



**STATE OF NEW JERSEY
ANNUAL NHTSA
GRANT APPLICATION**
FOR FEDERAL FISCAL YEAR
2026



Philip D. Murphy
Governor
Tahesha L. Way
Lt. Governor



Matthew J. Platkin
Attorney General



Michael J. Rizol, Jr.
Director

Annual NHTSA Grant Application
Federal Fiscal Year 2026

*Philip D. Murphy, Governor
Tahesha L. Way, Lieutenant Governor*

Matthew J. Platkin, Attorney General

Michael J. Rizol Jr., Director

NEW JERSEY FFY 2026 ANNUAL NHTSA GRANT APPLICATION

Table of Contents

Overview.....	1
Mission Statement	1
Executive Summary	1
Updates to Triennial HSP (FY2024-2026)	2
Project and Subrecipient Information FY2025	38
Project Selection.....	38
FY2025 Grant Funded Projects.....	40
Planning and Administration.....	40
Alcohol and Other Drug Countermeasures	40
Pedestrian and Bicycle Safety	48
Occupant Protection	58
405(b) Occupant Protection grant supplements	63
Police Traffic Services	64
405(e) Distracted Driving grant supplements	80
Community Traffic Safety Programs	81
Public Information and Paid Media	84
Other Vulnerable Road Users.....	85
405(f) Motorcycle Safety grant supplements	87
Traffic Records.....	93
405(c) Traffic Safety Data grant supplements	94
405(h) Preventing Roadside Deaths grant application	97
405(i) Driver and Officer Safety Education Grant supplements.....	100
FY2025 Program Cost Summary.....	117
Certifications and Assurances	Appendix A
Section 405 and Section 1906 Grants	Appendix B

OVERVIEW

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

DHTS is responsible for establishing goals to reduce motor vehicle crashes using performance measures based on assessments of the roadway environment. The New Jersey Annual Grant Application to NHTSA is required by federal law to adjust or add certain performance measures in the Triennial Highway Safety Plan, provide grant project and subrecipient information, apply for Section 405/Section 1906 grants, and provide required certifications and assurances.

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

MISSION STATEMENT

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

EXECUTIVE SUMMARY

The Federal Fiscal Year (FFY) 2026 Annual Grant Application (AGA) addresses the national priority program areas of NHTSA and FHWA, as well as traffic safety issues in New Jersey, as identified in the 2024-2026 Highway Safety Plan. The following program areas will be addressed: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, public information and paid media, other vulnerable road users, and traffic records. The State and Community Highway Safety grant program, known as the Section 402 Program, is the primary source of funding for these initiatives. Federal law requires that 40 percent of these funds be used by or for the benefit of local government. In addition to political subdivisions, grants are also accepted from federally tax-exempt, nonprofit organizations that provide traffic safety services throughout the State.

In addition to the Section 402 Program, several other funding sources in FFY 2026 will be used to carry out the highway safety program. These include the Section 405(b) Occupant Protection grant, Section 405(c) Traffic Safety Information System Improvements grant, Section 405(d) Impaired Driving grant, Section 405(e) Distracted Driving grant, Section 405(f) Motorcycle Safety grant, Section 405(g) Non-motorized Safety grant, Section 405(h) Preventing Roadside Deaths grant, and Section 405(i) Driver and Officer Safety Education grant.

Updates to the Triennial HSP (2024-2026)

STATEWIDE OVERVIEW

Traffic Safety Problem Identification

In 2024, roadway fatalities increased 13 percent from 606 roadway fatalities in 2023 to 686. Although there are many cases pending (334 out of 649 at the time of this report), the main drivers of the increase were unstrained passengers (39% of total occupants), Pedestrians (34% of total fatalities), and speeding (31% of total fatalities). The graph below depicts overall traffic fatalities in New Jersey as well as the 5-year moving average of those fatalities.

QUICK FACTS

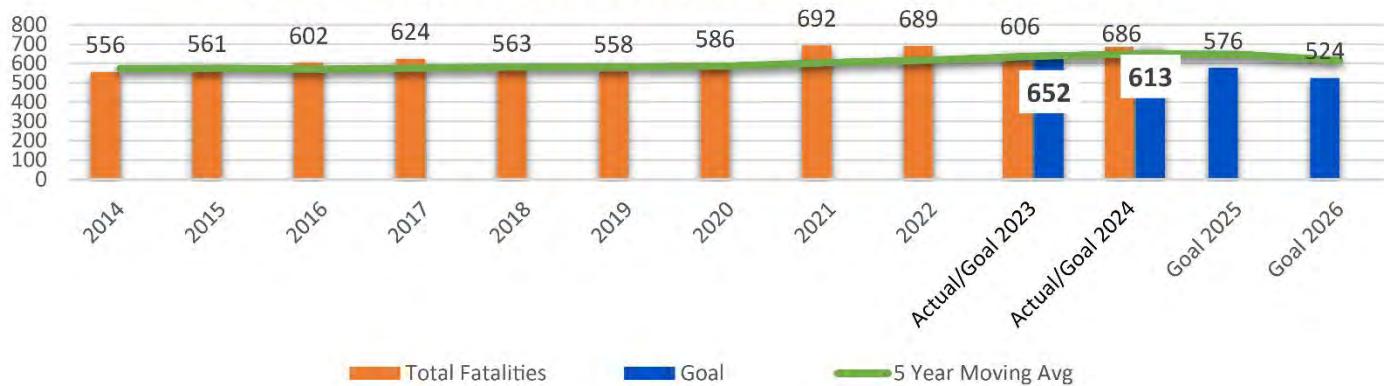
686

Total Fatalities in 2024.

3,299

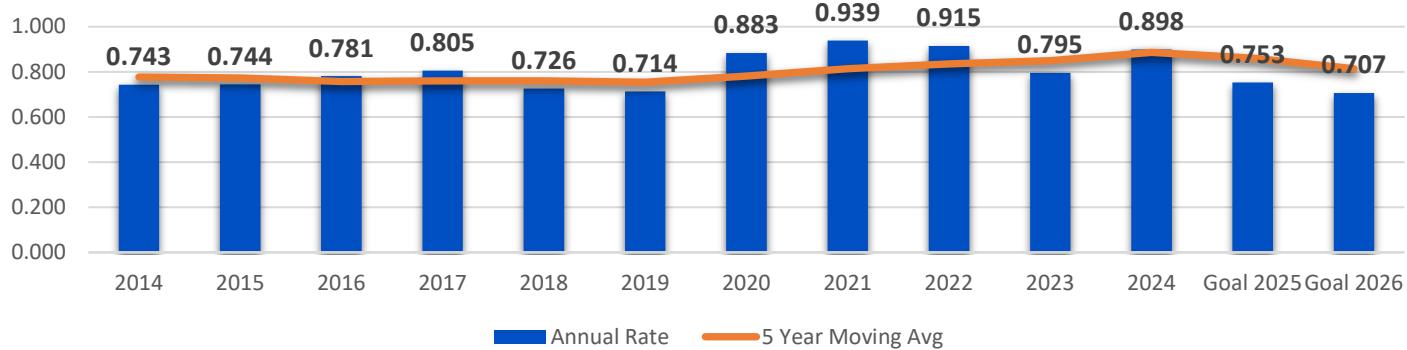
Total Projected Serious Injuries in 2023
4% increase from 2022 (3,167).

TOTAL MOTOR VEHICLE FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



The statewide fatality rate per 100 million vehicle miles traveled increased from 0.795 in 2023 to 0.898 in 2024.

FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED, ANNUAL AND 5-YEAR MOVING AVERAGE



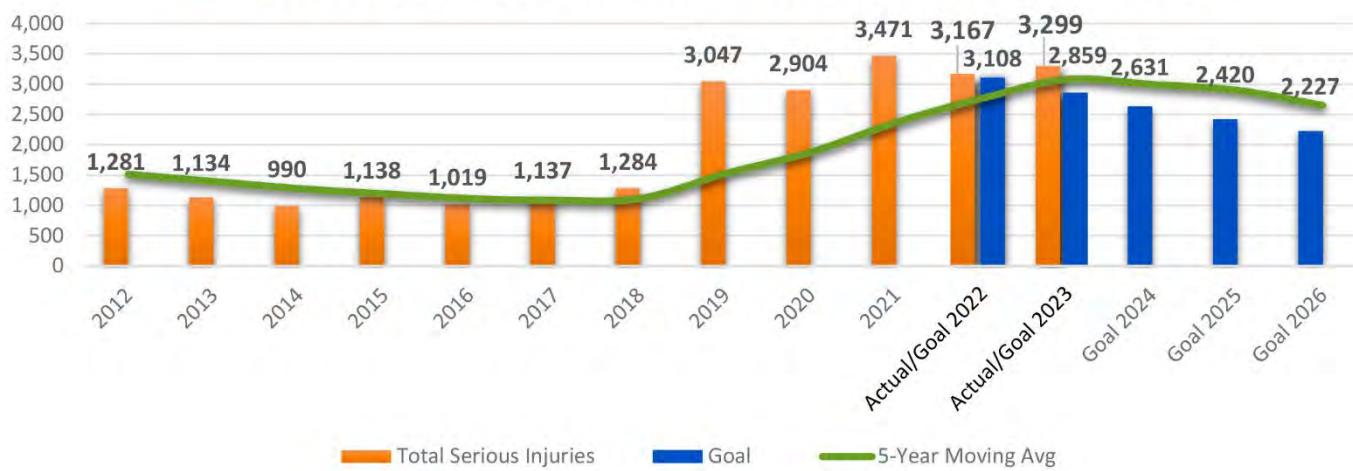
New Jersey FFY 2026 Annual NHTSA Grant Application

After a 44.2 percent decrease in overall traffic violations issued by New Jersey police agencies from 2019 to 2020 due to COVID, there was a 14 percent increase from 2020 to 2021 and another 3.7 percent increase from 2021 to 2022. 2023 saw another 3.5 percent increase in total violations issued on New Jersey roadways, followed by a 9.3 percent increase in 2024. The chart below shows the summonses that DHTS monitors to evaluate enforcement activities in priority program areas.

NJ STATE SUMMONSES	2019	2020	2021	2022	2023	2024
DWI Summonses (All)	34,595	23,242	26,804	29,276	29,718	31,729
Unrestrained Occupant Summonses	104,048	45,647	51,901	52,428	47,768	51,355
Speeding Summonses	177,862	124,110	121,508	106,403	94,845	101,561
Careless Driving Summonses	146,644	94,999	105,258	110,948	114,604	129,889
Move Over Law Summonses	3,427	1,894	1,752	1,358	1,645	2,858
Cell Phone Use Summonses	55,857	18,947	26,170	28,430	26,956	31,829
GDL Violations	6,287	3,427	3,083	3,584	4,421	4,464
Failure to Stop for Pedestrians	11,747	5,100	5,141	5,845	5,652	6,674
Total Title 39: Summonses	2,266,650	1,264,294	1,440,160	1,493,199	1,545,895	1,689,948
% Change in total summonses from prior year	-	-44.2%	+13.9%	+3.7%	+3.5%	+9.3%

Beginning in 2019, New Jersey updated the police crash report to reflect the federally required injury classifications (Killed, Suspected Serious Injuries, Suspected Minor Injuries, Possible Injury, and No Apparent Injury). As a result of this change, reported serious injuries sustained on New Jersey's roadways increased to 3,047 in 2019, an uptick of 137 percent from 1,284 in 2018. Total serious injuries were 3,167 in 2022, with preliminary estimates for 2023 totaling 3,299.

TOTAL SUSPECTED SERIOUS INJURIES, ANNUAL AND 5-YEAR MOVING AVERAGE



2025 NJ STRATEGIC HIGHWAY SAFETY PLAN

New Jersey is committed to achieving zero roadway fatalities by 2040. The New Jersey 2025 Strategic Highway Safety Plan (NJ 2025 SHSP) is a key part of this statewide initiative. The NJ 2025 SHSP outlines a comprehensive five-year effort to reduce fatalities and serious injuries on all of New Jersey's public roads, focusing on areas with the greatest potential to improve safety.

Grounded in the belief that no roadway deaths are acceptable, the New Jersey 2025 SHSP represents a collaborative effort among state, federal, regional, county, municipal, nonprofit, and private sector individuals, as well as other stakeholders. DHTS is committed to supporting the implementation of the 2025 SHSP tasks across its grant programs.

The NJ 2025 SHSP follows the Safe System Approach for road safety improvement. Founded on six key principles and five core elements, the Safe System Approach provides multiple layers of protection for all road users. Based on comprehensive data analyses and robust stakeholder engagement, the following strategies were selected for inclusion in the NJ 2025 SHSP:

Safer Roads and Safer Speeds:

1. Integrate safety systematically into all transportation programs and project phases.
2. Implement data-driven countermeasures to prevent fatalities and serious injuries.
3. Manage speed using effective countermeasures.

Safer People and Safer Speeds:

1. Expand Complete Streets implementation on all public roads.
2. Improve road user behavior with an emphasis on speed management.
3. Prioritize pedestrian safety programs that focus on behavior.

Safer Vehicles:

1. Educate drivers on how to properly use their vehicle's safety features and limitations.
2. Incorporate advanced technologies and safety features in vehicles.

Post Crash Care:

1. Improve Emergency Medical Services (EMS) response and safety at crash locations.
2. Strengthen collaboration and communication with emergency responders to improve post-crash care.

New Jersey's vision is to achieve zero deaths on all public roads. Realizing this long-term vision will require shifts in both attitudes and behaviors, along with physical improvements to the roadway system to reduce the frequency and severity of crashes.

TARGET ZERO COMMISSION

In January 2025, New Jersey took a decisive step toward safer roads by enacting the Target Zero Commission. Signed into law by Governor Phil Murphy, this legislation creates a 13-member commission tasked with developing strategies to eliminate all traffic fatalities and serious injuries in the state by 2040.

The Target Zero Commission brings together representatives from various state agencies, including the Department of Transportation, State Police, and DHTS, as well as regional and local transportation officials and advocates. Their mission is to develop a comprehensive, data-driven action plan within a year, focusing on roadway design, speed management, and safety for all road users, including drivers, pedestrians, cyclists, and public transit passengers.

ALCOHOL AND OTHER DRUG COUNTERMEASURES

Alcohol Impaired Driving • General Overview

Due to the large volume of alcohol related cases that remain open in 2024, the numbers analyzed in this area are based on 2023 fatal records and preliminary data from 2024.

Alcohol involved crashes are defined as any crash where one or more drivers had a blood alcohol concentration level of 0.01 or greater, unless otherwise stated. Alcohol impaired fatalities are defined as any crash where one or more drivers had a blood alcohol concentration level of 0.08 or greater.

Driving while intoxicated remains a significant factor in contributing to fatalities, crashes, and injuries on the State's roadways. Over the past five years (2019-2023), drunk driving crashes fatally injured nearly 25 percent of the total persons killed, which included four consecutive annual increases. 2023 experienced 142 total alcohol involved fatalities, a 21 percent reduction from 2022.

QUICK FACTS
23.4%
 of all NJ Fatalities involved a driver with a 0.08+ BAC in 2023.
-21% Decrease
 in Alcohol Involved Fatalities from 2022 to 2023.



Drugged Impaired Driving • General Overview

Due to the large volume of drug-related cases that remain open in 2024, the numbers analyzed in this area are based on 2023 fatal records and preliminary data from 2024.

Driving while impaired by any substance, legal or illegal, is a daily traffic safety challenge. Alcohol, Cannabis, medications, and illicit drugs can impair one's ability to drive. Marijuana is the most frequently detected drug (other than alcohol) in crash-involved drivers as well as the general driving population (Terhune, 1982; Terhune et al., 1992; Lacey et al., 2009; Walsh et al., 2005). There is evidence that marijuana use impairs psychomotor skills, divided attention, lane tracking, and cognitive functions (Robbe et al., 1993; Moskowitz, 1995; Hartman and Huestis, 2013).

QUICK FACTS
29.5%
 of all NJ Fatalities involved a drug-impaired driver.
854
 Total Drug Involved Fatalities between 2019 and 2023.

Drug-impaired driving is defined as drivers being under the influence of a drug (illicit and/or medication) or a combination of drugs and alcohol. Drug impairment plays a significant role on New Jersey's roadways and was a factor in 29 percent of all fatalities in 2023. Preliminary figures for 2024 are currently inconclusive.



Operating a motor vehicle while impaired by alcohol, drugs, or a combination of substances remains a serious concern both nationally and on the roads of New Jersey. Despite the fact that New Jersey has one of the lowest fatality rates for alcohol impaired driving in the nation, the performance target relating to alcohol-related fatalities was not met in the most recent (FY2024) Annual Report.

No new countermeasures are planned for FY2026 as DHTS believes the seven countermeasures presently selected, in combination with public information/paid media and community engagement activities detailed later in this application, are sufficient and appropriate to meet the needs identified in the problem identification process of the FY2024-2026 Highway Safety Plan. It should be noted that New Jersey Public Law 2023, Ch. 191, signed into law in December 2023, established the mandatory installation of Ignition Interlock Devices on the primary vehicle of convicted DUI offenders in the state. Alcohol Ignition Interlocks is a proven NHTSA countermeasure, though not within the programmatic or administrative purview of DHTS. Within the project list beginning on page 40, several new projects are planned for FY2026, including grant funding to the organization “Alliance for Highway Safety” to conduct impaired driving education at seasonal events throughout the state. In addition, planned funding for the two statewide impaired driving crackdowns has been adjusted to award grants to agencies in high-crash areas as well as those that have performed well in recent grant-funded campaigns or through an analysis of newly acquired statewide summons data.

Highway Safety Office Program Management

Funds will be provided for DHTS program managers to coordinate alcohol and drug countermeasure activities with local, State, and community organizations. These include working with local, State, and community organizations to develop awareness campaigns, supporting and assisting local, county, and State enforcement initiatives, and providing technical assistance to project directors. Funds will be used in FY2026 for salaries, fringe benefits, travel, and other administrative costs that may arise for program supervisors and their respective staff.

Law Enforcement Training

Providing SFST, DRE, ARIDE, and D.I.D. (Drug Impaired Driver) training to members of the law enforcement community to detect alcohol and drug impairment will ensure that officers possess the skills necessary to identify and apprehend impaired drivers and reduce impaired driving crashes. Furthermore, providing training and guidance to prosecutors who oversee court-related prosecutions will also help increase drunk driving conviction rates. Standardized Field Sobriety Testing (SFST), Alcotest Operator Training, and Drug Recognition Expert (DRE) training are the cornerstones of DWI enforcement. Giving officers the skills and proven methodologies is a critical

investment in any DWI enforcement program. Officers who can follow a prescribed protocol and clearly describe an arrest are a critical element in obtaining DWI convictions.

Enforcement of Drug Impaired Driving/DRE Callout Program

A robust DRE callout program exists in New Jersey, which is especially relevant in light of the critical role this program plays in dealing with the effects on traffic safety of the new recreational marijuana use law in the state. The DRE program is a coordinated effort involving all levels of law enforcement, beginning with the Division of State Police, which will provide DRE training to law enforcement officers as well as program oversight. County prosecutors play a crucial role in implementing and expanding the program, as they are responsible for developing countywide callout protocols within their jurisdictions that enable efficient project operations and successful prosecutions. Local Chiefs of Police also need to understand the importance of the program and the training involved, as their officers will make up the bulk of county DRE callout efforts. Funds will be used to pay for the overtime services provided by the DRE at the time of the call-out, as well as subsequent court-related costs and report review by certified DRE instructors.

The newly restructured state Drunk Driving Enforcement Fund will also be used to address drug-impaired driving challenges through programs and equipment not typically fundable through federal programs.

High Visibility Saturation Patrols

The primary focus of impaired driving enforcement activities will be the utilization of available grant funding to increase the overall level of enforcement in towns and counties identified as high-risk based on available data. DHTS will utilize a data-driven approach in its funding allocations. The towns and/or counties with the highest numbers of impaired driving-related crashes will be offered grant funding, both year-round sustained enforcement and mobilizations, on a scaled basis relating directly to data. Other agencies with historically high enforcement efforts will be included in the grant-funded program, as well. Many of these agencies that receive impaired driving enforcement funding from DHTS will utilize “Publicized Sobriety Checkpoints,” a proven NHTSA countermeasure, along with saturation patrols.

The DHTS Crash Analysis Tool will allow for a more targeted approach to awarding mobilization grants for the national crackdown periods. An extensive paid and social media campaign will support these enforcement efforts by delivering important impaired driving messaging to targeted communities throughout the state in FY2026.

Underage Drinking Enforcement

The purchase and consumption of alcohol by underage persons, as well as the over-consumption of alcohol by patrons in licensed beverage establishments, have been long-standing problems. Using the resources provided within this countermeasure, the Division of Alcoholic Beverage Control has historically undertaken efforts intended to result in administrative disciplinary charges against the offending license-holders, as well as working with law enforcement that may also pursue criminal charges against those who purchase and/or provide alcoholic beverages to underage persons.

In FY2026, the focus of this project will include educational and awareness-raising efforts on the part of ABC. Among the new initiatives, ABC investigators will attend large alcohol-related events, which are now popular in the state, to monitor and enforce underage drinking and to promote designated driving and other impaired driving messaging. DHTS and ABC will also partner in the creation and distribution of posters to licensed beverage establishments, warning patrons of the dangers and penalties associated with underage drinking.

Youth Programs

Alcohol use on college campuses has an impact on virtually all the students at the institution, whether they drink or not. In light of this, it is important to address dangerous drinking behaviors and other cultural expectations, behaviors, and pressures that impact college students. New Jersey has recently legalized recreational cannabis and decriminalized marijuana possession. DHTS will continue to monitor the effects of marijuana and its impact on impaired driving in young adults.

Though youth programs are considered a countermeasure in need of further evaluation, DHTS believes that general alcohol and drug awareness programs are a good starting point to remind students about the risks of driving while impaired. These general awareness programs are most effective when they are creative, consistent, and complemented by other programs that focus on individual behavioral change from a peer-to-peer perspective. The recent enhanced partnership between DHTS and MADD will result in the better delivery of important impaired driving educational information to the young drivers of the state.

Holistic Messaging

The last NHTSA Region II Regional Action Plan included an innovative concept to take a more holistic approach to impaired driving messaging. The idea was to include referral information for substance abuse treatment in all SHSO materials and media outreach relating to drug or alcohol impaired driving. The hope is to get individuals with substance abuse problems into treatment before they get behind the wheel and potentially injure or kill themselves or others in a crash.

New Jersey is putting this concept into action during the FY2024- 2026 HSP period by including referral information to the 800-REACH-NJ (reachnj.com) one-stop substance abuse referral site in all marketing materials, including printed brochures, social media posts, and paid media impaired driving campaigns. DHTS has partnerships in place with the NJ Cannabis Regulatory Commission and Partnership for a Drug-Free New Jersey, with additional programming planned for FY2026.

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian Safety • General Overview

Everyone has different preferences when it comes to transportation, but at one time or another, everyone is a pedestrian. Pedestrians are one of the most vulnerable roadway users, and, unfortunately, pedestrian fatalities and injuries are a significant issue in New Jersey. Over the past five years, from 2020-2024, there were a total of 981 people killed while walking on and across New Jersey's roadways. In 2023, 171 pedestrian fatalities occurred, representing a 10 percent decrease from 2022. In 2024, a preliminary total of 229 pedestrians were killed on New Jersey's roadways, resulting in a 34 percent increase from 2023.

Pedestrian safety remains a top priority in New Jersey's educational and enforcement programs. Pedestrian fatalities accounted for an average (2020-2024) of nearly 32 percent of total roadway fatalities in New Jersey.

QUICK FACTS

33%

of all NJ Fatalities were pedestrians in 2024.

229

Total Pedestrian Fatalities in 2024 — 34 percent increase from 2023.

PEDESTRIAN FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Bicycle Safety • General Overview

Bicycling activity has been increasing in New Jersey in recent years, especially during and since the COVID-19 pandemic. Due to this increase, New Jersey has seen an uptick in crashes and fatalities involving cyclists. Bicycle use includes many purposes such as commuting to work, running errands, or riding for leisure and fitness. Over the last five years (2020-2024), there have been a total of 109 bicyclist fatalities in the State. After a 39 percent decrease from 2021 to 2022, bicyclist fatalities increased 69 percent in 2023 (from 16 to 27). In 2024, a preliminary total of 22 cyclists were killed in New Jersey, resulting in an 18 percent decrease from 2023.

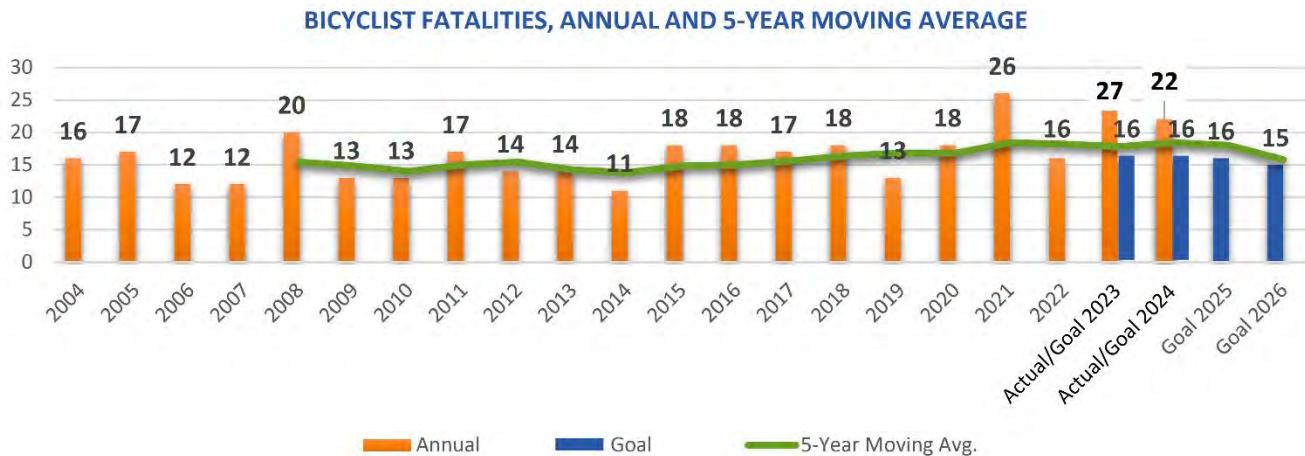
QUICK FACTS

83%

of Bicyclist-Involved Crashes resulted in an injury (2019 – 2023)

109

Total Bicyclist Fatalities over the last 5 years (2020-2024)



Reducing bicycle and pedestrian crashes, fatalities, and injuries remains a challenge in New Jersey. In FY2026, DHTS will collaborate with new and existing safety partners on countermeasures that involve engagement, education, and enforcement at identified pedestrian safety problem areas throughout the State. DHTS recognizes the need to find new partners to champion these efforts at the local level and new, integrated data sources to better target our efforts in at-risk communities.

Pedestrian and bicyclist safety will again be a major focus of paid and social media activities during FY2026.

Recognizing the challenging environment for pedestrians and bicyclists in New Jersey, in FY2024, the state requested NHTSA's assistance in assessing New Jersey's pedestrian and bicyclist safety program. The Pedestrian and Bicyclist Program Assessment Team, consisting of subject matter experts from around the country, conducted the New Jersey Pedestrian and Bicyclist Safety Program Assessment from August 15 to November 14, 2024.

The assessment focused on the following elements: Program Management, Education, Enforcement, Engineering, Emergency Medical Services, and Equity and Accessibility. Extensive information was gathered on existing pedestrian and bicyclist programs and systems in place in the state, and numerous stakeholders were interviewed in person by the assessment team.

A final report was issued by the assessment team that includes these priority recommendations:

Program Management

- Continue the use of Congestion Mitigation and Air Quality funds for On-Call Bicycle and Pedestrian Planning Consultants.
- Direct the staff assigned to the Bicycle Pedestrian Advisory Committee, New Jersey Pedestrian/Bicycle Safety Coalition, and Pedestrian Resource Center to encourage consistency in the outreach by organizations and individuals.
- Provide training or guidance to the New Jersey Department of Transportation Highway Safety Improvement Program project managers and local recipients of HSIP funds on data analysis, outreach, and post-project evaluation.

Education

- Develop a Comprehensive Education and Public Outreach Communications Plan focusing on statewide traffic safety education and outreach, specifically addressing pedestrian and bicyclist safety.
- Develop a Pedestrian and Bicyclist Safety "media toolbox" for law enforcement to include implementation, calendaring of "Drive Smart," "Street Smart," or any other safety programs.

- Develop a "media toolbox" of public outreach and education for Emergency Medical Services professionals and administer it through special programs, such as school assemblies, Safe Kids bike safety and helmet distribution, driver education offerings (including Cardiopulmonary Resuscitation and First Aid), and procedure guides and programs.

Enforcement

- Emphasize the lifesaving benefit of enforcing pedestrian and bicyclist laws in both the basic recruit training academy and in-service training for law enforcement officers, giving equal emphasis to bicyclist, pedestrian, and motorist education and engagement when training officers and developing community outreach. Incorporating such training into the basic academy curriculum would ensure officers receive consistent and accurate information.
- Stress the importance of the collection and documentation of pedestrian and bicyclist information and unique crash scene evidence during basic law enforcement officer training on crash investigation.
- Seek recognition opportunities for officers who show a dedication and devotion to the education and enforcement of laws protecting vulnerable roadway users. Such recognition encourages the continued involvement of officers in traffic safety efforts and acknowledges individual lifesaving efforts made by the officer.

Engineering

- Work with the New Jersey Local Technical Assistance Program to develop pedestrian and bicyclist safety programs that can be applied at the local level.
- Establish a local pedestrian and bicyclist safety program in partnership with the New Jersey Local Technical Assistance Program.
- Publish and distribute the updated Complete Streets Policy and provide any necessary training to agencies and organizations affected by this policy.
- Establish a clear policy that requires transportation investment and programs focusing on at-risk communities.
- Formally adopt the Safe System Approach to create a comprehensive, equitable approach to highway safety in the next State Highway Safety Plan.

Emergency Medical Services

- Take the necessary legislative and other steps, as a long-term goal, to establish regulatory authority over all forms of Emergency Medical Services provider agencies. This will level the field for pedestrians and bicyclists in need of Emergency Medical Services care, so they know whichever agency and personnel arrive to assist them, those agencies and personnel have met state-established standards for quality.
- Complete implementation of the New Jersey State Health Outcomes initiative in conjunction with the Children's Hospital of Philadelphia. This is a national model for an injury surveillance system and research tool that other states can replicate.

