



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 2
New Jersey, New York,
Pennsylvania,
Puerto Rico,
U.S. Virgin Islands

222 Mamaroneck Avenue, Suite 204
White Plains, New York 10605-1388
Phone: 914-682-6162
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January 24, 2011

2012

Corrected
Adm
10/16/12

Gary Poedubicky, Acting Director
New Jersey Division of Highway Traffic Safety
140 East Front Street, POB 048
Trenton, New Jersey 08625-0048

Dear Mr. Poedubicky:

On December 1, 2011, we received a request from your office to purchase equipment using FY12 S.402 funds in the amount of \$27,136. **This request is approved** as was confirmed in an email dated January 5, 2012.

The approval covers 60 percent of an automated license plate reader (ALR) and 100 percent for two E-Ticketing units. That results in \$12,480 for the reader (60 percent of \$20,800) and \$14,656 for the E-Ticketing machines (2 at \$7,328 each), totaling \$27,136.

Approval for the ALR was contingent on the supporting documentation provided to this office that confirmed that 60 percent of all calls for service for the past five years were traffic safety related. In addition, the use of the ALR was in concert with a high visibility enforcement campaign using the Data Driven Approaches to Crime and Traffic Safety (DDACTS) model. It is our understanding that the remaining funds necessary to purchase the ALR will be obtained from Department of Justice grants or Township funds.

If you have any questions or comments, please call me. The Region 2 Office looks forward to the successful implementation of these projects and subsequent improvements in traffic safety throughout New Jersey.

Sincerely,

Thomas M. Louizou
Regional Administrator



16078

Weissman, Sarah (NHTSA)

From: Weissman, Sarah (NHTSA)
Sent: Thursday, January 05, 2012 12:06 PM
To: 'Gary Poedubicky'
Cc: Louizou, Thomas (NHTSA); Simon, Richard (NHTSA); Gomez, Francisco (NHTSA); Purdy, Shannon (NHTSA)
Subject: INFO: Approval of NJ's Equipment Request

Good afternoon, Gary-

As discussed on the phone, and based upon the supporting documentation and data, NHTSA is approving NJ to fund 60% of the automated license plate reader and 100% of the two E-Ticketing machines. That results in \$12,480 for the reader (60% of \$20,800 total) and \$14,656 for the E-Ticketing machines (2 at \$7,328 each), totaling \$27,136 for equipment.

We will draft a formal letter to this effect, but I wanted you to have something in the meantime.

Thanks for working with us to get to this data-driven decision!

We truly appreciate your efforts and patience as we dealt with this new type of situation.

Warm regards,

Sarah Weissman Pascual
Regional Program Manager
NHTSA Region 2
sarah.weissman@dot.gov
(914) 682-3438

1. What specific traffic safety issue will the ALPR serve to address? They mentioned that the units **could** look for suspended drivers, etc, but has this been shown to be a current problem? (What percentage of crashes involve suspended licenses, etc?)

The ALPR will be used to detect and remove from the highway the following types of violators:

Suspended drivers
Expired Driver's License
Unregistered/Expired vehicles
Revoke vehicle registrations
Uninsured vehicles

There is also the correlation to be made between aggressive driving behavior and previous unresolved violations (conduct) that has resulted in traffic/criminal warrants being issued which the officer is alerted to by the ALPR regardless of a violations occurring at that time. In other words, people who violate criminal laws tend to also violate traffic laws and vice versa. This also helps to remove drivers who are prone to violate ALL types of laws from the road way before they can commit another violation whether traffic or criminal related thereby allowing an overall increase in safety for the public (driving or walking).

2. According to the responses, NHTSA will pay 85% for the ALPR and 75%/50% for the E-ticketing units. Is Mount Laurel seeking funding from other agencies to cover the remaining cost?

The municipality is covering the matching costs of all items proposed. They are applying for funds through JAG grants and homeland security to assist with future costs.

3. In the original letter, the request covered "E-ticketing software", but in the response mentioned "units". Please clarify if this is software or physical equipment.

This was a miscommunication. They plan to equip two vehicles (officers) with the E-ticketing equipment.

4. What plan does Mount Laurel have for on-going maintenance and for a life-cycle replacement?

All equipment comes with a 1 year warranty. After that, the Township will pay any maintenance costs incurred.

5. How will Mount Laurel evaluate the effectiveness of the unit? What type of data analysis will be used?

They will be looking at 5 year trends including crashes, enforcement activity, and relevant criminal activity. For example, there are approximately 300, 39:3-40 (suspended or revoked licenses) violations per year in Mt. Laurel. Although it is difficult to link them with crashes (even in Plan4Safety), they can look at this trend and expect to increase that number through the ALPR use and through E-ticketing.

