elsewhere in the State. This will assist DHTS in directing to the affected urban communities educational programs to increase the usage rate.

Budget: \$200,000.00

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
OP 06-11-01	Program Management	\$ 325,000	Section 402
OP 06-11-02	Child Passenger Safety	\$ 253,000	Section 405
OP 06-11-03	Day Care Centers	\$ 300,000	Section 405
OP 06-11-04	Tri-State CPS Conf.	\$ 30,000	Section 2003b
OP 06-11-05	Seat Belt Enforcement	\$ 117,000	Section 405
OP 06-11-06	Seat Belt Suveys	\$ 200,000	Section 405
402 Total			\$ 325,000
405 Total			\$ 870,000
2003(b)			\$ 30,000
Total All Funds			\$1,225,000

Police Traffic Services

Project Number: PT 06-03-01

Project Title: Program Management

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

Budget: \$450,000.00

Project Number: PT 06-03-02

Project Title: Speed Reduction Program

Project Description: Funds will be used to participate in a tri-state speed reduction campaign in the spring/summer of 2006. The DHTS will join New York and Connecticut in implementing a program that will feature high, visible saturation patrols from enforcement agencies, a press event/kickoff and a media campaign. The campaign will be modeled after the Click It or Ticket and You Drink and Drive...You Lose efforts.

Budget: \$521,000.00

Project Number: PT 06-03-03

Project Title: Comprehensive Enforcement/Education Initiative

Project Description: Funds will be provided to 3-5 police agencies to conduct a comprehensive enforcement and education campaign that will focus on pedestrian safety, DWI and aggressive driving initiatives. Funds will be used to continue efforts to reduce the number of pedestrian crashes and fatalities, reduce fatalities and crashes resulting from aggressive driving tendencies and to educate drivers on the dangers of exerting aggressive driving behavior and to continue to address drinking and driving concerns and violations.

Budget: \$100,000.00

Project Number: PT 06-03-04

Project Title: Commercial Motor Vehicle Enforcement

Project Description: Funds will be provided to Millburn Township to institute a commercial motor vehicle enforcement program. The goal of the program is to reduce crashes involving a commercial motor vehicle by detecting mechanically unsafe vehicles and removing them from service, ensuring that these vehicles are operating in a safe manner and that drivers are properly licensed and vehicles properly registered and enforce all aspects of the motor vehicle rules and regulations.

Budget: \$16,000.00

Project Number: PT 06-03-05

Project Title: Training



Project Description: Funds will again be provided for police personnel to attend various training courses directly related to highway traffic safety and crash investigation techniques. In addition, funds will also be provided for police personnel to attend conferences and seminars, thereby keeping them current on highway safety topics and new ideas in traffic safety. The crash investigation courses will be held at the police academies throughout the state and provide important at-scene and advanced investigative methods. The training will enhance the skills of the police officers in the areas of crash investigation by providing them with the most up to date and technical training offered in the field. The program will be managed for a second year by

the Division of State Police. Courses will be held in crash investigation, traffic crash reconstruction, vehicle dynamics, pedestrian/bicycle crash investigation, motorcycle crash investigation and commercial vehicle crash investigation. Funds will also be used to acquire an interactive driver simulator by the Division of State Police. The simulator will allow the division to deliver simulated high speed and emergency driving training to recruits and troopers. The goal is to prevent crashes, injuries and deaths resulting from incidents involving troop activity on the highways.

Budget: \$550,000.00

Project Number: PT 06-03-06

Project Title: Laser Speed Detection

Project Description: 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.

Budget: \$210,000.00

Project Number: PT 06-03-07

Project Title: Fatal Crash Investigation Unit



Project Description: Funds will be provided to support a fatal crash investigation unit in Union County. This unit consists of trained crash investigators who will be able to respond promptly to the scene of serious crashes, conduct interviews, gather evidence and use state-of-the-art equipment to resolve the matter. The initiative will also enhance the capacity of the law enforcement agencies within the respective counties to thoroughly investigate every fatal and serious injury crash to determine the likelihood of criminal charges or if

other related charges are appropriate.