Equity and Accessibility

- Assess which communities are missing from existing coalitions like The New Jersey Bicycle and Pedestrian Advisory Council, using the existing relationships from community engagement and the Americans with Disabilities Act transition plan to engage the minority and disabled communities earlier in the policy and planning process.
- Create a communication plan with best practices for engaging community members with sensory and intellectual disabilities using the updated Complete Streets legislation as an opportunity to create a communication plan alongside design practices for people with autism spectrum disorder and/or intellectual and developmental disabilities.
- Create a Complete Streets database to document which New Jersey Department of Transportation projects and New Jersey Department of Transportation-funded projects include complete streets elements and track which infrastructure improvements are being implemented across the state.
- Include stronger Complete Streets and safety requirements for Local Aid grants.

- Create a statewide mapping project for pedestrian infrastructure data, including curb cuts and Accessible Pedestrian Signals. NJDOT would contribute data on the state routes and coordinate the local data already collected by Metro Planning Organizations and counties. The New Jersey Department of Transportation would establish a standard sidewalk condition rating that could be incorporated into straight line diagrams.
- Create a program to monitor the completeness and implementation of local jurisdictions' Americans with Disabilities Act transition plans; this could be under the New Jersey Department of Transportation's Division of Civil Rights/Affirmative Action.
- Remove all exemptions in the Complete Streets policy and reiterate its purpose to protect vulnerable road users and non-drivers across the state, including rural areas.

DHTS recognizes that many of the recommendations do not fall within its purview, but nonetheless looks forward to working in partnership with other state agencies and stakeholders to enact as many of the recommendations as possible in FY2026 and beyond to foster safer roads for pedestrians and bicyclists in the state.

Based on the recommendations above, targeted high-crash corridor enforcement campaigns, with an overall pedestrian safety focus, continue to be initiated and funded by DHTS. A successful Camden County enforcement crackdown in FY2024 was followed up with similar efforts in Essex and Middlesex Counties in FY2025. The focus will shift to two other high-crash counties, Monmouth and Ocean, in FY2026.

For FY2026, DHTS will add one new countermeasure in this program area, "Share the Road Awareness Campaigns". Though this countermeasure is noted by NHTSA as needing further evaluation, DHTS believes its partnership with the NJ Bike and Walk Coalition provides an excellent opportunity to successfully deliver this countermeasure.

It should also be noted that numerous other proven NHTSA countermeasures, though not directly funded as stand-alone DHTS grants, are incorporated as elements within broader programs undertaken by DHTS grantees or other partners. These include "Safe Routes to Schools," a longstanding successful program run by NJ DOT, and "Bicycle Helmet Laws for Children" and "Motorist Passing Bicyclist Laws", which are laws currently enacted in New Jersey.

Within current DHTS grant-funded projects, such as the Statewide TMA grant, the Brain Injury Alliance grant, and the Comprehensive Traffic Safety Program (CTSP) grants, the following proven countermeasures are all included: "University Educational Campaigns"

"Conspicuity Enhancement" (both pedestrians and bicyclists)

"Elementary Age Child Pedestrian Training"

"Promote Bicycle Helmet Use with Education"

"Bicycle Safety Education for Adult Cyclists"

"Cycling Skills Clinics, Bike Fairs, Bike Rodeos"

DHTS believes that all of these countermeasures, both new and existing, carried out in combination with the previously mentioned public information/paid media campaigns, and recent NHTSA program assessment, will prove beneficial in addressing the issues shown in the problem identification process of the FY2024-2026 Highway Safety Plan.

Within the project list beginning on page 48, several new projects are planned for FY2026 in this program area, including targeted enforcement and education grants in Bayonne, Hackensack, Perth Amboy, Somerville, and Vineland, as well as a "Walk Safe Trenton" program in the state's capital city to be undertaken by a new non-profit grantee partner, New Jersey Future, Inc.

Highway Safety Office Program Management

Funds will be provided for program managers to coordinate, monitor, and evaluate projects focused on the critical pedestrian and bicycle safety program area at the local, county, and State level. Coordination of statewide pedestrian efforts with the SHSP, Target Zero Commission, and the numerous governmental and non-profit agencies involved in this issue will also be a priority. Funds will be used for salaries, fringe benefits, travel, and other administrative costs that may arise for program supervisors and their respective staff.

Targeted Enforcement and Education

A coordinated program of targeted pedestrian and bicycle enforcement and education should involve a range of support activities and partners, such as communication and outreach to notify the public of the campaign, training law enforcement officers on enforcement procedures and pedestrian and crosswalk laws and educating prosecutors and judges so they understand the purpose of the campaign and are prepared for the increase in citations that the campaign will produce.

Pedestrian crashes occur for a variety of reasons, including errors in judgment by pedestrians and drivers, excessive motor vehicle speed, impairment on the part of the driver or the pedestrian, and shortcomings in traffic engineering. Funds within this countermeasure will be provided to develop and implement pedestrian safety enforcement and education campaigns in communities that have a high incidence of pedestrian crashes, injuries, and fatalities. Emphasis will be placed on citing those motorists who fail to stop for pedestrians in the crosswalk. Funds will be used for overtime enforcement and for printed materials to reinforce safety messages and campaign themes.

DHTS will utilize a data-driven approach to allocate its pedestrian safety-related funding. The Crash Analysis Tool will develop a list of the top 100 municipalities in NJ that experienced the highest number of pedestrian crashes over the last five-year period. Pedestrian crash weighting factors, as well as demographic and equity-related considerations garnered from the CHOP NJ-SHO Center for Integrated Data, will also be evaluated when identifying at-risk pedestrian populations for safety enforcement and educational grant programs.

Grant funds will be prioritized for appropriate municipalities through a team approach that leverages other programmatic resources, local champions, and statewide partners to assist in the effort. For FY2026, several high pedestrian crash cities are expected to receive DHTS funding, including Newark and Elizabeth. Additional program focus will be placed on high pedestrian crash corridors in Monmouth and Ocean counties.

Share the Road Awareness Campaigns

The New Jersey Bike and Walk Coalition, with the support of grant funding from DHTS, will continue its comprehensive public awareness campaign on the state's "Safe Passing Law." The law aims to prevent the near misses, injuries, and deaths that often occur when motorists pass cyclists, pedestrians, scooters, people in wheelchairs, or other vulnerable road users unsafely. It provides many benefits, including increasing the space available to careful drivers, thereby enhancing the comfort level and safety of other road users.

AAA, the state's TMAs, and the DHTS network of CTSPs will carry out bicycle safety programs and messaging targeting the state's cycling community. Social media and public information campaigns will coincide with bicycle safety events and clinics in which properly sized and fitted bicycle helmets will be promoted. Education will also be provided on the importance of increasing the visibility of nighttime bicyclists in an effort to increase the safety for this group of high-risk cyclists. Funds will be used to cover officer overtime, purchase materials for use during safety talks, provide helmets in limited quantities, and print materials to be distributed to participants at various engagement programs.

OCCUPANT PROTECTION

General Overview

In the instant you buckle up when driving or riding in a car or truck, you cut your risk of a fatal injury in a crash nearly in half. That is a massive return on the investment of the brief moment it takes to put on a seat belt. According to NHTSA, approximately 15,000 lives are saved annually in the United States because an occupant was wearing a seatbelt at the time of a crash. Not wearing a seatbelt in motor vehicle crashes not only poses an enormous threat to one's own life but also to other occupants within the vehicle. In 2024, New Jersey experienced over 4,000 crashes where one or more occupants were not wearing his or her seat belts, resulting in 135 fatalities. Fatal crashes involving an unrestrained driver and/or occupant increased 15 percent from 2023 to 2024. Between 2020 and 2024, 1,558 motor vehicle occupants (excluding motorcycles) were killed on New Jersey's roadways, of which 681 were not wearing a seatbelt (44 percent).

QUICK FACTS

15%

Increase in Unrestrained Occupant Fatalities in NJ from 2023 to 2024

681

Increase in Unrestrained Occupant Fatalities in NJ from 2023 to 2024

UNRESTRAINED OCCUPANT FATALITIES - ALL SEAT POSITIONS, ANNUAL AND 5-YEAR MOVING AVERAGE



Despite New Jersey's traditionally high seat belt usage rate (93.92% in 2021, 92.97% in 2022, and 92.93% in 2023, with a decline to 90.40% in 2024), unrestrained passenger fatalities remain a priority concern. The performance target relating to unrestrained passenger fatalities was on track in the most recent (FY2024) Annual Report.

No new countermeasures are planned for FY2026 as DHTS believes the four countermeasures presently selected, in combination with public information/paid media and community engagement activities, are sufficient and appropriate to meet the needs identified in the problem identification process of the FY2024-2026 Highway Safety Plan. Funding for the Click It or Ticket Statewide Mobilization will be adjusted to award grants to agencies in high-crash areas as well as those that have performed well in recent grant-funded campaigns or through an analysis of newly acquired statewide summons data.

Sustained enforcement grant funding will be expanded wherever possible to focus seat belt enforcement in areas identified by data as hot spots for unrestrained crashes and injuries. Alternative agencies will be employed when necessary to reach these recognized high-risk communities. Safety programs carried out by the Brain Injury Alliance of New Jersey (BIANJ), the New Jersey State Interscholastic Athletic Association (NJSIAA), and grant-funded CTSPs and TMAs will put an emphasis on belt usage for the younger driving population and will incorporate the proven countermeasures of "Employer Based Programs" and "Programs for Older Children" into their projects. Community engagement programs carried out by grassroots DHTS-funded agencies will also serve as useful tools for disseminating this important information to at-risk areas in the state.

Highway Safety Office Program Management

Funds will be provided for program managers to coordinate and monitor projects addressing occupant protection, with an emphasis on seat belt and child safety seat projects delivered by law enforcement agencies and other safety partners. The funds will also be used for salaries, fringe benefits, travel, and other administrative costs that may arise for program supervisors and their respective staff.

Observational Survey

Funds allocated to this countermeasure will be used to conduct the annual statewide seat belt observation survey, which aims to determine the front seat occupant seat belt usage rate for the State, as outlined in the approved survey protocol methodology. The survey will be conducted by researchers from the New Jersey Institute of Technology during the spring and summer of calendar year 2026.

Enforcement and Education

A comprehensive and data-driven approach to seat belt enforcement will be undertaken in FY2026, utilizing a combination of short-term high visibility seat belt enforcement and sustained seat belt enforcement. Based on a systematic review of unrestrained crashes in the state for the years 2018-2022, a ranking list of high crash municipalities and counties was developed. The goal here is to ensure that the state's primary enforcement of seat belt use laws remains a priority.

As many of the Top 25 municipal agencies and Top 5 counties as possible will receive grant funding for sustained seat belt enforcement efforts. Many of the high-ranking municipal and county agencies for unrestrained crashes will be offered multi-faceted enforcement grants that will include funding for seat belt enforcement and one or more additional priority areas, such as distracted driving or impaired driving.

The Division of State Police will also receive grant funding to allow it, on an ongoing basis, to schedule patrols on major New Jersey highways as well as service areas and toll plazas. The Click It or Ticket campaign will be conducted in May 2026 to increase seat belt use and educate the public about the impact of seat belt use on reducing injuries and fatalities in motor vehicle crashes. The results of the annual seat belt survey are used to target those counties that have the lowest occupant usage rates. DHTS will rank and prioritize potential grantees based on the above-mentioned criteria. Awareness about the importance of wearing a seat belt will be enhanced by distributing education materials, social and earned media efforts, paid media conducted by NHTSA, and Click It or Ticket banners and displays on dynamic message signs on major highways. Visibility will also be heightened when local and state law enforcement agencies undertake their own earned media efforts and join forces with police departments from other states participating in similar initiatives. Occupant protection messaging will be a focus of the annual DHTS statewide paid media campaign.

Child Passenger Safety Education and Enforcement

The Child Passenger Safety (CPS) program, funded by DHTS, will continue its efforts at reducing child traffic injury and fatality rates through coordinated enforcement and education programs regarding the proper use of child restraints in motor vehicles. The grant programs are focused on educational programs targeting parents and students, technician training, and recertification. Parent (or caregiver) education programs are typically conducted at a community event or a fixed, regularly scheduled child restraint inspection station, where a parent or caregiver works in a one-on-one situation with a trained technician and is instructed on how to properly install child safety seats.

Enhancing the number and quality of trained New Jersey CPS Technicians begins with offering initial certification courses. The goal for the FY2026 is to conduct 10 child passenger safety technician courses to certify 200 new technicians. There are permanent Child Passenger Safety Inspection and Education programs operating throughout the state covering all 21 counties. All are tasked with expanding their CPS educational outreach to include community education programs for all children aged 15 and under in their respective areas.

POLICE TRAFFIC SERVICES (SPEEDING AND DISTRACTED DRIVING)

General Overview

Speeding and driver distractions are the two most significant contributing factors in motor vehicle crashes. Traffic law enforcement is crucial in deterring various contributing factors, including impaired driving, increasing seatbelt usage, promoting compliance with speed limits, and reducing unsafe driving behaviors. While some traffic laws mainly support the administration of the traffic system, several are directly and specifically tailored to prevent unsafe acts or reduce conditions that may cause crashes and increase their severity. These are generally referred to as hazardous moving violations. Hazardous moving violations are identified as contributing factors in fatal as well as non-fatal crashes. Two of the moving violations that contribute significantly to both fatal and non-fatal crashes and require increased attention are speed and distracted driving.

QUICK FACTS

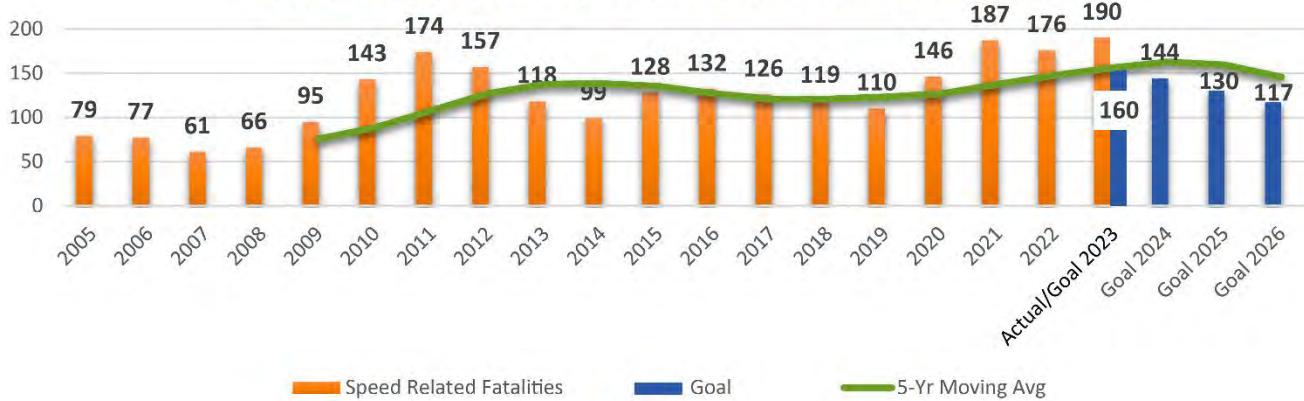
8%

Increase in Speed-Related Fatalities from 2022 to 2023. Approximately 31% of all roadway fatalities in 2023 involved speeding.

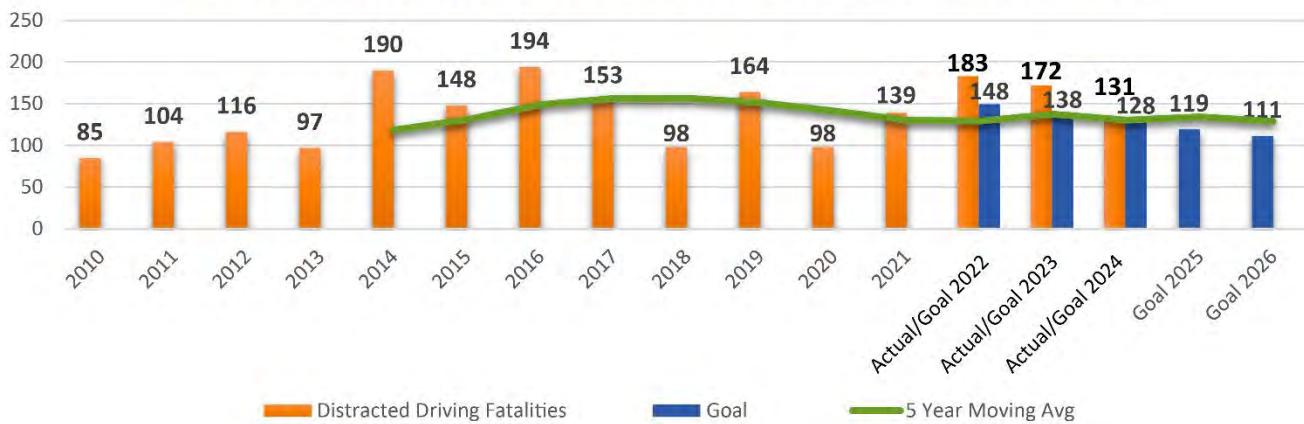
49.7%

of all crashes involved a distracted driver over the last 5 years (2018-2022).

SPEED RELATED FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



DISTRACTED DRIVING INVOLVED FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Speeding on New Jersey's roadways in 2023 resulted in 190 fatalities, the highest volume since before 2005. Driving too fast for conditions is a significant factor in fatal crashes, regardless of road type or functional class. New Jersey experienced a significant increase in speed related fatalities from 2019-2020 (32 percent increase) and again from 2020 to 2021 (22 percent increase).

DHTS plans to target the critical issue of speeding in FY2026 through enforcement, equipment, and awareness. This program area relies heavily on police enforcement of existing speed laws. The state has a robust speed enforcement program in place at the local, county, and state levels, and to bolster these efforts, new agencies will be solicited to participate in grant-funded and non-federally funded sustained enforcement projects. Recent target counties for this effort include Camden, Essex, and Middlesex. The issue of excessive motor vehicle speeds will also be a major focus of DHTS social and paid media initiatives in FY2026.

Driver inattention has remained the most frequently cited cause of fatal and injury crashes, over seven times higher than the total crashes cited for unsafe speed over the past five years (2019-2023). The total persons killed each year due to a distracted driver has fluctuated greatly since collecting this data point began in 2010. There was a 40 percent reduction in distracted driving related fatalities from 2019 to 2020 as overall traffic volume and motor vehicle crashes declined during the COVID-19 pandemic. However, a 42 percent increase occurred from 2020 to 2021 and a 32 percent increase from 2021 to 2022. There was a 6 percent decrease in distracted driving-related fatalities in 2023; however, it exceeded the annual goal of 138.

Cambridge Mobile Telematics collected data over a multi-year period from drivers knowingly and actively enrolled in usage-based insurance (UBI) programs, voluntarily sharing their driving data to improve road safety and potentially lower their insurance premiums. The data underscore how distraction directly impacts crash frequency and severity, revealing that nearly one in three crashes occurs within one minute of a driver using their phone. NHTSA research aligns with these findings, estimating that distraction contributes to 28% of all police-reported crashes.

The data further shows that in 2024:

- Drivers spent an average of 116 seconds (nearly two minutes) per hour interacting with their phones
- 52.7% of trips had at least one screen interaction by the driver
- 32.8% of phone motion by drivers was while driving above the speed of 50 mph
- Drivers spent an average of 229 seconds (nearly four minutes) per hour on hands-free calls

The State of US Road Risk, 6th Ed. Cambridge Mobile Telematics (2025)

Four key aspects that are essential to reducing distracted driving:

- Unambiguous statutory language that clearly defines when and how a wireless device can and cannot be used.
- Penalties and fines are in line with other traffic citations.
- A combination of high visibility enforcement (HVE) of the law and public information, education, and outreach campaigns delivered by authentic voices using the most appropriate channels.
- Sustained coalition-building efforts that are established at the community level.

Amid a renewed national focus on traffic fatalities and reductions in police staffing across the country, we cannot forget that HVE is a proven countermeasure. In 2022, NHTSA researchers examined 80 studies that investigated the relationship between HVE efforts and safety outcomes, with a focus on distracted driving and other hazardous driving behaviors. The results indicated that HVE efforts reduced drivers' handheld cellphone use by an average of 1.7 percentage points, meaning fewer distracted drivers were present where HVE was implemented.

A Roadmap for Safer Roads. (GHSA, 2024)

There are no changes for FY2026 to the existing six countermeasures. However, several new projects will be initiated, including ongoing enforcement efforts under the “Goal Zero” initiative in Monmouth and Ocean counties. The law enforcement community engagement requirements first implemented in FY2024 and later enhanced with training and resources in FY2025 should also prove effective. Statewide crash data and newly received statewide summons data will support a more informed selection of agencies to receive critical federal funding. Additionally, direct outreach will be conducted to local and county police chiefs to potentially attract new participants and strengthen the efforts of existing grantees. In the project list beginning on page 64, further new projects are highlighted for FY2026 within this program area, including county-wide sustained enforcement grants in Middlesex and Camden Counties.

Several other proven NHTSA countermeasures in the Speed Management and Distracted Driving areas, though not directly funded as stand-alone DHTS grants, are incorporated as elements within broader programs undertaken by DHTS grantees. These include “Dynamic Speed Displays/Feedback Signs,” “Employer Programs,” and “Cell Phone Laws/GDL Passenger Limits for Young Drivers”, which are laws currently enacted in New Jersey.

Highway Safety Office Program Management

Funds will be provided for program manager expenses related to planning, developing, coordinating, monitoring, and evaluating projects within the police traffic services program area. Funds will be used for salaries, fringe benefits, travel, and other administrative costs that may arise for program supervisors and their respective staff.

Activities carried out by staff members funded through this grant include all countermeasures in the police traffic services program area. The majority of work hours are spent managing new and continued enforcement grants, as well as large enforcement mobilizations related to driver distraction.

Speed and Distracted Driving High Visibility Enforcement

In FY2026, grant dollars will be allocated to municipal, county, and State law enforcement agencies to participate in high-visibility enforcement efforts designed to deter speeding, aggressive driving, and distracted driving. Saturation patrols will concentrate on problem roadways and locations as identified through a data-driven approach and analysis.

Speed detection is the backbone of traffic enforcement programs aimed at reducing crashes and injuries and is more important than ever in light of the increase in speed-related crashes and fatalities during the pandemic period and since. Supplemental speed enforcement details will be targeted to enforce speeding violations through the use of radar speed detection devices. These details will be scheduled at targeted times in pre-determined areas where crashes involving unsafe speed as a contributing factor have been documented. Funds will be used to deploy the Division of State Police supplemental radar and laser team details dedicated to speeding violator enforcement. Additional municipal and county law enforcement agencies will be identified for sustained speed enforcement grant funding in combination with other priority program areas.

The NHTSA Region II Regional Action Plan includes a region-wide high visibility speeding enforcement crackdown during the month of July 2026. DHTS will support this effort by having its sustained enforcement grantees target the issue of speed during this period. The effort will be supported by extensive media and awareness-raising outreach, as per the proven successful HVE model.

Grant funding specifically for the 2026 Put the Phone Away or Pay crackdown will also be offered based on the ranking lists, in scaled amounts as much as possible, to focus available funding into the places of greatest need and where the greatest results can be anticipated. To support the mobilization and raise awareness about the

critical issue of driver distraction, DHTS will again develop and carry out multi-faceted paid media programs whenever possible in support of these enforcement campaigns.

Crash Investigation

The Fatal Accident Investigation Unit (FAIU) of the Division of State Police performs many functions related to the investigation of fatal and serious injury motor vehicle crashes and the collection of statistical data related to fatal crashes. FAIU personnel investigate serious and fatal crashes that occur in the patrol areas of the State Police and respond to requests for technical assistance with on-scene investigations and/or post-collision investigations from county prosecutors' offices and municipal police departments. Proper documentation of crash scenes is a vital part of any investigation and is critical to the successful prosecution of any charges that result. FAIU personnel rely on their advanced training, technical expertise, and specialized equipment to effectively and efficiently perform these vital functions.

The technology used in crash investigations and crime scene processing is routinely updated and changed to reflect the latest investigative techniques. Keeping the FAIU equipment, software, and training current will allow personnel to effectively process crash scenes in a timely manner, which ultimately leads to better fatal crash-related data. Proper documentation of crash scenes is a vital part of any investigation and is critical to the successful prosecution of any charges that result. There are many other benefits that result from the work of the FAIU, including better FARS reports and crash data, and enhancements to the overall Crash Investigation program in the state.

The FAIU and its operations are funded almost entirely through state monies, with many hundreds of thousands of dollars allocated each year for the team and its operations. DHTS grant funding in FY2026 will support the purchase of equipment, software, and training that will allow FAIU team members to ensure a complete investigation and assist them in completing reconstructions of serious and fatal motor vehicle crashes. DHTS recognizes the critically important work done by the FAIU, which results in better crash data, quicker roadway clearance, officer safety, and improved evidence on crashes involving reckless driving behaviors.

Traffic Safety Resource Prosecutor

Traffic Safety Resource Prosecutors facilitate a coordinated, multidisciplinary approach to the prosecution of impaired driving and other traffic offenses. The TSRP provides training, education and technical support to prosecutors and law enforcement agencies throughout the State, as well as critical legal and programmatic advice to the highway safety office. These issues include but are not limited to alcohol and/or drug-impaired driving, vehicular homicide, occupant restraint, and other highway safety issues.

The TSRP will play an integral part in facilitating the continued rollout in FY2026 of a new DWI chemical breath test instrument and defending against any court challenges that occur. The TSRP's will also provide critical support during the implementation of the state's new legalized marijuana law, which may have an impact on traffic safety.

Law Enforcement Training

Local police officers are required to conduct investigations immediately after a roadway crash occurs to preserve physical evidence before it is altered or disappears. Fatal crash investigations become more complex and require the scientific processing of data and documentation to contribute to the successful prosecution of criminal charges. Training can assist both local and state police in becoming proficient in handling crash scene evidence. There are a number of other key traffic safety functions that also benefit from ongoing, enhanced training, such as Child Passenger Safety, NJTR-1, and Impaired Driving detection and apprehension.

Basic crash investigation courses and crash data retrieval technician training (through grants with New Jersey State Police and Kean University) will be held for local and State law enforcement officers. Specialized training programs from the Institute of Police Technology and Management will also be made available. Classes are anticipated to be held on topics including Traffic Crash Reconstruction, Pedestrian/Bicycle Crash Investigation, Motorcycle Crash Investigation, and Event Data Recorder Use in Crash Reconstruction.

Rutgers University will receive funding for its comprehensive law enforcement training grant, which includes ongoing training programs relating to Work Zone Safety, NJTR-1 Crash Reporting, police-public relations, a new software reporting program for New Jersey DRE's, and a pilot program utilizing the emerging technology of Unmanned Aircraft Systems (drones) for crash investigation scene mapping.

Law Enforcement Liaison (LEL)

The National Law Enforcement Liaison Program was originally created by NHTSA and the Governors Highway Safety Association to create State and regional LELs who can provide technical assistance, communication, motivation, and coordination to the local law enforcement community.

Recognizing the important role that LEL's play in delivering the state's traffic safety program, New Jersey's LEL project will be expanded in FY2026 with the addition of a second, part-time grant funded LEL.

New Jersey's LELs will serve as a bridge between DHTS and the State's law enforcement community. LELs help promote and enhance state and national highway safety programs, initiatives, and campaigns, and perform a myriad of functions, including planning, organizing, networking, promoting, recruiting, implementing, reporting, and evaluating law enforcement's role in traffic safety projects, activities, and achievements. The LELs assist the HTS staff in recruiting and encouraging State and local law enforcement participation in national and state traffic safety mobilizations and works toward a culture of sustained, effective, and equitable traffic enforcement programs. The involvement of the LELs will help to increase the number of law enforcement agencies participating in traffic safety activities, enhance the effectiveness of the work they do, and support law enforcement community engagement activities.

COMMUNITY TRAFFIC SAFETY PROGRAMS/PUBLIC PARTICIPATION AND ENGAGEMENT

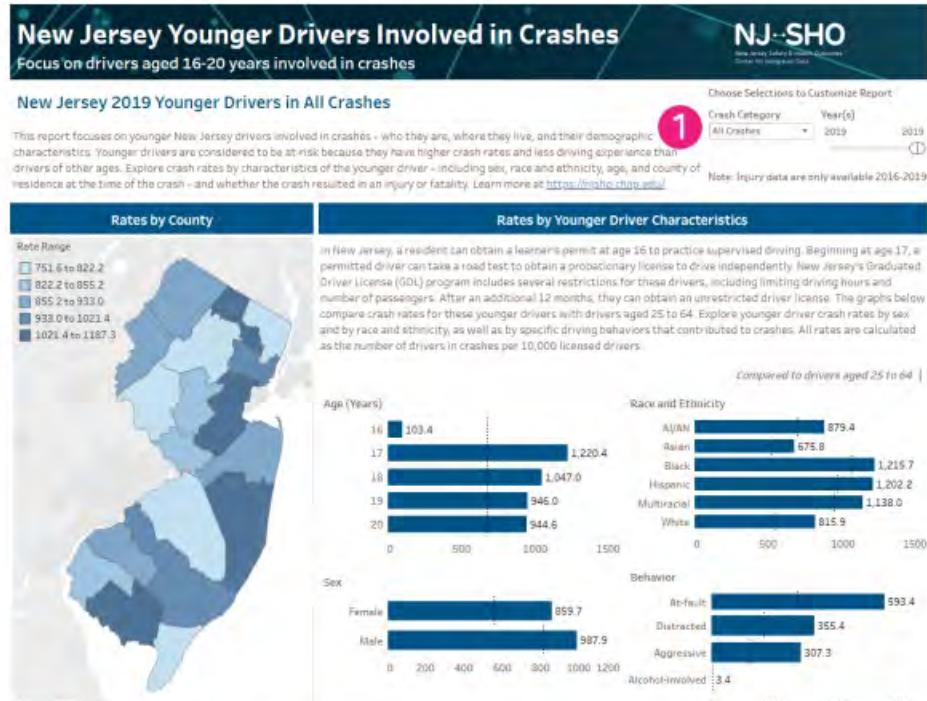
General Overview

Fatalities and injuries sustained from motor vehicle crashes are significant public health issues. Identifying at-risk groups is a challenge but was prioritized in our triennial HSP. Growing evidence indicates that there are differences among racial/ethnic groups for involvement in fatal crashes. There is a significant disparity between those impacted by traffic crash injuries, and black and Hispanic people are disproportionately affected according to the research conducted by Children's Hospital of Philadelphia. Exploring why may help in developing strategies and solutions that encourage positive changes in driving behaviors and safety awareness among these at-risk groups.