NJDHTS program manager has been involved in several other state's occupant protection assessments where it is a common finding that the ability to cite a driver with all appropriate violations would increase exponentially if the ticket allowed for more than one violation. Through the use of E-ticketing, the fields are automatically populated and therefore allows for multiple violations. This is not only useful in terms of numbers of citations, but it helps us identify the purpose of the initial stop as well as additional findings by the officer making the contact.

Weissman, Sarah (NHTSA)

From: Gary Poedubicky <Gary.Poedubicky@lps.state.nj.us>
Sent: Tuesday, January 03, 2012 3:38 PM
To: Weissman, Sarah (NHTSA)
Subject: RE: Response - Additional Questions for Equipment Purchases
Attachments: Mount Luarel request 2_1.DOC

Sarah:

Please see attached. Let me know if you have any further questions.

>>> <sarah.weissman@dot.gov> 12/13/2011 2:28 PM >>>

Thank you so much, Gary.

I appreciate the well-thought and in-depth answers to my questions. They have proven very useful.

I do have just a couple more questions that came up while I was researching our own policies and procedures.

1. What specific traffic safety issue will the ALPR serve to address? They mentioned that the units **could** look for suspended drivers, etc, but has this been shown to be a current problem? (What percentage of crashes involve suspended licenses, etc?)
2. According to the responses, NHTSA will pay 85% for the ALPR and 75%/50% for the E-ticketing units. Is Mount Laurel seeking funding from other agencies to cover the remaining cost?
3. In the original letter, the request covered "E-ticketing software", but in the response mentioned "units". Please clarify if this is software or physical equipment.
4. What plan does Mount Laurel have for on-going maintenance and for a life-cycle replacement?
5. How will Mount Laurel evaluate the effectiveness of the unit? What type of data analysis will be used?

I apologize for all of the questions; I want to ensure that any approval is done correctly for New Jersey.

Let me know if you have any questions/concerns.

Thanks again for your continued support and tireless work on behalf of safety.

Warm regards,

Sarah Weissman Pascual
Regional Program Manager
NHTSA Region 2
sarah.weissman@dot.gov
(914) 682-3438

From: Weissman, Sarah (NHTSA)
Sent: Friday, December 09, 2011 4:27 PM
To: 'Gary Poedubicky'
Subject: RE: Response

Thank you, Gary.
I'll take a look at this Monday and hopefully get back to you soon thereafter.
Warm regards,

Sarah Weissman Pascual
Regional Program Manager
NHTSA Region 2
sarah.weissman@dot.gov
(914) 682-3438

From: Gary Poedubicky [<mailto:Gary.Poedubicky@lps.state.nj.us>]
Sent: Friday, December 09, 2011 3:55 PM
To: Weissman, Sarah (NHTSA)
Subject: Response

Sarah:

Please see attached We can discuss next week.

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TML _____
S w _____
Neil
12/6

State of New Jersey

OFFICE OF THE ATTORNEY GENERAL
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF HIGHWAY TRAFFIC SAFETY

PO Box 048

TRENTON, NJ 08625-0048

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

PAULA T. DOW
Attorney General

November 28, 2011

Thomas M. Louizou
Regional Administrator
National Highway Traffic Safety Administration
222 Mamaroneck Avenue, Suite 204
White Plains, NY 10605-1388

Dear Mr. Louizou: *Tom*

This is to request permission for the Mount Laurel Police Department to purchase an Automatic License Plate Reader (ALPR) and E-Ticketing software package at the cost of \$17,757 and \$8,694, respectively. The Mount Laurel Police Department has shown a strong dedication towards traffic safety enforcement and is a participating agency in the DDACTS business model. This initiative will make for an exemplary study location to show the correlation between technology and upscale, highly visible traffic enforcement. I have enclosed a copy of the project narrative for your review.

Thank you for your consideration and please feel free to contact me if you have any questions.