Budget: \$82,000.00

Project Number: PT 06-03-08

Project Title: Traffic Specialist

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

Budget: \$100,000.00

Project Number: PT 06-03-09

Project Title: Investigative Equipment

Project Description: Funds will be provided to the Division of State Police to purchase additional equipment (computers and laser technology crash reconstruction packages) that will enhance crash/crime scene investigation and lead to the successful prosecution of criminal charges related to fatal and serious motor vehicle crashes.

Budget: \$33,000.00

Project Number: PT 06-03-10

Project Title: Trailer

Project Description: Provide funds to select jurisdictions to purchase portable trailers that can be used to store traffic control devices and other equipment that can be transported and used at the scene of a crash or other emergency situation.

Budget: \$6,000.00

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT 06-03-01	Program Management	\$ 450,000	Section 402
PT 06-03-02	Speed Reduction Program	\$ 521,000	Section 163
PT 06-03-03	Comp. Enf/Ed. Initiative	\$ 100,000	Section 402
PT 06-03-04	Commercial MV Enf.	\$ 16,000	Section 402
PT 06-03-05	Training	\$ 550,000	Section 157
PT 06-03-06	Laser Speed Detection	\$ 210,000	Section 163
PT 06-03-07	Fatal Crash Unit	\$ 82,000	Section 402
PT 06-03-08	Traffic Specialist	\$ 100,000	Section 402
PT 06-03-09	Investigative Equipment	\$ 33,000	Section 402
PT 06-03-10	Trailer	\$ 6,000	Section 402
402 Total			\$ 787,000
163 Total			\$ 731,000
157 Total			\$ 550,000
Total All Funds			\$2,068,000

Community Traffic Safety Programs

Project Number: CP 06-08-01

Project Title: CTSP

Project Description: Funds will be provided to continue with the implementation of the community traffic safety programs (CTSP's) which address priority traffic safety concerns 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 concerns of diverse communities. Grantees will be required to have funds available that will enable them to attend NHTSA sponsored summits on diversity in traffic safety.

Budget: \$885,800.00

Project Number: CP 06-08-02

Project Title: Public Information and Education

Project Description: Funds will be used to increase public awareness of traffic safety issues. The funds will be used to implement statewide public information initiatives in a number of traffic safety priority areas focusing on the general public as well as specific segments of the population. Funds will continue to be used to support priority programs with printed materials, educational items, media campaigns and special events. Monies are also used to maintain the "Safety Cruiser" and fund the on-going New Jersey Broadcasters Association contract that allows for production and distribution of radio and public service announcements.

Budget: \$400,000.00

Project Number: CP 06-08-03

Project Title: Community Awareness

Project Description: The Essex County Prosecutor's Office will conduct a county-wide media outreach and community engagement program. A media campaign will be carried out to enhance awareness of county citizens that driving recklessly is a crime and will be met with strict enforcement and punishment. The program will also include DWI and child passenger safety awareness.

Budget: \$25,000.00

Project Number: CP 06-08-04

Project Title: Traffic Safety Summit

Project Description: Funds will be provided for the third Highway Traffic Safety Summit to be held on November 29, 2005. The program will focus on enforcement, community awareness, education and public information. Forums and workshops will be held for approximately 300 participants scheduled to attend.

Budget: \$50,000.00

Community Traffic Safety Programs: Budget Summary

Project Number	Project Title	Budget	Budget Source
CP 06-08-01	CTSP	\$ 885,800	Section 402
CP 06-08-02	Public Information and Ed.	\$ 400,000	Section 157
CP 06-08-03	Community Awareness	\$ 25,000	Section 402
CP 06-08-04	Traffic Safety Summit	\$ 50,000	Section 402
402 Total			\$ 960,800
157 Total			\$ 400,000
Total All Funds			\$1,360,800

Roadway Safety

Project Number: RS 06-06-01

Project Title: Program Management

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

Budget: \$210,000.00

Project Number: RS 06-06-02

Project Title: Rutgers Training

Project Description: Funds will be used to implement the roadway safety work zone training program. This program will be conducted by Rutgers University and provide training to 1,000 state, county and municipal employees. Training will be provided in basic work zone safety, flagging techniques and procedures, police work zone safety train the trainer program and intermediate and advanced work zone safety training. 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 public sector employees in the state. The Rutgers University Department of Civil and Environmental Engineering will continue to enter into a relationship with the Garrett Morgan Transportation Academy. The Rutgers staff will work with both high school students and their adult work force. Work Zone Safety Training Guides will also be distributed to national, state, county and municipal government employees.

