NEW JERSEY

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2023 ANNUAL REPORT

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23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

The reporting period for the 2022 Annual Safety Report (ASR) is the Calendar Year (CY) from January 1, 2022, to December 31, 2022.

The Bipartisan Infrastructure Law (BIL) continues the Highway Safety Improvement Program (HSIP) as a core federal-aid program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focus on performance.

New Jersey Department of Transportation (NJDOT) analyzed roadway safety performance as described in Questions 30-33 of the report “General Highway Safety Trends”. New Jersey’s five-year rolling average for the period of 2017-2021 for the number of fatalities increased by approximately 3.2% while the fatality rate increased by approximately 5.1%, the number of serious injuries increased by approximately 22.8%, the serious injury rate increased by approximately 23.5%, and the number of non-motorized fatalities and serious injuries increased by approximately 18.9%. New Jersey’s Vehicle Miles Traveled (VMT) has increased on an annual basis over this five-year period except for 2020, when they dropped significantly due to the pandemic.

In April 2022, NJDOT was notified by the Federal Highway Administration (FHWA) that New Jersey did not meet or make significant progress toward achieving the CY 2020 safety performance targets. Factors influencing these trends include the impacts of the COVID-19 Pandemic on traffic volumes and changing the State of New Jersey Police Crash Investigation Report (NJTR-1) to follow the “Suspected Serious Injuries” definition in the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition per 23 CFR 490.207(c). As a result, since 2019, crash injuries not previously attributed to the serious injury classification were identified as suspected serious injuries, resulting in a significantly higher number of suspected serious injuries reported compared to previous years.

Recognizing these trends, NJDOT remains committed to a vision of zero fatalities by 2050 by partnering with various stakeholders across the 5Es of safety (Enforcement, Education, Emergency Response, Engineering, and Equity) to address highway safety using both conventional and innovative means. As safety is a public journey, NJDOT uses a holistic, proactive approach to reducing Fatalities and Serious Injuries (FSI) by involving safety stakeholders and partners at the federal, state and local level. This includes the NJDOT Safety Resource Center (SRC) leading the implementation of the Strategic Highway Safety Plan (SHSP). There are three major components to implementing the SHSP:

· Continuing to collaborate with, educate, and train stakeholders;

· Move toward substantive integration of the Safe System Approach into SHSP planning and implementation; and

· Integrate equity into all aspects of the SHSP planning and policy development.

Under the Bipartisan Infrastructure Law (BIL), New Jersey’s HSIP annual apportionment is approximately $74 million. These funds are programmed into Statewide Transportation Improvement Program (STIP) under six program line items and as individually programmed projects. The total amount of HSIP funds programmed in the STIP during the 2022 calendar year was $88.4 million.

NJDOT deploys several innovative programs, tools, and analyses targeted at providing support for the development of cost-effective and easily deployed treatments. These include the Regional Horizontal Curve Inventory and Safety Assessment, Vegetation Safety Management Program, and Equity Mapping. Furthermore, NJDOT is currently updating the 2016 NJDOT HSIP Manual to provide means of integrating

equity and the Safe System Approach, and to prioritize pedestrian and bicycle safety improvements. Finally, the NJDOT SRC and the HSIP Project Development and Support teams will promote proven safety countermeasures on all projects, both state and local.

Metropolitan planning organizations (MPOs) are a valued partner in the development, programming and construction of projects on county and local roads through the HSIP Local Safety Program. The Local Safety Application has been revised with the active participation of MPO and FHWA New Jersey Division Office partners. Additional updates on their accomplishments and efforts are presented below:

North Jersey Transportation Planning Authority

The North Jersey Transportation Planning Authority (NJTPA) is the fourth largest MPO region in the nation, serving 6.7 million people in the 13 counties of northern New Jersey. The NJTPA continues to allocate HSIP funding through multiple programs. The Local Safety Program and High-Risk Rural Roads (HRRR) Program provide funding for construction, Right of Way (ROW), and construction inspection. These programs have allocated a total of $476 million for 171 projects since their inception.

To further support the MPO subregions, the NJTPA established the Local Safety Engineering Assistance Program (LSEAP) and Consultant Assistant Program, both of which streamlined project development and provided technical expertise. The LSEAP provides funding for Preliminary Engineering and Final Design. The Consultant Assistance with Local Safety Program studies/analysis provides support for data collection, alternatives analysis, Highway Safety Manual (HSM) analysis, and Concept Development for applications to the Local Safety/HRRR Program bi-annual solicitation for projects. Collectively, these four programs have led to steadily increased funding allocations for local projects and facilitated the funding of larger, more complicated projects with greater safety benefits.

In 2022, $31.717 million in HSIP funding was authorized for the design, construction, ROW, and construction inspection of 19 projects. Projects authorized for construction included: $8.5 million for a corridor project in Somerset County (Main Street in Manville), $7.3 million for a corridor project in Hudson County (JFK Boulevard in Jersey City), $3.65 million for a modern roundabout in Monmouth County (Stage Coach Road/Millstone Road in Millstone), $1.1 million for an intersection in Morris County (Center Grove and Quaker Church Roads in Randolph), and $0.5 million for an intersection in Jersey City (Oakland and St. Pauls Avenues). In addition, $10.6 million was authorized for preliminary engineering for 14 projects in the Fiscal Year (FY) 2020 LSEAP. The NJTPA released the solicitation for the FY 2022 Local Safety/HRRR Program and received 18 applications for $180 million in requested funding.

South Jersey Transportation Planning Organization

The South Jersey Transportation Planning Organization (SJTPO) is the MPO serving New Jersey’s four southernmost counties: Atlantic, Cape May, Cumberland, and Salem.

SJTPO has been actively advancing safety through both planning/engineering and safety education programs focused on user behavior. More information on SJTPO’s safety education programs is available atwww.sjtpo.org/education.

In 2022, SJTPO completed the Cumberland County Bicycle and Pedestrian Safety Action Plan (www.SJTPO.org/CumberlandSAP), which resulted in five complex pedestrian-oriented urban corridors advancing via the Local Safety Program. These projects, located in underserved communities in Bridgeton, Millville, and Vineland, totaling $10.111 million, are now advancing through SJTPO’s Design Assistance Program. This plan also enabled the City of Vineland to secure a $20 million grant through the Safe Streets and Roads for All (SS4A) program. As a result of an extensive partnership with NJDOT and FHWA New Jersey Division Office, SJTPO is engaged in a major effort to develop data-driven Countywide Local Road Safety

Plans in each of SJTPO's four counties. More information on these plans is available at www.SafeRoadsSouthJersey.com.

Delaware Valley Regional Planning Commission

The Delaware Valley Regional Planning Commission (DVRPC) serves four counties in southern New Jersey (Burlington, Camden, Gloucester, and Mercer) and two cities (Camden and Trenton). In addition to working with both NJDOT Local Aid and local partners to advance HSIP-funded projects, DVRPC facilitates the Regional Safety Task Force which meets quarterly to explore crash safety topics through the lens of the FHWA Safe System Approach. DVRPC's Transportation Improvement Program (TIP) Long Range Plan Project Benefit Evaluation Criteria is a data-informed support tool for analyzing how each proposed project aligns with the vision and goals of the Connections 2050 Long-Range Plan for Greater Philadelphia. Safety is the highest weighted among the seven criteria, and projects are screened for their coincidence with the New Jersey HSIP Local Safety Program network screening, and for their actual proposed safety improvements. Only substantive safety improvements receive safety points. In 2022 DVRPC was awarded a SS4A grant to conduct a regional vision zero action plan in collaboration with county partners which will identify strong candidates for future rounds of the New Jersey HSIP Local Safety Program.

DVRPC worked with member counties to identify high ranking Network Screening locations resulting from an overlap analysis for consideration in the state-funded Road Safety Audit (RSA) program: RSAs were completed in Mercer and Camden counties, and Burlington is poised to participate in the next round of the program. The status of ongoing local safety projects is as follows:

· The Mercer County Brunswick Circle Extension Roundabout at CR 583, US 206 (Princeton Ave) and CR 645 (Brunswick Circle Extension) continued through Final Design in 2022, construction was authorized in March of 2023. Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) in Mercer County should secure Final Design authorization in FFY 2024; utility issues and ongoing ROW acquisitions are still being resolved.

· In Camden County, the Sicklerville Road (CR 705) and Erial Road (CR 706) systemic roundabout entered Final Design in 2022 and are slated for construction in December of 2023. Preliminary Engineering for the Mt. Ephraim Avenue corridor-wide pedestrian and bicycle safety improvements project (DB #D1914), City of Camden, continued through 2022 and is slated for Final Design in August of 2023.

· Burlington County (CR 541/Stokes Rd. & CR 648/Willow Grove Rd.) systemic roundabout completed Preliminary Engineering in 2022 and is slated for Final Design authorization in August of 2023.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

Roles & Responsibilities for HSIP: The NJDOT Bureau of Safety, Bicycle and Pedestrian Programs (BSBPP), which is part of the Division of Statewide Planning under the Assistant Commissioner for Planning, Multimodal and Grants Administration (PMGA), is responsible for administering, managing, and monitoring NJDOT's HSIP and funding.

BSBPP partners with MPOs in the development, programming, and construction of safety improvement projects on county and local roads. The MPOs are responsible for conducting competitive solicitation, selecting projects, and monitoring projects in their respective areas for a portion of New Jersey's HSIP funding.

Programming Categories:

HSIP funds are programmed in the following program line items, in addition to individual projects:

1. HSIP Planning

2. Local Safety/HRRR Program

3. Motor Vehicle Crash Record Processing

4. Rail-Highway Crossings Program (RHCP)

5. Utility Pole Mitigation Program

6. Safety Programs

Project Selection and Implementation: HSIP-funded safety improvement projects on the State Highway System go through the following selection and implementation steps:

- Planning: Screen the roadway network for high-risk safety locations, using hot spot or systemic analysis, through the development of the Safety Management System (SMS). Once identified, gather data on the high-risk hot spots or systemic locations. Note that NJDOT is in the process of updating its network screening lists which help inform selection of priority locations.
- Problem Statement development: Analyze the identified locations based on crashes, other active projects in the vicinity, field notes, and other data. Compile the assessment of the safety concern in a

Problem Statement package and verify its alignment with SHSP. Any RSAs required are completed as part of this assessment. Systematic improvements are also analyzed during Problem Statement development.

- Problem Screening Process: Review the submitted safety Problem Statement against other management systems in the Department prior to submission to the Capital Program Committee (CPC) for decision on advancing.

- Concept Development: Once advanced by CPC, finalize purpose and need, develop alternatives in consultation with various subject matter experts (SMEs), prepare an initial cost estimate for safety design alternatives, and conduct Data Driven Safety Analysis (DDSA) using the HSM or other models as approved, per the HSIP Manual and finalize the Preliminary Preferred Alternative (PPA).
- Design, ROW, Utilities
- Construction
- Post Construction Evaluation

Where is HSIP staff located within the State DOT?