Sincerely,

Gary Poebubicky
Acting Director

GP/eo

RECEIVED

DEC - 1 2011

NHTSA



TEL: (609) 633-9300 (800) 422-3750 FAX: (609) 633-9020

www.njsaferoads.com



16084

Traffic Violation Detection and Enforcement Unit

Purpose:

The Mount Laurel Police Department has for many years recognized the nexus that exists between aggressive traffic enforcement, motor vehicle crashes/motorist safety, and crime. Over the years the department has maintained an aggressive posture towards traffic enforcement that has included specialized training for officers, advanced equipment, and assigning officers to areas where a disproportionate amount of traffic/crime related activity has occurred. At the same time the department has continued to seek ways in which these functions can be accomplished in more efficient and/or effective manner, such as through use of new technology. The most recent example of the department's ongoing efforts is the recent commitment to implementing and utilizing the *Data Driven Approach to Crime and Traffic Safety* (DDACTS) which is a model endorsed by various national organizations such as the Bureau of Justice Assistance, National Institute of Justice and the National Highway Traffic Safety Administration. The principles of the DDACTS model have served to solidify the department's long standing belief that traffic crashes, crime and aggressive traffic enforcement are intertwined and are not mutually exclusive. Simply put, people who violate the criminal laws also tend not to adhere to the traffic laws. Most importantly, this model will assist the department in implementing a more effective and efficient manner for which the department can allocate its limited resources. The *Traffic Violation Detection and Enforcement Unit* project will allow the Mount Laurel Police Department to utilize technologically advanced equipment to increase the efficiency and effectiveness of its traffic enforcement efforts.

The purpose of this project is two-fold. First, to decrease the number of traffic crashes that occur within the Township, as well as, the number of injuries that result from these crashes, thereby increasing the overall level of highway safety for motorists. Second, reduce criminal activity in identified areas by utilizing enhanced detection methods and an aggressive traffic enforcement program. The project is designed to merge computer crime/crash mapping capabilities and the advanced training of officers in various methods of detection together with the technologies of an Automated License Plate Reader (ALPR), an Electronic Traffic Ticket Machine (E-Ticket) and a Mobile Video Recorder (MVR) in-car camera system, and a Stalker Dual 2KA Radar system together in a marked patrol vehicle. The unit is designed to detect and reduce the number of drivers who are prone to criminal activity, fail to abide by the regulations associated with operating a motor vehicle in New Jersey, and/or drive in such an aggressive manner that they jeopardize the safety of the other motorists in a targeted area.

Problem Statement:

Mount Laurel is a 21.8 sq. mile community located a short distance from Philadelphia, Pa. and Camden, NJ. The township is unique in its demographic composition with an estimated 43,500 residents and an estimated weekday population of 102,000 which is due to the numerous large commercial properties located throughout the township, e.g. PHH Mortgage; TD Bank; Lockheed Martin; and NFL Films. The township also has in excess of 4.3 million

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sq. ft. of retail space, to include two (2) large shopping centers that total 2.05 million sq. ft. of retail space (one of which is adjacent to the Moorestown Mall just off of State Highways 73 and 38). Lastly, there are a total of twenty-five (25) hotel/motels located within the township, twenty-four (24) of which are within a few hundred feet of SH 73.

The police department is tasked with enforcing the traffic code and managing vehicular traffic traveling throughout Mount Laurel Township to include 5.8 miles of State Highway (SH 38, and SH 73 which has been designated by New Jersey Department of Transportation as a "Safe Corridor"); 34 miles of County Highways; and 141 miles of municipal roadways. In addition, Interchange 4 of the New Jersey Turnpike and three (3) interchanges for I-295 are also in the Township. The vehicular traffic throughout the Township is controlled by fifty-seven (57) traffic signals, fourteen (14) which are on State Highways and 40 on County Highways. There are also over 500 intersections controlled by stop signs.

These circumstances resulted in 6,872 crashes occurring between 2007 and 2010, 29.4 % of which occurred on one of the two (2) State Highways, and 34.5% on the County Highways. Additionally, 1,486 persons were injured in motor vehicle crashes during the same time period. (See Table 1)

Table 1- Crash Locations/Total Number of Injuries

	State Roads		County Roads		Township/Private Roads		Number of Injuries
2007	519	29.9%	525	30.2%	692	39.9%	417
2008	506	28.2%	575	32.1%	706	39.4%	340
2009	454	27.5%	513	31.1%	680	41.2%	350
2010	538	31.8%	755	44.6%	400 *	23.4%*	379

* In 2010, the police department changed its response procedures for crashes on private property crashes.

An analysis of contributing factors found the leading contributing cause for crashes for the years examined was, by far, Driver Inattention. However, the importance of the next four (4) leading factors for crashes in each of the years examined should not be ignored. The factors presented in Table 2 are all indicative of aggressive driving behavior which can be potentially influenced by an aggressive and sustained enforcement effort.

Table 2- Leading Contributing Factors for Crashes

	Driver Inattention	Disregard of Signal	Improper Lane Change	Fail to Yield	Following too Close	Unsafe Speed
2007	50.9%	5.8%	4.0%	3.3%	3.2%	N/A
2008	51.9%	6.0%	4.5%	N/A	3.2%	3.4%
2009	52.9%	3.0%	5.5%	3.5%	N/A	3.8%
2010 *	47.8%	N/A	5.1%	7.9%	5.6%	4.6%

* Only crashes listed as Reportable on NJTR-1 are included in this category.