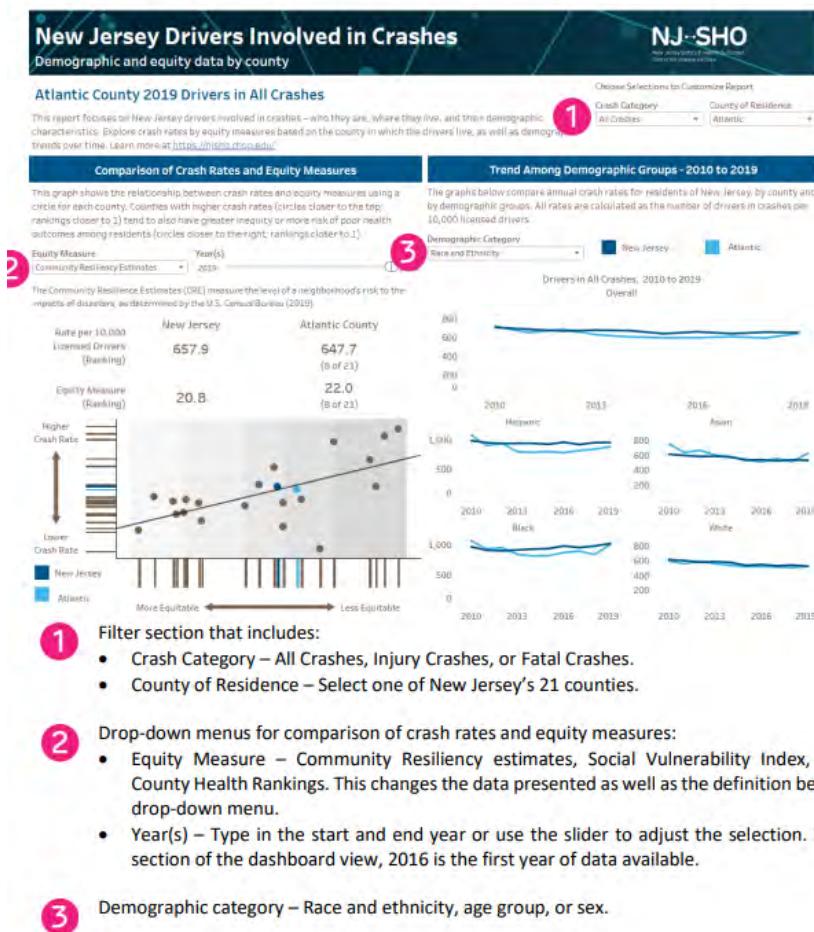
To further explore this, DHTS has expanded its partnership with the Children's Hospital of Philadelphia to further their study and development of the New Jersey Safety and Health Outcomes data warehouse. The partnership's focus is on gaining a deeper understanding of how motor vehicle crashes affect not only the individuals involved but also the communities in which they occur.

In Year 2 of this project, FY2024, the Children's Hospital of Philadelphia officially launched the NJ-SHO website and dashboard. The NJ-SHO Data Dashboard is a free interactive dashboard that presents data on the traffic safety experience of New Jersey residents. The dashboard allows users to compare transportation safety and injury metrics over time, by community, and by population characteristics. The dashboard offers 10 views that provide crash information for drivers, pedestrians, and bicyclists in each New Jersey county.

The dashboard is powered by the NJ-SHO Data Warehouse, a comprehensive collection of linked administrative data sets. This unique data linkage enables the dashboard to provide distinctive information about people involved in crashes. First, it presents crash data based on the residence of the road user, offering a community-focused perspective on traffic safety. Second, it compares crashes by the race and ethnicity of road users, which are not typically recorded in crash reports. Third, it offers community equity measures for each New Jersey county, facilitating comparisons of crash rates and equity. Finally, the injury data in the dashboard combines crash reports with hospital discharge records, providing a more comprehensive picture of injuries than any single source alone.



Safety Topics: Drivers



collaborators, and NJ DHTS leadership indicates a desire for aggregate data at a smaller geographic area than the current county-level selection option on the dashboard. Thus, we plan to expand the capacity of the NJ-SHO Center data dashboard by allowing for the selection of municipalities of residence for data displays.

Community Programs and Outreach

Funds will be provided in FY2026 to maintain a network of Community Traffic Safety Programs (CTSPs), which address priority traffic safety concerns at the regional and county level. Each CTSP establishes a management system that includes a coordinator and advisory group responsible for planning, directing, and implementing its programs. Traffic safety professionals from law enforcement agencies, educational institutions, community and emergency service organizations, and planning and engineering are brought together to develop county-wide traffic safety education programs based on their crash data. The CTSPs also share best practices and provide information and training throughout their counties. This countermeasure strategy will include funding for several long-time DHTS non-profit partners, including the Brain Injury Alliance of New Jersey, the state's eight Transportation Management Associations (TMAs), Safe Kids New Jersey, AAA, Robert Wood Johnson University Hospital, and new projects with the Nikhil Badlani Foundation and the Alliance for Highway Safety.

New Jersey's network of CTSPs will provide educational and community engagement activities within their jurisdictions, focusing on at-risk communities identified by DHTS through the statewide planning process. These activities will utilize best practices and all available tools. The purpose of this ongoing community engagement

Year 3 efforts in FY2025 focused on publishing and promoting the dashboard to enable the evaluation of additional metrics and expanding the community stakeholder group. Ongoing feedback from users and stakeholders was sought to improve the website's accessibility and usefulness. The Center's website was promoted through a variety of mechanisms, including media interactions, direct contact with stakeholders, and local, state, and national forums. In preparation for the launch of the Center's website and dashboard, CHOP developed a comprehensive communication strategy utilizing established dissemination methods, including e-blasts, newsletters, direct media engagement, social media, and blog posts, to publicize the work.

Year 4 efforts in FY2026 will focus on expanding the NJ-SHO Center data dashboard to allow for the selection of municipalities of residence for data displays. Feedback from partners,

and educational activity by the CTSPs will be to improve their projects and program delivery to their populations in FY2026 and beyond.

Public Participation and Engagement

The USDOT defines meaningful public involvement as a process that proactively seeks full representation from the community, considers public comments and feedback, and incorporates that feedback into a project, program, or plan when possible. The impact of community contributions encourages early and ongoing public involvement, bringing diverse viewpoints and values into the transportation decision-making process. This process enables the community and agencies to make better-informed decisions through collaborative efforts, thereby improving the decision-making process.

The New Jersey FY2024-2026 HSP includes a comprehensive public participation and engagement plan that seeks to undertake community engagement in a multi-faceted way in the long term, which will result in meaningful input and results that will help build successful partnerships, inform ongoing traffic safety planning, and positively affect traffic safety in the state. DHTS plans to implement a series of tasks in FY2026 that align with the community engagement strategies outlined in the FY2024-2026 HSP, based on lessons learned from efforts in FY2024 and FY2025. Guidance will be provided, and structures will be established to enable our grantees and partners to collaborate with DHTS to the greatest extent possible.

Among the community engagement strategies included in the FY2024-2026 HSP, recent notable progress has been demonstrated in many tasks:

Community Engagement Statewide Coordinator:

DHTS has retained a statewide coordinator for our public participation and engagement activities. The individual, on assignment from the New Jersey Office of the Attorney General, has extensive experience and interest in community engagement activities. In the short time with DHTS, they have played a very positive role in moving our efforts forward. The primary role of the coordinator is to create an organization-wide program and culture that institutionalizes meaningful public involvement, eliciting participation from the public and other state, federal, and local stakeholders, and ensuring that any applicable legal requirements for public involvement are met.

Instilling a consistent organization-wide approach to public involvement means DHTS will provide guidance and assistance to partners conducting this work at the local level, funding to implement robust community participation plans, and staff training in ever-evolving public engagement methods. All of this will enable effective evaluation of DHTS grantee public involvement activities and inform staff when additional community engagement could benefit safety programs.

Community-Based Grantees:

DHTS grantees that have existing access to local communities will continue to play a central role in community engagement efforts in FY2026. Agencies like DHTS's grant-funded TMA's and CTSP's have built into their working plans tasks that prioritize and embed ongoing community engagement to include things like survey work, focus groups, listening sessions, participation in community events, stakeholder/key-person interviews, and assisting police departments with outreach and engagement, engagement training, etc.

The goal of DHTS over time is to assist our partners in developing community outreach efforts that move from the traditional process of informing the public to one that works in partnership with the public to identify and develop effective traffic safety countermeasures.

FY2026 efforts were informed by input received and lessons learned in FY2025. Dozens of community-based engagement projects have occurred so far in FY2025. One example was a successful “Community Baby Shower” undertaken in Jersey City by DHTS grantee Jersey City Medical Center in partnership with the Jersey City Housing Authority and the Department of Health and Human Services. This program brought vital infant health information to the local community at housing authority sites around the city and included health screenings, information on the proper usage of child safety seats, and interaction with members of the public to gather input about the important issues that they feel are facing their city.

Law Enforcement Toolkit:

Community collaboration efforts begun by DHTS law enforcement grantees in FY2024 and FY2025 will continue in FY2026. These efforts will help ensure that law enforcement programs are equitable and community-based and improve traffic safety by police and community stakeholders working together and sharing responsibility, resources, and decision-making.

In January, 2025, HTS Staff partnered with the goHunterdon Transportation Management Association and several local police traffic safety officers to lead a workshop dedicated to effective community engagement strategies. Law enforcement agencies from throughout the state attended the interactive workshop where they learned useful techniques and left with toolkits to use for their communities.

Community engagement or "Meaningful Participation and Public Engagement" is a proactive process that seeks representation from communities, especially those most affected by traffic crashes that result in injuries and fatalities, solicits public feedback, and integrates that feedback into safety projects, programs, or plans. The model presented by goHunterdon included identifying "trusted community voices" and community partners, hosting resident focus groups, conducting community interviews, and participating in community events to gather feedback from the community.

DHTS is also pleased to support a new law enforcement training program through its Rutgers University Police Training Grant. The course “Traffic Enforcement and Engagement Acuity Class” was first piloted in FY2024.

The course is designed to promote professional and equitable engagement by police during traffic stops and other interactions with the public. The class focuses on building relationships and fostering a positive, trusting connection with police within the community. It is through positive public engagement that citizens gain a better understanding of the goals of the police officers who enforce traffic laws in their town.

Public Information, Social Media, Paid Media:

The media outreach that DHTS plans to undertake in FY2026 will be a critical component of our overall efforts to inform the community and engage with them for successful traffic safety programs. Our strategies will educate community members about projects and programs using paid (advertising), earned (media relations), and owned (social media and website) media outlets. Specifically, content will be tailored to reach targeted audiences. Materials will be translated to provide resources to people who use languages other than English and distributed in multiple ways to reach a broad audience and people in at-risk communities.

Support of Other (non-DHTS) Funded Projects:

The USDOT has, in recent years, announced several large discretionary grant-funding programs that provide major infrastructure and traffic safety investments to communities throughout the country. Many New Jersey municipalities have been selected to receive funding through these programs, and DHTS pledges to support these projects wherever possible with its own resources and expertise.

New Jersey FFY 2026 Annual NHTSA Grant Application

Between FY2022 and FY2024, the USDOT awarded “Safe Streets for ALL (SS4A)” grants to 38 New Jersey municipalities and counties. In most cases, these grants are being used to develop local or county Safety Action Plans. DHTS will monitor the development of these action plans in order to partner with these locations when safety programs are eventually implemented.

Identification of affected and potentially affected communities:

The New Jersey SHO-Center for Integrated Data, launched in FY2024 through a grant from DHTS to the Children’s Hospital of Philadelphia, is a public-facing website that features an interactive data dashboard that enables users to visualize, monitor, and track important traffic safety measures across communities and over time to reduce injuries and fatalities on NJ roadways.

The data dashboard is an invaluable tool in the identification of negatively affected traffic safety communities, as its integrated data set goes far beyond just crash data by also examining demographic and community characteristics of drivers, passengers, and pedestrians with the goal of promoting transportation equity for all.

PUBLIC INFORMATION AND PAID MEDIA

Public information and raising awareness about important traffic safety issues are a cornerstone of DHTS efforts to reduce crashes. The primary function of public information and paid media campaigns in FY2026 will be to engage with the public about traffic safety and to persuade the public to change their attitudes and behaviors in a way that leads to greater safety on the roads.

In cooperation with the Communications Office of NJ OAG, DHTS delivers traffic safety messaging on an ongoing basis utilizing paid media, social media, a dedicated website, special events, and through the printing and dissemination of educational materials. These awareness efforts are leveraged through partnerships with other state agencies and grantees to maximize the scope and reach of the program.

Public Outreach

For FY2026, public information/paid media efforts will follow the NHTSA Communications calendar and timeline. In addition, major awareness efforts are planned regarding legalized marijuana and impaired driving, Distracted Driving, and the state's Pedestrian/Bicycle Move Over Law. A dedicated graphic designer employed by DHTS coordinates the expedited updating of printed materials, as well as the creation of new materials in multiple languages.

A comprehensive paid media campaign will be undertaken in FY2026 to be informed by lessons learned from the FY2025 multi-faceted campaign, which focused on issues including impaired driving, distracted driving, seat belt use, motorcycle safety, pedestrian/bicyclists, and speeding, with special focus on the City of Newark and Shore communities.

Public information/education will be carried out to support specific enforcement activities. In the High Visibility Enforcement (HVE) model, the enforcement and public information/education components of a project are planned and coordinated simultaneously, ensuring mutual support. The four major national traffic safety enforcement mobilizations in FY2026, as well as the NHTSA Region 2 Speed Enforcement Campaign, will be augmented by targeted paid and earned media support.

The Division's annual Public Information and Education grant will provide funding for printed traffic safety materials for statewide distribution as well as required child heatstroke prevention awareness.

OTHER VULNERABLE ROAD USERS

(Younger Drivers, Older Drivers, Motorcyclists, Work Zone Safety)

Younger Drivers • General Overview

A younger driver is defined as an operator of a motor vehicle or motorcycle between 16-20 years of age. The risk of motor vehicle crashes is higher among young drivers than any other age group. During the last five years (2020-2024), there were 353 total fatalities in crashes that involved a younger driver behind the wheel. Young Driver-involved fatalities declined 10 percent from 2021 to 2022 and 3 percent further in 2023. At the time of this report, the preliminary figure for the number of young drivers involved in fatal crashes in 2024 is 76, a 13 percent increase from 2023.

QUICK FACTS

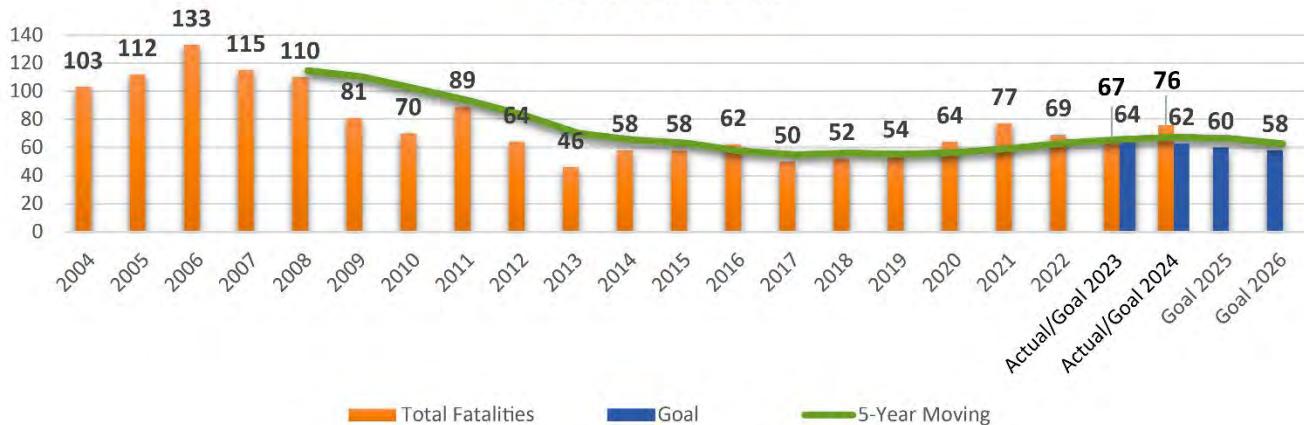
10.6%

Young Driver involved fatalities from 2020 to 2024.

123

Drivers between 16 and 20 years of age were killed in crashes in New Jersey (2020-2024)

TOTAL FATALITIES IN CRASHES INVOLVING YOUNG DRIVERS, ANNUAL AND 5-YEAR MOVING AVERAGE



Older Drivers • General Overview

An older driver is defined as an operator of a motor vehicle or motorcycle who is 65 years of age and older. During the last five years (2020–2024), there were 358 older driver fatalities, up from 343 between 2019 and 2023. Preliminary information indicates that at least 77 drivers aged 65 years or older were killed in 2024 compared to 74 in 2023. The population of New Jersey increases every year, as does the number of residents over the age of 65. According to the US Census Bureau, New Jersey residents age 65 and older make up roughly 17 percent of the State's population. This at-risk group will continue to be a priority for DHTS.

QUICK FACTS

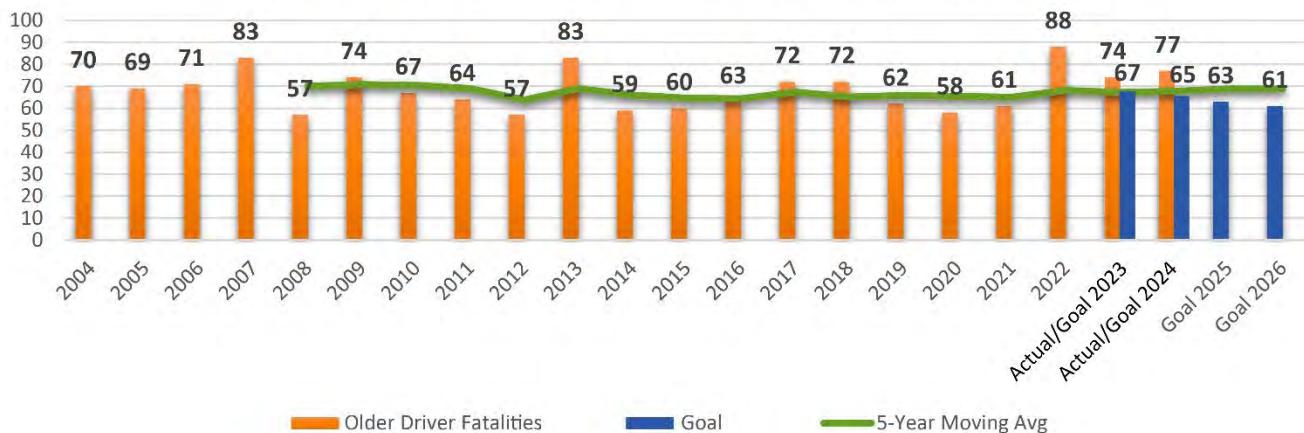
17.5%

of crashes in New Jersey involved a driver 65 years of age or older (2019-2023).

358

Drivers 65 years of age + were killed in crashes in New Jersey

OLDER DRIVER FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Motorcycle Safety • General Overview

A motorcyclist fatality includes all operators or passengers of motorcycles who were killed in a crash. 2024 marked the highest volume of motorcycle fatalities, with preliminary estimates totaling 109. This represents a 21 percent increase from 2023. Roughly 16 percent of all motor vehicle fatalities in New Jersey in 2024 were motorcyclists, up from 14 percent in 2023.

One of the primary contributing factors in motorcycle fatalities is the lack of helmet use. The decision not to wear a helmet while riding a motorcycle can mean the difference between life and death. Roughly 9 percent of fatally injured motorcyclists in 2024 were not wearing a helmet during the crash event, up from 4 percent in 2023.

QUICK FACTS

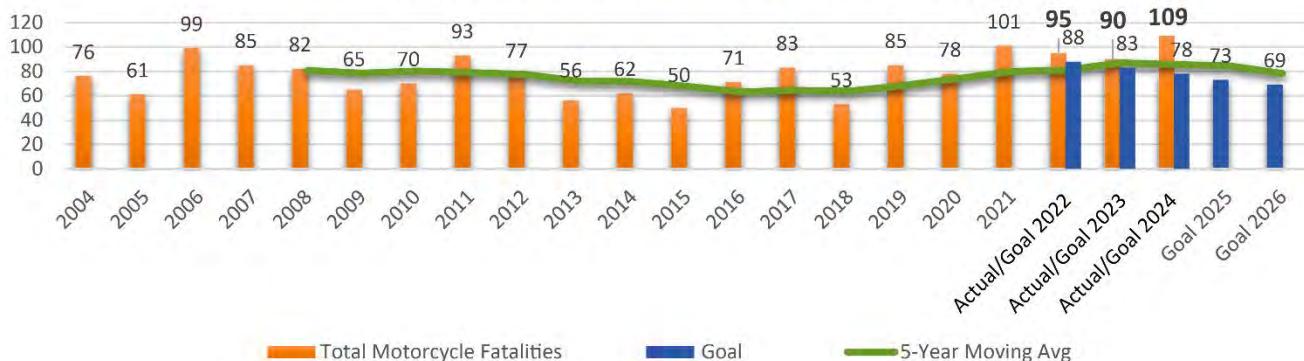
11.6%

Average of all motorcyclists killed between 2020 and 2024 who were not wearing a helmet.

473

Total motorcyclists killed in New Jersey between 2020 and 2024

MOTORCYCLE FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE





Work Zone Safety • General Overview

Nationally, on average, over 700 fatalities occur in work zones each year. To ensure the safety of both motorists and highway construction and maintenance workers, New Jersey's efforts to raise awareness about Work Zone Safety aim to prevent work zone injuries and fatalities.

Crashes in and around work zones, maintenance zones, and utility zones totaled 3,090 in 2023 up slightly from the year prior. This decade has shown an improved record of work zone-related crashes.

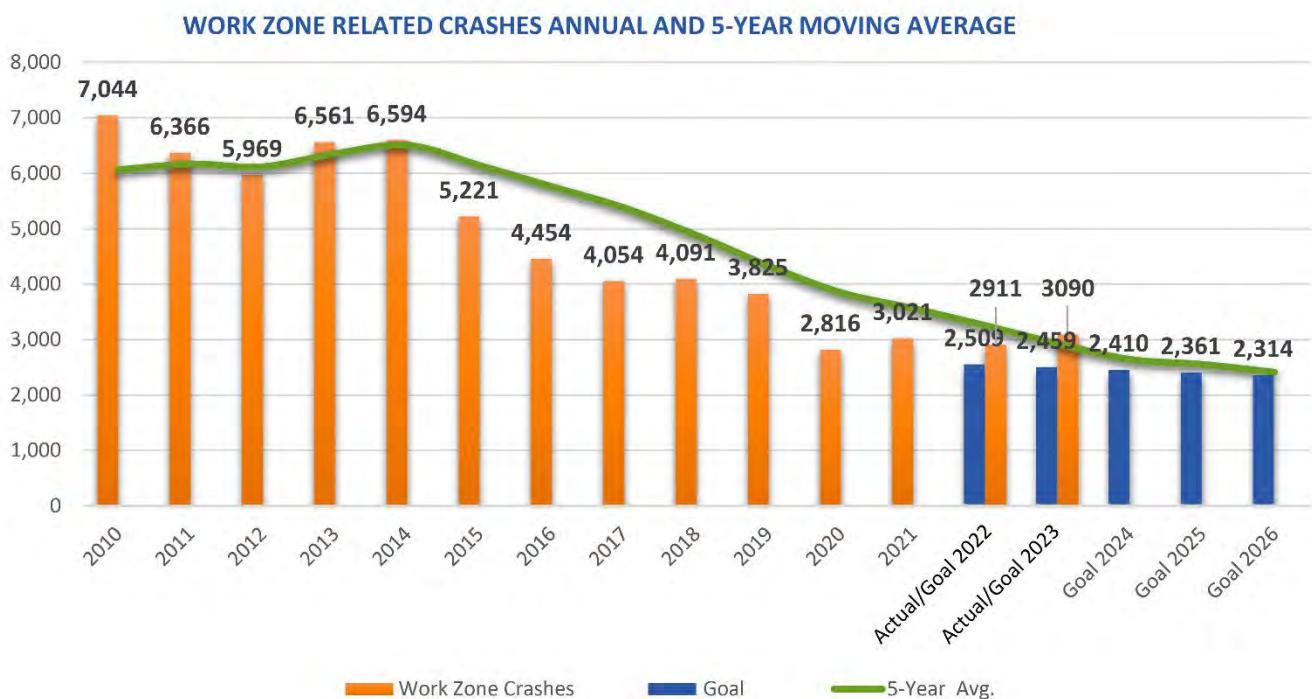
QUICK FACTS

6.1%

Increase in Work Zone crashes from 2022 to 2023.

83%

of Work Zone crashes occurred on a weekday between 2019-2023



The development and implementation of programs that focus on the safety of younger drivers, older drivers, motorcyclists, and work zone personnel will remain a priority in FY2026. Three performance targets within this

program area were not met in the most recent (FY2024) Annual Report: Older driver fatalities, Motorcycle fatalities, and Younger Driver fatalities.

No new countermeasures are planned for FY2026 as DHTS believes the four countermeasures presently selected, in combination with public information/paid media and community engagement activities detailed previously in this application, are sufficient and appropriate to meet the needs identified in the problem identification process of the FY2024-2026 Highway Safety Plan. Several other proven NHTSA countermeasures in the Young Drivers and Motorcycle Safety areas, though not directly funded as stand-alone DHTS grants, are incorporated as elements within broader programs undertaken by DHTS grantees. These include "Programs to Assist Parents/Guardians of Young Drivers", "Enforcement of GDL", and "Motorcycle Rider Training". Within the project list, beginning on page 84, one new project is planned for FY2026 in the Younger Driver program area, in collaboration with the statewide non-profit Nikhil Badlani Foundation.

Enforcement of GDL and Zero-Tolerance Laws

Graduated driver licensing addresses both the inexperience and immaturity of young drivers. GDL provides a structure where beginning drivers gain substantial driving experience in less risky situations. GDL raises the minimum age of full licensure and helps parents manage their teenage drivers. GDL's effectiveness in reducing young driver crashes has been demonstrated many times.

New Jersey's strong GDL law received a boost with the recent addition to the law of a mandatory 50 hours of practice driving by the young driver during the permit phase. Awareness and implementation of this new provision will be enhanced in FY2026 by existing DHTS grant partnerships with the Brain Injury Alliance of NJ (Champion Schools Program) and the NJ State Interscholastic Athletic Association.

A new grant-funded initiative, to be awarded to the non-profit Nikhil Badlani Foundation, will see high school students learn important traffic safety lessons through a Youth Advisory Board of peer educators and an innovative "Drivers Ed Through Art (DETA)" mural design project.

Two recent reports from the Governor's Highway Safety Association discuss proven policies and programs that research confirms contribute to greater teen driver safety. One research project utilized naturalistic driving data sources to assess the relationship between exposure to more diverse traffic and road environments and teen driver behavior, performance indicators that contribute to crashes, as well as other measures such as near-crashes, speeding, and observed distracted driving.

Among other results, researchers found:

- Teens with more supervised driving practice during the learner's permit phase have fewer crashes.
- Practicing driving at night or on unfamiliar routes reduces risky behaviors.
- Speeding is common on both low and high-speed roads.
- Parental involvement after licensure is low but beneficial.

The research reaffirms the critical role that parents and guardians, who are teens' primary driving teachers and coaches, play in helping them build the skills they need to be safe behind the wheel.

Outcomes of Variability in Teen Driving Experience and Exposure: Evidence from the Naturalistic Driving Study.
(GHSA, April, 2025)

GHSA recommends six countermeasures to enhance young driver safety:

- Strengthen Graduated Driver License (GDL) laws.
- Bolster parent/guardian and other adult involvement.
- Make driver training available to all.
- Invest in impactful peer-to-peer education programs.
- Leverage driver assistance technology and apps.
- Incorporate technology and driver responsibility into the education system.

Young Drivers and Traffic Fatalities: 20 Years of Progress on the Road to Zero. (GHSA, October 2023)

Communication Campaign — Older Drivers

New Jersey's older drivers make up a significant portion of the state's overall licensed drivers and can be considered a higher-risk population on the roadways. Driving is a complex activity that requires a variety of high-level cognitive skills that can diminish through changes that occur with normal aging and/or as a result of other age-related factors. This all adds to the risks faced by older drivers. The number of older driver fatalities in the state increased in 2024 compared to 2023, and the most recent performance target for this issue was not met.

There are several advantages that can be gained by older drivers attending and completing training programs. In addition to becoming aware of new laws and learning about the latest in car technology, defensive driving techniques are reviewed, and the effects of medication while driving, as well as other safety issues, are discussed. Additionally, older drivers often require self-assessment to identify age-related concerns that may limit their driving ability. Self-assessment tools and programs assist in reducing the risk of crashes and crash-related deaths for older drivers.

The Voorhees Transportation Center at Rutgers University will receive funding again in FY2026 to broaden its older driver safety training curriculum and resources housed on a web-based Older Driver Traffic Safety Resource Center. The Resource Center maturedriversnj.org is now the focal point for New Jersey's mature driver safety program. It contains safety materials, links, and educational programming that can be accessed and utilized by New Jersey safety partners in a coordinated approach to this important issue. A Train the Trainer presentation was recently developed, piloted, and released. The program, which can be found on the resource center website, is used by community members who are in a position to inform and instruct mature drivers about driving safer longer, driving limitations, driving retirement, and transportation alternatives. A main focus for FY2026 will be the creation of promotional videos and marketing materials to broaden the visibility of the resource center.

DHTS will take the lead role in educating older drivers to assess their driving capabilities and limitations by amplifying and expanding, wherever possible, CarFit training programs that are offered to senior adults. CarFit, a program aimed at helping mature drivers ensure that their vehicle "fits" them properly (i.e., mirror placement, distance seated from the steering wheel and gas and brake pedals, etc.), will be offered by safety partners at senior housing units, community centers, and some child passenger safety check events.

Communication Campaign — Motorcycle Riders

There have been significant fluctuations in both motorcycle fatalities and unhelmeted motorcycle fatalities in recent years. The performance target for Motorcycle fatalities was not met in the most recent Annual Report (FY2024) while the performance target for Unhelmeted motorcycle fatalities was met.

In FY2026, DHTS will work with the Motor Vehicle Commission, which coordinates rider training programs for the state, to increase enrollment in the classes. The statewide Motorcycle Coalition, under the grant-funded auspices of the Brain Injury Alliance of New Jersey (BIANJ), will undertake a comprehensive approach to motorcycle safety education, combining community events, media campaigns, and strategic partnerships. BIANJ collaborates with a marketing firm to implement targeted social media ads during Motorcycle Safety Awareness Month. The organization also maintains a strong presence at various events, including motorcycle runs, bike nights, sporting events, and fairs, with a particular emphasis on high-crash areas.

Work Zone Safety Training

As part of the comprehensive police training grant operated by Rutgers University, various work zone safety related tasks will be carried out in FY2026. Funds will be used to support the Annual Work Zone Safety Conference. The conference agenda appeals to a wide variety of attendees – typically laborers, managers, law enforcement, engineers, and maintenance personnel. Input from a diverse group of stakeholders is used to develop a comprehensive agenda. Partnering agencies also use this venue to distribute pertinent safety materials and offer assistance and resources to participants.