Planning

HSIP staff are in the BSBPP within the PMGA.

How are HSIP funds allocated in a State?

- Formula via MPOs
- SHSP Emphasis Area Data
- Other-Network screening for high crash locations

After programming for HSIP planning programs, funds are distributed between state and local projects based on fatality & serious injury (F&SI) crashes. The programmed funds are reflected in the STIP.

Describe how local and tribal roads are addressed as part of HSIP.

New Jersey provides opportunities for local agencies to address safety concerns on their roadway systems through three program line items in the STIP: Local Safety/HRRR Program, HSIP Planning, and Resource Centers. Additionally, some of the local projects are included in the STIP as individually programmed line items. Of note, there are no federally recognized Native American tribes in New Jersey.

Local Safety/HRRR Program:

This STIP line item addresses design, ROW, utilities, construction, and construction inspection on county and municipal roadway systems. Local agencies must solicit HSIP funding from each of the three MPOs (NJTPA, SJTPO, and DVRPC) through competitive application processes. NJDOT supports the MPOs in developing applications, ranking, and prioritizing projects by overseeing the production of network screening lists for all public roadways in the MPO regions. These lists (itemized below) are available to local officials (through the MPOs) to assist in the selection of regional safety priority locations and to develop, design, and construct HSIP-funded projects.

1. HRRR Segment List
2. Roadway Corridor Segment List
3. Intersection List

4. Pedestrian/Bicycle Corridor Segment List
5. Pedestrian Corridor Segment List
6. Pedestrian/Bicycle Intersection List
7. Pedestrian Intersection List

NJDOT also participates in the review of applications as part of multiple technical review committees. All local safety projects are managed by local agencies, with oversight from the NJDOT Division of Local Aid & Economic Development and technical assistance and guidance from BSBPP.

HSIP Planning:

HSIP funding supports a variety of safety-related planning processes and activities for local safety improvements. NJDOT is supporting SJTPO (one of their MPOs) with HSIP funds to develop county and municipal Local Road Safety Plans in their sub-regions. NJDOT also supports local RSAs along road corridors using data-driven processes and involving stakeholders. With respect to the SHSP, NJDOT and its safety partners are instrumental in conducting numerous priority actions supporting safety throughout the state. Some notable outputs from this work include preparing and distributing multiple safety-related resource lists and guidance documents on various Emphasis Area topics to safety partners and updating the NJTR-1 along with corresponding law enforcement training regimens for improved data collection. Finally, NJDOT provides technical expertise and project development support services to local agencies, including:

· Providing guidance on systemic and systematic analysis

· Supporting MPOs in planning, developing, and constructing systemic projects

· Providing Horizontal Curve Inventory and Safety Assessments for all roadways functionally classified as “Collector” or above

Resource Centers:

NJDOT’s SRC and Local Aid Resource Center provide guidance and training to local safety stakeholders. These resource centers also connect users to industry practices, assist with identifying and navigating funding and grant opportunities, and offer safety campaign materials along with other content supporting local safety needs. Additional resources are offered through NJ Bicycle & Pedestrian Resource Center and Safe Roads Resource Center.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Local Aid Programs Office/Division
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Environmental
- Other-Division of Project Management
- Other-Division of Capital Investment and Program Coordination
- Other-Bureau of Transportation Data and Support
- Other-Bureau of Structural and Railroad Engineering Services
- Other-Bureau of Multimodal Services

NJDOT BSBPP actively coordinates with internal stakeholders to monitor New Jersey HSIP funds obligation, project development, and support services ensuring the advancement of projects from Planning into Concept Development.

Describe coordination with internal partners.

Multiple NJDOT Divisions, Bureaus, and Units are involved with the HSIP. This section describes the roles and responsibilities of these stakeholders as part of the agency's coordinated efforts to deliver the HSIP.

BSBPP is responsible for HSIP administration and management. Other supportive responsibilities include the implementation of the SHSP, and HSIP program development and support such as SME input during project development and provision of technical analysis and assistance. BSBPP initiates safety Problem Statements following periodic reviews of the SMS and participates in the consultant selection process for HSIP-eligible projects.

BSBPP also leads Complete Streets implementation on all active capital projects led by NJDOT, as well as bicycle and pedestrian planning.

NJDOT Bureau of Transportation Data and Support (BTDS), which is also in the PMGA, is responsible for gathering, verifying, and sharing crash data with internal stakeholders.

NJDOT Division of Project Management (DPM), under the Assistant Commissioner of Capital Program Management (CPM), is responsible for managing capital projects generated through the capital project delivery process. The DPM's scope of activity focuses on Concept Development, Preliminary Engineering, Final Design, and Construction phases. CPM coordinates with BSBPP SMEs, as needed.

NJDOT Division of Local Aid & Economic Development is responsible for coordinating with the MPOs in the selection, authorization, and oversight of projects implemented on the local road network.

NJDOT Bureau of Environmental Resources processes the NEPA documentation for all local projects.

Division of Capital Investment & Program Coordination provides fiscal oversight, programming and authorization support for all projects.

Additional HSIP partners include Transportation Operation Systems & Support, Bureau of Structural and Railroad Engineering Services.

The New Jersey HSIP Manual identifies the process for coordination and delivery of HSIP projects for roadways under NJDOT's jurisdiction. This includes regular project coordination meetings between PMGA and DPM to monitor and support HSIP-eligible projects as they progress through project development to advertisement.

Internal stakeholders participate in quarterly HSIP meetings to support the monitoring of the HSIP portfolio. These meetings are led by the Office of Assistant Commissioner of PMGA.

NJDOT supports the development and implementation of local safety projects by participating in the LSP Technical Review Committee, which consists of BSBPP, the Division of Local Aid & Economic Development, and the Bureau of Environment Program Resources.

Identify which external partners are involved with HSIP planning.

- FHWA
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Other-Federal Motor Carrier Safety Administration
- Other-New Jersey Association of Counties
- Other-New Jersey Department of Education
- Other-New Jersey Department of Health
- Other-New Jersey Division of Highway Traffic Safety (NJ DHTS)
- Other-New Jersey Motor Vehicle Commission
- Other-New Jersey State Association of Chiefs of Police
- Other-New Jersey State League of Municipalities
- Other-New Jersey State Police
- Other-New Jersey TRANSIT
- Other-New Jersey Turnpike Authority
- Other-Non-Profit Groups: Organizations representing underrepresented communities
- Other-Non-Profit Groups: Organizations representing health, well-being, medical, nursing, and other
- Other-Non-Profit Groups: Organizations representing bicyclists, pedestrians, and other vulnerable roaduser
- Other-Non-Profit Groups: Organizations representing commute options and off-highway system trail users
- Other-Non-Profit Groups: Organizations representing safe driving for youth, aging adults, freight industry
- Other-Academics: Various training and educational institutions including colleges and universities

Each state is mandated by FHWA to develop a SHSP for the purpose of guiding the allocation of safety funding and resources to reduce highway fatalities and serious injuries on public roadways. The SHSP is required by the HSIP as a condition to utilize federal HSIP funds. In the development of the NJ 2020 SHSP, NJDOT coordinated with approximately 200 different stakeholders as mentioned in the report, available at www.saferoadsforallNJ.com .

Describe coordination with external partners.

HSIP-related coordination with external partners in New Jersey occurs through the activities listed below.

Ongoing:

NJDOT coordinates with FHWA New Jersey Division Office, NJ DHTS, and MPOs on a regular basis.

Regional Program Application Review and Statewide Program Coordination:

NJDOT coordinates with MPOs in the development of Local Road Safety Plans. NJDOT also participates in the review of Local Safety/HRRR Program applications and subsequent project selection as a member of the Technical Review Committee. NJDOT extensively coordinated with MPOs (and local agencies) for the Horizontal Curve Inventory and Safety Assessment (Systemic Analysis), a key activity supporting NJDOT’s statewide Horizontal Curve Sign Program.

SHSP:

NJDOT and NJ DHTS co-chair the development and implementation of NJ 2020 SHSP. NJDOT continuously coordinates and engages with more than 200 statewide safety stakeholders regarding ongoing SHSP implementation activities through the SRC. The various engagement activities include planning and hosting quarterly SHSP Action Teams to review and update action plan progress, and meetings with the Core Working Group and Executive Committee (both of which are comprised of internal and external partners) at regular intervals.

HSIP Monitoring:

NJDOT hosts quarterly HSIP meetings with participants from FHWA New Jersey Division Office, BSBPP, Division of Local Aid & Economic Development, Division of Environmental Resources, and MPOs. These meetings are led by the Office of Assistant Commissioner of PMGA. Additionally, the Division of Local Aid & Economic Development coordinates with the MPOs on a regular basis to ensure the advancement of Local Safety/HRRR Program projects. BSBPP supports this work by tracking the HSIP portfolio to monitor HSIP funds obligation.

Safety Summit:

NJDOT hosts New Jersey's annual Safety Summit, an event for statewide safety partners to share accomplishments, review the status of SHSP priority actions, and build partnerships for current and future safety initiatives.

Annual Safety Target Setting:

NJDOT engages and collaborates with statewide safety partners in the development of Safety Targets by reviewing safety trends and exploring different strategies to establish Safety Targets each year.

Project Development and Support:

BSBPP coordinates with, guides, and provides training and resources to local partners for the development of more streamlined systemic safety projects; local safety project design assistance; and conducting crash analysis and RSAs.

Describe HSIP program administration practices that have changed since the last reporting period.

Staff Augmentation:

NJDOT solicited, secured, and augmented HSIP staff (via consultant contract). Staff augmentation provides NJDOT with additional capacity and expertise to support New Jersey's safety priorities.

Expanded Training:

NJDOT coordinated and hosted various learning and professional development opportunities for safety practitioners through a combination of webinars and technical training series on key HSIP topics.

Limited Scope Concept Development Checklist:

NJDOT developed and implemented the Limited Scope Concept Development (LSCD) Checklist for Horizontal Curve Signs, which helped reduce the time to develop and implement projects that do not require full-scoped processes within the NJDOT Capital Delivery Program.

RSAs:

NJDOT integrated RSAs into Concept Development (specifically Problem Statement development), thereby allowing NJDOT to align Problem Statements with the results of its analysis and assessment of projects.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

NJDOT initiated the planning and development of an SRC brand, website, and social media channel to serve as a one-stop destination for safety news, information, guidance on programs, local funding information updates and resources in New Jersey. When complete, the website will offer safety stakeholders unfettered access to industry resources and best practices; social media will share the latest news and resources, and more directly connect with safety practitioners.

New Jersey monitors crash trends over the last three years and aligns resources and plans to mitigate the increase in fatalities and serious injury crashes. To this end, BSBPP staff is involved in all capital projects with a focus on integrating safety countermeasures. In addition, with encouragement from the NJDOT Commissioner, there is a renewed focus on the New Jersey Complete Streets Policy.