Currently, the department's computer mapping and crime/crash analysis capabilities are extremely limited, labor intensive and worse yet totally reliant upon outside agencies to provide most of this service. The method presently used requires the department to contact the Burlington County Information Technology Department and request a specific query be created to obtain specific crime/crash data because the all reports are stored on the county's computer servers. The information is then sent back in a report that requires all of the information to be hand counted and then placed on a map. Of note, the department has recently been notified that until further notice no "new" queries will be built for any department in Burlington County because the one person who has the training is retiring and no one else knows how to create new queries. There are times where this information can be imported onto an excel spreadsheet (by the aforementioned person who is retiring). This allows the department to send the data over to the Mount Laurel Municipal Utilities Authority's GIS department who can, when time allows, overlay the data onto a map. The proposed purchase of CrimeReports software and services provides a hosts of benefits for the department and the public alike. First, the system is set up to extract data out of the County records management system and place in it spread sheets, flow charts, graphs, etc. Second, the system can be set up so that anyone from the Chief of Police down to the patrol officer level will be able extract and view information. This is especially important for patrol supervisors who would have the ability to identify any negative trends and adjust their resources accordingly in very timely manner. Needless to say, the benefit associated with having timely data cannot be overstated. It is imperative especially when utilizing the DDACTS model of policing. Lastly, this service will be available on a limited basis to the public on internet. A resident, neighborhood watch group, business owner, etc. will be able to go on line and see what has occurred in a given area and take any corrective action necessary to protect themselves or simply take steps to "target harden" their property.

The Mount Laurel Police Department has for many years recognized the nexus between aggressive traffic enforcement, motor vehicle crashes/motorist safety, and crime. For this reason the department has maintained an aggressive posture that has included, but not limited to:

1. Adopting the nationally recognized *Data Driven Approach to Crime and Traffic Safety* (DDACTS) after sending a police commander, sergeant, officer and a civilian to Pennsylvania to participate in a three day DDACTS workshop.
2. Participating in the traffic safety campaigns initiated by the Division of Traffic Highway Safety.
3. Routinely assigning officers to Selective Traffic Enforcement (STE) details designed to detect various violations of the Traffic Code, e.g. Speed Enforcement Checkpoints. This effort is one of the reasons why the department was able to issue a total of 18,715 summonses between 2007-2009.
4. Routinely assigning extra officers to supplemental DWI patrols during peak hours, which resulted in 605 DWI arrests being recorded between 2007 and 2009.

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5. Investing in advanced training for the detection of motorists who are under the influence of alcohol and/or drugs. To date, 49 out of the current compliment of 58 officers, or 84%, have attended the 5-day *DWI/Improved Field Sobriety Testing/Horizontal Gaze Nystagmus* training course conducted by the New Jersey State Police.
6. Investing in advanced criminal interdiction training for sworn officers in both passenger and commercial vehicles.
7. Investing in advanced crash investigation training for sworn officers. To date, 23 out of the current compliment of 58 officers, or 40%, have attended at least the first level (80- hour course) of the advanced crash investigation training courses.
8. Ensuring that every officer assigned to the patrol function is trained in the use of K-55 and Stalker Radar units.

Table 3- Comparison of Officer Initiated Activity/Total number of Crashes

	MV Stop	Summons	DWI Arrests	Adult Arrests	Total Crashes
2007	7843	5543	166	1460	1736
2008	10581	6542	206	1602	1792
2009	11847	6630	233	1655	1651
2010	7146	3877	133	1184	1693 *

* In 2010, the police department changed its response procedures for crashes on private property crashes.

One of the problems facing the Mount Laurel Police Department has resulted from the recent economic downturn within the State. This downturn has resulted in a 29.2% reduction in overall department staffing since October 2007, to include seventeen (17) officers, or 23% of the sworn staff. Additionally, the department was not awarded any "Safe Corridor" funding in 2010, the amount of which was \$48,000 in 2009 and \$47,000 in 2008. Previously, the department was able to utilize this funding in conjunction with its enforcement efforts. In order to compensate for the staffing issues, several personnel adjustments were made in order to increase staff efficiency and effectiveness so as to continue the ongoing aggressive enforcement efforts. These adjustments included changing patrol work schedules and reassigning officers back to the patrol function in 2008. The change increased the level of staffing on each patrol platoon by an average of 45%, thereby increasing the residual deterrent effect that more marked patrol vehicles create as well as the level of self-initiated activity that occurs. These changes had tremendous overall positive effect township wide in a variety of areas that this grant proposal seeks to address. The level of success is clearly visible in Table 4, which is an analysis between data from 2007 (the last full year before the staffing adjustment occurred) and 2009 (the first full year after the changes were implemented). Of note, another significant outcome of the staffing changes was a reduction in the overall level of crime throughout the township, which could reasonably be attributable to the dramatic increase in the level of patrol staffing and enforcement efforts.