Throughout the year, there will be a variety of training programs offered that will vary from half-day overview courses that provide the basics for safe work zone operations to a comprehensive training program for police officers who will return to their organizations and, in turn, instruct their own personnel.

TRAFFIC RECORDS

General Overview

Traffic records data serve as the primary source of knowledge about New Jersey's transportation environment. The State's traffic records system consists of numerous platforms gathering, processing, and sharing information about crashes, the location and characteristics of the state's roadways, registered vehicles and licensed drivers, citation, adjudication, health, and census/demographic data. Together, these systems provide the underpinnings of a comprehensive system to reduce and eliminate serious injuries and fatalities on New Jersey's roadways.

In FY2026, DHTS will work with multiple partners on several significant projects that are designed to enhance the Timeliness, Accuracy, Completeness, Integration, and Accessibility of New Jersey's crash records system.

Timeliness:

The transfer of motor vehicle crash data in an electronic format is the key that will ultimately facilitate a quick turnaround time from crash occurrence to entry into the system. In FY2022, NJDOT launched a statewide program, NJ Crash, for the electronic transfer of crash report information from local police jurisdictions. A major catalyst in the effort to enact Electronic Data Transfer (EDT) was the signing into law in March 2023 of legislation requiring all police departments in New Jersey to begin implementing the NJ Crash electronic crash reporting application either through their third-party RMS/CAD vendors or through NJ Crash directly. As of May 2025, 96.5% of police agencies participated in the program.

Accuracy and Completeness:

Maintaining and maximizing the accuracy of crash reports is an ongoing challenge. Differences in interpretation on the part of the officer filling out the report can cause issues. In some cases, pinpointing the exact location of the crash can also be problematic since not all police agencies use the same locating methodologies in reports.

The State crash report, the NJTR-1, collects a large volume of data on all reportable crashes through dozens of fields that need to be entered on the report. Police officers typically receive only brief training on how to properly complete the NJTR-1 crash form, either through their police academy instruction or in-service training. Funds will be used again in FY2026 to provide workshops for law enforcement that will address proper form completion and the importance of data accuracy.

Integration:

DHTS recognizes that expanding the types of data and related community information collected and analyzed is a cornerstone of the state's traffic records program for FY2025 and the countermeasures and strategies included in it. Leveraging non-traditional data collection and analysis resources will significantly enhance and deepen the understanding of the crash profile in the state, including at-risk and/or overrepresented communities being impacted by crashes.

The New Jersey SHO-Center for Integrated Data, launched in FY2024 through a grant from DHTS to the Children's Hospital of Philadelphia, is a public-facing website that features an interactive data dashboard that enables users to visualize, monitor, and track important traffic safety measures across communities and over time to reduce injuries and fatalities on NJ roadways. The data dashboard will be an invaluable tool in identifying negatively affected traffic safety communities, as its integrated data set goes far beyond just crash data by also examining demographic and community characteristics of drivers, passengers, and pedestrians, with the goal of promoting transportation safety for all.

Accessibility:

The State's Traffic Records Coordinating Committee oversees the critical function of managing New Jersey's traffic records system, as well as projects designed to enhance the system. Rutgers University will receive grant funding again in FY2026 for the operation of the STRCC, which includes facilitating STRCC meetings, recruiting new members and retaining current members, and executing the STRCC Strategic Plan (updated annually).

The strategic plan details new and ongoing projects designed to enhance the traffic records system in the state and meet the recommendations of the most recent traffic records program assessment (2022). The STRCC also prepares reports on STRCC project activities and facilitates and/or participates in subcommittee work as needed. Funds within the project will also go to the annual maintenance contract and licenses for the DHTS Crash Analysis Tool.

The Crash Analysis Tool is a powerful analytical tool designed to allow engineers, planners, designers, and executives to perform analysis, reporting, and crash data review in one streamlined, easy-to-use platform. More than 700 unique users are registered in the system, and multiple training classes are held each year to help users navigate and maximize the benefits of this program.

New Jersey Statewide Traffic Records Coordinating Committee FY2026 Strategic Plan Highlights/Updates

Vision

It is the vision of the NJ STRCC to support the goal of zero fatalities on our roadways through a seamless traffic records data system delivering complete, timely, accurate and integrated traffic safety information accessible to all data users involved in making traffic safety decisions.

Mission

In support of New Jersey's Highway Safety Plan and the Strategic Highway Safety Plan, coordinate through its member agencies a forum for the creation, implementation, management, and dissemination of useful traffic records information to aid decision-makers working to reduce and eliminate transportation-related fatalities and injuries on New Jersey's roadways.

Goals

Goal 1: Improve Data Quality: Improve the timeliness, accuracy, completeness, and uniformity of traffic data collection.

Objectives:

- Complete NJ Crash (electronic data transfer) statewide by 2025.
- Automate data input into the Fatal Accident Report process by 2025.
- Analyze drugged driving fatal crashes, incorporating drug type and concentration by 2025.
- Develop and implement one fatal crash database statewide by 2025.

Goal 2: Improve Integration and Accessibility of Traffic Records: Ensure that all traffic records datasets are integrated and accessible to end users.

Objectives:

- Continue to enhance and develop the New Jersey Safety and Health Outcomes Center for Integrated Data (NJ-SHO CIS).
- Expansion of the Licensing Management System (OEMS) by 2026.

Action Plan

Goal 1: Improve Data Quality

Improve the timeliness, accuracy, completeness and uniformity of traffic data collection.

Objectives	Strategies/Action Steps	Performance Measures	Lead Organization/Agency	Attribute(s)	Status
1.1 Implement NJ Crash statewide by 2025.	1.a.1 Complete the development and deployment of NJ Crash.	Number of law enforcement agencies using the NJ Crash system.	NJDOT	Timeliness Accuracy Completeness Uniformity	On-going.
	1.b.1 Secure NJ Crash Vendor Compliance with the implementation of validation rules.	Number of NJ Crash Vendors in compliance with the rules.	NJDOT	Timeliness Accuracy Completeness Uniformity	On-going.
	1.c.1 Incorporate NJ Crash training into the NJTR-1 training.	Number of law enforcement agencies using the NJ Crash system.	NJDHTS & Rutgers CAIT	Timeliness Accuracy Completeness Uniformity	On-going.
1.2 Automate data input into the Fatal Accident Database by 2025.	1.a.2 Evaluate current automated & manual data input into FARS.	Report completed with a list of data needs.	NJDHTS & NJSP FARS	Timeliness Completeness Uniformity	Yet to begin.
	1.b.2 Develop a strategy to convert manual data input to automated input.	Report completed with recommendations & timelines for implementation.	NJDHTS & NJSP FARS	Timeliness Completeness Uniformity	Yet to begin.
1.3 Develop & implement one Fatal Crash Database statewide by 2025.	1.a.3 Explore the feasibility of integrating the NJDOT Crash Records Database & MVC records with the NJSP Fatal Accident Database.	Single database statewide developed.	NJDOT & NJSP FARS	Timeliness Accuracy Completeness Uniformity	Yet to begin.
1.4 Analyze Drugged Driving Fatal Crashes incorporating drug type and concentration.	1.a.4 Analyze the FARS data & toxicology reports to understand the prevalent causes of impaired driving.	Report completed with recommendations to reduce drugged driving.	NJDHTS & Kean University	Accuracy Completeness	Set to begin.

Goal 2: Improve Integration and Accessibility of Traffic Records.

Ensure that all traffic records datasets are integrated and accessible for end users.

Objectives	Strategies/Action Steps	Performance Measures	Lead Organization/ Agency	Attribute(s)	Status
2.1 Phase 2 of the NJ-SHO; enhance & refinement of the data warehouse.	2.a.1 Manage & update the datasets as they become available.	Number of datasets available & integrated.	NJDHTS & CHOP	Integration Accessibility	On-going.
	2.b.1 Update MOUs with the dataset owners as needed.	Current datasets integrated into NJ-SHO.	NJDHTS & CHOP	Integration Accessibility	On-going.
	2.c.1 Manage a safety data portal.	Functional portal in place by 2024.	NJDHTS & CHOP	Integration Accessibility	On-going.
	2.d.1 Develop guidance & training on available information on the portal.	Number of users trained.	NJDHTS & CHOP	Integration Accessibility	On-going.
2.2 Expansion of the OEMS' Licensing Management System (LMS) by 2026.	2.a.2 Expand data collection of child restraint equipment usage in emergency vehicles.	Child transport details included in the LMS.	NJ OEMS	Integration Accessibility	Yet to begin.

Strategic Plan Projects

The following table provides an overview of the STRCC Projects and the potential benefits of each project.

Project Title	Agency	Cost	Funding Source	Attribute* Benefit	Related Goal
Crash					
NJ Crash	NJDOT	\$4,903,178	FHWA	T, Accu, C, U	1
Crash Analysis Tool (CAT)	NJDHTS	\$225,000	405c	Acce	1
Data Analysis	RU CAIT	\$125,000	405c	Accu	1
NJTR-1 Training	RU CAIT	\$75,000	402	C	1
Crash Records Verification	NJDOT	\$6,092,535	FHWA	T, Accu, C	1
Roadway					
Traffic Monitoring System	NJDOT	\$12,000,000	FHWA	T, C, Int	1 & 2
Injury Surveillance					
Electronic Patient Care Reporting (ePCR)	DOH OEMS	\$350,000	405c	T, C	1
FARS					

Automate data input.	NJSP FARS	tbd	tbd	T, Accu, C	1
Create one fatal crash database statewide.	NJDOT, MVC, NJSP FARS	tbd	tbd	T, C, U	1
Integration					
Expansion of the OEMS LMS.	NJ OEMS	tbd	tbd	Int, Acce	2
Enhance the NJ-SHO.	NJDHTS	tbd	tbd	Int, Acce	2

*Attribute: T = Timeliness Int = Integration
Accu = Accuracy U = Uniformity
C = Completeness Acce = Accessibility

There are no new countermeasures planned for FY2026 in the Traffic Records area, as DHTS is excited to continue supporting recent major projects (CHOP NJ SHO Data Warehouse and NJ Crash electronic crash report transmission) that are expected to have a significant positive impact on the state's traffic safety environment in the years ahead.

Project and Subrecipient Information FY2026

Based on a data-driven approach, the utilization of all available data sources, input from partners and the community, and in concert with the 2025 NJ Strategic Highway Safety Plan and National Roadway Safety Strategy, DHTS has established the following priority program areas. Projects in the following areas will receive priority in FY2026 with the goal of reducing traffic crashes, injuries, and fatalities in the State:

- **Planning and Administration:** The planning, development, administration, and coordination of an integrated framework for traffic safety planning and action among agencies and organizations.
- **Alcohol and Other Drug Countermeasures:** Enforcement and education programs that are necessary to impact impaired driving.
- **Pedestrian and Bicycle Safety:** Development and implementation of education and enforcement programs that will enhance pedestrian and bicycle safety.
- **Occupant Protection:** Development and implementation of programs designed to increase usage of safety belts and proper usage of child restraints for the reduction of fatalities and severity of injuries from vehicular crashes.
- **Police Traffic Services:** Enforcement necessary to directly impact traffic crashes, fatalities, and injuries relating to issues including speed and driver distraction. Comprehensive law enforcement initiatives and training opportunities will be pursued for law enforcement officers.
- **Community Traffic Safety Programs:** Commitment and participation of various groups of individuals working together to solve traffic safety-related problems and issues through a lens of social equity.
- **Public Information and Paid Media:** Designed to heighten traffic safety awareness and support enforcement efforts throughout the State.
- **Other Vulnerable Road Users:** The development and implementation of programs that focus on the safety of younger drivers, older drivers, motorcyclists, and work zone personnel.
- **Traffic Records:** The continued development and implementation of programs designed to enhance the collection, analysis, and dissemination of crash data that will increase the capability for identifying problems.

Project Selection

Projects are designed and selected with an eye towards addressing problems that are identified through the problem identification process. Decisions on resource allocations are based on the potential for significant improvement in particular problem areas.

The process for funding State and local safety programs begins in December with notification of funding on the NJ OAG and DHTS websites. This notice describes the purpose, eligibility, and qualifications for submitting a grant application for highway safety projects. State agencies and political subdivisions, including counties, municipalities, townships, and statewide nonprofit organizations, are eligible and must submit highway safety grant applications by a designated deadline.

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

1. The degree to which the proposal addresses a State identified problem area. Primary consideration is granted to those projects addressing statewide traffic safety problems. Also, projects are considered if they are well substantiated through data analysis and support identified problem areas.
2. The extent to which the proposal meets the published criteria.
3. The degree to which the applicant is able to identify, analyze, and comprehend the local or State problem. Applicants who do not demonstrate a traffic safety problem or need are not considered for funding.
4. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
5. The extent to which the estimated cost justifies the anticipated results.
6. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area and the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.
7. Past performance by the grantee (such as achievement of stated objectives, meeting deadlines for project reporting, and financial claims) is also considered.
8. The degree to which the proposal seeks to build new partnerships and work with segments of the community previously underrepresented in traffic safety efforts.

The applications are rated for potential traffic safety impact based on data-driven considerations, the performance of previous grants received, and the seriousness of identified problems. The review also reflects how well the grant application is written. Everyone considering the grant application completes the review sheet attached to the grant application in the SAGE e-grant system, which is further elaborated on in the DHTS Policies and Procedures Manual. The review sheet allows for recommendations and comments on each section of the grant application. Priority for funding is given to grant applications that demonstrate a highway safety problem defined by NHTSA or DHTS.

The FY2026 grants process, whenever possible, considered at-risk members of the community in the identification, development, and implementation of traffic safety grant programs. These members include low-income residents, minorities, children, persons with disabilities, and older adults, as represented in the EPA Environmental Justice Screening Tool. A key factor in this emerging effort will be improving data collection and analyses to identify overrepresented fatalities and serious injuries in at-risk populations and incorporating these findings into existing programs as well as new initiatives.

Efforts to fund grants based on a comprehensive, data-driven approach in an effort to migrate toward a truly evidence-based allocation are a priority for FY2026. Historical efforts have proven that some areas with great need may not be receptive to the constraints of funding. Nevertheless, DHTS will continue efforts to work with all potential recipients as we move toward our goal of zero highway deaths.

Ultimately, projects to be funded reflect lessons learned in the most recent Annual Report (FY2024), ongoing Public Participation and Engagement activities, law enforcement efforts in the realm of community collaboration, and a strong commitment to fund as many projects as possible at the local level.

FY2025 Grant Funded Projects

Planning and Administration

Project Name	Planning and Administration
Description	Planning and Administration
Federal Funding Source	Sec. 402
Project Agreement Number	PA26-01-01-01
Subrecipient/Location	NJ Division of Highway Traffic Safety (Statewide)
Amount of Funds	\$1.26 million
Eligible Use of Funds	BIL NHTSA 402 Planning and Administration PA

Alcohol and Other Drugs Countermeasures

Countermeasure Strategies in Program Area

- Highway Safety Office Program Management
- Law Enforcement Training
- Enforcement of Drug Impaired Driving/DRE Callout Program
- High Visibility Saturation Patrols
- Underage Drinking Enforcement
- Youth Programs
- Holistic Messaging

Countermeasure Strategy: Highway Safety Office Program Management

Project Name	Alcohol Program Management
Description	Program Management
Federal Funding Source	Sec. 402
Project Agreement Number	AL26-07-01-01
Subrecipient/Location	NJ Division of Highway Traffic Safety (Statewide)
Amount of Funds	\$400,000
Eligible Use of Funds	BIL NHTSA 402 Impaired Driving AL

Countermeasure Strategy: Law Enforcement Training

Project Name	NJSP ADTU Grant
Description	Statewide impaired driving training and certification program.
Federal Funding Source	Sec 405d
Project Agreement Number	AL26-45-02-02
Subrecipient/Location	NJ State Police (Statewide)
Amount of Funds	\$1,262,979
Eligible Use of Funds	405d Low Media/ID training/Enf Related exp. FDLPEM and B6PEM

Project Name	NJSP ADTU Travel and Training Grant
Description	Out of state training for NJSP ADTU personnel.
Federal Funding Source	Sec 405d
Project Agreement Number	AL26-45-02-03
Subrecipient/Location	NJ State Police (Statewide)
Amount of Funds	\$75,000
Eligible Use of Funds	405d Low Media/ID training/Enf Related exp. FDLPEM and B6PEM

Project Name	
Description	Supplies & statewide maintenance of current Alcohol breath testing units.
Federal Funding Source	Sec 405d
Project Agreement Number	AL26-45-02-04
Subrecipient/Location	NJ State Police (Statewide)
Amount of Funds	\$369,000
Eligible Use of Funds	405d Low Media/ID training/Enf Related exp. FDLPEM and B6PEM

Project Name	
Description	Law enforcement training and recognition, media outreach and public impaired driving education.
Federal Funding Source	Sec 405d
Project Agreement Number	AL26-45-07-01
Subrecipient/Location	MADD-NJ (Non-Profit located in Teaneck, NJ) (Statewide)
Amount of Funds	\$143,350
Eligible Use of Funds	405d Low Other Based on Problem ID M6OT and Impaired Driving Other 402 Type Purposes FDL*AL

Project Name	
Description	“Wrapping” of police cruisers with Hero Campaign messaging to promote designated drivers and warn against the dangers of impaired driving, with associated media outreach.
Federal Funding Source	Sec 405d
Project Agreement Number	AL26-45-07-02
Subrecipient/Location	The John R. Elliott Foundation-Hero Campaign (Non-Profit located in Somers Point, NJ) (Statewide)
Amount of Funds	\$30,000
Eligible Use of Funds	405d Low Media/ID training/Enf Related exp. FDLPEM and B6PEM

Countermeasure Strategy: DRE Callout Program

Project Name	
Description	County-wide DRE drug impaired driving detection.
Federal Funding Source	Sec. 405d
Project Agreement Number	AL26-45-01-01
Subrecipient/Location	Somerset County Prosecutor’s Office (Somerset and Hunterdon Counties)
Amount of Funds	\$332,480
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name	
Description	County-wide DRE drug impaired driving detection.
Federal Funding Source	Sec. 405d
Project Agreement Number	AL26-45-01-02
Subrecipient/Location	Monmouth County Prosecutor’s Office
Amount of Funds	\$34,740
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name	
Description	County-wide DRE drug impaired driving detection.
Federal Funding Source	Sec. 405d
Project Agreement Number	AL26-45-01-03
Subrecipient/Location	Morris County Prosecutor's Office
Amount of Funds	\$64,080
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name	
Description	County-wide DRE drug impaired driving detection.
Federal Funding Source	SUPPLEMENTAL BIL 405d
Project Agreement Number	AL26-45-01-04
Subrecipient/Location	Atlantic County Prosecutor's Office
Amount of Funds	\$236,000
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name	
Description	County-wide DRE drug impaired driving detection.
Federal Funding Source	Sec. 405d
Project Agreement Number	AL26-45-01-05
Subrecipient/Location	Ocean County Prosecutor's Office
Amount of Funds	\$55,000
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name	
Description	County-wide DRE drug impaired driving detection.
Federal Funding Source	Sec. 405d
Project Agreement Number	AL26-45-01-06
Subrecipient/Location	Middlesex County Prosecutor's Office
Amount of Funds	\$42,540
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name	
Description	County-wide DRE drug impaired driving detection.
Federal Funding Source	Sec. 405d
Project Agreement Number	AL26-45-01-07
Subrecipient/Location	Union County Prosecutor's Office
Amount of Funds	\$30,000
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name	
Description	County-wide DRE drug impaired driving detection.
Federal Funding Source	Sec. 405d
Project Agreement Number	AL26-45-01-08
Subrecipient/Location	Hudson County Prosecutor's Office
Amount of Funds	\$27,000
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name		Bergen County DRE Grant
Description	County-wide DRE drug impaired driving detection.	
Federal Funding Source	Sec. 405d	
Project Agreement Number	AL26-45-01-09	
Subrecipient/Location	Bergen County Prosecutor's Office	
Amount of Funds	\$30,500	
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE	

Countermeasure Strategy: High Visibility Saturation Patrols

Project Name			Year End Drive Sober National Crackdown
Description	Impaired driving enforcement.		
Federal Funding Source	Sec. 405d		
Project Agreement Number	See list below		
Subrecipient/Location	See list below		
Amount of Funds	\$750,000		
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE		

Allentown	AL26-45-09-MH-01	\$7,000
Atlantic Highlands	AL26-45-09-MH-02	\$7,000
Bay Head	AL26-45-09-MH-03	\$7,000
Bayonne	AL26-45-09-MH-04	\$8,750
Belmar	AL26-45-09-MH-05	\$7,000
Bergenfield	AL26-45-09-MH-06	\$7,000
Bloomfield	AL26-45-09-MH-07	\$8,750
Bogota	AL26-45-09-MH-08	\$7,000
Bridgeton	AL26-45-09-MH-09	\$7,000
Burlington Township	AL26-45-09-MH-10	\$7,000
Carteret	AL26-45-09-MH-11	\$7,000
Plainfield	AL26-45-09-MH-12	\$10,500
Cliffside Park	AL26-45-09-MH-13	\$7,000
Cranford	AL26-45-09-MH-14	\$7,000
Dover	AL26-45-09-MH-15	\$7,000
Dunellen	AL26-45-09-MH-16	\$7,000
East Rutherford	AL26-45-09-MH-17	\$7,000
Elmwood Park	AL26-45-09-MH-18	\$7,000
Fairfield	AL26-45-09-MH-19	\$7,000
Fairview	AL26-45-09-MH-20	\$7,000
Gloucester Township	AL26-45-09-MH-21	\$10,500
Guttenberg	AL26-45-09-MH-22	\$7,000
Hackensack	AL26-45-09-MH-23	\$8,750
Hamilton (Mercer)	AL26-45-09-MH-24	\$10,500
Hanover	AL26-45-09-MH-25	\$7,000
Hopatcong	AL26-45-09-MH-26	\$7,000
Howell	AL26-45-09-MH-27	\$10,500

Jefferson	AL26-45-09-MH-28	\$8,750
Linden	AL26-45-09-MH-29	\$10,500
Little Falls	AL26-45-09-MH-30	\$7,000
Maplewood	AL26-45-09-MH-31	\$7,000
Millburn	AL26-45-09-MH-32	\$7,000
Monroe	AL26-45-09-MH-33	\$7,000
Montclair	AL26-45-09-MH-34	\$8,750
Montvale	AL26-45-09-MH-35	\$7,000
Mount Laurel	AL26-45-09-MH-36	\$7,000
North Bergen	AL26-45-09-MH-37	\$10,500
Oaklyn	AL26-45-09-MH-38	\$7,000
Palisades Park	AL26-45-09-MH-39	\$7,000
Parsippany-Troy Hills	AL26-45-09-MH-40	\$8,750
Passaic	AL26-45-09-MH-41	\$10,500
Paterson	AL26-45-09-MH-42	\$10,500
Pemberton Borough	AL26-45-09-MH-43	\$7,000
Pemberton Township	AL26-45-09-MH-44	\$8,750
Perth Amboy	AL26-45-09-MH-45	\$10,500
Plainsboro	AL26-45-09-MH-46	\$7,000
Point Pleasant Beach Borough	AL26-45-09-MH-47	\$7,000
Prospect Park	AL26-45-09-MH-48	\$7,000
Randolph	AL26-45-09-MH-49	\$7,000
Ridgewood	AL26-45-09-MH-50	\$7,000
Chester Township	AL26-45-09-MH-51	\$7,000
Roselle Borough	AL26-45-09-MH-52	\$8,750
Sea Girt	AL26-45-09-MH-53	\$7,000
Secaucus	AL26-45-09-MH-54	\$7,000
South Brunswick	AL26-45-09-MH-55	\$8,750
South Hackensack	AL26-45-09-MH-56	\$7,000
Sparta	AL26-45-09-MH-57	\$7,000
Stafford	AL26-45-09-MH-58	\$7,000
Stratford	AL26-45-09-MH-59	\$7,000
Summit	AL26-45-09-MH-60	\$7,000
Teaneck	AL26-45-09-MH-61	\$7,000
Verona	AL26-45-09-MH-62	\$7,000
West Long Branch	AL26-45-09-MH-63	\$7,000
Woodland Park	AL26-45-09-MH-64	\$7,000
Wyckoff	AL26-45-09-MH-65	\$7,000
Harrison	AL26-45-09-MH-66	\$7,000
Morristown	AL26-45-09-MH-67	\$7,000
Camden County	AL26-45-09-MH-68	\$10,500

Project Name		2026 National Drive Sober Crackdown
Description		Impaired driving enforcement.
Federal Funding Source		Sec. 405d
Project Agreement Number		See list below
Subrecipient/Location		See list below
Amount of Funds		\$500,000
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low HVE FDLHVE	

Allentown	AL26-45-09-MS-01	\$7,000
Bayonne	AL26-45-09-MS-02	\$7,000
Bloomfield	AL26-45-09-MS-03	\$7,000
Bloomingdale	AL26-45-09-MS-04	\$7,000
Plainfield	AL26-45-09-MS-05	\$7,000
Cliffside Park	AL26-45-09-MS-06	\$7,000
Delran	AL26-45-09-MS-07	\$7,000
Dunellen	AL26-45-09-MS-08	\$7,000
East Rutherford	AL26-45-09-MS-09	\$7,000
East Windsor	AL26-45-09-MS-10	\$7,000
Englewood	AL26-45-09-MS-11	\$7,000
Fairview	AL26-45-09-MS-12	\$7,000
Fanwood	AL26-45-09-MS-13	\$7,000
Haledon	AL26-45-09-MS-14	\$7,000
Hamilton (Mercer)	AL26-45-09-MS-15	\$7,000
Hawthorne	AL26-45-09-MS-16	\$7,000
Lakewood	AL26-45-09-MS-17	\$7,000
Lawrence	AL26-45-09-MS-18	\$7,000
Linden	AL26-45-09-MS-19	\$7,000
Monroe (Middlesex)	AL26-45-09-MS-20	\$7,000
Mount Laurel	AL26-45-09-MS-21	\$7,000
North Bergen	AL26-45-09-MS-22	\$7,000
Oaklyn	AL26-45-09-MS-23	\$7,000
Ocean Township	AL26-45-09-MS-24	\$7,000
Old Bridge	AL26-45-09-MS-25	\$7,000
Palisades Park	AL26-45-09-MS-26	\$7,000
Parsippany-Troy Hills	AL26-45-09-MS-27	\$7,000
Passaic	AL26-45-09-MS-28	\$7,000
Pemberton	AL26-45-09-MS-29	\$7,000
Perth Amboy	AL26-45-09-MS-30	\$7,000
Pine Beach	AL26-45-09-MS-31	\$7,000
Plainsboro	AL26-45-09-MS-32	\$7,000
Prospect Park	AL26-45-09-MS-33	\$7,000
Red Bank	AL26-45-09-MS-34	\$7,000
Secaucus	AL26-45-09-MS-35	\$7,000
Stafford	AL26-45-09-MS-36	\$7,000

Teaneck	AL26-45-09-MS-37	\$7,000
West Milford	AL26-45-09-MS-38	\$7,000
Winslow	AL26-45-09-MS-39	\$7,000
Belmar	AL26-45-09-MS-40	\$7,000
Cranford	AL26-45-09-MS-41	\$7,000
Little Falls	AL26-45-09-MS-42	\$7,000

Project Name		Gloucester County DWI
Description		Sustained year-round impaired driving enforcement.
Federal Funding Source		Sec. 405d
Project Agreement Number		AL26-45-04-01
Subrecipient/Location		Gloucester County Prosecutor's Office
Amount of Funds		\$200,000
Eligible Use of Funds		BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name		Monmouth County DWI
Description		Sustained year-round impaired driving enforcement.
Federal Funding Source		Sec. 405d
Project Agreement Number		AL26-45-04-02
Subrecipient/Location		Monmouth County Prosecutor's Office
Amount of Funds		\$92,750
Eligible Use of Funds		BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name		Middlesex County DWI
Description		Sustained year-round impaired driving enforcement.
Federal Funding Source		Sec. 405d
Project Agreement Number		AL26-45-04-03
Subrecipient/Location		Middlesex County Prosecutor's Office
Amount of Funds		\$159,250
Eligible Use of Funds		BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name		Ocean County DWI
Description		Sustained year-round impaired driving enforcement.
Federal Funding Source		Sec. 405d
Project Agreement Number		AL26-45-04-04
Subrecipient/Location		Ocean County Prosecutor's Office
Amount of Funds		\$144,489
Eligible Use of Funds		BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name		Camden County Prosecutors Office DWI
Description		Sustained year-round impaired driving enforcement.
Federal Funding Source		Sec. 405d
Project Agreement Number		AL26-45-04-05
Subrecipient/Location		Camden County Prosecutor's Office
Amount of Funds		\$50,000
Eligible Use of Funds		BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name		Camden County DWI Task Force
Description		Sustained year-round impaired driving enforcement.
Federal Funding Source		Sec. 405d
Project Agreement Number		AL26-45-04-06
Subrecipient/Location		Borough of Stratford Police Department (Camden County)
Amount of Funds		\$54,100
Eligible Use of Funds		BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name		NJSP Drive Sober or Get Pulled Over
Description		NJSP two statewide impaired driving crackdowns.
Federal Funding Source		Sec. 405d
Project Agreement Number		AL26-45-04-07
Subrecipient/Location		NJ State Police (Statewide)
Amount of Funds		\$335,472
Eligible Use of Funds		BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name		Aberdeen (Bayshore Task Force)
Description		Sustained impaired driving enforcement.
Federal Funding Source		Sec. 405d
Project Agreement Number		AL26-45-04-08
Subrecipient/Location		Township of Aberdeen Police Department
Amount of Funds		\$18,000
Eligible Use of Funds		BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Project Name		Scotch Plains DUI Enforcement
Description		Sustained impaired driving enforcement.
Federal Funding Source		Sec. 405d
Project Agreement Number		AL26-45-04-16
Subrecipient/Location		Scotch Plains Police Department
Amount of Funds		\$14,000
Eligible Use of Funds		BIL NHTSA 405d Impaired Driving Low HVE FDLHVE

Countermeasure Strategy: Underage Drinking Enforcement

Project Name		Cape May County Underage Alcohol Enforcement
Description		Undercover enforcement details in licensed liquor establishments targeting service to and alcohol use by underage patrons.
Federal Funding Source		Sec. 405d
Project Agreement Number		AL26-45-02-01
Subrecipient/Location		Cape May County Prosecutor's Office
Amount of Funds		\$45,500
Eligible Use of Funds		BIL NHTSA 405d Impaired Driving Low Other Based on Problem ID M6OT

Project Name	
Description	Undercover enforcement details in licensed liquor establishments targeting service to and alcohol use by underage patrons as well as educational programs at large public gatherings.
Federal Funding Source	Sec. 405d
Project Agreement Number	AL26-45-02-02
Subrecipient/Location	NJ Division of Alcoholic Beverage Control (Statewide)
Amount of Funds	\$262,880
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low Other Based on Problem ID M6OT