NJDOT's commitment to equity is exemplified by the three-pronged approach included in the SHSP: including equity liaisons on all Emphasis Area teams, equity as its own Emphasis Area, and equity as the fifth E.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

Select the programs that are administered under the HSIP.

- HRRR
- Intersection
- Local Safety
- Pedestrian Safety
- Roadway Departure
- Segments
- Other-Utility Pole Mitigation

In 2022, NJDOT made a few changes to the STIP programming, organization structure, and implementation process.

1. 2022 STIP Programming for HSIP funds:

2. HSIP Planning

3. Local Safety/HRRR Program

4. Motor Vehicle Crash Record Processing

5. RHCP

6. Utility Pole Mitigation Program

7. Safety Programs

In addition, some large projects are programmed as individual line items in the STIP. These large projects are funded with HSIP funds but are separated from the Programs and Sub-programs due to the size of the projects. These projects end up picking up the leftover funds from the programs already established. This way, a large project doesn't utilize the whole amount of funds designated to one program.

Safety Programs includes the following sub-programs:

1. Pedestrian Improvement Program (including Bicycle Safety)

2. Intersection Improvement Program

3. Segment Improvement Program (excluding at-intersection crashes)

4. Crash Reduction Programs for Roadway Departure and Fixed Object crashes.

Program: HRRR

Date of Program Methodology:6/6/2019

What is the justification for this program?

- Other-HRRRP is part of Local Safety Program

What is the funding approach for this program?

Other-HRRRP funding is part of Local Safety Funding

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		• Functional classification • Other-Rural

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding:20
Ranking based on net benefit:60
Other-Project to address established safety problem as shown through crash history, risk-based (systemic) :20
Total Relative Weight:100

The HRRR Program focuses on reducing fatalities. The identification of locations along rural roadways with safety concerns is based on historical crash trends.

Rural roads are characterized by lower traffic volumes, leading to fewer crashes and an even smaller subset of severe crashes. Therefore, it is important for New Jersey to identify locations with a historical trend of high number of total crashes.

The severity of the historical trends is captured by the EPDO methodology.

The HRRR methodology is as follows:

Federal rules require that states define HRRR in conjunction with the SHSP. Safety improvements on roads that meet the state's definition of a HRRR may be eligible for federal HRRR Program funds. First, to be eligible as a HRRR, the road segment must have a functional classification as either a rural major collector, a rural minor collector, or a rural local road. In addition to the classification, to qualify for HRRR funds, a data-driven analysis must identify the road segment as having significant safety risks. FHWA directs each state to develop its own methodology for identifying segments with significant safety risks with FHWA approval.

New Jersey's approved methodology for identifying a road segment as an HRRR is that the rural road segment must demonstrate fatal and incapacitating injury crashes per mile higher than the average for the segment on rural roadways with similar geometric features (also known as homogeneous segments, defined based on a variety of factors, such as functional class, speed limit, two-lane versus multilane, etc.). Rural major or minor collector segments and local road segments with similar roadway geometric features are referred to as peer groups. The number of fatal and incapacitating injuries for a particular segment is compared to the average number of fatal and incapacitating injuries for peer group segments within the same MPO boundary to determine if the segment in question exceeds the average for the peer group. Segments that exceed the average for the peer group are classified as having a significant safety risk and thus, an HRRR segment.

High-risk locations may also be identified through other means such as field reviews, safety assessments, RSAs and local knowledge and experience. Using information from observations in the field can identify high-risk locations that may not be identified through data analysis or by identifying roadway characteristics. HRRR characteristics that are correlated with specific severe crash types such as cross-section width, lack of shoulders, substandard alignment, and hazardous roadside may be considered for systemic improvements across multiple HRRR segments. Systemic treatments generally involve the widespread implementation of low-cost safety countermeasures such as rumble strips, high friction surface treatments on high-risk curves,

and back plates with retroreflective borders on traffic signals to increase visibility. NJDOT assessed 5,704 individual rural road segments in 2018. Of those, 41 segments were identified as HRRR in the SJTPO Region across Atlantic, Cape May, Cumberland, and Salem counties; 54 HRRR segments were identified in the NJTPA region across Hunterdon, Monmouth, Morris, Ocean, Somerset, Sussex, and Warren counties; and 17 HRRR segments were identified in the DVRPC region across Burlington, Gloucester, Mercer, and Camden counties.

Program: Intersection

Date of Program Methodology:8/19/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Using the ranking to identify priorities, NJDOT selects and implements projects.

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on net benefit:1
Cost Effectiveness:1

The HSIP Programs are focused on reducing fatalities and serious injuries. The identification of a hotspot location is based on historical crash trends.

BSBPP has developed a methodology for prioritizing State HSIP portfolio projects and Problem Statements, both those statements that are pending and those being newly generated. While this methodology is data-driven, engineering judgment and experience are factors considered throughout the prioritization process. Resulting determinations place the projects/Problem Statements within High, Medium, or Low priority rankings.

For State HSIP projects, priority is determined through consideration of such factors as the HSIP Manual and Implementation Guide, as well as under which HSIP line item and federal fiscal year the project is programmed. The project authorization schedule then determines final ranking. Regarding Problem Statements, factors such as scope of work, existing projects encompassing the corridors and mileposts, and rough cost estimates are considered. After reviews of NJDOT SMS and PSMS lists, final priority is determined through segment/facility screening list rankings and the extent to which the scope of work addresses safety concerns.

These are some of the reasons why New Jersey chooses to identify locations using all crashes. The severity of the historical trends is captured by the EPDO methodology. NJDOT network screening lists have been revised recently to help identify locations with high EPDO scores.

Program: Local Safety

Date of Program Methodology:8/13/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety
- Other-60% of NJ’s injury and fatality events occur on local roadways

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-Priority given to State's focus areas
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding:20
Ranking based on net benefit:60
Other-Project to address established safety problem as shown through crash history, risk-based (systemic) analysis and/or local roadway knowledge:20
Total Relative Weight:100

The HSIP Programs are focused on reducing fatalities and serious injuries. The identification of a hotspot location is based on historical crash trends.

BSBPP has developed a methodology for prioritizing State HSIP portfolio projects and Problem Statements, both those statements that are pending and those being newly generated. While this methodology is data-driven, engineering judgment and experience are factors considered throughout the prioritization process. Resulting determinations place the projects/Problem Statements within High, Medium, or Low priority rankings.

For State HSIP projects, priority is determined through consideration of such factors as the HSIP Manual and Implementation Guide, as well as under which HSIP line item and federal fiscal year the project is programmed. The project authorization schedule then determines final ranking. Regarding Problem Statements, factors such as scope of work, existing projects encompassing the corridors and mileposts, and rough cost estimates are considered. After reviews of NJDOT SMS and PSMS lists, final priority is determined through segment/facility screening list rankings and the extent to which the scope of work addresses safety concerns.

These are some of the reasons why New Jersey chooses to identify locations using all crashes. The severity of the historical trends is captured by the EPDO methodology. The local network screening lists have been revised recently to help identify locations with high EPDO scores.

Program: Pedestrian Safety

Date of Program Methodology:8/21/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

2023 New Jersey Highway Safety Improvement Program

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Other-Pedestrian Crashes	• Other-NJ is a pedestrian focus state	

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)
- Other-Pedestrian generators

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Using the ranking to identify priorities, NJDOT selects and implements projects.

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on net benefit:1
Other-FHWA Ped Focus State:1

This program includes Pedestrian and Bicycle Safety.

The HSIP Programs are focused on reducing fatalities and serious injuries. The identification of a hotspot location is based on historical crash trends.

BSBPP has developed a methodology for prioritizing State HSIP portfolio projects and Problem Statements, both those statements that are pending and those being newly generated. While this methodology is data-driven, engineering judgment and experience are factors considered throughout the prioritization process. Resulting determinations place the projects/Problem Statements within High, Medium, or Low priority rankings.

For State HSIP projects, priority is determined through consideration of such factors as the HSIP Manual and Implementation Guide, as well as under which HSIP line item and federal fiscal year the project is programmed. The project authorization schedule then determines final ranking. Regarding Problem Statements, factors such as scope of work, existing projects encompassing the corridors and mileposts, and rough cost estimates are considered. After reviews of NJDOT SMS and PSMS lists, final priority is determined

through segment/facility screening list rankings and the extent to which the scope of work addresses safety concerns.

These are some of the reasons why New Jersey chooses to identify locations using all crashes. The severity of the historical trends is captured by the EPDO methodology. NJDOT network screening lists have been revised recently to help identify locations with high EPDO scores.

Program: Roadway Departure

Date of Program Methodology:6/4/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Lane miles

Roadway

- Roadside features
- Other-Horizontal Curvature

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Sites identified based on methodology developed for systemic treatment for roadway departure crashes
- Other-Using the ranking to identify priorities, NJDOT selects and implements projects

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on net benefit:1

The HSIP Programs are focused on reducing fatalities and serious injuries. The identification of a hotspot location is based on the historical crash trends.

BSBPP has developed a methodology for prioritizing State HSIP portfolio projects and Problem Statements, both those statements that are pending and those being newly generated. While this methodology is data-driven, engineering judgment and experience are factors considered throughout the prioritization process. Resulting determinations place the projects/Problem Statements within High, Medium, or Low priority rankings.

For State HSIP projects, priority is determined through consideration of such factors as the HSIP Manual and Implementation Guide, as well as under which HSIP line item and federal fiscal year the project is programmed. The project authorization schedule then determines final ranking. Regarding Problem Statements, factors such as scope of work, existing projects encompassing the corridors and mileposts, and rough cost estimates are considered. After reviews of NJDOT SMS and PSMS lists, final priority is determined through segment/facility screening list rankings and the extent to which the scope of work addresses safety concerns.

These are some of the reasons why New Jersey chooses to identify the locations using all crashes. The severity of the historical trends is captured by the EPDO methodology. NJDOT network screening lists have been revised recently to help identify locations with high EPDO scores.

Program: Segments

Date of Program Methodology:6/4/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Volume • Lane miles	

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)
- Other-Exposure is taken into consideration

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Using the ranking to identify priorities, NJDOT selects and implements projects

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on net benefit:1
Cost Effectiveness:1

The HSIP Programs are focused on reducing fatalities and serious injuries. The identification of a hotspot location is based on the historical crash trends.

BSBPP has developed a methodology for prioritizing State HSIP portfolio projects and Problem Statements, both those statements that are pending and those being newly generated. While this methodology is data-driven, engineering judgment and experience are factors considered throughout the prioritization process. Resulting determinations place the projects/Problem Statements within High, Medium, or Low priority rankings.