Table 4- Analysis of Change from 2007 and 2009

- 5.1%	Total of Crashes	+ 51.1%	Motor Stops Vehicle
- 14.7%	Crashes w/ Injuries	+ 19.6%	Traffic Summons Issued
- 11.5%	Crashes between 0801-1600	+ 40.4%	DWI Arrests
- 14.3%	Crashes on State Highways	+ 33.5%	Officer Initiated Activity
- 2.2%	Crashes on County Rds	+ 13.4%	Adult Arrests
- 5.6%	Crashes on Township Rds.	- 0.3%	Calls for Service
- 16%	Number of crash injuries	- 19.5%	UCR Offenses (Violent Crime)

what do these %'s represent?
what are the analysis dates?

The staffing problem the department experienced was exacerbated when the rate of attrition began to rapidly increase at the end of 2009 and into 2010. This vast reduction in staffing has significantly reduced the number of officers assigned to the patrol function. Further, it resulted in a patrol platoon staffing level that is close to the levels that existed prior to the reorganization in 2008. This staff reduction has reduced the aggressiveness in which traffic violations can be addressed. The opportunity for enforcement has been further reduced by a 9.3% increase in calls for service that occurred between 2009 and 2010. This increase in calls for service combined with the reduction in patrol officer staffing has led to far less officer initiated activity in 2010, which can be easily be seen as one of the contributing factors in the reversal of the earlier positive trends. (See Table 5)

Table 5- Analysis of Change from 2009 and 2010

+ 5.6%	Total of Crashes	- 39.6%	Motor Stops Vehicle
+ 11.5%	Crashes w/ Injuries	- 41.5%	Traffic Summons Issued
+ 1.7%	Crashes between 0801-1600	- 42.9%	DWI Arrests
+ 4.4%	Crashes on State Highways	- 28.0%	Officer Initiated Activity
+ 13.7%	Crashes on County Rds	- 28.4%	Adult Arrests
+ 2.6%	Crashes on Township Rds.	+ 9.3%	Calls for Service
+ 3%	Number of crash injuries	- 4.6%	UCR Offenses (Violent Crime)

Again, see above questions

Understanding the purpose of this grant is a quantifiable increase in traffic safety, the purpose of this proposal is to address traffic safety by reducing the number violators in a given area thereby reducing the number of crashes and injuries and overall crime. With this purpose in, certain assumptions must be made for which the statistical analysis above is presented in support thereof.

1. An increase in traffic enforcement efforts has a positive correlation to a reduction in the number of crashes and crime in a given area.
2. A decrease in the number of officers on patrol results in a decrease in enforcement opportunities.
3. A decrease in the number of enforcement opportunities can result in an increase in the number of aggressive drivers traveling undetected.

4. Drivers who are irresponsible and fail to maintain a valid driver's license, vehicle registration and/or insurance are less likely to abide by other provisions of the traffic code, thereby increasing the risk to the motoring public.
5. Drivers prone to commit criminal acts, and/or have arrest warrants are more likely not to abide by the traffic code, thereby increasing the risk to the motoring public.

According to what/whom?

Impact of the Proposed Equipment:

1. The computerized mapping program will allow a more thorough, detailed and ongoing analysis to be conducted at all levels of the department. This will allow patrol supervisors access to timely information which will afford them the opportunity to proactively deploy their resources to effectively address areas of concern as they arise.
2. The four camera ALPR unit will detect exponentially more regulatory violations of the traffic code for the operating officer, e.g. unlicensed, unregistered than he/she would have otherwise been able to detect simply by using the standard mobile data terminal. It will also significantly increase the opportunity for the officer to identify drivers that are "wanted persons" for either a criminal or traffic warrant thereby removing the driver and their vehicle from the roadway.

Analysis what? or is free for crashes? crime is not supported by SAFETY.

The additional E-Ticket systems will allow the department to further enhance the ALPR's capabilities and overall impact. This will be accomplished by periodically deploying the *Traffic Violation Detection and Enforcement Unit* in a stationary mode at locations identified as having a disproportionate number of vehicle traffic crashes and/or periods when there is high volume of traffic, e.g. AM and PM rush hours, on SH 73 during the weekends in the summer months. The officer operating the unit will identify violations and notify one or more of the other three patrol vehicles equipped with these systems as "chase car".