Countermeasure Strategy: Youth Programs

Project Name	
Description	Peer Institute training for NJ college students to run substance abuse prevention programs on campuses.
Federal Funding Source	Sec. 405d
Project Agreement Number	AL26-45-06-01
Subrecipient/Location	The College of New Jersey (University) (Ewing, NJ campus)
Amount of Funds	\$48,616
Eligible Use of Funds	BIL NHTSA 405d Impaired Driving Low Other Based on Problem ID M6OT

Pedestrian and Bicycle Safety Countermeasures

Countermeasure Strategies in Program Area

- Highway Safety Office Program Management
- Targeted Enforcement and Education
- Share the Road Awareness Campaigns

Countermeasure Strategy: Highway Safety Office Program Management

Project Name	
Description	Program Management and NHTSA Pedestrian/Bicycle Assessment
Federal Funding Source	Sec. 402
Project Agreement Number	PS26-16-01-01
Subrecipient/Location	NJ Division of Highway Traffic Safety (Statewide)
Amount of Funds	\$350,000
Eligible Use of Funds	BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Countermeasure Strategy: Targeted Enforcement and Education

Project Name		Pedestrian and Non-Motorized Safety
Description		Maintain, host and grow the NJ Bike/Pedestrian Safety Coalition, and provide at least four regional training to law enforcement officers about bicycle safety and Title 39 laws.
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-01
Subrecipient/Location		Brain Injury Alliance of New Jersey (Non-profit located in North Brunswick, NJ) (Statewide)
Amount of Funds		\$90,000
Eligible Use of Funds		BIL NHTSA 405g Public Education BGPE

Project Name		NJ Crossing Guard Training and Resource Program
Description		Training of crossing guards and production of safety videos.
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-02
Subrecipient/Location		Rutgers University/Voorhees Transportation Center (University located in New Brunswick, NJ) (Statewide)
Amount of Funds		\$43,064
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Atlantic and Cape May Counties.
Federal Funding Source		BIL SUPPLEMENTAL Sec. 405h
Project Agreement Number		PS26-45-01-03
Subrecipient/Location		County of Atlantic (Atlantic and Cape May counties)
Amount of Funds		\$136,850
Eligible Use of Funds		BIL NHTSA 405h Law Enforcement FHLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Hudson County.
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-04
Subrecipient/Location		Hudson County Sheriff's Office
Amount of Funds		\$80,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Passaic County.
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-05
Subrecipient/Location		Passaic County Sheriff's Office
Amount of Funds		\$80,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Passaic City.
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-06
Subrecipient/Location		City of Passaic Police Department
Amount of Funds		\$45,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Clifton.
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-07
Subrecipient/Location		Clifton Police Department
Amount of Funds		\$35,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Fort Lee.
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-01
Subrecipient/Location		Fort Lee Police Department
Amount of Funds		\$35,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Teaneck.
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-02
Subrecipient/Location		Teaneck Police Department
Amount of Funds		\$30,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Dover.
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-03
Subrecipient/Location		Town of Dover Police Department
Amount of Funds		\$20,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Nutley.
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-04
Subrecipient/Location		Nutley Police Department
Amount of Funds		\$19,950
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in East Orange.
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-05
Subrecipient/Location		East Orange Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement & education in Orange Twp.
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-06
Subrecipient/Location		Orange Township Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Lakewood.
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-07
Subrecipient/Location		Lakewood Police Department
Amount of Funds		\$32,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement & education in Elmwood Park.
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-08
Subrecipient/Location		Elmwood Park Police Department
Amount of Funds		\$19,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Metuchen.
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-09
Subrecipient/Location		Metuchen Police Department
Amount of Funds		\$16,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Wayne.
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-10
Subrecipient/Location		Wayne Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Bloomfield
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-08
Subrecipient/Location		Bloomfield Police Department
Amount of Funds		\$30,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Red Bank
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-09
Subrecipient/Location		Red Bank Police Department
Amount of Funds		\$16,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Garfield
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-10
Subrecipient/Location		Garfield Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Cliffside Park
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-11
Subrecipient/Location		Cliffside Park Police Department
Amount of Funds		\$8,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement & education in Parsippany-Troy Hills
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-12
Subrecipient/Location		Parsippany-Troy Hills Police Department
Amount of Funds		\$15,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Hoboken
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-13
Subrecipient/Location		Hoboken Police Department
Amount of Funds		\$45,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in North Bergen
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-14
Subrecipient/Location		North Bergen Police Department
Amount of Funds		\$35,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Paterson
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-15
Subrecipient/Location		Paterson Police Department
Amount of Funds		\$40,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Summit
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-16
Subrecipient/Location		Summit Police Department
Amount of Funds		\$15,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Linden
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-17
Subrecipient/Location		Linden Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Stratford
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-18
Subrecipient/Location		Stratford Police Department
Amount of Funds		\$33,300
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Haledon
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-19
Subrecipient/Location		Haledon Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Bergenfield
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-20
Subrecipient/Location		Bergenfield Police Department
Amount of Funds		\$15,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Guttenberg
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-11
Subrecipient/Location		Guttenberg Police Department
Amount of Funds		\$20,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Maplewood
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-12
Subrecipient/Location		Maplewood Police Department
Amount of Funds		\$21,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Old Bridge
Federal Funding Source		Sec. 402
Project Agreement Number		PS26-16-02-13
Subrecipient/Location		Old Bridge Police Department
Amount of Funds		\$15,000
Eligible Use of Funds		BIL NHTSA 402 Pedestrian/Bicycle Safety PS

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Palisades Park
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-21
Subrecipient/Location		Palisades Park Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Perth Amboy
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-22
Subrecipient/Location		Perth Amboy Police Department
Amount of Funds		\$23,840
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Bayonne
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-23
Subrecipient/Location		Bayonne Police Department
Amount of Funds		\$23,840
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Elizabeth
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-24
Subrecipient/Location		Elizabeth Police Department
Amount of Funds		\$42,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement & education in Freehold Borough
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-25
Subrecipient/Location		Freehold Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Hackensack
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-26
Subrecipient/Location		Hackensack Police Department
Amount of Funds		\$24,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Haddon
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-27
Subrecipient/Location		Haddon Police Department
Amount of Funds		\$20,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Harrison
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-28
Subrecipient/Location		Harrison Police Department
Amount of Funds		\$19,850
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Leonia
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-29
Subrecipient/Location		Leonia Police Department
Amount of Funds		\$15,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Little Falls
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-30
Subrecipient/Location		Little Falls Police Department
Amount of Funds		\$15,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Mount Holly
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-31
Subrecipient/Location		Mount Holly Police Department
Amount of Funds		\$24,890
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		Walk Smart Trenton
Description		Pedestrian safety educational campaign in the City of Trenton.
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-32
Subrecipient/Location		New Jersey Future, Inc. (Non-profit located in Trenton, NJ) (Statewide)
Amount of Funds		\$65,000
Eligible Use of Funds		BIL NHTSA 405g Public Education BGPE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Newark
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-33
Subrecipient/Location		Newark Police Department
Amount of Funds		\$50,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Oaklyn
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-34
Subrecipient/Location		Oaklyn Police Department
Amount of Funds		\$20,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Sayreville
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-35
Subrecipient/Location		Sayreville Police Department
Amount of Funds		\$42,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Somerville
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-36
Subrecipient/Location		Somerville Police Department
Amount of Funds		\$23,661
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in South Hackensack
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-37
Subrecipient/Location		South Hackensack Police Department
Amount of Funds		\$15,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Vineland
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-38
Subrecipient/Location		Vineland Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Project Name		FY2026 Pedestrian Safety Grant
Description		Targeted pedestrian safety enforcement and education in Waterford
Federal Funding Source		Sec. 405g
Project Agreement Number		PS26-45-01-39
Subrecipient/Location		Waterford Police Department
Amount of Funds		\$20,000
Eligible Use of Funds		BIL NHTSA 405g Law Enforcement BGLE

Countermeasure Strategy: Share the Road Awareness Campaigns

Project Name		NJ Bike Walk Coalition Community Traffic Safety Grant
Description		Share the road educational program and awareness of the state's Safe Passing Law.
Federal Funding Source		Sec. 405g
Project Agreement Number		PS25-45-02-01
Subrecipient/Location		NJ Bike and Walk Coalition (Non-profit located in Montclair, NJ) (Statewide)
Amount of Funds		\$176,533
Eligible Use of Funds		BIL NHTSA 405g Public Education BGPE

Occupant Protection Countermeasures***Countermeasure Strategies in Program Area***

- Highway Safety Office Program Management
- Observational Survey
- Enforcement and Education
- Child Passenger Safety Education and Enforcement

Countermeasure Strategy: Highway Safety Office Program Management

Project Name		Occupant Protection Program Management
Description		Program Management
Federal Funding Source		Sec. 402
Project Agreement Number		OP26-11-01-01
Subrecipient/Location		NJ Division of Highway Traffic Safety (Statewide)
Amount of Funds		\$400,000
Eligible Use of Funds		BIL NHTSA 402 Safety Belts OP

Countermeasure Strategy: Observational Survey

Project Name		Seat Belt Observational Survey
Description		Annual seat belt survey
Federal Funding Source		Sec. 405b
Project Agreement Number		OP26-45-03-01
Subrecipient/Location		NJIT (University located in Newark, NJ) (Statewide)
Amount of Funds		\$160,182
Eligible Use of Funds		BIL 405b High OP Information System M1OP

Countermeasure Strategy: Enforcement and Education

Project Name	Click It or Ticket 2026 Mobilization
Description	Seat belt enforcement.
Federal Funding Source	Sec. 402
Project Agreement Number	See list below
Subrecipient/Location	See list below
Amount of Funds	\$600,000
Eligible Use of Funds	BIL NHTSA 402 Safety Belts OP

Bayonne	OP26-11-04-MC-01	\$7,000
Belleville	OP26-11-04-MC-02	\$10,500
Bellmawr	OP26-11-04-MC-03	\$10,500
Berlin	OP26-11-04-MC-04	\$7,000
Bloomfield	OP26-11-04-MC-05	\$7,000
Bogota	OP26-11-04-MC-06	\$7,000
Boonton Town	OP26-11-04-MC-07	\$7,000
Bordentown City	OP26-11-04-MC-08	\$7,000
Burlington Township	OP26-11-04-MC-09	\$7,000
Carteret	OP26-11-04-MC-10	\$7,000
Plainfield	OP26-11-04-MC-11	\$10,500
Cliffside Park	OP26-11-04-MC-12	\$7,000
Colts Neck	OP26-11-04-MC-13	\$7,000
Cranford	OP26-11-04-MC-14	\$7,000
Delran	OP26-11-04-MC-15	\$7,000
Dover	OP26-11-04-MC-16	\$7,000
East Windsor	OP26-11-04-MC-17	\$7,000
Elmwood Park	OP26-11-04-MC-18	\$7,000
Fair Lawn	OP26-11-04-MC-19	\$10,500
Fairview	OP26-11-04-MC-20	\$10,500
Fort Lee	OP26-11-04-MC-21	\$7,000
Freehold Borough	OP26-11-04-MC-22	\$7,000
Garfield	OP26-11-04-MC-23	\$7,000
Gloucester Township	OP26-11-04-MC-24	\$10,500
Guttenberg	OP26-11-04-MC-25	\$7,000
Haddon Heights	OP26-11-04-MC-26	\$7,000
Haledon	OP26-11-04-MC-27	\$7,000
Hamilton	OP26-11-04-MC-28	\$7,000
Howell	OP26-11-04-MC-29	\$7,000
Linden	OP26-11-04-MC-30	\$7,000
Hopewell	OP26-11-04-MC-31	\$7,000
Lindenwold	OP26-11-04-MC-32	\$7,000
Mahwah	OP26-11-04-MC-33	\$7,000
Manalapan	OP26-11-04-MC-34	\$7,000
Mansfield	OP26-11-04-MC-35	\$7,000
Millburn	OP26-11-04-MC-36	\$7,000
Monroe	OP26-11-04-MC-37	\$7,000

Montvale	OP26-11-04-MC-38	\$7,000
Morris Plains	OP26-11-04-MC-39	\$10,500
Mount Laurel	OP26-11-04-MC-40	\$7,000
Neptune	OP26-11-04-MC-41	\$7,000
North Arlington	OP26-11-04-MC-42	\$7,000
North Bergen	OP26-11-04-MC-43	\$7,000
Nutley	OP26-11-04-MC-44	\$7,000
Old Bridge	OP26-11-04-MC-45	\$7,000
Parsippany-Troy Hills	OP26-11-04-MC-46	\$7,000
Passaic	OP26-11-04-MC-47	\$7,000
Pemberton	OP26-11-04-MC-48	\$7,000
Rahway	OP26-11-04-MC-49	\$7,000
Roselle Park	OP26-11-04-MC-50	\$7,000
Secaucus	OP26-11-04-MC-51	\$10,500
South Hackensack	OP26-11-04-MC-52	\$7,000
Sparta	OP26-11-04-MC-53	\$7,000
Stafford	OP26-11-04-MC-54	\$7,000
Teaneck	OP26-11-04-MC-55	\$7,000
Trenton	OP26-11-04-MC-56	\$10,500
Upper Saddle River	OP26-11-04-MC-57	\$7,000
Winslow	OP26-11-04-MC-58	\$10,500

Project Name		NJSP Troop A, B, C Sustained Enforcement
Description		Sustained seat belt enforcement by NJSP
Federal Funding Source		Sec. 405b
Project Agreement Number		OP26-45-01-01
Subrecipient/Location		NJ State Police (Statewide)
Amount of Funds		\$84,735
Eligible Use of Funds		BIL NHTSA 405b High HVE M1HVE

Project Name		NJSP Click It or Ticket
Description		Click It or Ticket funding for NJSP for national mobilization
Federal Funding Source		Sec. 405b
Project Agreement Number		OP26-45-01-02
Subrecipient/Location		NJ State Police (Statewide)
Amount of Funds		\$188,300
Eligible Use of Funds		BIL NHTSA 405b High HVE M1HVE

Project Name		Gloucester County Click It or Ticket
Description		Click It or Ticket funding for Gloucester County PD's
Federal Funding Source		Sec. 405b
Project Agreement Number		OP26-45-01-03
Subrecipient/Location		Gloucester County Prosecutor's Office
Amount of Funds		\$64,500
Eligible Use of Funds		BIL NHTSA 405b High HVE M1HVE

Project Name	
Description	Click It or Ticket funding for Somerset and Hunterdon County police agencies for national mobilization
Federal Funding Source	Sec. 405b
Project Agreement Number	OP26-45-01-04
Subrecipient/Location	Somerset County Prosecutor's Office (Somerset and Hunterdon counties)
Amount of Funds	\$91,910
Eligible Use of Funds	BIL NHTSA 405b High HVE M1HVE

Project Name	
Description	Click It or Ticket funding for Atlantic and Cape May County police agencies for national mobilization
Federal Funding Source	SUPPLEMENTAL BIL 405b
Project Agreement Number	OP26-45-01-05
Subrecipient/Location	County of Atlantic (Atlantic and Cape May counties)
Amount of Funds	\$119,400
Eligible Use of Funds	BIL NHTSA 405b High HVE M1HVE

Countermeasure Strategy: Child Passenger Safety Education and Enforcement

Project Name	
Description	Statewide training and oversight of CPS program
Federal Funding Source	405b
Project Agreement Number	OP26-45-02-01
Subrecipient/Location	Central Jersey Family Health Consortium (Non-profit located in North Brunswick, NJ) (Statewide)
Amount of Funds	\$152,210
Eligible Use of Funds	NHTSA BIL 405b High Training M1TR NHTSA BIL 405b High At-risk CPS Programs B1CPS_US

Project Name	
Description	Community CPS services by NJSP
Federal Funding Source	405b
Project Agreement Number	OP26-45-02-02
Subrecipient/Location	NJ State Police (Statewide)
Amount of Funds	\$405,101
Eligible Use of Funds	NHTSA BIL 405b High Training M1TR NHTSA BIL 405b High At-risk CPS Programs B1CPS_US

Project Name	
Description	Community CPS services in Ocean County
Federal Funding Source	405b
Project Agreement Number	OP26-45-02-03
Subrecipient/Location	Ocean County Sheriff's Department
Amount of Funds	\$62,500
Eligible Use of Funds	NHTSA BIL 405b High Community CPS Services M1CPS

Project Name		Child Passenger Safety Grant
Description		Statewide Community CPS services
Federal Funding Source		405b
Project Agreement Number		OP25-45-02-04
Subrecipient/Location		NJ Department of Children and Families (Statewide)
Amount of Funds		\$63,090
Eligible Use of Funds		NHTSA BIL 405b High Training M1TR

Project Name		Child Passenger Safety Grant
Description		Community CPS services in Mercer County
Federal Funding Source		405b
Project Agreement Number		OP26-45-02-05
Subrecipient/Location		Mercer County Sheriff's Department
Amount of Funds		\$23,000
Eligible Use of Funds		NHTSA BIL 405b High Community CPS Services M1CPS

Project Name		Child Passenger Safety Grant
Description		Community CPS services in Burlington County
Federal Funding Source		405b
Project Agreement Number		OP26-45-02-06
Subrecipient/Location		Burlington County Sheriff's Department
Amount of Funds		\$43,975
Eligible Use of Funds		NHTSA BIL 405b High Community CPS Services M1CPS

Project Name		Child Passenger Safety Grant
Description		Community CPS services in East Windsor
Federal Funding Source		405b
Project Agreement Number		OP26-45-02-07
Subrecipient/Location		East Windsor Police Department
Amount of Funds		\$12,200
Eligible Use of Funds		NHTSA BIL 405b High Community CPS Services M1CPS

Project Name		Child Passenger Safety Grant
Description		Community CPS services in Middlesex County
Federal Funding Source		405b
Project Agreement Number		OP26-45-02-08
Subrecipient/Location		Middlesex County Sheriff's Department
Amount of Funds		\$45,000
Eligible Use of Funds		NHTSA BIL 405b High Community CPS Services M1CPS NHTSA BIL 405b High At-risk CPS Programs B1CPS_US

State of New Jersey FY2026

405(b) Occupant Protection grant

Occupant Protection plan:

A comprehensive and data-driven approach to seat belt enforcement will be undertaken in FY2026 utilizing a combination of sustained enforcement and mobilization crackdowns. Based on a systematic review of unrestrained crashes in the state for the years 2019-2023, a ranking list of high crash municipalities and counties was developed.

As many of the Top 25 municipal agencies and Top 5 counties as possible from the list will receive grant funding for sustained seat belt enforcement efforts. In the effort to develop and fund these programs there must also be the realization of the challenges involved, which begin with the willingness or ability of the particular agency to participate. In addition, many of the agencies with high rates of unrestrained crashes also show up on other priority area lists such as pedestrian safety, impaired driving, and distracted driving. It is unrealistic to expect ongoing sustained enforcement in all of these areas within these agencies, so priorities will have to be set. Many of the high-ranking municipal and county agencies for unrestrained crashes will be offered multi-faceted enforcement grants that will include funding for seat belt enforcement and one or more additional priority areas such as distracted driving or impaired driving.

The Division of State Police will also receive grant funding to allow it, on an ongoing basis, to schedule patrols on major New Jersey highways as well as service areas and toll plazas. The purpose of these patrols will be to place an emphasis on the enforcement of the primary seat belt law, the secondary rear passenger law and the child passenger safety law.

The Click It or Ticket campaign will be conducted from May 18-31, 2026 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Approximately 100 state, county and municipal police departments will receive funds to participate in the spring 2026 enforcement effort. The list of municipalities throughout the State that have a high percentage of unrestrained motor vehicle crashes will be utilized to select grant participants during the Click It or Ticket mobilization. The results of the annual seat belt survey are also used to target those counties that have the lowest occupant usage rates. DHTS will rank and prioritize potential grantees based on the above-mentioned criteria (ex. Unrestrained crashes, low surveyed belt use, past performance, etc.) and will target these agencies, by invitation, to participate in the campaign.

Awareness about the importance of wearing a seat belt will be enhanced by the distribution of education materials, social and earned media efforts, community engagement activities conducted by grantees, paid media undertaken by NHTSA, and Click It or Ticket banners and displays on dynamic message signs on major highways. Visibility will also be heightened when local and state law enforcement agencies undertake their own earned media efforts and when they join forces with police departments from neighboring jurisdictions for joint enforcement and public awareness campaigns.

The Child Passenger Safety (CPS) program, funded through the Division of Highway Traffic Safety (DHTS), will continue its efforts at reducing child traffic injury and fatality rates through coordinated enforcement and education programs regarding the proper use of child restraints in motor vehicles. Child safety seat check events have been at the core of the CPS program. This effort will continue to be supported and will include work with the New Jersey Department of Children and Families (DCF) in an effort to reach a greater portion of the urban and disadvantaged population.

Child restraint inspection stations:

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 650

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 225

Populations served - rural: 370

Populations served - at risk: 75

These inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians:

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 12

Estimated total number of new technicians: 225

Police Traffic Services Countermeasures

Countermeasure Strategies in Program Area

- Highway Safety Office Program Management
- Speed and Distracted Driving High Visibility Enforcement
- Crash Investigation
- Traffic Safety Resource Prosecutor
- Law Enforcement Training
- Law Enforcement Liaison (LEL)

Countermeasure Strategy: Highway Safety Office Program Management

Project Name		Police Traffic Services Program Management
Description		Program Management
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-01-01
Subrecipient/Location		NJ Division of Highway Traffic Safety (Statewide)
Amount of Funds		\$500,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Countermeasure Strategy: Speed and Distracted Driving Enforcement

Project Name	Distracted Driving 2026 National Crackdown
Description	Distracted driving enforcement
Federal Funding Source	Sec. 405e
Project Agreement Number	See list below
Subrecipient/Location	See list below
Amount of Funds	\$1,000,000
Eligible Use of Funds	BIL 405e DD Law Enforcement M8DDLE, or (B8ADDLE), (B8LDDLE)

Bayonne	DD26-45-01-DD-01	\$12,250
Bellmawr	DD26-45-01-DD-02	\$7,000
Bergenfield	DD26-45-01-DD-03	\$7,000
Bloomfield	DD26-45-01-DD-04	\$7,000
Burlington Township	DD26-45-01-DD-05	\$7,000
Caldwell	DD26-45-01-DD-06	\$7,000
Carteret	DD26-45-01-DD-07	\$7,000
Cedar Grove	DD26-45-01-DD-08	\$7,000
Cliffside Park	DD26-45-01-DD-09	\$7,000
Closter	DD26-45-01-DD-10	\$7,000
Cranford	DD26-45-01-DD-11	\$7,000
Dunellen	DD26-45-01-DD-12	\$7,000
East Orange	DD26-45-01-DD-13	\$7,000
East Rutherford	DD26-45-01-DD-14	\$8,750
Edgewater	DD26-45-01-DD-15	\$7,000
Elizabeth	DD26-45-01-DD-16	\$7,000
Elmwood Park	DD26-45-01-DD-17	\$8,750
Evesham	DD26-45-01-DD-18	\$12,250
Ewing	DD26-45-01-DD-19	\$7,000
Fair Lawn	DD26-45-01-DD-20	\$12,250
Fairfield	DD26-45-01-DD-21	\$7,000
Fairview	DD26-45-01-DD-22	\$12,250
Fort Lee	DD26-45-01-DD-23	\$12,250
Franklin Lakes	DD26-45-01-DD-24	\$7,000
Freehold Borough	DD26-45-01-DD-25	\$7,000
Glen Ridge	DD26-45-01-DD-26	\$7,000
Gloucester Township	DD26-45-01-DD-27	\$12,250
Guttenberg	DD26-45-01-DD-28	\$7,000
Hamburg	DD26-45-01-DD-29	\$7,000
Hamilton	DD26-45-01-DD-30	\$12,250
Hanover	DD26-45-01-DD-31	\$8,750
Harrison	DD26-45-01-DD-32	\$7,000
Haworth	DD26-45-01-DD-33	\$7,000
Hawthorne	DD26-45-01-DD-34	\$7,000
Highland Park	DD26-45-01-DD-35	\$7,000
Howell	DD26-45-01-DD-36	\$7,000

Jackson	DD26-45-01-DD-37	\$7,000
Jefferson	DD26-45-01-DD-38	\$7,000
Lakehurst	DD26-45-01-DD-39	\$8,750
Lakewood	DD26-45-01-DD-40	\$12,250
Lawnside	DD26-45-01-DD-41	\$10,500
Lawrence	DD26-45-01-DD-42	\$12,250
Leonia	DD26-45-01-DD-43	\$7,000
Linden	DD26-45-01-DD-44	\$12,250
Little Falls	DD26-45-01-DD-45	\$7,000
Livingston	DD26-45-01-DD-46	\$12,250
Lodi	DD26-45-01-DD-47	\$8,750
Maplewood	DD26-45-01-DD-48	\$8,750
Marlboro	DD26-45-01-DD-49	\$12,250
Metuchen	DD26-45-01-DD-50	\$7,000
Middlesex	DD26-45-01-DD-51	\$7,000
Millburn	DD26-45-01-DD-52	\$7,000
Monroe (Middlesex)	DD26-45-01-DD-53	\$12,250
Montclair	DD26-45-01-DD-54	\$12,250
Montvale	DD26-45-01-DD-55	\$8,750
Mount Laurel	DD26-45-01-DD-56	\$7,000
Mount Olive	DD26-45-01-DD-57	\$7,000
New Milford	DD26-45-01-DD-58	\$7,000
North Arlington	DD26-45-01-DD-59	\$7,000
North Bergen	DD26-45-01-DD-60	\$12,250
Nutley	DD26-45-01-DD-61	\$7,000
Ocean Township	DD26-45-01-DD-62	\$7,000
Old Bridge	DD26-45-01-DD-63	\$12,250
Orange	DD26-45-01-DD-64	\$7,000
Palisades Park	DD26-45-01-DD-65	\$12,250
Parsippany-Troy Hills	DD26-45-01-DD-66	\$12,250
Passaic	DD26-45-01-DD-67	\$12,250
Paterson	DD26-45-01-DD-68	\$12,250
Pemberton	DD26-45-01-DD-69	\$7,000
Pine Hill	DD26-45-01-DD-70	\$7,000
Piscataway	DD26-45-01-DD-71	\$7,000
Plainfield	DD26-45-01-DD-72	\$8,750
Plainsboro	DD26-45-01-DD-73	\$7,000
Rahway	DD26-45-01-DD-74	\$12,250
Red Bank	DD26-45-01-DD-75	\$8,750
Roselle Park	DD26-45-01-DD-76	\$7,000
Runnemede	DD26-45-01-DD-77	\$7,000
Secaucus	DD26-45-01-DD-78	\$8,750
South Brunswick	DD26-45-01-DD-79	\$7,000
South Orange	DD26-45-01-DD-80	\$8,750
South Plainfield	DD26-45-01-DD-81	\$7,000
Sparta	DD26-45-01-DD-82	\$7,000

New Jersey FFY 2026 Annual NHTSA Grant Application

Stafford	DD26-45-01-DD-83	\$8,750
Stratford	DD26-45-01-DD-84	\$7,000
Teaneck	DD26-45-01-DD-85	\$12,250
Union City	DD26-45-01-DD-86	\$8,750
Upper Saddle River	DD26-45-01-DD-87	\$7,000
Verona	DD26-45-01-DD-88	\$7,000
Vineland	DD26-45-01-DD-89	\$12,250
Voorhees	DD26-45-01-DD-90	\$7,000
Waterford	DD26-45-01-DD-91	\$7,000
West Caldwell	DD26-45-01-DD-92	\$7,000
West Orange	DD26-45-01-DD-93	\$7,000
Winslow	DD26-45-01-DD-94	\$12,250

NJSP Speed Detection Grant	
Description	Speed enforcement.
Federal Funding Source	Sec. 402
Project Agreement Number	PT26-03-01-01
Subrecipient/Location	NJ State Police (Statewide)
Amount of Funds	\$141,220
Eligible Use of Funds	BIL NHTSA 402 Traffic Enforcement Services PT

Sustained Enforcement Grant	
Description	Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source	Sec. 402
Project Agreement Number	PT26-03-04-02
Subrecipient/Location	Bergen County Sheriff's Office
Amount of Funds	\$90,000
Eligible Use of Funds	BIL NHTSA 402 Traffic Enforcement Services PT

Sustained Enforcement Grant	
Description	Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source	Sec. 402
Project Agreement Number	PT26-03-04-03
Subrecipient/Location	Essex County Sheriff's Office
Amount of Funds	\$105,000
Eligible Use of Funds	BIL NHTSA 402 Traffic Enforcement Services PT

Sustained Enforcement Grant	
Description	Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source	Sec. 402
Project Agreement Number	PT26-03-04-04
Subrecipient/Location	Hudson County Sheriff's Office
Amount of Funds	\$140,000
Eligible Use of Funds	BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-05
Subrecipient/Location		Passaic County Sheriff's Office
Amount of Funds		\$97,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-06
Subrecipient/Location		Woodbridge Township Police Department
Amount of Funds		\$105,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-07
Subrecipient/Location		City of Clifton Police Department
Amount of Funds		\$80,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-08
Subrecipient/Location		Wayne Township Police Department
Amount of Funds		\$80,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-09
Subrecipient/Location		Toms River Police Department
Amount of Funds		\$70,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-10
Subrecipient/Location		Union County Police Department
Amount of Funds		\$53,500
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-11
Subrecipient/Location		New Brunswick Police Department
Amount of Funds		\$77,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-12
Subrecipient/Location		Township of Holmdel Police Department
Amount of Funds		\$80,240
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-13
Subrecipient/Location		Brick Township Police Department
Amount of Funds		\$49,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-14
Subrecipient/Location		Jackson Township Police Department
Amount of Funds		\$105,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-15
Subrecipient/Location		Ocean County Sheriff's Office
Amount of Funds		\$84,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-16
Subrecipient/Location		East Brunswick Police Department
Amount of Funds		\$73,252
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-17
Subrecipient/Location		Ocean Township (Monmouth County) Police Department
Amount of Funds		\$60,020
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-18
Subrecipient/Location		Monmouth County Sheriff's Office
Amount of Funds		\$44,940
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-19
Subrecipient/Location		Edison Police Department
Amount of Funds		\$51,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

New Jersey FFY 2026 Annual NHTSA Grant Application

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of Move Over Law violations.
Federal Funding Source		Sec. 405h
Project Agreement Number		RD26-45-01-01
Subrecipient/Location		NJ State Police
Amount of Funds		\$117,690
Eligible Use of Funds		BIL NHTSA 405h Law Enforcement