For State HSIP projects, priority is determined through consideration of such factors as the HSIP Manual and Implementation Guide, as well as under which HSIP line item and federal fiscal year the project is programmed. The project authorization schedule then determines final ranking. Regarding Problem Statements, factors such as scope of work, existing projects encompassing the corridors and mileposts, and rough cost estimates are considered. After reviews of NJDOT SMS and PSMS lists, final priority is determined through segment/facility screening list rankings and the extent to which the scope of work addresses safety concerns.

These are some of the reasons why New Jersey chooses to identify the locations using all crashes. The severity of the historical trends is captured by the EPDO methodology. NJDOT network screening lists have been revised recently to help identify locations with high EPDO scores.

Program: Other-Utility Pole Mitigation

Date of Program Methodology:6/4/2019

What is the justification for this program?

- Other-To mitigate some of the Lane Departure crashes involving a utility pole

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Other-Fixed Object crashes		• Roadside features

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-by ranking

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Field investigation:1

What percentage of HSIP funds address systemic improvements?

29

HSIP funds are used to address which of the following systemic improvements?

- Other-Intersections (Geometry/Signing/Traffic Control)
- Other-Rail-Highway Grade Crossing
- Other-Systemic Roundabout Pilot Program

What process is used to identify potential countermeasures?

- Crash data analysis
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input
- Other-Data-driven safety analysis tools (HSM, CMF Clearinghouse, usRAP)
- Other-Systemic Risk Analysis

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

NJDOT identified an opportunity, through its HSIP Implementation Plan, to coordinate with Division of Operation Support and Engineering and Division of Statewide Traffic Operations on integrating Intelligent Transportation Systems (ITS) deployments into safety projects and to utilize Dynamic Message Signs for messaging opportunities to inform the public about real-time road safety issues. NJDOT is developing projects to install Wrong Way Driving mitigation systems and Pedestrian Detection Systems.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The HSM is a helpful tool used to assess and prioritize HSIP investments. HSM analysis quantifies safety performance. It is used to evaluate different safety improvement alternatives, with every effort made to select the alternative with a benefit cost ratio greater than 1.0, subject to the constraints presented for calculating pedestrian safety benefits.

The HSIP Manual requires that HSM analysis be performed and approved for at least three alternatives during Concept Development for a project to be considered for HSIP funding eligibility. The HSM analysis is one of the key variables in the selection of a Preliminary Preferred Alternative. NJDOT is in the process of automating the HSM spreadsheets to provide more efficient and consistent calculations both internally and externally.

NJDOT has developed New Jersey-specific calibration factors that are applied to currently used HSM Safety Performance Functions in accordance with calibration guidance in the HSM. These calibration factors have been used for all HSM analyses submitted since September 2020. Their applicability will be reviewed after the release of HSM, 2nd Edition.

NJDOT has hosted multiple HSM training courses for HSM analysis with participation from NJDOT, MPO staff, and consultants. In 2022, NJDOT with support from FHWA New Jersey Division Office and FHWA Resource Center will host beginner, intermediate and advanced trainings.

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

NJDOT has initiated the revision and update of the 2016 HSIP Manual. This will be accomplished through active participation of key stakeholders.

NJDOT proposes to complete the revision of the Network Screening Lists in 2023.

NJDOT has revised the Capital Project Delivery Process that included three additional activities to align with the HSIP Program delivery. The following are the activities added to the Capital Project Delivery Process:

1. Conduct HSM Analysis

2. HSM Analysis Review

3. Eligibility Approval

An LSCD Checklist for the Regional Horizontal Curve Sign Program has been developed and approved. The LSCD Checklist will help in reducing the delivery time for the horizontal curve sign projects, enabling New Jersey to build a shelf of construction-ready projects.

Additionally, NJDOT engaged with new internal partners from DPM to successfully implement the first split-funded project using HSIP funds.

Quarterly HSIP performance meetings are held to review progress with an enterprise warehouse support team that provides data for project and senior managers to review the status of the capital HSIP Safety Portfolio. It is the goal to include local safety projects in the portfolio in the future. NJDOT has created a program dashboard that provides information regarding project implementation and the overall program delivery process.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Calendar Year

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$88,417,000	$94,709,465	107.12%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$6,665,332	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$88,417,000	$101,374,797	114.66%

Being that the reporting period is CY 2022, the programmed funds are calculated as follows: ¾ of the programmed funds for FFY 2022 plus ¼ of the programmed funds for FFY 2023. Programmed values are based on the 2022-2031 STIP and amendments for FY 2022 from the e-STIP. $0 has been programmed in CY 2022 under the HRRR. Approximately $0.054 million for CY 2023 is programmed to be authorized under HRRR so far. See the “2023 ASR Programmed-Obligated Funding Calculations” supporting document.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

$25,893,250

How much funding is obligated to local or tribal safety projects?

$30,835,198

Being that the reporting period is CY 2022, the programmed funds were calculated by taking ¾ of the programmed funds in the STIP for the FFY 2022 plus ¼ of the programmed funds for FFY 2023 as follows:

(¾) of the programmed funds for FFY 2022 + (¼) of the programmed funds for FFY 2023.

See the “2023 ASR Programmed-Obligated Funding Calculations” supporting document.

How much funding is programmed to non-infrastructure safety projects?

$13,698,000

How much funding is obligated to non-infrastructure safety projects?

$19,137,971

The STIP Programming is based on the FFY and the HSIP Annual Report is based on the CY. This creates challenges in understanding and reporting on the programming. For the purposes of the calculations, the programming is reported as ¾ of the programmed funds in the STIP for FFY 2022 and ¼ of the programmed funds for FFY 2023. See the “2023 ASR Programmed-Obligated Funding Calculations” supporting document. However, this does not provide a complete picture, as all the FFY 2023 programmed funds are available for obligation in October (which is technically still CY 2022).

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

$10,000,000

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

$0

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

There are no challenges in obligating HSIP funds.

NJDOT is diversifying the HSIP portfolio through an expansion of partnerships to help assure sustainability of HSIP obligations.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2022 Staff Work Program - Safety (supplemetal authorization)					$395000	$395000	HSIP (23 U.S.C. 148)	N/A	N/A	0					
2023 Staff Work Program - Safety					$3554996	$3554996	HSIP (23 U.S.C. 148)	N/A	N/A	0					
HSIP Augmentation FY 23					$1000000	$1000000	HSIP (23 U.S.C. 148)	N/A	N/A	0					
HSIP Program and Project Development Support - Statewide, Task Order 5-9					$1731000	$1731000	HSIP (23 U.S.C. 148)	N/A	N/A	0					
SJTPO-Countywide Local Road Safety Plans	Miscellaneous		4	Plans	$3046701	$3046701	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County and Municipal	Countywide	Multiple	Multiple
Safety Resource Center - D00S547, Task Order 6					$750000	$750000	HSIP (23 U.S.C. 148)	N/A	N/A	0					
Safety Resource Center, Task Order 2-3					$895000	$895000	HSIP (23 U.S.C. 148)	N/A	N/A	0					
Safety Resource Center, Task Order 4-5					$870000	$870000	HSIP (23 U.S.C. 148)	N/A	N/A	0					
2023 MV Crash Records					$3943011	$3943011	HSIP (23 U.S.C. 148)	N/A	N/A	0					
Motor Vehicle Crash Records Processing D00S699					$80000	$80000	HSIP (23 U.S.C. 148)	N/A	N/A	0					
2023 Staff Work Program - Railroad Engineering					$2872263	$2872263	HSIP (23 U.S.C. 148)	N/A	N/A	0					
RT 1&9, Dennis Place to east Grand St, MP 42.79-44.52, Linden/Elizabeth, Union Co	Pedestrians and bicyclists	Pedestrian signal - other	9	Intersections	$1629599	$1629599	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	60,000	45	State Highway Agency		pedestrians	Develop a plan to improve integration of pedestrian safety concerns in the