3. The E-Ticket systems will substantially reduce the average time it takes for an officer to issue one or more traffic summons, thereby allowing the officer to resume his/her enforcement efforts sooner. This will result in an increase in the number of motorist contacts that one officer can make in any given shift.
4. The mobile video recorder in car camera system will assist the officer and the department by providing audio/video documentation of: the violation(s) itself; the identification of operator that can be used in the subsequent prosecution; the statements of drivers and witnesses present at a crash scene, or the scene of motor vehicle stop. Of note, an unrelated benefit to the MVR in-car camera system is that it provides the department the ability to validate the actions of the officer who performed the motor vehicle stop, whether it is proactively, or in response to a citizen complaint.
5. The Stalker Dual 2KA Radar system will enhance the officer's capabilities to detect violations of the posted speed limit. The current model, K-55 Radar, utilized by the department only allows an officer to track a vehicle's speed in two (2) directions. The

Aren't these in every police vehicle

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Stalker Dual Radar model enhances the detection capabilities by allowing an officer to detect a vehicle's speed in four (4) different directions.

The Mount Laurel Police Department understands that the purchase of the proposed equipment cannot replace the officers lost through attrition. However, the *Traffic Violation Detection and Enforcement Unit* will act as a force multiplier to assist the department to successfully meet the goals of the project by helping to compensate for the significant loss of staffing.

Shared Services:

The Mount Laurel Police Department has long recognized the benefits of shared services and inter-agency cooperation and has sought ways in which to be a part of the process. For example, the department up has participated in a multi-jurisdictional Tactical Team; assigned officers to work with the Burlington County Prosecutor's Office Narcotics Task Force; and makes its Traffic Incident Management Unit, which contains numerous traffic diversion devices and signs that are in accordance with the Manual on Uniform Traffic Control Device, available to other jurisdictions who have had an emergent need to divert vehicular/pedestrian traffic from a given area.

With this in mind, the Mount Laurel Police Department would provide this unit's services to an adjacent municipality who expressed a documented need that this unit is designed to address, e.g. Moorestown Township Mall during the Holiday Shopping Season.

Objectives:

There are three (3) objectives associated with the *Traffic Violation Detection and Enforcement Unit* project. These goals will be met through the natural deterrent that a high visibility marked patrol vehicle provides combined with the substantial increase in the number of motorist contact that the proposed project will provide for.

- 1- Reduce the number of crashes and crash injuries that occur on State Highway 73 and 38, at a minimum, a 10% in the first full calendar year.
- 2- Reduce the number of crashes and crash injuries that occur on, and on the thirteen (13) County Highways, at a minimum, a 10% in the first full calendar year.
- 3- Reduce the number of Uniform Crime Report (UCR) Part I offenses in the areas immediate adjacent to State Highway 73 and 38 and the thirteen (13) County Highways, at a minimum, a 10% in the first full calendar year.

The objectives of the *Traffic Violation Detection and Enforcement Unit* project will be met through the completion of nine (9) tasks that when done in conjunction with the Department's

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current traffic enforcement efforts will increase the overall level of safety for the public and motorists in the township.

Task 1-

Continue to move forward with the implementation of the *Data Driven Approaches to Crime and Traffic Safety* model by obtaining the proposed Crime Report computer software and service.

Activity:

In order to obtain the computer software/service, the department will follow all applicable Local, County and State guidelines and requirements concerning.

Time Line:

The process of obtaining the proposed computer software/services and implement the capabilities associated with the project will begin immediately upon awarding of the grant with completion date of 60 days after the award.

Task 2-

Obtain all proposed equipment needed to put the *Traffic Violation Detection and Enforcement Unit* into service.

Activity:

In order to obtain the equipment proposed, the department will follow all applicable Local, County and State guidelines and requirements concerning purchasing of the proposed equipment, and the patrol vehicle to be purchased by the department.

Time Line:

The process of purchasing the patrol vehicle and the proposed equipment will begin immediately upon awarding of the grant with completion date of 60 days after the award.

Task 3-

Create and/or revise the requisite departmental policies needed to address the *Traffic Violation Detection and Enforcement Unit*, in accordance with the Department's CALEA Law Enforcement Recognition Status.

Activity:

The Office of Professional Standards will be assigned the task of creating a Departmental General Order that:

- a. Addresses all aspects of the use of the ALPR that are accordance with the State of New Jersey Attorney General's and the Burlington County Prosecutor's Office guidelines.
- b. Ensures the Traffic Violation Detection and Enforcement Unit is utilized on a 24 hour a day basis so as to maximize its impact.