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-20
Subrecipient/Location		Manchester Township Police Department
Amount of Funds		\$66,500
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-21
Subrecipient/Location		South Brunswick Police Department
Amount of Funds		\$41,606
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-22
Subrecipient/Location		Mansfield Township (Warren County) Police Department
Amount of Funds		\$24,220
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-23
Subrecipient/Location		Wall Township Police Department
Amount of Funds		\$35,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-24
Subrecipient/Location		Township of Union Police Department
Amount of Funds		\$69,070
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-25
Subrecipient/Location		Township of Ewing Police Department
Amount of Funds		\$75,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-26
Subrecipient/Location		Township of Piscataway Police Department
Amount of Funds		\$170,363
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-27
Subrecipient/Location		Caldwell Police Department
Amount of Funds		\$14,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-28
Subrecipient/Location		Eatontown Police Department
Amount of Funds		\$34,515
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-29
Subrecipient/Location		Colts Neck Police Department
Amount of Funds		\$16,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-30
Subrecipient/Location		Hazlet Police Department
Amount of Funds		\$49,200
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-31
Subrecipient/Location		Highlands Police Department
Amount of Funds		\$20,160
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-32
Subrecipient/Location		Freehold Township Police Department
Amount of Funds		\$71,500
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-33
Subrecipient/Location		Keansburg Police Department
Amount of Funds		\$42,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-34
Subrecipient/Location		Laurel Springs Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-35
Subrecipient/Location		Matawan Police Department
Amount of Funds		\$25,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-36
Subrecipient/Location		Middlesex Borough Police Department
Amount of Funds		\$21,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-37
Subrecipient/Location		Middletown Police Department
Amount of Funds		\$91,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-38
Subrecipient/Location		Mount Laurel Police Department
Amount of Funds		\$94,917
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-39
Subrecipient/Location		Mount Olive Police Department
Amount of Funds		\$23,800
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-40
Subrecipient/Location		Neptune Police Department
Amount of Funds		\$20,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-41
Subrecipient/Location		Pennsauken Police Department
Amount of Funds		\$36,750
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-42
Subrecipient/Location		Pennsville Police Department
Amount of Funds		\$42,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-43
Subrecipient/Location		Plainsboro Police Department
Amount of Funds		\$14,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-44
Subrecipient/Location		Rahway Police Department
Amount of Funds		\$21,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-45
Subrecipient/Location		Robbinsville Police Department
Amount of Funds		\$58,656
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-46
Subrecipient/Location		Rowan University Police Department
Amount of Funds		\$8,400
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-47
Subrecipient/Location		South Plainfield Police Department
Amount of Funds		\$76,669
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-48
Subrecipient/Location		South River Police Department
Amount of Funds		\$21,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-49
Subrecipient/Location		Winslow Police Department
Amount of Funds		\$15,000
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use in Camden County.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-50
Subrecipient/Location		Camden County Police Department
Amount of Funds		\$53,400
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		Sustained Enforcement Grant
Description		Sustained enforcement of speeding, driver distraction, impaired drivers, and/or seat belt use in Middlesex County.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-04-51
Subrecipient/Location		Middlesex County Prosecutors Office
Amount of Funds		\$352,500
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		NJSP Distracted Driver Grant
Description		Sustained and April crackdown enforcement of driver distraction by NJSP
Federal Funding Source		SUPPLEMENTAL BIL Sec. 405e
Project Agreement Number		DD26-45-01-01
Subrecipient/Location		NJ State Police (Statewide)
Amount of Funds		\$211,830
Eligible Use of Funds		BIL 405e DD Law Enforcement M8DDLE, or (B8ADDLE), (B8LDDLE)

Project Name		Distracted Driving Enforcement Grant
Description		Sustained and April crackdown enforcement of driver distraction in Gloucester County
Federal Funding Source		Sec. 405e
Project Agreement Number		DD26-45-01-02
Subrecipient/Location		Gloucester County Prosecutor's Office
Amount of Funds		\$106,750
Eligible Use of Funds		BIL 405e DD Law Enforcement M8DDLE, or (B8ADDLE), (B8LDDLE)

Project Name		Distracted Driving Enforcement Grant
Description		Sustained and April crackdown enforcement of driver distraction in Somerset/Hunterdon Counties
Federal Funding Source		Sec. 405e
Project Agreement Number		DD26-45-01-03
Subrecipient/Location		Somerset County Prosecutor's Office (Somerset and Hunterdon counties)
Amount of Funds		\$235,100
Eligible Use of Funds		BIL 405e DD Law Enforcement M8DDLE, or (B8ADDLE), (B8LDDLE)

Project Name		Distracted Driving Enforcement Grant
Description		Sustained and April crackdown enforcement of driver distraction in Atlantic/Cape May Counties
Federal Funding Source		Sec. 405e
Project Agreement Number		DD26-45-01-04
Subrecipient/Location		County of Atlantic (Atlantic and Cape May counties)
Amount of Funds		\$111,000
Eligible Use of Funds		BIL 405e DD Law Enforcement M8DDLE, or (B8ADDLE), (B8LDDLE)

Project Name		Bayshore Distracted Driving Enforcement
Description		Sustained and April crackdown enforcement of driver distraction by the Bayshore Task Force in Atlantic Highlands
Federal Funding Source		Sec. 405e
Project Agreement Number		DD26-45-01-05
Subrecipient/Location		Atlantic Highlands Borough Police Department
Amount of Funds		\$20,000
Eligible Use of Funds		BIL 405e DD Law Enforcement M8DDLE, or (B8ADDLE), (B8LDDLE)

Project Name		Bayshore Distracted Driving Enforcement
Description		Sustained and April crackdown enforcement of driver distraction by the Bayshore Task Force in Keyport Borough
Federal Funding Source		Sec. 405e
Project Agreement Number		DD26-45-01-06
Subrecipient/Location		Keyport Borough Police Department
Amount of Funds		\$20,000
Eligible Use of Funds		BIL 405e DD Law Enforcement M8DDLE, or (B8ADDLE), (B8LDDLE)

Project Name		Bayshore Distracted Driving Enforcement
Description		Sustained and April crackdown enforcement of driver distraction by the Bayshore Task Force in Union Beach Borough
Federal Funding Source		Sec. 405e
Project Agreement Number		DD26-45-01-07
Subrecipient/Location		Union Beach Borough Police Department
Amount of Funds		\$20,000
Eligible Use of Funds		BIL 405e DD Law Enforcement M8DDLE, or (B8ADDLE), (B8LDDLE)

Countermeasure Strategy: Crash Investigation

Project Name	NJSP FAIU Support
Description	NJSP Fatal Crash Unit assistance.
Federal Funding Source	Sec. 402
Project Agreement Number	PT26-03-05-01
Subrecipient/Location	NJ State Police (Statewide)
Amount of Funds	\$38,000
Eligible Use of Funds	BIL NHTSA 402 Traffic Enforcement Services PT

Countermeasure Strategy: Traffic Safety Resource Prosecutor

Project Name	NJ Traffic Safety Resource Prosecutor
Description	Funding for training and court-related activities of New Jersey's TSRP.
Federal Funding Source	Sec. 402
Project Agreement Number	PT26-03-07-05
Subrecipient/Location	NJ Office of the Attorney General (Statewide)
Amount of Funds	\$443,545
Eligible Use of Funds	BIL NHTSA 402 Prosecutor Training PRT

Countermeasure Strategy: Law Enforcement Training

Project Name	Comprehensive Police Training Grant
Description	Law enforcement training on crash report writing, crash investigation training, grant writing, and work zone safety.
Federal Funding Source	Sec. 402
Project Agreement Number	PT26-03-07-01
Subrecipient/Location	Rutgers University (located in New Brunswick, NJ) (Statewide)
Amount of Funds	\$581,945
Eligible Use of Funds	BIL NHTSA 402 Traffic Enforcement Services PT

Project Name	NJSP Travel/Training
Description	NJ State Police traffic safety training and travel.
Federal Funding Source	Sec. 402
Project Agreement Number	PT26-03-07-02
Subrecipient/Location	NJ State Police (Statewide)
Amount of Funds	\$15,000
Eligible Use of Funds	BIL NHTSA 402 Traffic Enforcement Services PT

Countermeasure Strategy: Law Enforcement Liaison (LEL)

Project Name	NJSP Liaisons to DHTS
Description	NJ State Police liaisons to DHTS
Federal Funding Source	Sec. 402
Project Agreement Number	PT26-03-07-03
Subrecipient/Location	NJ State Police (Statewide)
Amount of Funds	\$751,552
Eligible Use of Funds	BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		NJ Police Traffic Officers Association Grant
Description		Supports the activities of the NJ traffic officers association.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-07-04
Subrecipient/Location		Police Traffic Officers Association of NJ (Non-profit)(Statewide)
Amount of Funds		\$24,900
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

Project Name		NJ State Law Enforcement Liaison
Description		Funding for the position of NJ LEL.
Federal Funding Source		Sec. 402
Project Agreement Number		PT26-03-07-05
Subrecipient/Location		NJ State Chiefs of Police Assoc. (Non-profit) (Statewide)
Amount of Funds		\$126,190
Eligible Use of Funds		BIL NHTSA 402 Traffic Enforcement Services PT

State of New Jersey FY2026

405(e) Distracted Driving grant

Sample Questions for State of New Jersey Driver License exam:

Which of the following actions could lead to distracted driving?

- A. (____) Adjusting the radio or CD player
- B. (____) Eating
- C. (____) Using a cellular phone or any other electronic device
- D. (____) All of the above

As of March 1, 2008, motorists in NJ may not use a hand-held cellular telephone while driving except for the following instances:

- A. (____) Fire
- B. (____) Traffic accidents
- C. (____) Medical emergency
- D. (____) All of the above

The holder of a Probationary Driver License is not permitted to use which of the following while driving:

- A. (____) Hand held or hands free devices
- B. (____) Wireless communications devices
- C. (____) Cell phones, GPS and hand held video games
- D. (____) All of the above

Community Traffic Safety Program Countermeasures

Countermeasure Strategies in Program Area

- Community Programs and Outreach

Countermeasure Strategy: Community Programs and Outreach

Project Name	NJDHTS Training and Travel
Description	Supports training for DHTS personnel in various traffic safety topics.
Federal Funding Source	Sec. 402
Project Agreement Number	CP26-08-06-01
Subrecipient/Location	NJ Division of Highway Traffic Safety (Statewide)
Amount of Funds	\$75,000
Eligible Use of Funds	BIL NHTSA 402 Community Traffic Safety Programs CP

Project Name	Somerset/Hunterdon County CTSP
Description	CTSP covering two counties, Somerset and Hunterdon.
Federal Funding Source	Sec.402
Project Agreement Number	CP26-08-01-01
Subrecipient/Location	Somerset County Prosecutor's Office (Somerset and Hunterdon counties)
Amount of Funds	\$359,347
Eligible Use of Funds	BIL NHTSA 402 Community Traffic Safety Programs CP
**Community Engagement	**Lead project for PPE activities in FY2024-2026 HSP

Project Name	Union County CTSP
Description	CTSP covering Union County.
Federal Funding Source	Sec. 402
Project Agreement Number	CP26-08-01-02
Subrecipient/Location	County of Union
Amount of Funds	\$68,992
Eligible Use of Funds	BIL NHTSA 402 Community Traffic Safety Programs CP
**Community Engagement	**Lead project for PPE activities in FY2024-2026 HSP

Project Name	Hudson County Safe Communities
Description	Safe Communities project focused in Hudson County.
Federal Funding Source	Sec. 402
Project Agreement Number	CP26-08-01-03
Subrecipient/Location	County of Hudson/Jersey City Medical Center
Amount of Funds	\$81,040
Eligible Use of Funds	BIL NHTSA 402 Community Traffic Safety Programs CP
**Community Engagement	**Lead project for PPE activities in FY2024-2026 HSP

Project Name		Atlantic/Cape CTSP
Description		CTSP covering two counties, Atlantic and Cape May.
Federal Funding Source		Sec. 402
Project Agreement Number		CP26-08-01-04
Subrecipient/Location		County of Atlantic (Atlantic and Cape May counties)
Amount of Funds		\$250,500
Eligible Use of Funds		BIL NHTSA 402 Community Traffic Safety Programs CP
**Community Engagement		**Lead project for PPE activities in FY2024-2026 HSP

Project Name		Northern NJ Safe Communities
Description		Safe communities project in Morris, Sussex, and Warren counties.
Federal Funding Source		Sec. 402
Project Agreement Number		CP26-08-01-05
Subrecipient/Location		County of Morris/Morristown Memorial Hospital
Amount of Funds		\$99,999
Eligible Use of Funds		BIL NHTSA 402 Community Traffic Safety Programs CP
**Community Engagement		**Lead project for PPE activities in FY2024-2026 HSP

Project Name		Gloucester County CTSP
Description		CTSP covering Gloucester County.
Federal Funding Source		Sec. 402
Project Agreement Number		CP26-08-01-06
Subrecipient/Location		Gloucester County Prosecutor's Office
Amount of Funds		\$142,500
Eligible Use of Funds		BIL NHTSA 402 Community Traffic Safety Programs CP
**Community Engagement		**Lead project for PPE activities in FY2024-2026 HSP

Project Name		Middlesex County CTSP
Description		CTSP covering Middlesex County.
Federal Funding Source		Sec. 402
Project Agreement Number		CP26-08-01-07
Subrecipient/Location		County of Middlesex
Amount of Funds		\$120,450
Eligible Use of Funds		BIL NHTSA 402 Community Traffic Safety Programs CP
**Community Engagement		**Lead project for PPE activities in FY2024-2026 HSP

Project Name		Burlington County CTSP
Description		CTSP covering Burlington County.
Federal Funding Source		Sec. 402
Project Agreement Number		CP26-08-01-08
Subrecipient/Location		Burlington County Sheriff's Office
Amount of Funds		\$60,130
Eligible Use of Funds		BIL NHTSA 402 Community Traffic Safety Programs CP
**Community Engagement		**Lead project for PPE activities in FY2024-2026 HSP

Project Name		Kean University Comprehensive Project
Description		Crash investigation training for police officers, Traffic Safety Specialist certification program, Teen Driver Coalition coordination.
Federal Funding Source		Sec. 402
Project Agreement Number		CP26-08-03-01
Subrecipient/Location		Kean University (University located in Union, NJ) (Statewide)
Amount of Funds		\$462,736
Eligible Use of Funds		BIL NHTSA 402 Community Traffic Safety Programs CP, Crash Investigation AI, Traffic Enforcement Services PT, and Teen Safety Program TSP.

Project Name		Central Jersey Family Health Consortium
Description		Safe Kids NJ – Children in and Around Cars project.
Federal Funding Source		Sec. 402
Project Agreement Number		CP26-08-03-02
Subrecipient/Location		Central Jersey Family Health Consortium (Non-profit located in North Brunswick, NJ) (Statewide)
Amount of Funds		\$208,639
Eligible Use of Funds		BIL NHTSA 402 Community Traffic Safety Programs CP

Project Name		Brain Injury Alliance of NJ
Description		Traffic safety education focusing on high school students, college age drivers, and senior citizens.
Federal Funding Source		Sec. 402
Project Agreement Number		CP26-08-04-01
Subrecipient/Location		Brain Injury Alliance of NJ (Non-profit located in North Brunswick, NJ) (Statewide)
Amount of Funds		\$441,343
Eligible Use of Funds		BIL NHTSA 402 Community Traffic Safety Programs CP
**Community Engagement		**Lead project for PPE activities in FY2024-2026 HSP

Project Name		Statewide TMA project
Description		Community engagement and traffic safety education focusing on pedestrian, bicycle safety, and driver distraction by six New Jersey TMA's.
Federal Funding Source		SUPPLEMENTAL BIL NHTSA 402
Project Agreement Number		CP26-08-05-01
Subrecipient/Location		Avenues in Motion TMA (Non-profit located in Morristown, NJ) (Statewide)
Amount of Funds		\$447,750
Eligible Use of Funds		BIL NHTSA 402 Community Traffic Safety Programs CP
**Community Engagement		**Lead project for PPE activities in FY2024-2026 HSP

Project Name		AAA Clubs of NJ Statewide Project
Description	Statewide traffic safety educational project focusing on young drivers, bicycle safety, and child passenger safety.	
Federal Funding Source	Sec. 402	
Project Agreement Number	CP26-08-05-02	
Subrecipient/Location	AAA-North Jersey Foundation for Safety (Non-profit located in Wayne, NJ) (Statewide)	
Amount of Funds	\$175,000	
Eligible Use of Funds	BIL NHTSA 402 Community Traffic Safety Programs CP	
**Community Engagement	**Lead project for PPE activities in FY2024-2026 HSP	

Project Name		Warren County Summer Interns
Description	Traffic engineering summer interns study high crash locations, generate reports with recommended improvements, and update safety projects undertaken in prior years.	
Federal Funding Source	Sec. 402	
Project Agreement Number	CP26-08-07-01	
Subrecipient/Location	County of Warren Department of Engineering	
Amount of Funds	\$28,730	
Eligible Use of Funds	BIL NHTSA 402 Roadway Safety RS	

Public Information and Paid Media Countermeasures

Countermeasure Strategies in Program Area

- Public Outreach

Countermeasure Strategy: Public Outreach

Project Name		NJDHTS Paid Media
Description	Yearlong DHTS paid media campaign focusing on traffic safety priority program areas.	
Federal Funding Source	Sec. 402	
Project Agreement Number	PM26-21-01-01	
Subrecipient/Location	NJ Division of Highway Traffic Safety (Statewide)	
Amount of Funds	\$1,000,000	
Eligible Use of Funds	BIL NHTSA 402 Paid Advertising PM	

Project Name		NJDHTS Public Information and Education
Description	Printed traffic safety materials for statewide local distribution.	
Federal Funding Source	Sec. 402	
Project Agreement Number	PM26-21-01-02	
Subrecipient/Location	NJ Division of Highway Traffic Safety (Statewide)	
Amount of Funds	\$100,000	
Eligible Use of Funds	BIL NHTSA 402 Paid Advertising PM and Heatstroke/Unattended passenger education UNATTD	

Project Name	Alliance for Highway Safety
Description	On site interactive impaired driving education at events throughout the state.
Federal Funding Source	Sec. 405d
Project Agreement Number	AL26-45-08-01
Subrecipient/Location	NJ Division of Highway Traffic Safety (Statewide)
Amount of Funds	\$275,000
Eligible Use of Funds	BIL NHTSA 405d

Other Vulnerable Road Users Countermeasures

Countermeasure Strategies in Program Area

- Enforcement of GDL and Zero-Tolerance Laws
- Communication Campaign-older drivers
- Communication Campaign-motorcycle riders
- Work Zone Safety Training

Countermeasure Strategy: Enforcement of GDL and Zero-Tolerance Laws

Project Name	Teen Driver Grant
Description	Sustained enforcement and education of teen drivers.
Federal Funding Source	Sec. 402
Project Agreement Number	PT26-03-04-01
Subrecipient/Location	NJ State Police (Statewide)
Amount of Funds	\$86,040
Eligible Use of Funds	BIL NHTSA 402 Traffic Enforcement Services PT

Project Name	Nikhil Badlani Foundation
Description	Traffic safety education primarily focusing on high school age students.
Federal Funding Source	Sec. 402
Project Agreement Number	CP26-08-03-03
Subrecipient/Location	Nikhil Badlani Foundation (Non-profit located in West Orange, NJ) (Statewide)
Amount of Funds	\$55,000
Eligible Use of Funds	BIL NHTSA 402 Community Traffic Safety Programs CP

Project Name	NJ State Interscholastic Athletic Association
Description	Traffic safety education and awareness program targeting high school students and athletes, staff members, and families.
Federal Funding Source	Sec. 402
Project Agreement Number	PM26-21-01-03
Subrecipient/Location	NJ State Interscholastic Athletic Association (Non-profit located in Robbinsville, NJ) (Statewide)
Amount of Funds	\$78,500
Eligible Use of Funds	BIL NHTSA 402 Paid Advertising PM

Countermeasure Strategy: Communication Campaign-older drivers

Project Name	Voorhees Transportation Center
Description	Mature driver education and training.
Federal Funding Source	Sec. 402
Project Agreement Number	CP26-08-03-04
Subrecipient/Location	Rutgers University/Voorhees Transportation Center (University located in New Brunswick, NJ) (Statewide)
Amount of Funds	\$78,294
Eligible Use of Funds	BIL NHTSA 402 Older Driver Safety OD

Countermeasure Strategy: Communication Campaign-motorcycle riders

Project Name	Share the Road with Motorcycles
Description	Increase motorcycle safety awareness among all age groups, manage and host the statewide Motorcycle Safety Coalition, oversee the NJ Motorcycle Safety Quality Assurance Program, and utilize traditional and nontraditional media, social media, and web presence to promote sharing the road.
Federal Funding Source	Sec. 405f
Project Agreement Number	MC26-45-01-01
Subrecipient/Location	Brain Injury Alliance of New Jersey (Non-profit located in North Brunswick, NJ) (Statewide)
Amount of Funds	\$248,465
Eligible Use of Funds	BIL 405f Motorcycle Awareness M11MA

Countermeasure Strategy: Work Zone Safety Training

(Program efforts for this strategy are included in the *FY2026 Rutgers University Comprehensive Police Training Grant*, Police Traffic Services/Law Enforcement Training countermeasures)

State of New Jersey FY2026

405(f) Motorcycle Safety grant

Motorcycle Rider Training course:

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **New Jersey Motor Vehicle Commission**

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision in which training courses will be conducted:	Number of registered motorcycles in each:
Atlantic County	3,620
Bergen County	10,883
Camden County	5,907
Essex County	6,024
Mercer County	3,769
Middlesex County	9,466
Monmouth County	9,489
Morris County	7,911
Ocean County	10,437
Passaic County	6,428
Somerset County	4,118
Sussex County	4,680

Total number of registered motorcycles in County and Political Subdivisions where training courses will be conducted: **82,732**

Total number of registered motorcycles in State: **118,220**

Use of Fees Collected from Motorcyclists for Motorcycle Safety Programs:

USE OF FEES COLLECTED FROM MOTORCYCLISTS FOR MOTORCYCLE PROGRAMS

N.J. Statute 27:5F-39-Motorcycle Safety Education Fund

There is established a Motorcycle Safety Education Fund in the Motor Vehicle Commission (MVC). Such registration fees as may be imposed at the discretion of the Chief Administrator of the MVC upon participants in a motorcycle safety education course, \$5.00 of the fee collected by the Chief Administrator of the MVC for each motorcycle license or endorsement issued under the provisions of R.S. 39:3-10, and any other monies which may become available for motorcycle safety education shall be deposited in the fund. The monies in the fund shall be used exclusively by the MVC to defray the costs of the motorcycle safety education program established pursuant to section 1 of P.L. 1991, c.452 (C.27:5F-36).

Disposition of Monies Collected

The MVC is in, but not of the Department of Transportation, and their funding sources are known as "below the line." Commissions, authorities and some departments may retain certain fees through budget language and statutory authority. These amounts which appear under the title "Other Related Appropriations" in the State Budget are not formally appropriated by the State Legislature. However, because the MVC operates through the State's Treasury Financial System, the establishment of the monies is placed into an appropriation account, but should not be confused with an Appropriations Act. Specific to the Motorcycle Safety Education Program, budgeted revenues are identified in **Schedule 2 - Dedicated Revenues** of the State's Budget Book.

For each motorcycle license or endorsement issued, a \$5.00 fee is collected for deposit into the Motorcycle Safety Education Program account. The monies are posted initially to the following Revenue Source amount: 25-100-078-6400-4582. The account composition is as follows:

25 - State Fiscal Year
100 - Fund (General Fund Account)
078 - Agency
6400 - Organization
4582 - Revenue Source - specific to the Motorcycle Safety Education Program for the collection of this revenue type.

This particular revenue source is linked to the appropriation account 25-100-078-6400-**279**, whereas, along with the fund, agency and organization numbers, 279 is the appropriation unit specific to the Motorcycle Safety Education Program.

For FY 2025, both the **Revenue Source (REVB)** and **Appropriation Unit (APPR)** tables identify that \$475,695 was collected for the Motorcycle Safety Education Program.

The **Expense Budget** table identifies the commodity categories that have been authorized budgets or allotted funds for expenditure. It also identifies how much has been encumbered and expended as well as its uncommitted allotment.

For FY 2025, a total of \$50,185.84 has been expended and there is an outstanding encumbrance of \$26,686.74 as of June 9.

Appendix

SCHEDULE 2
DEDICATED REVENUES
(thousands of dollars)

	Fiscal Year Ending June 30		
	2024 Actual	2025 Estimated	2026 Estimated
State Forensic Laboratory Fund Program	202	500	500
State Police DNA Laboratory Enhancement	8,092	8,500	8,500
State Veterinarians New Jersey Racing Commission	1,790	1,300	1,300
Turnpike Authority (Includes Garden State Parkway)	100,887	118,634	121,745
Victim and Witness Advocacy Fund	---	375	375
Victims of Crime Compensation	1,250	6,444	7,169
Waterfront Commission	19,016	16,944	16,944
Miscellaneous	4,272	4,380	4,380
Subtotal, Department of Law and Public Safety	<u>227,751</u>	<u>296,492</u>	<u>306,844</u>
Department of Military and Veterans' Affairs:			
Administration and Support Services	---	225	225
Burial Services	---	1,300	1,300
Energy Program Receipts	343	500	500
National Guard Summer Youth Camp	454	---	---
New Jersey National Guard Support Services	---	1,850	1,850
Veterans' Haven	---	1,175	1,175
Veterans' Haven North	---	875	875
Miscellaneous	486	1,321	1,321
Subtotal, Department of Military and Veterans' Affairs	<u>1,283</u>	<u>7,246</u>	<u>7,246</u>
Department of State:			
Agritourism Fund (P.L.2023, c.87)	2,500	---	---
Construction Apprenticeship Program (SDA)	165	278	330
Law Enforcement Officers Memorial Fund	625	550	550
NJBEST Administration & Scholarships	4,400	5,365	7,717
New Jersey Brewery, Cidery, Meadery, and Distillery Industry Promotion Account	272	150	150
New Jersey College Loans to Assist State Students (NJCLASS)	31,192	38,344	41,886
Primary Care Practitioners Loan Redemption Program	---	250	250
State Internship Program	2,455	3,000	3,000
State Internship Program	408	426	427
Veterans Memorial Arts Center	426	331	340
Miscellaneous	---	---	---
Subtotal, Department of State	<u>42,443</u>	<u>48,694</u>	<u>54,670</u>
Department of Transportation:			
Applications and Highway Permits	---	800	800
Casualty Losses	---	2,050	3,855
Clean Energy Fund - NJ Transit Utility Costs	70,089	70,089	70,089
Commercial Vehicle Enforcement Program	29,129	28,467	28,467
Cost of "Cause" Plates	535	---	---
County and Other Shared Projects	3,809	---	---
Failure to Keep Right Surcharge	376	410	410
Highway Safety Fund	588	600	600
In-Terminal School Bus Inspection Program	1,301	1,300	1,300
Logo Sign Program	---	265	265
Motor Vehicle Services	412,634	440,443	476,431
Motorbus Regulation	605	590	590
Motorcycle Safety Education Fund	397	400	400
NJ Board of Pforzheimer's	764	750	750
NJ Medical Service Helicopter Response Act	32,629	32,500	32,500
NJ Turnpike Authority - Gateway Development Commission Operations	20,000	15,230	10,415
NJ Turnpike Authority - NJ Transit Operations	439,816	455,000	470,000
NJ Turnpike Authority - Support for Portal North Bridge	25,000	25,000	25,000
Omnibus Safety Enforcement Fund	5	5	5
Outdoor Advertising	---	960	760
Placarded Railcar Program	---	200	300
Port Authority of New York and New Jersey	6,669	---	---
Rental Receipts - Tenant Relocation Program	---	500	500
Safety Service Patrol Sponsorship	1,500	---	---
Security Responsibility	20,757	25,839	26,485
Texting While Driving Campaign	112	120	120
Transportation Trust Fund - Subaccount for Capital Reserves	605,927	786,067	767,551
Transportation Trust Fund - Subaccount for Capital Reserves - Electric Vehicle Fee	---	52,642	73,402
Wireless Communication	3,701	3,800	3,800
Miscellaneous	74	---	---
Subtotal, Department of Transportation	<u>1,676,417</u>	<u>1,944,027</u>	<u>1,992,805</u>

New Jersey FFY 2026 Annual NHTSA Grant Application

ACTION: <input type="button" value="R"/>	SCREEN: <input type="button" value="REVB"/>	USERID: <input type="button" value="LPHWILL"/>	06/09/25 02:44:24 PM
REVENUE BUDGET TABLE			
KEY IS FISC YEAR, FUND, AGENCY, ORG, ACTIVITY, REV SOURCE			
01-			
FISC YEAR: <input type="button" value="25"/>	FUND: <input type="button" value="100"/>	AGENCY: <input type="button" value="078"/>	ORGANIZATION: <input type="button" value="6400"/>
ACTIVITY: <input type="button"/>	REV SRC: <input type="button" value="4582"/>	APPR REF: <input type="button" value="279"/>	STATUS IND: <input type="button" value="A"/>
CURRENT AMOUNTS		BEGIN DAY AMOUNTS	
<hr/>			
APPROV BUDGETED AMT: <input type="button" value="644,000.00"/>	CUR MOD BUDGETED AMT: <input type="button" value="644,000.00"/>	BEGIN DAY AMOUNTS	<input type="button" value="644,000.00"/>
RECOGNIZED AMT: <input type="button" value="475,695.00"/>	UNRECOGNIZED AMT: <input type="button" value="168,305.00"/>	<input type="button" value="475,695.00"/>	
PRIOR YR RECOG AMT: <input type="button" value="0.00"/>	DESCRIPTION: <input type="button" value="MOTORCYCLE EDUCATION FUN"/>		
PROGRAM: <input type="button" value="010060"/>			