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															NJDHTS Highway Safety Plan.
Rt. 15 & Berkshire Valley Road	Intersection geometry	Intersection realignment	1	Intersections	$10476221	$10476221	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	50,000	55	State Highway Agency	Spot	Intersections	
Route 15 & Berkshire Valley Road (CR 699) (supplemental/additional authorization)	Intersection traffic control	Intersection traffic control - other			$1401729	$1401729	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Rt.439, Rt. 28(Westfied Ave)	Roadway	Pavement surface - other	28	Resurfacing, ADA compliance & signal improvements	$881106	$881106	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,000	35	State Highway Agency	Spot	Intersections	
Passaic Ave, Ward Ave, Clifton City	Intersection traffic control	Intersection traffic control - other	3	Intersections	$1281780	$1281780	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0	35	State Highway Agency	Spot	Intersections	
Intersection Safety &Improvement Program w/ROW, South 2017 (MA)	Intersection geometry	Intersection geometry - other			$2035548	$2035548	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	601,789	50	State Highway Agency	Systemic	Intersections	
Intersection Safety &Improvement Program w/ROW, South (JP)	Intersection traffic control	Intersection traffic control - other		Intersections	$5091884	$5091884	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	47,626	50	State Highway Agency	Systemic	Intersections	
Int. Impr. Prog. Contract 2017-2 (NJ 36 and Broadway, West Long Branch), (NJ 70 and New Hampshire, Lakewood), (US 1 and Wooding, Edison)	Intersection geometry	Intersection geometry - other		Intersections	$5961266	$5961266	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot		
RT 36 and Thompson Avenue	Intersection traffic control	Intersection traffic control - other	5	Intersections	$700000	$700000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,000	50	State Highway Agency	Spot	Intersections	
RT US 130 and Georges Road (CR 679) / Wheeling Road	Intersection traffic control	Intersection signing –other		Intersections	$2405564	$2405564	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	
Alexander Ave RR signals - 1901300	Railroad grade crossings	Crossing warning signs and pavement marking improvements	1	Railroad Signals	$278571	$278571	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Anderson Street Rail-Highway Grade Crossing - 1063301	Railroad grade crossings	Crossing approach improvements	1	Surface	$0	$0	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Atco Avenue - 1361001	Railroad grade crossings	Crossing approach improvements	1	Surface	$431068	$431068	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Beacon Street Rail-Highway Grade Crossing - 1018301	Railroad grade crossings	Crossing approach improvements	1	Surface	$359729	$359729	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Beech St. Rail-Highway Grade Crossing - 1034355	Railroad grade crossings	Grade crossing elimination	1	Elimination	$120558	$120558	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Beers Street Rail-Highway Grade Crossing - 1060300	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$493846	$493846	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Burns Avenue Rail-Highway Grade Crossing, Federal - 1018302	Railroad grade crossings	Crossing approach improvements	1	Surface	$139578	$139578	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Chancellor Ave (CR 601), Rail-Highway Grade Crossing - 0601303	Railroad grade crossings	Crossing approach improvements	1	Surface	$188999	$188999	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Chester Avenue Rail-Highway Grade Crossing - 0604305	Railroad grade crossings	Crossing approach improvements	1	Surface	$202149	$202149	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Clayton Ave Rail-Highway Grade Crossing - 0636301	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$363895	$363895	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Railroad	Systemic	Railroad	
Commerce Street Rail-Highway Grade Crossing - 1004304	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$419470	$419470	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
CR 624 Rail-Highway Grade Crossing - 0624301	Railroad grade crossings	Grade crossing elimination	1	Elimination	$86520	$86520	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Essex Street (CR 561) Rail-Highway Grade Crossing - 0561304/306	Railroad grade crossings	Crossing approach improvements	1	Elimination	$145654	$145654	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Essex Street (CR56) RR Crossing - 0561306	Railroad grade crossings	Crossing approach improvements	1	Elimination	$1116363	$1116363	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Ferry Street RR Crossing - 1844302	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Railroad Signals	$281266	$281266	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Fire Road Rail-Highway Grade Crossing - 0651300	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Railroad Signals	$114588	$114588	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Gravel Hill Spotswood Road - 1032301	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$196263	$196263	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Green Avenue Rail-Highway Grade Crossing - 1023300	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$1136614	$1136614	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Highland Ave (CR 602) RR Crossing - 0602304	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Railroad Signals	$0	$0	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Lalor Street RR Crossing - 0650300	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$1057289	$1057289	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
LaReine Ave. RR Crossing - 1025301	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$1301812	$1301812	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Leonard Cake Road, Rail-Highway Grade Crossing Program, Federal - 1005354	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$355211	$355211	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Lyons Ave (CR 602) Rail-Highway Grade Crossing - 0602303	Railroad grade crossings	Crossing approach improvements	1	Surface	$215639	$215639	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Main Street (Rt. 585) Rail-Highway Grade Crossing - 0585300	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Railroad Signals	$784137	$784137	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Main Street RR Crossing - 0511300	Railroad grade crossings	Crossing approach improvements	1	Surface	$452227	$452227	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Master Street Rail-Highway Grade Crossing - 1119302	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$513483	$513483	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Mola Blvd, Rail-Highway Grade Crossing - 1174300	Railroad grade crossings	Grade crossing elimination	1	Elimination	$120454	$120454	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Monroe Street RR Crossing - 1154301	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$1358458	$1358458	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
New Milford Ave RR Crossing - 1120300	Railroad grade crossings	Crossing approach improvements	1	Surface	$325474	$325474	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Oak Hill Road RR Crossing - 2095300	Railroad grade crossings	Crossing approach improvements	1	Surface	$452227	$452227	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Oak Rd. (CR 681), Rail-Highway Grade Crossing - 0681305	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$281437	$281437	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Parkville Station (CR 656) RR crossing - 0656302	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Railroad	Systemic	Railroad	
Paulsboro-Swedesboro Rd (CR 653) RR crossing - 0653301	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Surface and Signals	$372990	$372990	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Penn Line Rd. Rail-Highway Grade Crossing - 1028300	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$598387	$598387	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
River Road RR Crossing - 0543302	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Railroad Signals	$536287	$536287	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Rt. 17, Rail-Highway Grade Crossing - 0017306	Railroad grade crossings	Grade crossing elimination	1	Elimination	$153638	$153638	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		Railroad	Systemic	Railroad	
Rt. 45 (Gateway Blvd) Rail-Highway Grade Crossing - 0045145	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$561893	$561893	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		Railroad	Systemic	Railroad	
Rt. 46 RR Crossing - 0046349	Railroad grade crossings	Grade crossing elimination	1	Elimination	$161123	$161123	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		Railroad	Systemic	Railroad	
Sherman Ave RR Crossing - 1027300	Railroad grade crossings	Crossing approach improvements	1	Surface and Signals	$1281740	$1281740	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
South Woodruff Road Rail-Highway Grade Crossing - 0553354	Railroad grade crossings	Crossing approach improvements	1	Surface	$174732	$174732	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Stanhope Waterloo Valley Road RR crossing - 1065301	Railroad grade crossings	Crossing approach improvements	1	Surface	$505950	$505950	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Thompson StreetRail-Highway Grade Crossing - 1062300	Railroad grade crossings	Crossing approach improvements	1	Surface	$451139	$451139	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Welchville Road	Railroad grade crossings	Active grade crossing equipment installation/upgrade	1	Railroad Signals	$167329	$167329	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Railroad	Systemic	Railroad	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NJTPA-Bergen Street-Phase II from Madison Avenue to 14th Avenue	Intersection traffic control	Intersection traffic control - other	11	Intersections	$807904	$807904	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	19,222	25	City or Municipal Highway Agency	Spot	Pedestrians	
NJTPA-Hudson - Frank E. Rodgers Boulevard/Paterson Plank Road/ Secaucus Road (A2)	Intersection traffic control	Intersection traffic control - other	20	Intersections	$126420	$126420	HSIP (23 U.S.C. 148)	Urban	Major Collector	19,000	25	County Highway Agency	Spot	Pedestrians	
NJTPA-Hudson - JFK Boulevard (CR 501) from Sip to Bergen Ave - 5 intersections -Phase II	Intersection traffic control	Modify traffic signal – modernization/replacement	5	Intersections	$7299983	$7299983	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,500	25	County Highway Agency	Spot	Pedestrians	
NJTPA-Hudson - JFK Boulevard (CR 501) - Phase IV from 43rd to 59th Streets (A1)	Intersection traffic control	Modify traffic signal – modernization/replacement	17	Intersections	$0	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,264	25	County Highway Agency	Spot	Pedestrians	
NJTPA-Jersey City - Garfield Avenue from Merritt Street to Grand Street (B1)	Intersection traffic control	Intersection traffic control - other	2.54	Miles	$1160391	$1160391	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,472	25	City or Municipal Highway Agency	Spot	Pedestrians	
NJTPA-Jersey City - Oakland Avenue & St. Pauls Avenue	Intersection traffic control	Modify control – new traffic signal	1	Intersections	$505348	$505348	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	5,000	25	City or Municipal Highway Agency	Spot	Pedestrians	
NJTPA-Monmouth - Memorial Drive (CR 40A) - Phase II from SH 33 to SH 35 (C2)	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.5	Miles	$655242	$655242	HSIP (23 U.S.C. 148)	Urban	Major Collector	15,964	40	County Highway Agency	Spot	Pedestrians	
NJTPA-Monmouth - Roundabout Stage Coach Road (CR 524) - Millstone Rd, Paint Island Spring Rd (HRRRP)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$3624605	$3624605	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,937	50	County Highway Agency	Spot	Intersections	
NJTPA-Monmouth - Siloam Road (CR 527) (aka Cedar Swamp Road) (C3)(HRRRP)	Roadway	Superelevation / cross slope	2.84	Miles	$744806	$744806	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	7,213	50	County Highway Agency	Spot	Roadway Departure	
NJTPA-Monmouth - Stage Coach Road (CR 524) - Phase IV (HRRR segments only) (D1)	Roadway	Superelevation / cross slope	6.49	Miles	$1140496	$1140496	HRRR Special Rule (23	Rural	Major Collector	1,937	50	County Highway Agency	Spot	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							U.S.C. 148(g)(1))								
NJTPA-Monmouth - Stage Coach Road (CR 524) - Phase IV (LSP segments and the re-alignment of Clarksburg Road) (D2)	Roadway	Superelevation / cross slope	2.3	Miles	$762755	$762755	HSIP (23 U.S.C. 148)	Urban	Major Collector	1,937	50	County Highway Agency	Spot	Roadway Departure	
NJTPA-Monmouth - Stage Coach Road (CR 524) at Imlaystwon-Hightstown Road (CR 43) Roundabout (D5) (HRRRP)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$411680	$411680	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	2,454	50	County Highway Agency	Spot	Intersections	
NJTPA-Monmouth - Stage Coach Road (CR 524) at Sharon Station Road Roundabout (D3) (HRRRP)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$412779	$412779	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	2,454	50	County Highway Agency	Spot	Intersections	
NJTPA-Monmouth - Stage Coach Road (CR 524) at Stillhouse Road Roundabout (D4) (HRRRP)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$330966	$330966	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	1,937	50	County Highway Agency	Spot	Intersections	
NJTPA-Morris - Center Grove road (CR 670) & Quakerchurch Road	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$1100860	$1100860	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,874	35	County Highway Agency	Spot	Intersections	
NJTPA-Morris - Morris Street (CR 510) and Ridgedale Avenue (B3)	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$401261	$401261	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	30,496	25	County Highway Agency	Spot	Intersections	
NJTPA-Passaic - Lakeview Avenue (CR 624) from Crooks Avenue to Market Street (B2)	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	0.71	Miles	$882740	$882740	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	17,063	30	County Highway Agency	Spot	Pedestrians	
NJTPA-Somerset - Hamilton Street (CR 514) from Vanderbilt Avenue to Middlesex County line (C1)	Intersection traffic control	Intersection traffic control - other	31	Intersections	$820633	$820633	HSIP (23 U.S.C. 148)	Urban	Minor Collector	16,900	25	County Highway Agency	Spot	Pedestrians	
NJTPA-Somerset - Main Street (CR 533) Manville	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.5	Miles	$8548311	$8548311	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	21,065	35	County Highway Agency	Spot	Pedestrians	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
DVRPC-CR 705 (Sicklerville) & CR706 (Erial Rd) Roundabout - 0705300	Intersection traffic control	Modify control – Modern Roundabout		Intersections	$252614	$252614	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		County Highway Agency	Systemic		

Attached is a file called "Question 29_Obligated HSIP Funds Project List" with calculations for:

· Total HSIP authorizations

· HRRRP authorizations

· Non-infrastructure authorizations

· Local authorizations

· Systemic authorizations

· State roadway authorizations (CPM)

HSIP Project cost = HSIP authorization amount that occurred in calendar year 2022 for the phase being reported

TOTAL Project cost = Total authorization amount that occurred in calendar year 2022 including other funds used for the phase being reported.

In this case, all HSIP Project cost = TOTAL Project cost.

Some cells are blank because have multiple answers or because the question does not apply for the listed authorization.

Non-Federal Match – Toll Credit

Toll Credits were created in the Transportation Equity Act for the 21st Century (TEA-21) and are to be used as credits toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief program) and for transit programs authorized by Chapter 53 of Title 49.

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges and/or tunnels that serve interstate commerce. The federal government has allowed state and local governments to use toll credits as part of the local matching

funds in regard to transit grants. This allowance results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes of transportation in that corridor, be they automobiles, transit buses, or a rail system.