- c. Addresses all aspects of the E-Ticket system.
- d. Address all aspects associated with crime/crash mapping computer program.

Time Line:

Upon awarding of the grant, the tasks associated with this activity will begin immediately so that it is completed prior to the unit being deployed.

Task 4-

Develop a comprehensive in-service training program that addresses the operation of the Unit and the requisite policies for all sworn officers assigned to the Patrol Bureau.

Activity:

Department Training Officer will:

- a. Develop an in-service training program/lesson plan that will address all aspects of the equipment and computer programs associated with the project. Also, review of the relevant department general orders.
- b. Ensure the in-service training is presented to all of the officers assigned to the patrol bureau.

Time Line:

This activity will begin immediately and be completed as soon as practical after the *Traffic Violation Detection and Enforcement Unit* is in service, with completion date of 60 days after the award.

Task 5-

Revise the department's existing motor vehicle stop data base in order capture the data required for the periodic analyses and subsequent program evaluation.

Activity:

The Administrative Sergeant will revise the existing Department Motor Vehicle Stop Form will be revised so that it provides a mechanism in which to capture the needed data from each stop resulting from the ALPR unit.

Time Line:

This activity will begin immediately and be completed as soon as practical after the *Traffic Violation Detection and Enforcement Unit* is in service.

Task 6-

Deploy the *Traffic Violation Detection and Enforcement Unit* every patrol tour.

Activity:

Whenever not otherwise committed to another special assignment, ensure the *Traffic Violation Detection and Enforcement Unit* is deployed during every tour so as to maximize its effectiveness.

Timeline:

This activity will begin immediately upon deployment of the *Traffic Violation Detection and Enforcement Unit* and continue on a regular basis thereafter.

Task 7-

As part of the routine patrol duties, deploy the *Traffic Violation Detection and Enforcement Unit* in specialized traffic enforcement (STE) details at locations identified as having a disproportionate number of vehicle traffic crashes and/or periods when there is high volume of traffic, e.g. AM and PM rush hours, on SH 73 during the weekends in the summer months.

Activity:

This task will be performed periodically by deploying the *Traffic Violation Detection and Enforcement Unit* in conjunction with one or more of the patrol vehicles assigned an E-Ticket System, so as to increase the impact of the ALPR system.

Timeline:

This activity will begin immediately upon deployment of the unit and continue on a periodic basis thereafter.

Task 8-

Assign overtime details to deploy the Unit at locations identified as having a disproportionate number of vehicle traffic crashes and/or periods when there is high volume of traffic.

Activity:

Periodically assign officers to utilize the *Traffic Violation Detection and Enforcement Unit*, on overtime, to specialized enforcement details at locations identified as having a disproportionate number of vehicle traffic crashes and/or periods when there is high volume of traffic, e.g. AM and PM rush hours, on SH 73 during the weekends in the summer months.

Timeline:

This activity will begin immediately upon deployment of the unit and continue on a regular basis thereafter.

Task 9-

Make the *Traffic Violation Detection and Enforcement Unit* available to other contiguous municipalities.

Activity:

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Notify the surrounding police departments as to the availability of the *Traffic Violation Detection and Enforcement Unit*.

Timeline:

This activity will begin 120 days after the unit is operational and completed within 30 days.

Evaluation:

For the purposes of evaluation, the department will revise the current data collection system so as to memorialize the various information captured during each motor vehicle stop, to include but not limited to: driver information, vehicle information, location, type of offense, reason for stop, summons issued, and disposition of stop. This data base will be used in conjunction with the computer software associated with crime/crash mapping and E-Ticket systems.

Six Month:

A preliminary review of data generated by the Traffic Violation Detection and Enforcement Unit will be conducted to ensure all aspects of the project are being adhered to.

Year-End:

A full project evaluation will be conducted after the first full calendar year in service to determine the effectiveness of the program and make any adjustments needed. Every year thereafter, the analysis will be conducted by January 30th, in conjunction with the "analysis of traffic crashes and enforcement activities" as required by Department General Order *Traffic Enforcement 08-9 (R-1)*, to determine effectiveness of the project.

The Officer in Charge of the Traffic Bureau is responsible for conducting the analysis and submitting the findings and recommendations to the Office of the Chief of Police for review. The analysis conducted shall:

1. Be used to identify problem locations and the contributing circumstances or causes of motor vehicle crashes at problem locations (i.e., geographic, temporal, and causative factors).
2. Include a review of, at least, the previous two years so as to provide data and profiles on any seasonal variations of traffic related incidents.
3. Include obtaining the feedback from the officers who have been deploying the unit so as to ensure the most comprehensive and well informed evaluation possible is performed.