ACTION: <input type="button" value="R"/>	SCREEN: <input type="button" value="APPR"/>	USERID: <input type="button" value="LPHWILL"/>	06/09/25 02:28:45 PM		
*** APPROPRIATION INQUIRY ***					
KEY IS BUDGET FISC YEAR, FUND, AGENCY, ORGANIZATION, APPR UNIT					
BUDGET FY: <input type="button" value="25"/>	FUND: <input type="button" value="100"/>	AGENCY: <input type="button" value="078"/>	ORGANIZATION: <input type="button" value="6400"/>		
APPR TYPE: <input type="button" value="04"/>	MY IND: <input type="button" value="N"/>	STATUS: <input type="button" value="A"/>	APPR UNIT: <input type="button" value="279"/>		
APPR USE: <input type="button" value="AL"/>	APPR SOURCE: <input type="button" value="420"/>	PROGRAM: <input type="button" value="010060"/>	IPB OBJ: <input type="checkbox"/> G/P REQ'D: <input type="checkbox"/>		
BANK ACCT: <input type="checkbox"/>	APPR NAME: <input type="button" value="MOTORCYCLE SAFETY EDUCATION"/>				
LAP / CF LIM : <input type="button" value="0.00"/>	CF TO FUTURE BFY: <input type="button" value="0.00"/>				
APPROP: ORIG: <input type="button" value="0.00"/>	CUR: <input type="button" value="0.00"/>	SUPPL APPR: <input type="button" value="0.00"/>			
	REAPPROP: <input type="button" value="2,080,582.72"/>	REVERT: <input type="button" value="0.00"/>			
RECEIPTS: ORIG EST: <input type="button" value="644,000.00"/>	CUR EST: <input type="button" value="644,000.00"/>	ACT: <input type="button" value="475,695.00"/>			
	ADDL APPR: <input type="button" value="644,000.00"/>	CAP: <input type="button" value="0.00"/>			
TRAN IN: <input type="button" value="0.00"/>	TRANS OUT: <input type="button" value="0.00"/>	BUD AUTH RESV: <input type="button" value="0.00"/>			
BD AUTH: <input type="button" value="2,724,582.72"/>	ALLOT: <input type="button" value="2,685,297.22"/>	EXP BUD: <input type="button" value="917,000.00"/>			
CURRENT AMOUNTS		BEGIN DAY AMOUNTS			
<hr/>					
PRE-ENCUMBERED AMT: <input type="button" value="0.00"/>		0.00			
ENCUMBERED AMT: <input type="button" value="26,686.74"/>		26,686.74			
EXPENDED AMT: <input type="button" value="50,185.84"/>		50,185.84			
PRIOR YR EXP AMT: <input type="button" value="0.00"/>					
UNCOMMITTED: <input type="button" value="2,647,710.14"/>	/	97.18 %	UNEXPENDED: <input type="button" value="2,674,396.88"/>	/	98.16 %

ACTION: <input type="radio"/>	SCREEN: ESUM	USERID: LPHWILL	06/09/25	02:47:57 PM
*** EXPENSE BUDGET SUMMARY INQUIRY ***				
BFY: 25	FUND: 100	AGY: 078	ORG: LBYK	APPR UNIT: 279 ACT: <input type="checkbox"/> TOTALS IND: <input type="checkbox"/>
TOTALS:				
917,000.00	0.00	26,686.74	50,185.84	840,127.42
OBJ	DESCRIPTION			
		CURRENT BUDGET	PRE-ENCUMBERED	ENCUMBERED AMT EXPENDED
		-----	-----	-----
1210	SALARIES AND W	19,000.00	0.00	0.00 19,000.00
1910	EMPLOYEE BENEF	17,000.00	0.00	0.00 17,000.00
2110	OFFICE EXAM NO	1,000.00	0.00	0.00 316.50 683.50
2150	REFERENCE BOOK	1,000.00	0.00	0.00 1,000.00
2320	EDUCATION	120,000.00	0.00	25,486.74 50,421.28 44,091.98
2399	MOTORCYCLE SAF	0.00	0.00	-879.12 879.12

ACTION: <input type="radio"/>	SCREEN: ESUM	USERID: LPHWILL	06/09/25	02:50:14 PM
*** EXPENSE BUDGET SUMMARY INQUIRY ***				
BFY: 25	FUND: 100	AGY: 078	ORG: LBYK	APPR UNIT: 279 ACT: <input type="checkbox"/> TOTALS IND: <input type="checkbox"/>
TOTALS:				
OBJ	DESCRIPTION			
		CURRENT BUDGET	PRE-ENCUMBERED	ENCUMBERED AMT EXPENDED
		-----	-----	-----
3620	TECHNICAL PROF	7,000.00	0.00	0.00 7,000.00
3830	MEMBERSHIPS OR	2,000.00	0.00	1,200.00 0.00 800.00
6040	ST AID PAYMT N	750,000.00	0.00	0.00 327.18 749,672.82
04-*L009 HEADER CHANGE				

Traffic Records Countermeasures

Countermeasure Strategies in Program Area

- Highway Safety Office Program Management
- Training and Data Improvements

Countermeasure Strategy: Highway Safety Office Program Management

Project Name	Traffic Records Program Management
Description	Program Management
Federal Funding Source	Sec. 402
Project Agreement Number	TR26-02-01-01
Subrecipient/Location	NJ Division of Highway Traffic Safety (Statewide)
Amount of Funds	\$350,000
Eligible Use of Funds	BIL NHTSA 402 Traffic Records TR

Countermeasure Strategy: Training and Data Improvements

Project Name	NJ SHO Data Warehouse and Dashboard
Description	Children's Hospital of Philadelphia development of safety and health outcomes integrated data warehouse and public dashboard.
Federal Funding Source	405c
Project Agreement Number	TR26-45-01-01
Subrecipient/Location	NJ Division of Highway Traffic Safety (Statewide)
Amount of Funds	\$488,000
Eligible Use of Funds	BIL NHTSA 405c Data Program M3DA

Project Name	Statewide Traffic Records Coordinating Committee
Description	NJ STRCC program leadership.
Federal Funding Source	405c
Project Agreement Number	TR26-45-01-02
Subrecipient/Location	Rutgers University (University located in New Brunswick, NJ) (Statewide)
Amount of Funds	\$552,278
Eligible Use of Funds	BIL NHTSA 405c Data Program M3DA

Project Name	Electronic Patient Care Reporting Database
Description	Electronic patient care reporting for NJ EMS agencies
Federal Funding Source	405c
Project Agreement Number	TR26-45-01-03
Subrecipient/Location	NJ Department of Health/Office of Emergency Medical Services (statewide)
Amount of Funds	\$350,000
Eligible Use of Funds	BIL NHTSA 405c Data Program M3DA

State of New Jersey FY2026***405(c) Traffic Safety Information System Improvement grant******Quantitative and Measurable Improvement:***

Supporting documentation follows demonstrating achievement of qualitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes.

1. In the previous 12 months, the number of New Jersey Police agencies submitting crash reports electronically has increased from 76% of total agencies to 96.5%:

As of 5/15/2024:

County	Number of Agencies with EDT Implemented	Total Agencies in County	% Implemented
Atlantic	21	25	84.0
Bergen	49	64	76.6
Burlington	31	38	81.6
Camden	23	29	79.3
Cape May	10	16	62.5
Cumberland	14	17	82.4
Essex	18	28	64.3
Gloucester	25	25	100.0
Hudson	12	12	100.0
Hunterdon	23	27	85.2
Mercer	12	16	75.0
Middlesex	23	29	79.3
Monmouth	20	58	34.5
Morris	34	39	87.2
Ocean	30	35	85.7
Passaic	12	18	66.7
Salem	8	16	50.0
Somerset	21	23	91.3
Sussex	22	26	84.6
Union	16	21	76.2
Warren	23	26	88.5
<hr/>			
Totals	447	588	76%

New Jersey Department of Transportation
Division of Safety Programs and Transportation Data
Electronic Data Transmission (EDT) Progress Report

as of: 5/12/2025

Remaining Agencies Non-EDT Compliant:	21
Total Agencies Crash Reports Collected From:	605
Progress Toward Full EDT Compliance:	96.5%

Remaining Agencies Non-Compliant List

	<u>Agency Name</u>	<u>County</u>	<u>EDT Conversion Status</u>
1	Fairview Borough Police Department	Bergen	No response from agency
2	Ridgewood Village Police Department	Bergen	Contacted, but not complete
3	Washington Township Police Department (Bergen)	Bergen	Contacted, but not complete
4	New Hanover Township Police Department	Burlington	No response from agency
5	Pine Valley Borough Police Department	Camden	Contacted, but not complete
6	Runnemede Borough Police Department	Camden	Contacted, but not complete
7	Delaware River Port Authority Police Department	Cape May	No response from agency
8	Orange City Police Department	Essex	Currently testing NJCrash
9	NJ Institute of Technology Police Department	Essex	No response from agency
10	Delaware Township Police Department	Hunterdon	Contacted, but not complete
11	Trenton City Police Department	Mercer	No response from agency
12	Piscataway Township Police Department	Middlesex	Contacted, but not complete
13	Sayreville Borough Police Department	Middlesex	No response from agency
14	Howell Township Police Department	Monmouth	Contacted, but not complete
15	Montville Township Police Department	Morris	Contacted, but not complete
16	Rockaway Township Police Department	Morris	Contacted, but not complete
17	Paterson City Police Department	Passaic	No response from agency
18	Penns Grove Borough Police Department	Salem	No response from agency
19	Delaware River & Bay Authority Police Department	Statewide	No response from agency
20	Norfolk Southern Railway Police Department	Statewide	No response from agency
21	Port Authority of NY and NJ Police Department	Statewide	Contacted, but not complete

2. New Jersey EMS Data June 1, 2024 – May 31, 2025:

NJ EMS DATA

June 1, 2024 to May 31, 2025

Significant Milestones:

- **March 2020:** Due to the COVID Pandemic and NJ's State of Emergency, a total of 320 out of state ambulances were brought in to help with call volume and decreased staffing due to COVID exposures. This resulted in >10,000 incidents being documented on paper and not entered in to the EMS Data Repository. Work is being done to address this issue and ensure any future incidents will be documented electronically.
- **June 2021:** ~99% all 911 NJ EMS incident data is imported into the EMS Data repository.
- **Fall 2022:** Agency level validation added giving agencies greater flexibility to add additional data validations to increase accuracy, completeness and overall quality.
- **April 2023:** New Jersey becomes the 11th state to transition to the most recent version (v 3.5) of National Emergency Medical Services Information System (NEMESIS).
- **May 2024:** 100% compliance - All (known) EMS agencies submitting ePCR data into the data repository. OEMS is working with First Responder (Fire) agencies to come into compliance.
- **Spring 2025:** EMS ground Paramedic Units began carrying blood for critically injured patients.

Data Quantity

Yearly Comparison of the total number of records transmitted to the State EMS Data Repository (ImageTrend™).

6-1-23 to 5-31-24	Compared To:	6-1-24 to 5-31-25	Total
Records		Records	% Increase in Quantity of Records
1,882,037		2,049,699	8.9%

Timeliness

Yearly Comparison of average number of days for data to be entered into the State EMS Data Repository (ImageTrend™).

6-1-23 to 5-31-24	Compared To:	6-1-23 to 5-31-24	Total
Avg Days To Enter Response		Avg Days To Enter Response	% Increase in Time to Enter Records
1.89		2.50	32.3%

Post Crash Care

Number of incidents where EMS treated and transported a patient involved in a reported motor vehicle crash.

6-1-23 to 5-31-24	Compared To:	6-1-23 to 5-31-24	Total
Number of patients transported for MVC		Number of patients transported for MVC	% Decrease
48,397		48,080	0.1%

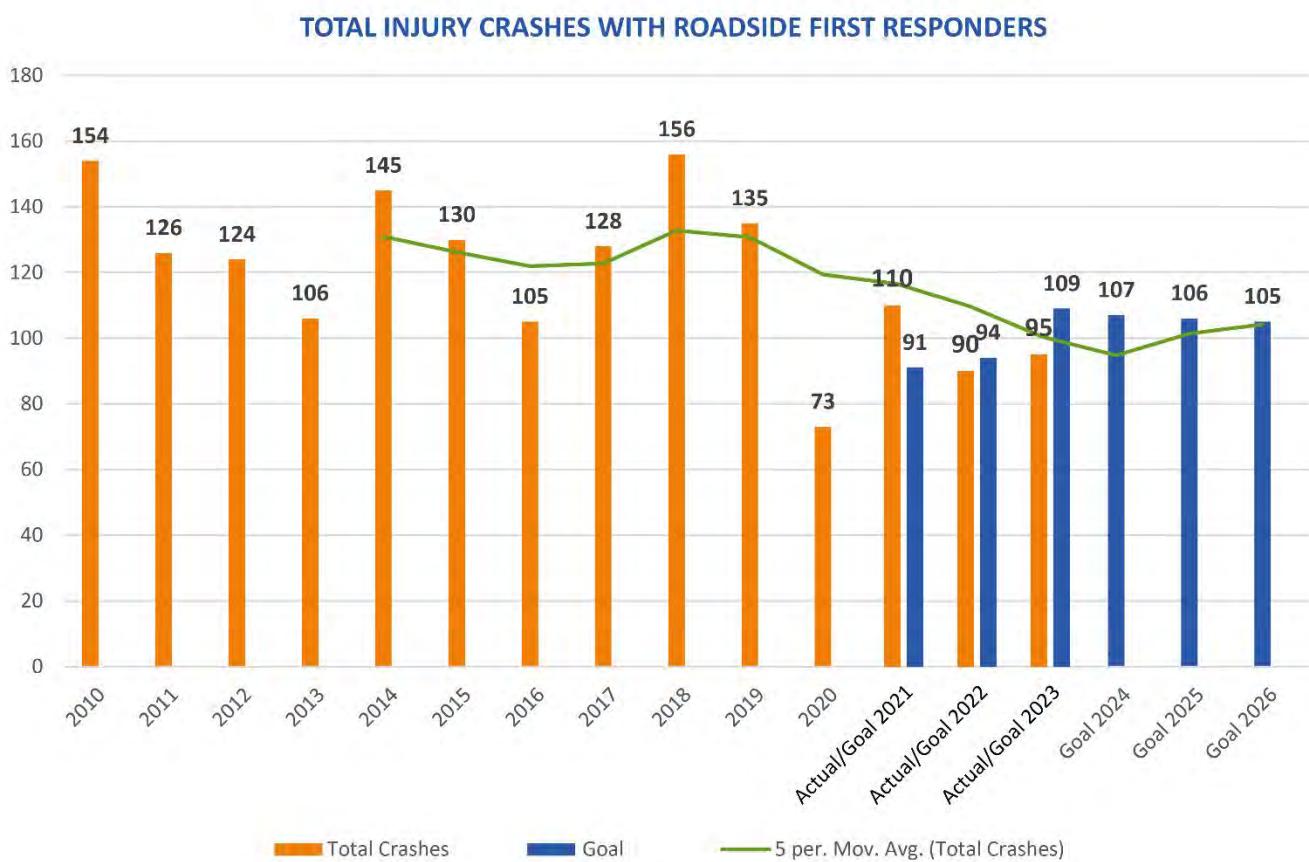
Data as of 6/4/2025

State of New Jersey FY2026

405(h) Preventing Roadside Deaths grant

Problem Identification

On average, there are over 100 motor vehicle crashes each year where New Jersey's first responders are struck by moving vehicles while stopped at the roadside. Since 2010, there have been over 50 non-motorists struck by motor vehicles, the majority (76 percent) being police officers. Fire/Rescue, EMS and Tow-trucks accounted for 24 percent of all non-motorists struck by passing vehicles while attending to a roadside incident. Roadside crashes involving first responders occur most on County roads in New Jersey, followed by State Highways.



Project Description

In FY2026, New Jersey DHTS intends to utilize funding from the "Preventing Roadside Deaths Grant" (23 CFR 1300.27) to reduce fatalities and injuries caused by motor vehicle crashes involving vehicles and individuals stopped at the roadside in New Jersey. The campaign will specifically focus on promoting compliance with New Jersey's move-over law, which is Statute 39:4-92.2. This law requires drivers to change lanes or slow down when passing emergency vehicles, tow trucks, highway maintenance vehicles, or disabled vehicles stopped on the roadside. To achieve this goal, DHTS will carry out a comprehensive plan encompassing a public education and awareness campaigns and data driven enforcement initiatives by its law enforcement partners. New Jersey will

also include education to first responders to improve the safety of their roadside work. Data will be collected before and after the initiative to evaluate its effectiveness.

Countermeasure Strategy

The New Jersey Division of Highway Traffic Safety will undertake a media campaign utilizing various channels to disseminate information and raise awareness. This will include roadside billboards emphasizing the dangers of roadside crashes and the need for motorists to comply with New Jersey's move-over law. Additionally, DHTS will leverage social media platforms to reach a wider audience, sharing graphics to engage and educate the public.

Law enforcement will be crucial in ensuring compliance with the move-over law. Therefore, the plan will include strategies to support law enforcement initiatives to enforce state laws. To facilitate this, grant funding will be allocated to the New Jersey State Police, enabling them to conduct targeted enforcement efforts and issue summonses to drivers who fail to comply with the move-over law. The involved officer will provide the motorist with printed literature about the move-over law during each stop. This enforcement component will serve as a deterrent, emphasizing the seriousness of the issue and encouraging drivers to prioritize safety.

Additionally, the plan involves data collection and reporting. By systematically gathering and analyzing data on crashes involving emergency vehicles and individuals stopped at the roadside, DHTS aims to gain valuable insights into the causes and patterns of these incidents. DHTS will also analyze the enforcement results from this program in FY2024 and FY2025 for each involved law enforcement agency to evaluate its effectiveness. This information will inform FY2026 strategies and interventions to improve roadside safety.

Problem (link to strategy)

- New Jersey averages more than 100 roadside injury crashes each year involving first responders.

Countermeasures (and Justification)

- High Visibility Saturation Patrols – CTW 4 stars citation
- Highway Safety Program Guideline No. 4 Management of Highway Incidents, NHTSA April, 2014

Target (Link to Strategy)

NUMBER OF FIRST RESPONDER ROADSIDE INJURY CRASHES					
BASELINE VALUE	109	BASELINE START YEAR	2018	BASELINE END YEAR	2022
TARGET VALUE	103	TARGET START YEAR	2022	TARGET END YEAR	2026
GOAL STATEMENT	Reduce the number of First Responder Roadside Injury crashes by 1 percent annually from 2022 through 2026.				
JUSTIFICATION	To reduce the 5-year average of First Responder Roadside Injury crashes to equal to or less than the baseline average of 109, New Jersey aims to reduce the number of first responder roadside injury crashes by 1 percent annually through 2026. This reduction goal would result in a 5.3 percent reduction from the baseline average of 109 (2018-2022) to 103 (2022-2026 average).				

	BASE PERIOD					TARGET YEARS			
	2018	2019	2020	2021	2022	2023	2024	2025	2026
ROADSIDE INJURY CRASHES	156	135	73	110	90	95	107	106	105
5-YR AVERAGE	133	131	119	120	113	101	95	102	101

Estimated three-year funding allocation

Funding Source: **SECTION 405h**

Estimated 3-year allocation:

FY2024: \$175,000

FY2025: \$180,000

FY2026: \$185,000

Eligible use

- Sec. 405h Law Enforcement M12BPE
- Sec. 405h Public Education M12BLE

Strategy to project considerations

- Crash data
- Location
- Pilot project results
- Past performance

State of New Jersey FY2026

405(i) Driver and Officer Safety Education grant

Peace Officer Training Programs

New Jersey is seeking approval based on the criteria established in accordance with 23 U.S.C. 405(i). Application is being made under the Peace Officer Training Programs section, applying as a “documentation” State. Though the training offered in New Jersey is not specific to best practices for police officers during a traffic stop, it more broadly covers implicit bias training, which applies to all aspects of law enforcement interaction with the public. The statewide training program focuses on how human biases can negatively affect officer interactions with civilians in many types of encounters, including traffic stops.

Statutory Requirement

New Jersey AG Directive 2016-5 established the CLEAR (Community Law Enforcement Affirmative Relations) Institute and mandates that all officers complete at least three CLEAR credits annually. AG Directive 2016-5 is based, in part, on the 2016 enactment of N.J.S.A. 52:17B-77.13, which required certain in-service training for law enforcement on cultural diversity and best practices for engaging the community. In 2020, the Legislature amended N.J.S.A. 52:17B-77.13 to include mandatory training for officers on implicit bias.

When read together, both the AG Directive and Statute mandate that all officers be trained on Best Practices for engagement and interacting with the community. Though N.J.S.A. 52:17B-77.13 only mandates the creation of the implicit bias training, it is made mandatory by the CLEAR Institute by limiting the qualifying course options each year. The 2024 Implicit bias training is necessary because all officers must receive at least 3 CLEAR credits each year on best practices for interacting with the community and on cultural diversity, implicit bias, etc., and it is, by design, the only course offered that qualifies.

Course Curriculum

The online course is split into two modules. The first module focuses on the science of bias, including types of implicit bias and characteristics of implicit bias. The training highlights the distinction between explicit and implicit biases, pointing out that even well-intentioned people with the best intentions have implicit biases that can impact perceptions and behavior.

The course provides information on four specific types of implicit bias that have particular relevance for law enforcement—all of which could manifest in traffic stops. For instance, officers may have “implicit associations” (links between groups and characteristics) that can negatively affect traffic stop interactions. An officer might believe some individuals but not others based on biases. S/he could be over-vigilant or under-vigilant on a traffic stop based on biases versus information/intelligence. The course highlights the fact that community members, too, have biases that research shows could affect their memories of events. This could be relevant to situations, such as crashes, where the officers are attempting to determine what happened. “Attention bias” could lead an officer to unjustly focus enforcement efforts on some traffic violators and not others. Due to “confirmation bias,” an officer might interpret the ambiguous movements of a driver as threatening or not based—not on intelligence/facts—but on human biases. The “we-they” bias might lead an officer involved in traffic enforcement to treat members of their ingroup more favorably than members of an outgroup.

The course covers the characteristics of implicit bias, all of which are relevant to traffic stops. Officers are disabused of the notion that “bias is someone else’s problem”; their conscious attitudes/beliefs may not match

the implicit biases that can manifest outside of conscious awareness. Trainees learn that they are most at risk of bias when facing ambiguous situations/people and/or having broad discretion. They can have human biases directed at their own group(s) and their implicit associations may be based in part on fact.

The second module begins with coverage of the consequences of biased law enforcement in police activities, including traffic stops. The message is that policing based on biases and stereotypes can make officers ineffective, unsafe, and unjust. This module reminds officers of the New Jersey Attorney General's Directive on biased law enforcement. This directive conveys when officers can and cannot use demographics in their law enforcement decision-making, including decisions made on traffic stops.

Importantly, this second module presents officers with the skills they need to be fair and impartial in their dealings with civilians, including but not limited to traffic stop encounters. The skills are:

- Reduce your biases
- Manage your biases
- Beware of other people's biases (including those of community members and of colleagues)
- Reduce ambiguity, when feasible, slow things down
- Apply the NJ AG's Directive on biased Policing

Practical Training and Assessment

In the last segment of the course, trainees practice those skills in the context of a multi-staged video vignette. Officers put themselves in the shoes of "Officer Gillespie" and, at various points, make the decisions regarding how to proceed. Each decision point is linked to a scientific principle and/or officer skill. The program concluded with a test which officers are required to pass to receive credit for passing the course.

Attorney General Directive 2016-5 (10 pages):



CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lieutenant Governor

State of New Jersey
OFFICE OF THE ATTORNEY GENERAL
DEPARTMENT OF LAW AND PUBLIC SAFETY
PO BOX 080
TRENTON, NJ 08625-0080

CHRISTOPHER S. PERRINO
Attorney General

ATTORNEY GENERAL LAW ENFORCEMENT DIRECTIVE NO. 2016-5

TO: Director, Division of Criminal Justice
Superintendent, New Jersey State Police
All County Prosecutors
All County Sheriffs
All Chief Law Enforcement Executives

FROM: Christopher S. Porriño, Attorney General

DATE: October 4, 2016

SUBJECT: Law Enforcement Directive Establishing a Community-Law Enforcement Affirmative Relations Continuing Education Institute

TABLE OF CONTENTS

1.	Introduction and Overview: Using Continuing Education of Police Officers to Build Upon Recent Attorney General Initiatives to Enhance Community-Law Enforcement Relations	2
2.	Establishment of the Attorney General Community-Law Enforcement Affirmative Relations Continuing Education Institute	6
3.	Continuing Education Program	6
	A. Annual In-Service Training Participation	6
	B. Methods of Satisfying Requirement	7
	C. Qualifying Courses That Satisfy Other In-Service Training Requirements	7
	D. Repeated Courses	7
4.	Qualifying Continuing Education Course Catalog	8
4.1	Designation of Qualifying Continuing Education Courses	8
	A. Catalog of Qualifying Courses	8
	B. Standards for Designating Courses	8
	C. Disclaimer	8
	D. Non-exhaustive List of Relevant Topics	8
4.2	Course Selection	9



New Jersey is An Equal Opportunity Employer. Printed on Recycled Paper and is Recyclable

5.	County Prosecutor's Authority	9
6.	Advisory Committee	9
7.	Virtual Firearms Simulation Model Programs	9
8.	Questions	10
9.	Effective Date	10

1. INTRODUCTION AND OVERVIEW: USING CONTINUING EDUCATION OF POLICE OFFICERS TO BUILD UPON RECENT ATTORNEY GENERAL INITIATIVES TO ENHANCE COMMUNITY-LAW ENFORCEMENT RELATIONS

In his conditional veto message returning Assembly Bill No. 1663 (First Reprint) with recommendations for reconsideration, Governor Christie recently emphasized that effective and responsible law enforcement requires a collaborative relationship between the police and all residents within their jurisdiction. The Governor further concluded that cultural diversity training would assist in promoting positive interactions between police and the communities they serve. To that end, on August 9, the Governor signed Assembly Bill No. 1663 into law as amended in accordance with his recommendations. The new law, P.L. 2016, c. 23, requires the Department of Law and Public Safety to create or identify a uniform cultural diversity training course to promote positive interaction with, and community outreach to, all residents within a community, including residents of all racial, ethnic, and religious backgrounds and lesbian, gay, bisexual, and transgender individuals. The statute requires that this cultural diversity course be made available to all county, municipal, and campus police departments in the State.

The statutory requirement to develop this specific training course presents an opportunity to enhance the entire process by which officers throughout the State stay abreast of new developments affecting the law enforcement profession and its relationship to the community. Continuing education must become an important component of New Jersey's comprehensive plan of action for enhancing police-community relations. To fully understand how and why in-service training can contribute to the goal of promoting positive interactions between police and the communities they serve, it is appropriate to recount recent initiatives undertaken by the Department of Law and Public Safety to address one of the major challenges confronting police departments and community leaders – the use of deadly force by police officers.

In 2015, events across the nation presented an opportunity, and responsibility, for my office to re-examine our State's policies concerning the law enforcement decision to use deadly force and the manner in which police-involved shootings are investigated. Although New Jersey's procedures for investigating use-of-force incidents were already among the most comprehensive and rigorous in the nation, the Attorney General issued a supplemental directive in July 2015 to strengthen those investigative standards and ensure that best practices are followed uniformly across the state. The supplemental directive ensures that all deadly-force incidents are investigated in a fair, expeditious, thorough, and impartial manner that bolsters public confidence in the integrity and independence of these investigations.

The Attorney General issued another directive on the same day instructing police departments how to deploy body-worn cameras in a manner that promotes officer accountability while simultaneously protecting officers from false allegations of excessive force and respecting citizens' privacy rights. Body-worn cameras can enable police to document objectively the circumstances that lead to the police decision to use force, including deadly force. After issuing the body-worn camera directive, the Attorney General awarded \$2.5 million in grant funds to help police departments obtain these devices, and recently announced a second round of more than half a million dollars in grant funding. The Attorney General has since issued yet another directive that authorizes the measured use of conducted energy devices so that these weapons might be more readily available as an alternative to deadly force.

All three directives were designed to enhance police-community relations by addressing different aspects of an especially sensitive issue – the use of lethal force by police against a citizen – that by its inherent nature creates tension between police departments and the communities they protect and serve. Recognizing the complexity of the issues relating to the police use of lethal force, those directives addressed public concerns from different perspectives. The substantive content of the directives is important. The deliberative and collaborative process by which those three directives were developed and thereafter implemented also turned out to be critically important. The cutting-edge policies and procedures established by those directives were not created in a vacuum. Rather, they were the product of candid conversations between law enforcement executives and community leaders.

Those conversations did not cease when the directives were issued. The officer-involved shooting supplemental directive called for the creation of an Advisory Committee, consisting of members of the community and law enforcement, tasked to make recommendations on how to further improve the process for investigating police use-of-force incidents. The body-worn camera directive likewise established an Advisory Committee to develop best practices on the use of that new technology. Recognizing that these directives share a common underlying purpose, namely, to strengthen police-community relations, the two Advisory Committees have since been merged.

The officer-involved shooting supplemental directive also instructed the Division of Criminal Justice and County Prosecutors to develop community outreach programs to ensure that county and local law enforcement officials engage community and faith-based leaders before use-of-force incidents occur. Those outreach programs, which have been very well received, provide opportunities to explain how the investigative process works and how multiple layers of review help to ensure the independence and integrity of these investigations.

In addition to traditional community outreach meetings to explain the law and Attorney General policies governing the use of force by law enforcement, some prosecutors have invited community and faith-based leaders to gain hands-on experience in police use-of-force training by using virtual firearms training simulators to show how split-second decisions actually are made. These direct-participation scenario-based events provide community leaders the opportunity to walk in the shoes of a police officer during swiftly-evolving police-citizen encounters where the use of

deadly force may – or may not – be warranted. That experience has proved to be especially effective at building bridges between community leaders and the law enforcement professionals attending these events.

It is now appropriate to build upon the foundation laid by the prior Attorney General directives, recognizing that the pursuit of enhanced police-community relations is a work in progress. While it remains an important goal to foster communication between law enforcement chief executives and community and faith-based leaders, it is just as important to build rank-and-file officers into the process. It is not enough, in other words, to impose and enforce policies and protocols to channel the discretion of officers in the field. Rather, it is necessary to engage officers in training that enables them to explore why those policies and protocols are needed to enhance their relationship with the citizens they protect and serve. The concerns, ideals, and values candidly expressed at community-outreach events must be ingrained in the culture of modern policing, and thus must be shared with every officer in every duty assignment. Community policing, after all, is more than having uniformed officers walk a beat. Rather, it is an overarching strategy that depends on collaboration between police departments and community groups to identify and solve local neighborhood problems. At its core, community policing embraces the notion that officers are an integral part of, not isolated from, the communities they serve. For community policing to be effective, officers at all ranks must understand why and how their decisions impact the community by enhancing, or diminishing, public confidence in the integrity and impartiality of the law enforcement function.

Officers also will benefit from understanding how their relationship to the community affects their own safety. When segments of our society are afraid or mistrustful of police, those citizens during encounters with police are more likely to engage in behaviors, such as fighting or fleeing, that put officers at risk. The goal of enhancing officer safety – a concern raised to the forefront by deeply disturbing recent events across the nation where officers have been targeted for violence – cannot be viewed in isolation from the goal of enhancing police-community relations.

While the core values of professionalism, fairness, compassion, and impartiality must first be taught to new recruits at police academies, these principles also must be reinforced throughout an officer's career. A continuing education program would help to ensure that every officer understands how the exercise of police discretion is viewed by and impacts the community, and how officers on patrol and every other duty assignment can contribute to the goal of improving police-community relations in a constantly-changing world.