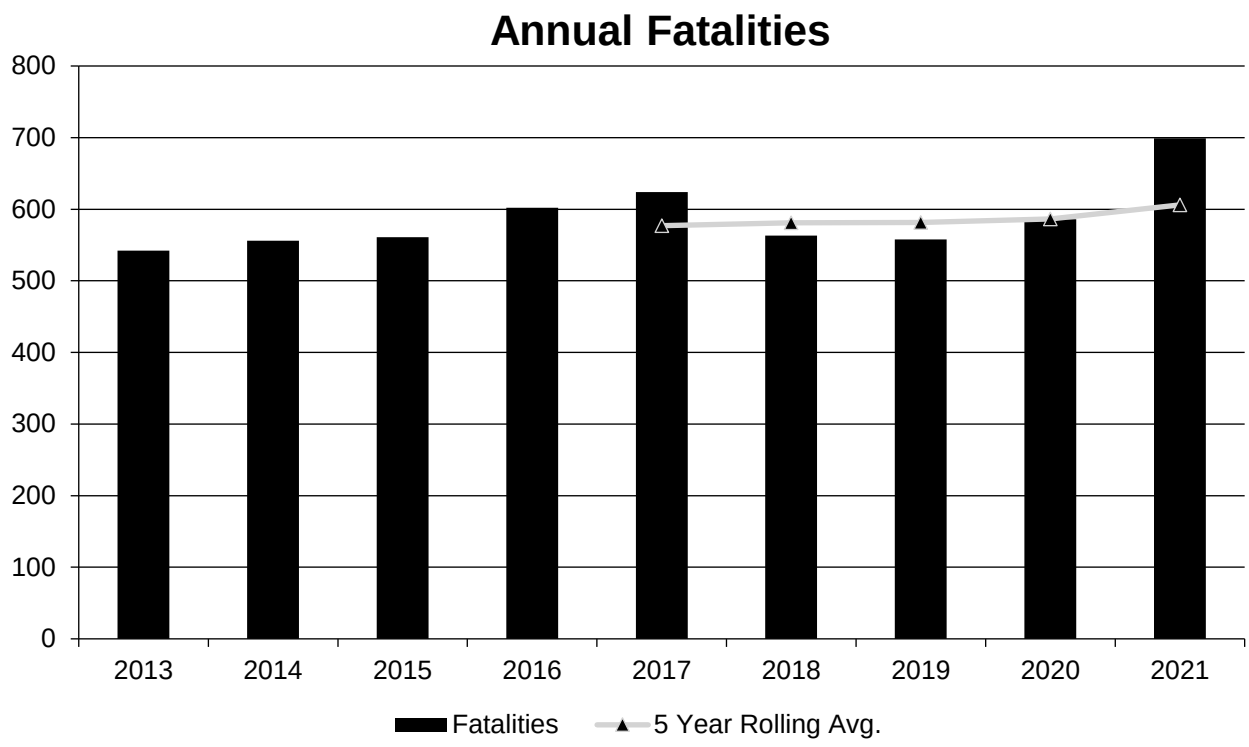
With the assumption that federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits will continue, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey expects to have sufficient toll credits to continue to utilize the soft match of federal funds over the entire 10-year plan.

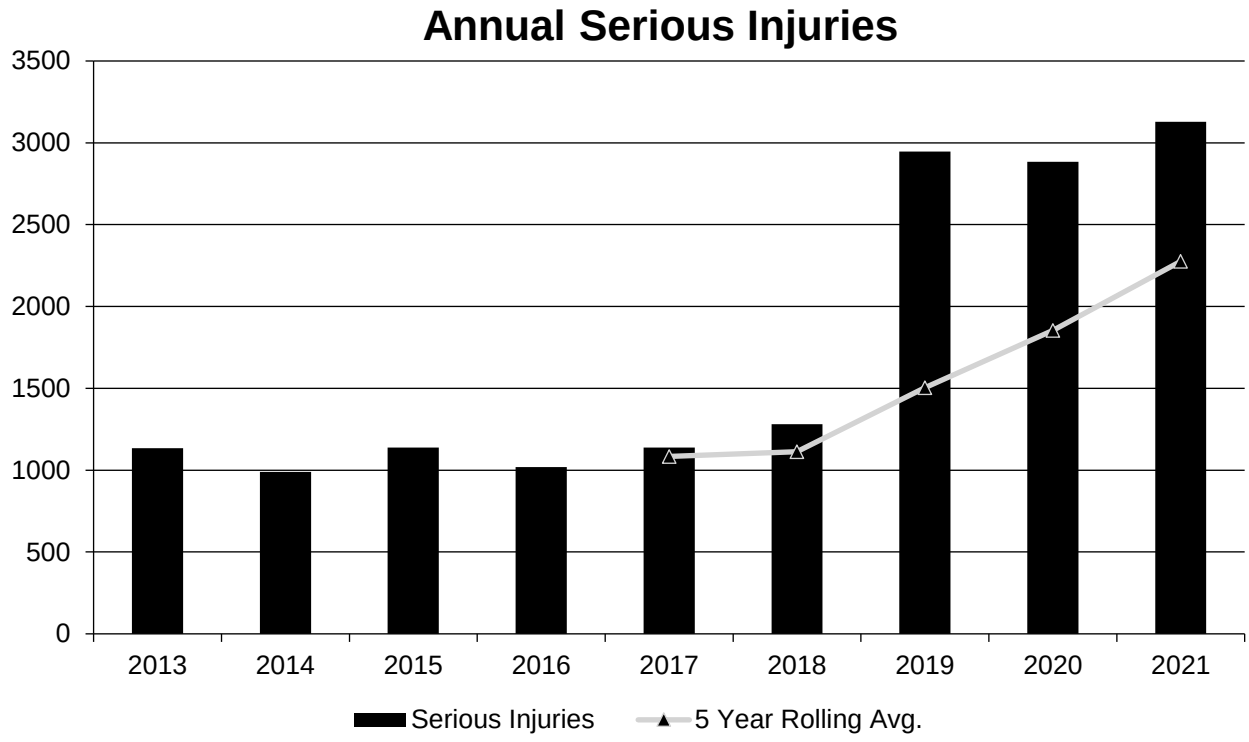
Safety Performance

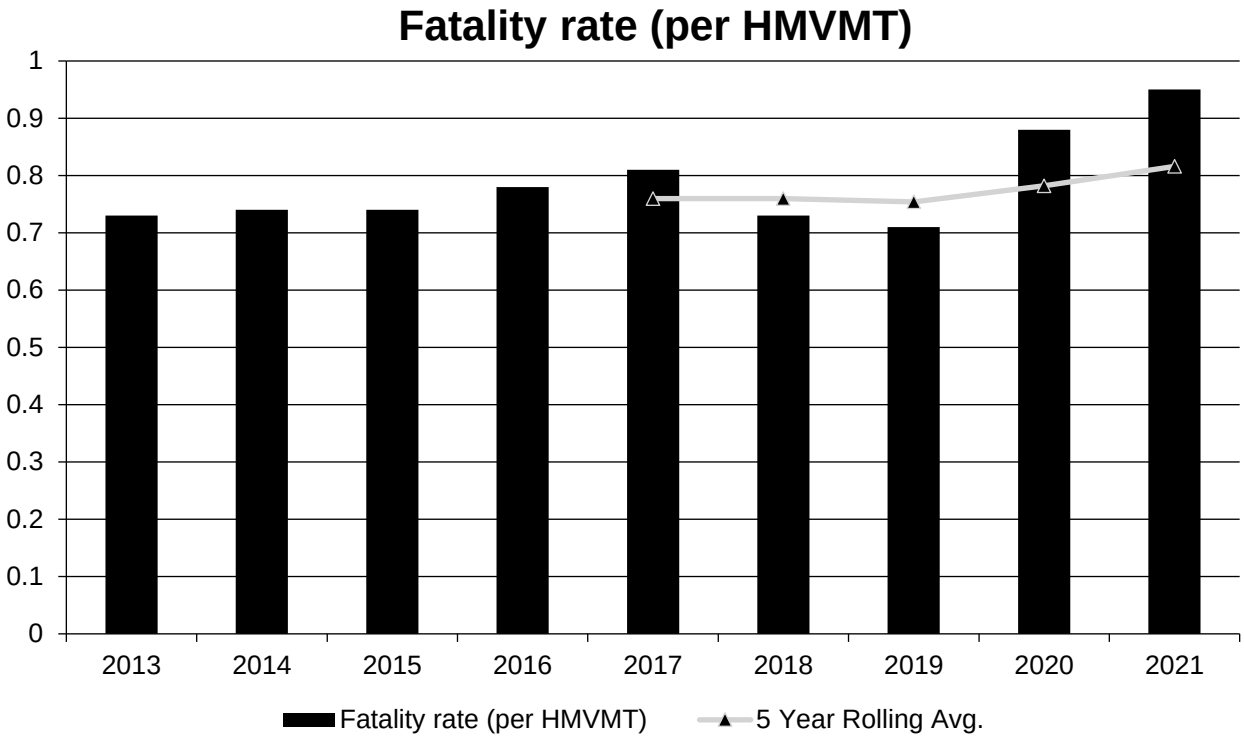
General Highway Safety Trends

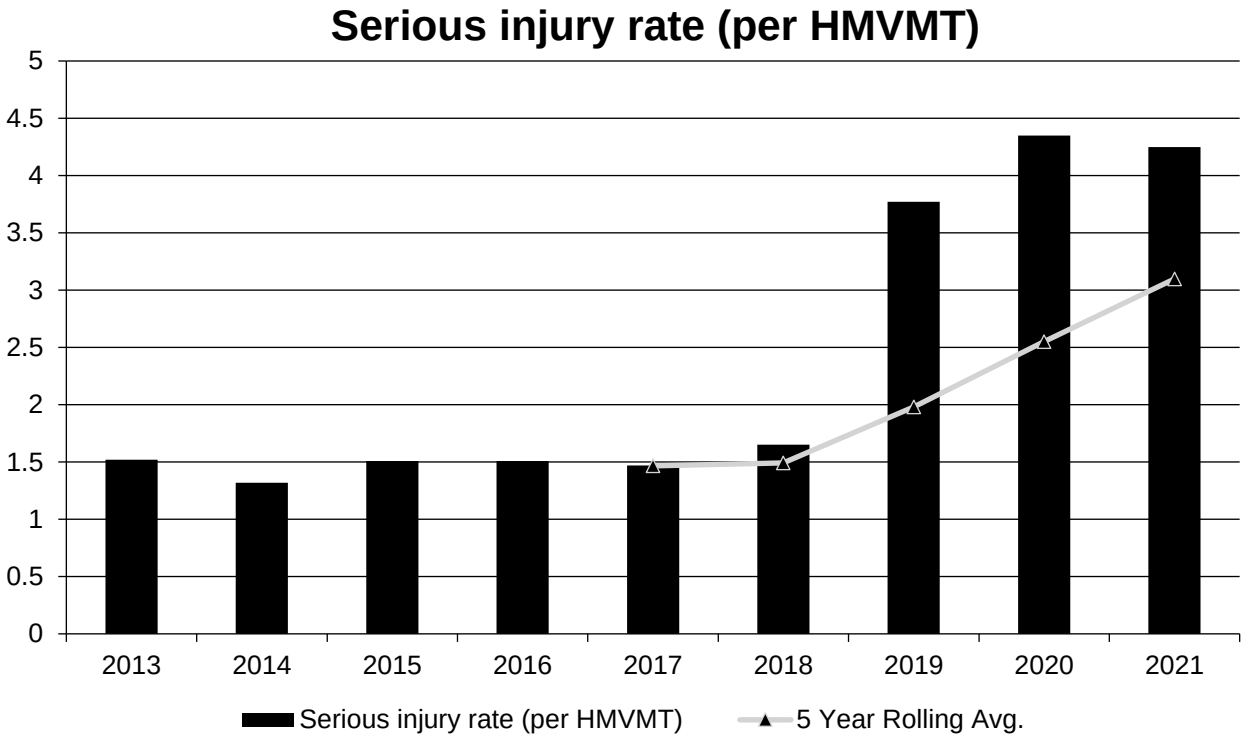
Present data showing the general highway safety trends in the State for the past five years.