Budget: \$113,000.00



Project Number: RS 06-06-03

Project Title: Traffic Interns

Project Description: Funds will be used to 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.

Budget: \$36,000.00

Project Number: RS 06-06-04

Project Title: Pedestrian Improvements

Project Description: Funds will be used to upgrade and improve locations within the City of Newark to improve locations within the city where pedestrian and motor vehicle collisions occur. These improvements will consist of the installation of advanced school warning signs and school crossing signs. Pedestrian safety improvements will also be made in Hudson County along sections of the road from North Bergen through Bayonne. The program will provide for improved school crossing signs, school crossing pavement markings and wider crosswalks. Traffic counting equipment and updated traffic software programs will replace outdated equipment.

Budget: \$71,000.00

Roadway Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
RS 06-06-01	Program Management	\$210,000	Section 402
RS 06-06-02	Rutgers Training	\$113,000	Section 402
RS 06-06-03	Traffic Interns	\$ 36,000	Section 402
RS 06-06-04	Pedestrian Improvements	\$ 71,000	Section 402
402 Total			\$430,000
Total All Funds			\$430,000

Traffic Records

Project Number: TR 06-02-01

Project Title: Program Management

Project Description: The management grant will provide funds for the administration of traffic records related activities. Activities include participation on the statewide traffic records coordinating committee and working on the Safety Conscious Planning Committee.

Budget: \$200,000.00

Project Number: TR 06-02-02

Project Title: Data Collection Pilot Projects

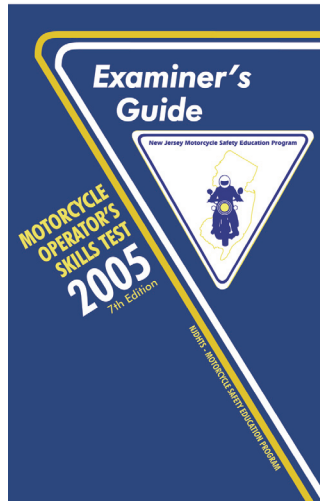
Project Description: Funds will be provided to carry out pilot projects that will allow selected agencies to collect and analyze crash data. The purpose of the pilot is to determine specific crash prone locations by analyzing the data and identifying necessary improvements.

Budget: \$45,000.00

Traffic Records: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR 06-02-01	Program Management	\$200,000	Section 402
TR 06-02-02	Data Collection Pilot Project	\$ 45,000	Section 402
402 Total			\$245,000
Total All Funds			\$245,000

Motorcycle Safety



By Governor's Reorganization Plan effective this past March, the Motor Vehicle Commission (MVC) became the agency responsible for the operation of the State Motorcycle Safety Education Program. The motorcycle safety education program continues to provide for a course of instruction and training designed to develop and instill knowledge, skills, attitude and habits necessary for the safe operation and riding of a motorcycle. The State's Motorcycle Safety Education Program offers two training sites that are used for instruction while private providers also maintain locations where the public is trained in motorcycle safety.

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 to train first responder and Emergency Medical Technicians. Additionally, funds are available to purchase equipment for local squads.

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

BUY AMERICA ACT:

The State will comply with the provisions of the Buy America Act (23 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 a 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 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 2006 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

PROGRAM COST SUMMARY

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 402					
P&A	\$500,000	\$500,000			\$500,000
Alcohol	\$295,000				\$295,000
Ped. Safety	\$791,200			\$501,200	\$791,200
Occupant Prot.	\$325,000				\$325,000
PTS	\$787,000	\$1,800,000		\$237,000	\$787,000
CTSP	\$960,800			\$960,800	\$960,800
Roadway Safety	\$430,000			\$220,000	\$430,000
Traffic Rec.	\$245,000			\$45,000	\$245,000
TOTAL	\$4,334,000	\$2,300,000		\$1,964,000	\$4,334,000