Pre-service training for police recruits is strictly regulated through prescribed curricula approved by the Police Training Commission for county and local law enforcement agencies, and by the Superintendent of State Police for State Police members. In contrast, in-service training for current county, local, and campus police officers – the equivalent of continuing education programs in other professions – for the most part is left to the discretion of local departments and County

Prosecutors. There are only a few statewide in-service training requirements.¹ At present, there is no uniform statewide policy regarding the specific courses of in-service training that are provided to county and local officers, and thus no uniform statewide policy to ensure that after graduating from a police academy, officers participate in education programs to help them deal with the challenges they will confront as the policing environment changes around them.

The uniform cultural diversity course developed pursuant to P.L. 2016, c. 23 is a crucial step to help fill the void. However, no single course – even one as comprehensive as the one contemplated by the new law² – can ensure that officers will stay apprised of important developments affecting police-community relations, especially if officers need only take the course on a single occasion. The goal of maintaining the highest professional standards cannot be achieved by a single in-service training event. What is needed is an entire library of courses and a coordinated continuing education system that provides opportunities for sustained professional growth throughout an officer's career.

The Governor in his conditional veto message expressly recognized in this regard that the Attorney General already has the authority to require individual local law enforcement departments to abide by the basic components of a uniform statewide action plan to enhance police-community relations. Although that plan necessarily includes the cultural diversity course required by the new law, it should not be limited to that course given that the goal of enhancing police-community relations is a multi-faceted one that requires a sustained, multi-faceted system for educating officers throughout their careers as peace officers.

For all of the foregoing reasons, it is appropriate to exercise the Attorney General's constitutional and statutory authority as the State's chief law enforcement officer, responsible for the

¹ See, e.g., N.J.S.A. 2C:25-20a(2) (requiring four hours of annual in-service training on the handling, investigation, and response procedures concerning reports of domestic violence and abuse and neglect of the elderly and disabled); Attorney General Use of Force Policy (2000), §II(A) (requiring semiannual use of force and vehicular pursuit training as part of the semiannual firearms re-qualification process). See also Attorney General Law Enforcement Directive No. 2005-1 (requiring a single three-hour episode of in-service training on the uniform statewide policy that prohibits all forms of racially-influenced policing).

²

The statute requires the uniform cultural diversity course to include instruction on:

- (1) the various cultural communities and the effects of diversity on community relations within a community;
- (2) appropriate methods by which an officer may interact with people of various cultures and religions in the community, with an emphasis on officer safety skills and conflict resolution techniques;
- (3) best practices in law enforcement techniques when analyzing and solving local neighborhood problems, meeting with community groups, and working with citizens on crime prevention programs; and
- (4) the impact that police diversity skills have on overall law enforcement effectiveness.

general oversight of law enforcement and for ensuring the uniform and efficient enforcement of the criminal law and the administration of criminal justice, N.J.S.A. 52:17B-98, to establish and implement a system of continuing education to enhance police-community relations.

Accordingly, I, Christopher S. Porriño, Attorney General of the State of New Jersey, pursuant to the authority vested in me by the Constitution of the State of New Jersey and the Criminal Justice Act of 1970, N.J.S.A. 52:17B-97 to -117, hereby DIRECT that all law enforcement agencies and officers operating under the authority of the laws of the State of New Jersey implement and comply with the following provisions:

2. ESTABLISHMENT OF THE ATTORNEY GENERAL COMMUNITY-LAW ENFORCEMENT AFFIRMATIVE RELATIONS CONTINUING EDUCATION INSTITUTE

There is hereby established in the Division of Criminal Justice an Attorney General Community-Law Enforcement Affirmative Relations Continuing Education Institute ("Institute") to implement and oversee the provisions of P.L. 2016, c. 23 and this Directive. The Institute shall be staffed by such personnel in the Division of Criminal Justice as the Director of the Division determines. The Institute shall work in cooperation with the County Prosecutors' Association of New Jersey, the New Jersey State Police, the Office of Law Enforcement and Professional Standards, the New Jersey Association of Chiefs of Police, and such other law enforcement agencies and organizations, community, faith-based, and educational organizations, and civic leaders as the Director deems appropriate to accomplish the goals set forth in this Directive.

The Institute's mission shall include, but not be limited to, identifying or developing the cultural diversity training course and materials required by P.L. 2016, c. 23. That course shall be made available in a format that allows officers to participate via the Internet or to view an electronic recording of the course (e.g., a DVD), and shall be designed so that it may be viewed in segments over time to afford flexibility in scheduling an officer's participation. The course should not merely present factual information, but rather shall, to the extent practicable, present and discuss scenarios (i.e., scenario-based training) designed to enhance an officer's decision-making skills. The course shall include a test to confirm that officers taking the course understand the principles that are presented.

3. CONTINUING EDUCATION PROGRAM

A. Annual In-Service Training Participation. Every sworn officer employed on a full- or part-time basis by a law enforcement agency operating under the authority of the laws of the State of New Jersey shall, by December 1, 2017, participate in not less than five credit hours of qualifying continuing education as defined in this Directive. Thereafter, such officers shall participate in not less than three credit hours of qualifying continuing education per year.

On or before January 31 of each calendar year starting in 2018, each agency shall report in

writing to the appropriate County Prosecutor, or to the Director of the Division of Criminal Justice in the case of a State law enforcement agency, documenting 1) the number of sworn officers employed by the agency who satisfactorily participated in the required number of qualifying continuing education credit hours during the preceding calendar year, and 2) identifying the steps that will be taken to ensure that any officer who did not participate in the required number of qualifying continuing education credit hours in the preceding year satisfies that year's requirement as soon as practicable. Each County Prosecutor shall report to the Director on compliance with this Directive by county and municipal agencies subject to the Prosecutor's supervisory authority. Nothing in this Directive shall be construed in any way to impose upper limits on the number of hours of in-service training provided by a department.

B. Methods of Satisfying Requirement. Participation in a qualifying course of instruction may be achieved by attending a live in-person presentation, by watching a live presentation broadcast electronically from a remote location, or by viewing an online tutorial or pre-recorded presentation (e.g., an NJ Learn or other web-based program, a DVD, etc.). Nothing in this Directive shall be construed to require any officer to travel to a training site, and participation in qualifying continuing education courses pursuant to this Directive may be satisfied by viewing course materials, a video presentation, or an online tutorial while at the officer's duty station or such other location, and at such times, as shall be determined by the chief executive of the agency that employs the officer.

C. Qualifying Courses That Satisfy Other In-Service Training Requirements. Participation in a qualifying continuing education course also may be used to satisfy the in-service training requirements associated with the semiannual firearms re-qualification process, see note 1, provided that the continuing education course relates to the police use of force or techniques or strategies to avoid the need to use force. Participation in a qualifying course of instruction also may be used to satisfy the training requirements set forth in N.J.S.A. 2C:25-20a(2), see note 1, provided that the continuing education course relates to interactions with persons during domestic violence incidents or investigations, or events or investigations involving the abuse of the elderly or disabled persons. Nothing in this paragraph shall be construed to excuse or reduce the in-service training requirements set forth in the Attorney General Use of Force Policy or in N.J.S.A. 2C:25-20a(2). Rather, this paragraph allows an in-service training event to satisfy the requirements set forth in the Use of Force Policy and/or the Prevention of Domestic Violence Act while also satisfying the continuing education provisions of this Directive. The chief executive of the agency that employs the officer, or the County Prosecutor where the Prosecutor chooses to exercise such authority with respect to agencies subject to the prosecutor's supervisory authority, shall determine the content of the in-service training provided to satisfy the in-service training requirements in the Use of Force Policy and the Prevention of Domestic Violence Act.

D. Repeated Courses. An officer shall not receive credit for participating in the same course of instruction presented on two or more occasions unless the course has been substantially modified, as determined by the Institute.

4. QUALIFYING CONTINUING EDUCATION COURSE CATALOG

4.1 Designation of Qualifying Continuing Education Courses.

A. Catalog of Qualifying Courses. The Institute shall compile a catalog of courses of instruction that are relevant to the goal of enhancing the relationship between police agencies and officers and the communities they protect and serve. For purposes of this Directive, the term "course of instruction" includes a training course, program, seminar, presentation, moderated group discussion, online tutorial, or other educational program or event designed to share information and enhance the knowledge of course participants. Courses of instruction included in the Institute's catalog shall constitute qualifying continuing education courses for purposes of the continuing education requirement set forth in Section 3 of this Directive. The Institute shall designate the number of credit hours that may be earned for each course. If a course of instruction is updated, the Institute shall determine whether the course has been substantially modified for purposes of subsection 3(D).

B. Standards for Designating Courses. The Institute may establish standards for determining which courses of instruction should be included in the catalog. These courses of instruction may be developed by or specifically for the Institute, by or for a New Jersey law enforcement agency or a law enforcement agency in another jurisdiction, by a college, university, or law school, or by a non-profit organization or foundation. The catalog shall not include any course of instruction presented to officers by a for-profit corporation for a fee paid to be paid by the officer's department or the officer. Nothing herein shall limit the authority of a law enforcement agency to contract with a vendor to design or develop a course.

C. Disclaimer. Inclusion in the catalog shall not be construed as an endorsement of the views or opinions expressed in the presentation of the course, but rather merely indicates a finding by the Institute that the course is relevant to the goal of enhancing police-community relations. The authors and presenters are solely responsible for the content of a qualifying course of instruction.

D. Non-exhaustive List of Relevant Topics. Specific topics relevant to the general goal of enhancing police-community relations may include, but need not be limited to: de-escalation techniques; cultural diversity and cultural awareness; racial profiling/racially-influenced policing; implicit bias; conflict resolution; communications skills; crisis intervention training and responding to persons with special needs (e.g., mental health issues); and investigating bias crimes.

4.2 Course Selection.

All officers should participate in the course of instruction identified or developed pursuant to P.L. 2016, c. 23 within one year of the course being made available by the Department of Law and

Public Safety. (Note that the five-credit-hour requirement for calendar year 2017 contemplates that officers will participate in this particular course of instruction in that calendar year.) The Director of the Division of Criminal Justice, or the County Prosecutor with respect to law enforcement officers and agencies subject to the Prosecutor's supervisory authority, may at any time designate one or more other courses of instruction that all officers should take within a prescribed period of time. Otherwise, the determination as to which courses of instruction an officer participates in shall be determined by the chief executive of the agency that employs the officer.

5. COUNTY PROSECUTORS' AUTHORITY

County Prosecutors may submit for possible inclusion in the Institute's catalog any courses of instruction provided to or by law enforcement agencies within the Prosecutor's jurisdiction that relate to the goal of enhancing police-community relations. Nothing in this Directive shall be construed to limit the authority of a County Prosecutor to impose in-service training requirements for agencies subject to the Prosecutor's supervisory authority, to impose limits on which qualifying courses of instruction officers may attend, to determine how agencies subject to the Prosecutor's supervisory authority comply with the semi-annual in-service training requirements set forth in the Attorney General Use of Force Policy or the annual in-service training requirements set forth in N.J.S.A. 2C:25-20a(2), see paragraph (C) of Section 3, or to designate specified qualifying courses of instruction that officers must attend. See subsection 4.2.

6. ADVISORY COMMITTEE

The Advisory Group established pursuant to the July 28, 2015 Supplemental Directive amending Attorney General Law Enforcement Directive No. 2006-5 shall also serve to provide advice to the Institute, and may review, comment on, and recommend courses of instruction for inclusion in the Institute's catalog of qualifying courses. The Director of the Division of Criminal Justice may in his or her discretion expand the membership of the Advisory Group to account for this new task.

7. VIRTUAL FIREARMS SIMULATION MODEL PROGRAMS

Section 11 of the officer-involved shooting supplemental directive issued by the Attorney General on July 28, 2015 called for the development of model outreach programs to engage community and faith-based leaders before use-of-force incidents occur. Based upon extremely positive feedback concerning one particular type of interactive outreach program that should be replicated to the greatest extent practicable, County Prosecutors, working in cooperation with local police officials, are strongly encouraged to implement a program in which selected community and faith-based leaders and other appropriate civilians (e.g., leaders of college-based civil rights organizations, etc.) are invited to use a virtual firearms simulator to experience first-hand how police officers decide whether to employ deadly force. The purpose of these interactive programs in which community leaders portray police officers in simulated encounters is not just to demonstrate to civilian participants that police officers face dangers and have to make split-second, life-altering decisions, but also to show how the physiological effects of stress during a use-of-force encounter

impact an officer's ability to perceive and recollect critical facts. Each presentation should include a discussion of how the Attorney General Use of Force Policy and the use-of-force justification defenses established under the New Jersey Code of Criminal Justice apply to the specific audio-video scenario that was presented. The program also should include a segment where each civilian who portrayed a police officer is interviewed as if he or she were the principal of a use-of-force investigation to demonstrate how human perception and memory can differ from an objective electronic recording of sudden events.

8. QUESTIONS

Questions concerning the interpretation or implementation of this Directive shall be addressed to the Director of the Division of Criminal Justice, or his designee.

9. EFFECTIVE DATE

This Directive shall take effect immediately, except that the annual continuing education requirement set forth in Section 3 shall commence on February 1, 2017 (the effective date of P.L. 2016, c. 23). Any course of instruction designated at any time as a qualifying course that is taken during the period between the issuance of this Directive and February 1, 2017, shall be credited to the officer's 2017 continuing education activities.



Christopher S. Porrino
Attorney General

ATTEST:



Elie Honig
Director, Division of Criminal Justice

Issued on: October 4, 2016

N.J. Stat. 52:17B-77.13 (2 pages):

N.J. Stat. § 52:17B-77.13

Current through New Jersey 220th Second Annual Session, L. 2023, c. 349 and J.R. 18

LexisNexis® New Jersey Annotated Statutes > Title 52. State Government, Departments and Officers (Subts. 1 — 5) > Subtitle 3. Executive and Administrative Departments (Chs. 14 — 27J) > Chapter 17B. Department of Law and Public Safety (§§ 52:17B-1 — 52:17B-247)

§ 52:17B-77.13. Development, identification of uniform cultural diversity and implicit bias training course materials

- a. The Department of Law and Public Safety shall develop or identify uniform cultural diversity and implicit bias training course materials and an online tutorial that shall include instruction designed to promote positive interaction with, and community outreach to, all residents within a community, including residents of all racial, ethnic, and religious backgrounds and lesbian, gay, bisexual, and transgender individuals residing within the community. Components of the training course materials and online tutorial shall include, but not be limited to, instruction on:
 - (1) the various cultural communities and the effects of diversity on community relations within a community;
 - (2) appropriate methods by which an officer may interact with people of various cultures and religions in the community, with an emphasis on officer safety skills and conflict resolution techniques;
 - (3) best practices in law enforcement techniques when analyzing and solving local neighborhood problems, meeting with community groups, and working with citizens on crime prevention programs;
 - (4) the impact that police diversity skills have on overall law enforcement effectiveness; and
 - (5) understanding implicit bias and employing strategies to eliminate unconscious biases that shape behavior and produce disparate treatment of individuals based on their race, ethnicity, religious belief, gender, gender identity, sexual orientation, socioeconomic status, or other characteristics.
- b. The Department of Law and Public Safety shall cause the training course materials and online tutorial developed or identified pursuant to subsection a. of this section to be made available to every State, county, and municipal law enforcement department in the State and to each campus police department at an institution of higher education in the State that appoints police officers pursuant to P.L.1970, c.211 (*C.18A:6-42* et seq.) for use in providing officer training and information promoting community outreach efforts within the law enforcement department's community.
- c. The Department of Law and Public Safety shall periodically assess the training course materials and online tutorial developed or identified pursuant to subsection a. of this section and update them where the department finds appropriate.

History

L. 2016 c. 23, § 1, effective March 1, 2017; amended by 2020 c. 68, § 1, effective March 1, 2021.

Annotations

Notes

Editor's Notes

L. 2016, c. 23 was enacted in accordance with the Governor's recommendations made on conditional veto of the legislation (Assembly Bill No. 1663) earlier in the session.

Effective Dates

Section 4 of L. 2016, c. 23 provides: "This act shall take effect on the first day of the seventh month following enactment." Chapter 23, L. 2016, was approved on Aug. 9, 2016.

Section 3 of L. 2020, c. 68 provides: "This act shall take effect on the first day of the seventh month following enactment." Chapter 68, L. 2020, was approved on Aug. 27, 2020.

Amendment Notes

2020 amendment by Chapter 68, inserted "and implicit bias" in the first sentence of the introductory language of a, added a.(5); and made a related change.

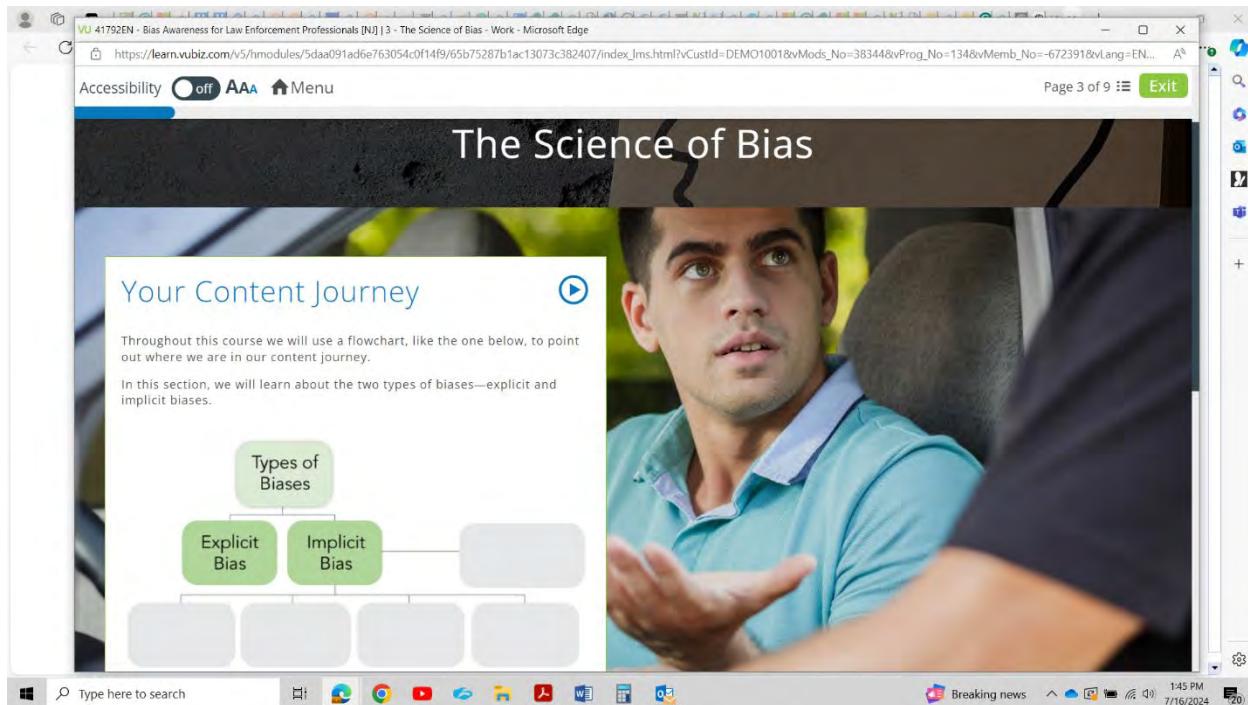
LexisNexis® New Jersey Annotated Statutes
Copyright © 2024 All rights reserved.

End of Document

Link to Full Training Course:

https://learn.vubiz.com/sampler/Sampler.asp?vSamp_Id=FIP_NJ

Training Course Sample Slides:



The Science of Bias

Your Content Journey

Throughout this course we will use a flowchart, like the one below, to point out where we are in our content journey.

In this section, we will learn about the two types of biases—explicit and implicit biases.

```
graph TD; A[Types of Biases] --> B[Explicit Bias]; A --> C[Implicit Bias]; C --> D1[ ]; C --> D2[ ]; C --> D3[ ]; C --> D4[ ]
```



41792EN - Bias Awareness for Law Enforcement [NJ] | 3 - The Science of Bias - Work - Microsoft Edge

41793EN - Fair and Impartial Law Enforcement [NJ] | 2 - Introduction - Work - Microsoft Edge

Accessibility Off AAA Menu

Page 3 of 9 Exit

Close Transcript

Welcome to the course entitled "Fair and Impartial Law Enforcement."

This is the second course in the two-part series on implicit bias. I am your host and together we will discuss the consequences of biased behavior and give you skills for producing impartial behavior.

In the previous course, Bias Awareness, we learned about how biases can impact even well-intentioned individuals, sometimes outside of our conscious awareness. Despite your good intentions your implicit biases can lead to discriminatory behavior. In this course, we will examine the consequences of law enforcement professionals acting on their biases. Biased behavior can produce negative outcomes for you, the community members or clients you serve, and your agency.

These consequences highlight the importance of, not just understanding our biases, but implementing skills to make sure our behavior is bias-free.

Fortunately, just as social psychologists have helped us understand how implicit biases affect us, they have also provided us with information on how we can address our implicit biases.

Continue

Project description

In FY2026, New Jersey DHTS intends to utilize funding from the "Driver and Officer Safety Education Grant" (23 CFR 1300.28) to modify and expand the existing Traffic Enforcement and Engagement Acuity training offered through our partners at Rutgers University. These changes will steer the course curriculum to encompass all the requirements of this grant.

Countermeasure strategy

This program, to be developed in collaboration with the New Jersey Division of Highway Traffic Safety (DHTS) and hosted by the Rutgers Center for Advanced Infrastructure and Transportation (CAIT), will be a comprehensive full-day course designed to advance traffic safety initiatives through enforcement and professional engagement with the motoring public.

The curriculum will focus on the role of traffic enforcement officers in New Jersey, emphasizing their part in reducing severe injuries and fatalities on the state's roadways. Participating officers will gain a deeper understanding of their responsibilities and the intricacies of conducting traffic stops, with a particular focus on interactions with motorists and best practices for traffic stops.

The course content will be structured to examine the nuanced components of a traffic stop, beginning with a detailed analysis of officer acuity relative to the New Jersey Motor Vehicle Code. Participants will learn to accurately identify violations, select appropriate and safe locations for effectuating stops, and effectively communicate necessary information to dispatch while adhering to departmental protocols and the law.

Key aspects of the traffic stop process will include safe vehicle approach tactics, the importance of professional engagement with motorists to address infractions, and the legal rights of both officers and motorists during these encounters. The curriculum will also cover strategies for managing interactions with motorists who wish to lodge complaints or contest issued summonses, highlighting the importance of thorough documentation of each encounter and the preparation for credible courtroom testimony.

The instruction will be delivered by four seasoned Traffic Safety Officers and a municipal prosecutor from a multi-jurisdictional background, underscoring the paramount importance of professional, equitable, and fair enforcement practices within law enforcement traffic safety functions.

Problem (link to strategy)

- Promoting professional and consistent interactions with the public promotes traffic safety and dispels potential conflicts between police and motorists.

Countermeasures (and Justification)

- Law Enforcement Training – Research data citation
- Highway Safety Program Guideline No. 4 Driver Education, NHTSA March 2009
- Highway Safety Program Guideline No. 15 Traffic Enforcement Services, NHTSA November 2006

Target (Link to Strategy)

- To increase the number of police officers receiving this expanded training course from 104 (FY2024) to 150 in FY2026.

Estimated three-year funding allocation

Funding Source: **SECTION 405i**

Estimated 3-year allocation:

FY2024: \$0

FY2025: \$430,000

FY2026: \$450,000

Eligible use

- Sec. 405I Education and Training M13BTR

Strategy to project considerations

- Emerging data trends
- Pilot project results
- Existing partnerships
- Uniform guidelines

FY 2026 PROGRAM COST SUMMARY

PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
SECTION 402				
PLANNING & ADMIN - PA 26	\$ 1,265,000	\$ 1,265,000	0	\$ 1,265,000
ALCOHOL - AL 26	\$ 400,000	0	0	\$ 400,000
PED/BICYCLE SAFETY – PS 26	\$ 700,000	0	\$ 350,000	\$ 700,000
OCCUPANT PROTECTION – OP	\$ 1,000,000	0	\$ 600,000	\$ 1,000,000
POLICE TRAFFIC SVCS. – PT 26	\$ 6,900,000	\$ 14,279,383	\$ 4,650,000	\$ 6,900,000
CTSP – CP 26	\$ 3,500,000	0	\$ 2,500,000	\$ 3,500,000
PAID MEDIA & PI&E – PM 26	\$ 1,200,000	0	0	\$ 1,200,000
TRAFFIC RECORDS – TR 26	\$ 350,000	0	0	\$ 350,000
TOTAL SECTION 402	\$ 15,315,000	\$ 15,544,383	\$ 8,100,000	\$ 15,315,000
SECTION 405(b)				
OCCUPANT PROTECTION	\$ 1,875,000	\$ 1,930,266		\$ 1,875,000
TOTAL SECTION 405(b)	\$ 1,875,000	\$ 1,930,266		\$ 1,875,000
SECTION 405(c)				
TRAFFIC RECORDS	\$ 2,000,000	\$ 2,185,549		\$ 2,000,000
TOTAL SECTION 405(c)	\$ 2,000,000	\$ 2,185,549		\$ 2,000,000
SECTION 405(d)				
IMPAIRED DRIVING	\$ 6,950,000	\$ 2,543,602		\$ 6,950,000
TOTAL SECTION 405(d)	\$ 6,950,000	\$ 2,543,602		\$ 6,950,000
SECTION 405(e)				
DISTRACTED DRIVING	\$ 2,500,000	\$ 7,709,199		\$ 2,500,000
TOTAL SECTION 405(e)	\$ 2,500,000	\$ 7,709,199		\$ 2,500,000
SECTION 405(f)				
MOTORCYCLE	\$ 300,000	\$ 637,468		\$ 300,000
TOTAL SECTION 405(f)	\$ 300,000	\$ 637,468		\$ 300,000
SECTION 405(g)				
NON-MOTORIZED SAFETY	\$ 1,800,000	\$ 1,539,744		\$ 1,800,000
TOTAL SECTION 405(g)	\$ 1,800,000	\$ 1,539,744		\$ 1,800,000
SECTION 405(h)				
PREVENTING ROADSIDE DEATHS	\$ 250,000	\$ 317,023		\$ 250,000
TOTAL SECTION 405(h)	\$ 250,000	\$ 317,023		\$ 250,000
SECTION 405(i)				
DRIVER AND OFFICER SAFETY	\$ 500,000	TBD		\$ 500,000
TOTAL SECTION 405(I)	\$ 500,000			\$ 500,000

APPENDIX A

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: New Jersey

Fiscal Year: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reportin_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (23 U.S.C. 324 et seq.), and *Title IX of the Education Amendments of 1972*, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and *49 CFR part 27*;
- *The Age Discrimination Act of 1975*, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

APPENDIX A

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

APPENDIX A

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
- b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—

1. Abide by the terms of the statement;
2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;

d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—

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;

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

APPENDIX 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.

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

(applies to subrecipients as well as States)

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

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 primary tier 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 tier 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 tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 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 entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
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 the transaction for cause or default.

APPENDIX A

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

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

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
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 or debarment.

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

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

APPENDIX A

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

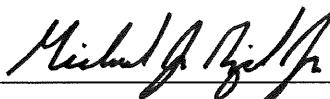
1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
- Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands

7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

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

Click here to validate form fields and permit signature



7/14/25

Signature Governor's Representative for Highway Safety

Date

Michael J. Rizol Jr.

Printed name of Governor's Representative for Highway Safety

APPENDIX B

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: New Jersey _____ Fiscal Year: 2026 _____

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.



PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

[Check the box above only if applying for this grant.]

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Occupant Protection Countermeasures, Pages 63-64 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Occupant Protection Countermeasures, Pages 59-60 and Pages 63-64 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Occupant Protection Countermeasures, Page 64 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Occupant Protection Countermeasures, Page 64 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
- Coverage of all passenger motor vehicles;
- Minimum fine of at least \$25;
- Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
- The name and title of the State's designated occupant protection coordinator is _____.
- The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

APPENDIX B

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

The State has designated a TRCC coordinator.

The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

[*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at _____ (location).

Traffic Records Countermeasures, Pages 94-96

(location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:

- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at _____ (location)
addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at _____ (location)
contains the projects, in detail, for spending grant funds;

APPENDIX B

- Annual grant application at _____ (location)

describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
 - _____
 - Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

APPENDIX B

- Identify list of alcohol-ignition interlock program use violations;

- Identify all alcohol-ignition interlock use exceptions.

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

[Check at least one of the boxes below and fill in all blanks under that checked box.]

Law citation. The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

Program information. The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at Police Traffic Services Countermeasures, Page 80 (location).

DISTRACTED DRIVING LAW GRANTS

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 1/20/04 (date) and last amended on 6/27/13 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;
N.J.S.A. 39:4-97.3a
- Definition of covered wireless communication devices;
N.J.S.A. 39:4-97.3b
- Fine for an offense;
N.J.S.A. 39:4-97.3d
- Exemptions from texting ban.
N.J.S.A. 39:4-97.3 (No Exemptions)

Prohibition on Handheld Phone Use While Driving

The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 1/20/04 (date) and last amended on 6/27/13 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;
N.J.S.A. 39:4-97.3a
- Definition of covered wireless communication devices;
N.J.S.A. 39:4-97.3b
- Fine for an offense;
N.J.S.A. 39:4-97.3d
- Exemptions from handheld phone use ban.
N.J.S.A. 39:4-97.3b

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 1/20/04 (date) and last amended on 1/20/04 (date), is in effect, and will be enforced during the fiscal year of the grant.

APPENDIX B

- *Legal citations:*

- Prohibition on youth cell phone use while driving;
N.J.S.A. 39:3-13.2a and 39:3-13.4a. and c.

- Definition of covered wireless communication devices;
N.J.S.A. 39:4-97.3b

- Fine for an offense;
N.J.S.A. 39:4-97.3d

- Exemptions from youth cell phone use ban
N.J.S.A. 39:3-13 (No Exemptions)



Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*

- Prohibition on viewing devices while driving;

- Definition of covered wireless communication devices;



PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]



Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is New Jersey Motor Vehicle Commission
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]



Motorcycle Safety Foundation Basic Rider Course;



TEAM OREGON Basic Rider Training;



Idaho STAR Basic I;



California Motorcyclist Safety Program Motorcyclist Training Course;



Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at Other Vulnerable Road Users Countermeasures, Page 87 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 1/1/68 (date) and last amended on 8/31/16 (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
N.J.S.A. 39:3-76.7

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

APPENDIX B

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

_____.

AND

The State's law appropriating funds for FY _____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

_____.

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at Other Vulnerable Road Users Countermeasures, Page 88 _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at
 Pedestrian and Bicycle Safety Countermeasures, Page 48 _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at
 Page 97 _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

APPENDIX B

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*



Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

Page 100 _____ (location).



Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

_____ (location).



PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]



The official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at

_____ (location).



The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

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

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature



7/14/25

Signature Governor's Representative for Highway Safety

Date

Michael J. Rizol Jr.

Printed name of Governor's Representative for Highway Safety