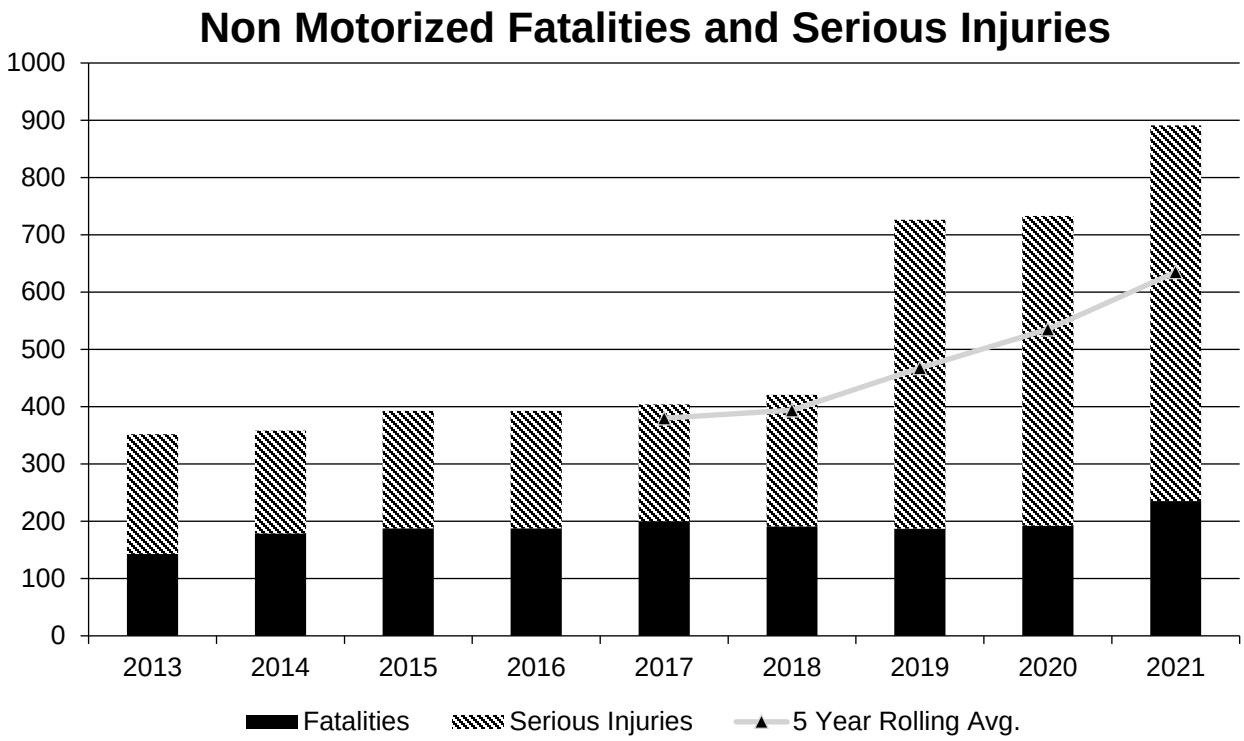
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	542	556	561	602	624	563	558	586	699
Serious Injuries	1,134	990	1,138	1,019	1,139	1,280	2,946	2,885	3,129
Fatality rate (per HMVMT)	0.730	0.740	0.740	0.780	0.810	0.730	0.710	0.880	0.950
Serious injury rate (per HMVMT)	1.520	1.320	1.510	1.510	1.470	1.650	3.770	4.350	4.250
Number non-motorized fatalities	143	179	188	188	200	191	187	192	235
Number of non-motorized serious injuries	209	179	205	205	204	230	539	541	656


Annual Fatalities
800
700
600
500
400
300
200
100
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



1. VMT data provided by NJDOT on July 14, 2023. Values may be subject to change. VMT data for 2021 is not available. 2021 VMT is estimated based on FHWA Traffic Volume Trends. Note that 2016 and 2020 are adjusted for Leap Years (366 days).

2. 2013-2021 Number of Fatalities is based on available FARS data as of July 16, 2023. Note that 2021 data is not complete and is subject to change.

3. 2013-2021 Number of Serious Injuries is based on available NJDOT data (NJDOT-Accidents Record Database (ARD)) as of July 16, 2023. 2021 numbers are estimated based on calculations using available data including Number of Serious Injuries available NJDOT data (NJDOT-ARD database) as of July 16, 2023. Note that 2021 and 2022 data is not complete and is subject to change.

Describe fatality data source.

FARS

· For Functional Classification: All fatalities for 2017-2021 are from FARS, except the following:

· For “Minor Arterial” Functional Class: Fatalities for 2018-2021 are from NJDOT-ARD

· For Ownership: All fatalities for 2017-2021 are from NJDOT-ARD

· For Emphasis Areas: All fatalities are from NJDOT-ARD except the following:

· For “Ped-Bike,” “Older Driver,” “Motorcycle,” “Young Drivers,” and “Work Zone”: Fatalities for 2017-2021 are from FARS.

· For General Trends and Safety Performance Target calculations:

· 2013-2021 Number of Fatalities is based on available FARS data as of July 16, 2023.

· Note that 2021 data is not complete and is subject to change.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2021

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	6.4	10.8	0.55	0.96
Rural Principal Arterial (RPA) - Other Freeways and Expressways	5.6	5.2	1.23	1.11
Rural Principal Arterial (RPA) - Other	9.2	25.4	1.36	3.78
Rural Minor Arterial	9.6	18	1.48	2.74
Rural Minor Collector	1.4	7	0.86	4.23
Rural Major Collector	17	30.2	2.14	3.82
Rural Local Road or Street	13.2	11.2	1.6	1.35
Urban Principal Arterial (UPA) - Interstate	58.8	111	0.4	0.75
Urban Principal Arterial (UPA) - Other Freeways and Expressways	58.8	134	0.48	1.09
Urban Principal Arterial (UPA) - Other	203	609.2	1.31	3.92
Urban Minor Arterial	119	473	1.09	4.31
Urban Minor Collector	4	17	0.61	2.76
Urban Major Collector	42.4	188.4	0.96	4.22
Urban Local Road or Street	50.2	194.6	0.45	1.83

Year 2021

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	245.8	704.8	0.84	2.43
County Highway Agency	160.6	689.2	1.11	4.82
Town or Township Highway Agency				
City or Municipal Highway Agency	99	390.8	1.97	7.92
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	0.4	1.6	0.19	0.85
Private (Other than Railroad)				
Railroad				
State Toll Authority	43.4	93	0.33	0.7
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Functional Classification:

· All fatalities for 2017-2021 are from FARS, except the following:

· “Minor Arterial” Functional Class: Fatalities for 2018-2021 are from NJDOT-ARD

· Serious injuries for 2017-2021 are from NJDOT-ARD.

· Fatalities and serious injuries for 2019-2021 have been updated.

· Functional Classification categories rely on crashes having milepost information, any crash that does not have this information is excluded.

· 2021 VMT data provided by NJDOT on July 14, 2023.

Note that 2021 data is not complete and is subject to change.

Ownership:

· Fatalities for 2017-2021 are from NJDOT-ARD.

· Serious injuries for 2017-2021 are from NJDOT-ARD.

· Fatalities and Serious injuries for 2019-2021 have been updated.

· Because the Jurisdiction categories rely on crashes having milepost information, any crash that does not have this information is excluded.

· 2021 VMT data provided by NJDOT on July 14, 2023.

Note that 2021 data is not complete and is subject to change.

Provide additional discussion related to general highway safety trends.

Beginning in 2019, recording serious injuries on the NJTR-1 changed to follow the “Suspected Serious Injuries” definition in the MMUCC 4th Edition definition per 23 CFR 490.207(c). FHWA sent a letter confirming New Jersey was compliant in October 2019. As a result of the required revision to the NJTR-1, crash injuries not previously attributed to the serious injury classification were included in the total, resulting in a significantly higher number of serious injuries reported compared to previous years.

During the COVID-19 Pandemic, VMT decreased but transportation-related FSI increased in New Jersey. This trend occurred in many other states as well. The increase in the number of crashes and decrease in VMT impact the general trends.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2024 Targets *

Number of Fatalities:639.4

Describe the basis for established target, including how it supports SHSP goals.

The safety performance target was established after careful consideration of near-term trends in fatality frequency, recently built projects, and the current socioeconomic environment. The target is based on a five-year rolling average value and is reported to satisfy federal requirements with the understanding that New Jersey's safety goal is zero deaths on all roads by 2050. Unfortunately, the number of fatalities and serious injuries on New Jersey roads has been increasing since 2020. Similar trends have been seen nationally.

During the COVID-19 pandemic, vehicle miles traveled decreased, but transportation-related FSI increased in New Jersey. This trend occurred in many other states as well. The increase in the number of crashes and decrease in vehicle miles traveled impact the rolling five-year average safety performance measures. As a result, these performance measures have not improved and NJDOT is working to drive down F & SI more aggressively and overcome the transportation safety impacts of the COVID-19 Pandemic.

Number of Serious Injuries:2949.0

Describe the basis for established target, including how it supports SHSP goals.

The safety performance target was established after careful consideration of near-term trends in serious injury frequency, recently built projects, and the current socioeconomic environment. The target is based on a five-year rolling average value and is reported to satisfy federal requirements with the understanding that New Jersey's safety goal is zero deaths on all roads by 2050. Unfortunately, the number of fatalities and serious injuries on New Jersey roads has been increasing since 2020. Similar trends have been seen nationally.

Beginning in 2019, New Jersey updated the NJTR-1 to be consistent with the federally required MMUCC 4th Edition classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, since 2019, injuries not previously attributed to the serious injury classification are now often considered serious injuries. For example, a crash victim with a broken arm that would have previously been classified as a moderate injury is now classified as a suspected serious injury. As a result, New Jersey saw an increase in reported serious injuries.