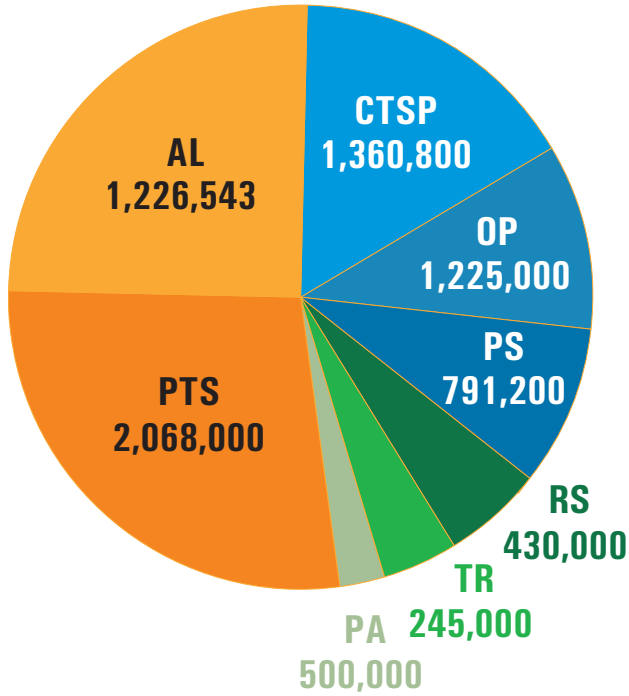
Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 405					
Occupant Prot.	\$870,000			\$870,000	\$870,000
TOTAL	\$870,000			\$870,000	\$870,000

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 157 Incentive					
Police Traffic Services	\$550,000	\$160,000		\$350,000	\$550,000
CTSP	\$400,000			\$400,000	\$400,000
TOTAL	\$950,000	\$160,000		\$750,000	\$950,000

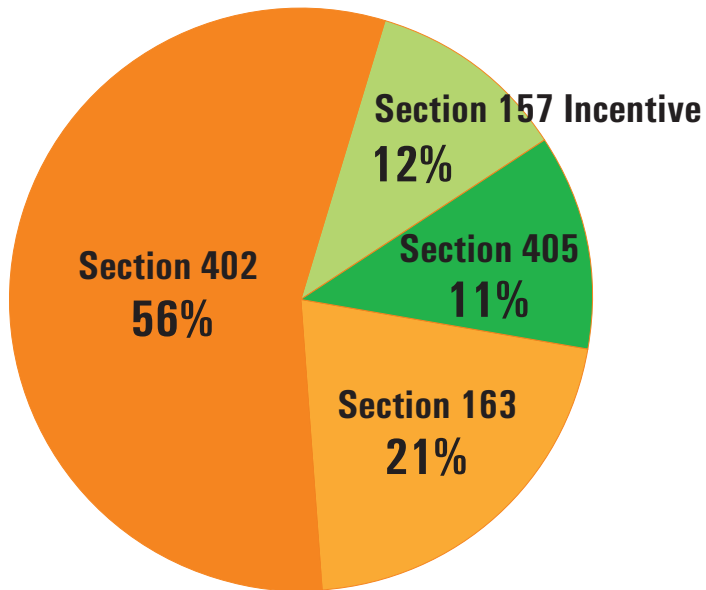
Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 2003(b)	\$30,000			\$30,000	\$30,000
TOTAL	\$30,000			\$30,000	\$30,000

Program Area	Approved Program Cost	State/Local Funds	Federal Funded Programs	Federal Share to Local	Current Balance
Section 163					
Alcohol	\$931,543			\$931,543	\$931,543
PTS	\$731,000	\$335,000		\$521,000	\$731,000
TOTAL	\$1,662,543	\$335,000		\$1,452,543	\$1,662,543
TOTAL	\$7,846,543	\$2,795,000		\$5,066,543	\$7,846,543

Fund Distribution FFY 2006



Program Funding Sources FFY 2006



You Drink & Drive.
YOU LOSE



Pedestrian



Alcohol



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