Upon review of the report the Chief will cause any necessary changes and/or revisions to be made to the program and/or the traffic enforcement efforts.

Reoccurring Costs:

In the subsequent years after obtaining the grant, the department does not anticipate at this time the need to request any additional funding from any outside source in regards to this project. It is the department's intention to address all of the reoccurring costs associated with this project, e.g. annual user fees, software licensing, vehicle maintenance through the department's annual operating and expenses budget.

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Item #	Description			Local Share		Total
	<u>Contractual Services</u>					
1	Annual fee for modems- 19.99 per month x 12 months- \$239.88 x 4 Units (75% -25% match)	\$720		\$240		\$960
2	Annual E-Ticket Support/Maintenance Fee- 4 Units (75% -25% match)	\$2,862		\$954		\$3,816
3	1- year CrimeReports computer software and service contract. (75% -25% match)	\$4,026		\$1,342		\$5,368
	Total	\$7,607		\$2,536		\$10,143
	<u>Commodities</u>					
	Not Applicable	\$0		\$0		\$0
	<u>Other Direct Costs</u>					
1	Ford Crown Victoria Vehicle (2010- NJ State contract price)	\$0.00		\$22,507.00		\$22,507.00
2	Equipment to outfit the patrol Vehicle, i.e. light bar and warning devices, radio, cage, prisoner seat, radio mount, weapons bracket, etc. (2010 pricing)	\$0.00		\$24,008.00		\$24,008.00
3	4- camera Automated License Plate Reader system w/ computer software programs (85% - 15% match-Purchased and installed)	\$17,757		\$3,133.50		\$20,890.00
4	Panasonic "Toughbook" Mobile Data Terminal w/ required mounting plate and power cable (65% - 35% match-Purchased and installed)	\$2,798.25		\$1,523.97		\$4,305.00

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5	Watch Guard Mobile Video Recorder System (75% - 25% match-Purchased and installed)	\$4,346.25	\$1,448.75	\$5,795.00	
6	Stalker Dual 2KA Radar Unit (Certified pre-owned units with a 75% - 25% match)	\$893.25	\$297.75	\$1,191.00	
7	4- Airlink modem w/ antenna - (75% - 25% match-Purchased and installed)	\$673.50	\$224.50	\$898.00	
8	First: E-Ticket unit and Solutions Mobile Data Interface software (75% - 25% match-Purchased and installed)	\$8,694.00	\$2,898.00	\$11,592.00	
9	3- Subsequent E-Ticket Units (50% - 50% match-Purchased and installed)	\$3,075.00	\$3,075.00	\$6,150.00	
		\$38,236.75	\$59,116.47	\$97,336.00	
	<u>Other Indirect Costs</u>				
	Not Applicable	\$0	\$0	\$0	
	<u>Personal Services (See Attached)</u>				
	Salaries and wages	\$0.00	\$1,579.40	\$1,579.40	
	Fringe Benefits- Not Applicable	\$0.00	\$0.00	\$0.00	
	Travel- Not Applicable	\$0.00	\$0.00	\$0.00	
	Enforcement/Education Details	\$3,000.00	\$817.50	\$3,817.50	
	Miscellaneous Personal Services- Not Applicable	\$0.00	\$0.00	\$0.00	
	Total Personal Services	\$3,000.00	\$2,396.90	\$5,396.90	
		Federal/ State Share	Local Share	Total	
	Total Project Cost	\$48,844.09	\$64,049.15	\$112,876.02	

Personal Services - (Breakdown)						
Salaries and wages- Position	Name	Hourly Rate	Federal/State Share	Local Share		
Traffic Officer- Prepare and deliver inservice training module. (20 hours total)	Richard Carp	\$47.38	\$0.00	\$947.60		
Department Training Officer- Prepare inservice training module. (10 Hours total)	Daniel Howard	\$63.18	\$0.00	\$631.80		
			\$0.00	\$1,579.40		
Fringe Benefits- (Not applicable)			\$0	\$0		
Travel			\$0	\$0		
Enforcement/Education Details	# of Hours	Hourly Rate				
Special overtime details- Average of 5 hours per month x 12 months per year (Police Officer Step J) @ \$50 per hour reimbursement	72	\$66.35	\$3,000.00	\$817.50		
Miscellaneous Personal Services- (Not applicable)			\$0	\$0		
Total Salary Costs			\$3,000.00	\$2,396.90		