The continued challenges posed by changes to the NJTR-1 and the COVID-19 Pandemic have rendered previous injury trends and models ineffective, leading to challenges in developing data projections.

Fatality Rate:0.870

Describe the basis for established target, including how it supports SHSP goals.

The safety performance target was established after careful consideration of near-term trends in fatality rate, recently built projects, and the current socioeconomic environment. The target is based on a five-year rolling average value and is reported to satisfy federal requirements with the understanding that New Jersey's safety goal is zero deaths on all roads by 2050. Unfortunately, the number of fatalities and serious injuries on New Jersey roads has been increasing since 2020. Similar trends have been seen nationally.

The COVID-19 Pandemic led to a decrease in VMT in 2020 and an unexpected increase in fatalities in New Jersey, with similar trends nationwide. The trend of increasing fatalities has continued through 2021 and year - to-date 2022. Although VMT are increasing on New Jersey's roadways, they have not reached pre-pandemic levels to date.

Serious Injury Rate:4.018

Describe the basis for established target, including how it supports SHSP goals.

The safety performance target was established after careful consideration of near-term trends in serious injury rate, recently built projects, and the current socioeconomic environment. The target is based on a five-year rolling average value and is reported to satisfy federal requirements with the understanding that that New Jersey's safety goal is zero deaths on all roads by 2050. Unfortunately, the number of fatalities and serious injuries on New Jersey roads has been increasing since 2020. Similar trends have been seen nationally.

The COVID-19 Pandemic led to a decrease in VMT in 2020 and an unexpected increase in fatalities in New Jersey, with similar trends nationwide. The trend of increasing fatalities has continued through 2021 and year - to-date 2022. Although VMT are increasing on New Jersey's roadways, they have not reached pre-pandemic levels to date.

Beginning in 2019, New Jersey updated the NJTR-1 to be consistent with the federally required MMUCC 4th Edition classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed the serious injury classification are now often considered serious injuries. For example, a crash victim with a broken arm that would have previously been classified as a moderate injury is now classified as a suspected serious injury. As a result, New Jersey saw an increase in reported serious injuries.

The continued challenges posed by changes to the NJTR-1 and the COVID-19 Pandemic have rendered previous injury trends and models ineffective, leading to challenges in developing data projections.

Total Number of Non-Motorized Fatalities and Serious Injuries:791.8

Describe the basis for established target, including how it supports SHSP goals.

The safety performance target was established after careful consideration of near-term trends in non-motorized fatality and serious injury frequency, recently built projects, and the current socioeconomic environment. The target is based on a five-year rolling average value and is reported to satisfy federal requirements with the understanding that New Jersey's safety goal is zero deaths on all roads by 2050. Unfortunately, the number of fatalities and serious injuries on New Jersey roads has been increasing since 2020. Similar trends have been seen nationally.

The COVID-19 Pandemic led to a decrease in VMT in 2020 and an unexpected increase in fatalities in New Jersey, with similar trends nationwide. The trend of increasing fatalities has continued through 2021 and year - to-date 2022. Although VMT are increasing on New Jersey's roadways, they have not reached pre-pandemic levels to date.

Beginning in 2019, New Jersey updated the NJTR-1 to be consistent with the federally required MMUCC 4th Edition classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed the serious injury classification are now often considered serious injuries. For example, a crash victim with a broken arm that would have previously been classified as a moderate injury, is now classified as a suspected serious injury. As a result, New Jersey saw an increase in reported serious injuries.

The continued challenges posed by changes to the NJTR-1 and the COVID-19 Pandemic have rendered previous injury trends and models ineffective, leading to challenges in developing data projections.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

NJDOT engages with its stakeholders to develop data, methodologies, and preliminary targets. The stakeholders include representatives of the three MPOs, NJ DHTS, other New Jersey safety partners and FHWA New Jersey Division Office. The partners meet to review and discuss overall trends and to develop a recommended target for consideration by NJDOT.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2022 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	565.0	606.0
Number of Serious Injuries	2537.2	2275.8
Fatality Rate	0.766	0.816
Serious Injury Rate	3.440	3.098
Non-Motorized Fatalities and Serious Injuries	754.1	635.0

NJDOT's target setting process included coordination with the three MPOs, FHWA New Jersey Division Office, and NJ DHTS to ensure a consistent approach for target setting. The identified targets reflect coordination and collaboration with the Governor's Highway Safety Representative. The selected targets for number of fatalities, fatality rates, and number of serious injuries are consistent with the targets which will be reported in the SHSP by NJ DHTS.

· Note that 2021 data is not complete and is subject to change.

Number of Fatalities:

Outcome: 606.0

Target: 574.0

Baseline: 581.6 (2015-2019 average)

The target was not met, and the outcome was not better than the baseline. The outcome was 5.57% greater than the target and 4.20% greater than the baseline.

Fatality Rate:

Outcome: 0.815

Target: 0.740

Baseline: 0.754

The target was not met, and the outcome was not better than the baseline. The outcome was 10.01% greater than the target and 8.09% greater than the baseline.

Number of Serious Injuries:

Outcome: 2275.8

Target: 2124.8

Baseline: 1504.4

The target was not met, and the outcome was not better than the baseline. The outcome was 7.11% greater than the target and 51.28% greater than the baseline.

Serious Injury Rate:

Outcome: 3.097

Target: 2.724

Baseline: 1.944

The target was not met, and the outcome was not better than the baseline. The outcome was 13.69% greater than the target and 59.31% greater than the baseline.

Number of Non-Motorized Fatalities and Serious Injuries:

Outcome: 635.0

Target: 588.5

Baseline: 466.0

The target was not met, and the outcome was not better than the baseline. The outcome was 7.90% greater than the target and 36.27% greater than the baseline.

Applicability of Special Rules

Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

Does the HRRR special rule apply to the State for this reporting period?

No

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	97	105	119	121	106	105	112
Number of Older Driver and Pedestrian Serious Injuries	140	102	119	148	347	266	325

2015-2021 Driver and Pedestrian Fatalities are from FARS.

2015-2021 Driver and Pedestrian Serious Injuries are from NJDOT-ARD.

2015-2021 Pedestrian Serious Injury counts are updated using a more accurate query.

Driver Fatality and Serious Injury counts include drivers only; they exclude all other persons involved in the crash (pedestrian, occupants, etc.).

Pedestrian Fatality and Serious Injury counts include pedestrians and cyclists involved in a crash that had an older driver.

The Older Driver and Pedestrian Special Rule applies to New Jersey in FFY 2021.

The SHSP Other Vulnerable Road Users team has been informed of the Special Rule for Older Drivers and Pedestrians to be considered in the development of their action plans. NJDOT will try to incorporate older drivers into the current SHSP Emphasis Areas. However, it is required that the Special Rule be incorporated in the following update, which will occur in 2025.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries
- Economic Effectiveness (cost per crash reduced)
- Lives saved

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

NJDOT currently evaluates the safety projects funded through the HSIP based on before-and-after crash data analysis and the benefit cost ratio. The HSIP Safety Performance Target charts, which include fatalities, serious injuries, and their respective rates, provide an idea of how New Jersey is performing in the areas of traffic and pedestrian safety. NJDOT, with assistance from FHWA, has begun planning an evaluation effort to improve the HSIP evaluation process. The evaluation effort will provide direction and improve decisions and processes for NJDOT's HSIP evaluation of countermeasures, projects, and programs. NJDOT updates the HSIP Portfolio quarterly, tracking the projects within the program in terms of authorizations and delivery. The HSIP will be evaluated using the following metrics:

1. Return on Investment – Post-Deployment Benefit Cost Evaluation (Systemic Programs funded by HSIP)

2. HSIP Funding Assessment (Dashboard) – Obligated vs. Authorized funds

3. Construction of projects initiated through the HSIP Portfolio (Dashboard) – Using HSIP or other funds

See attached information from the Dashboard.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs

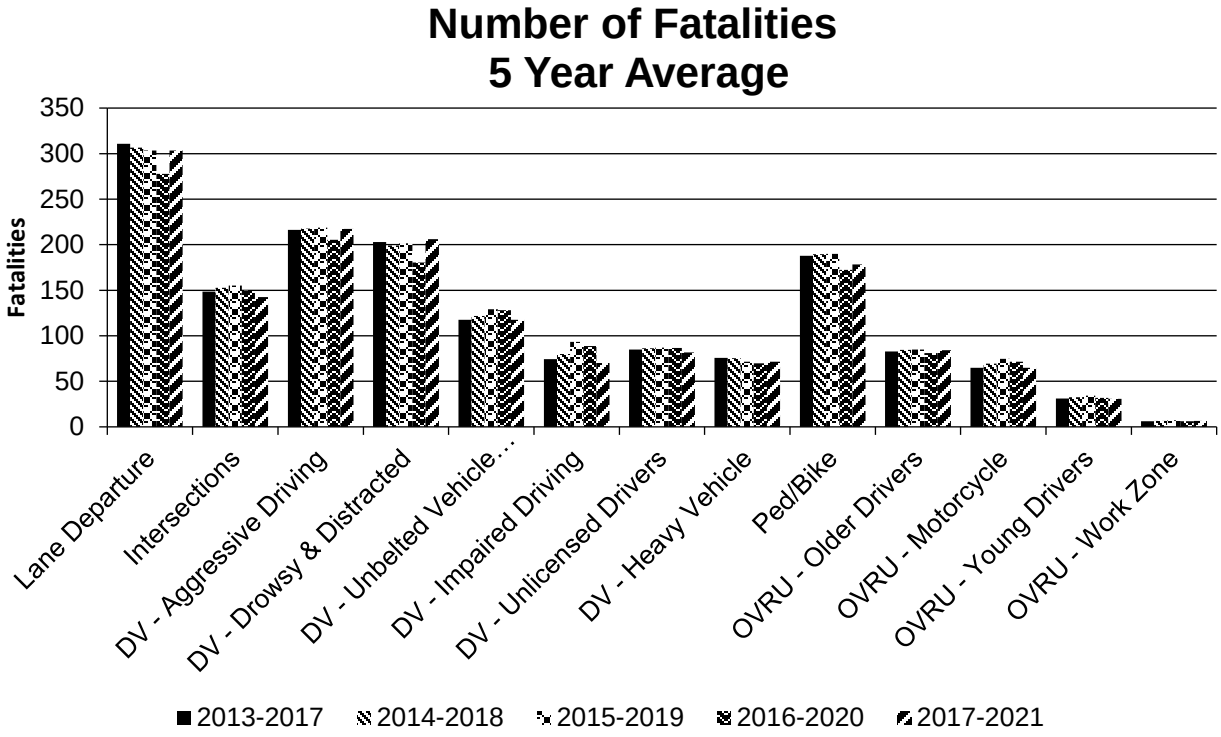
Effectiveness of Groupings or Similar Types of Improvements

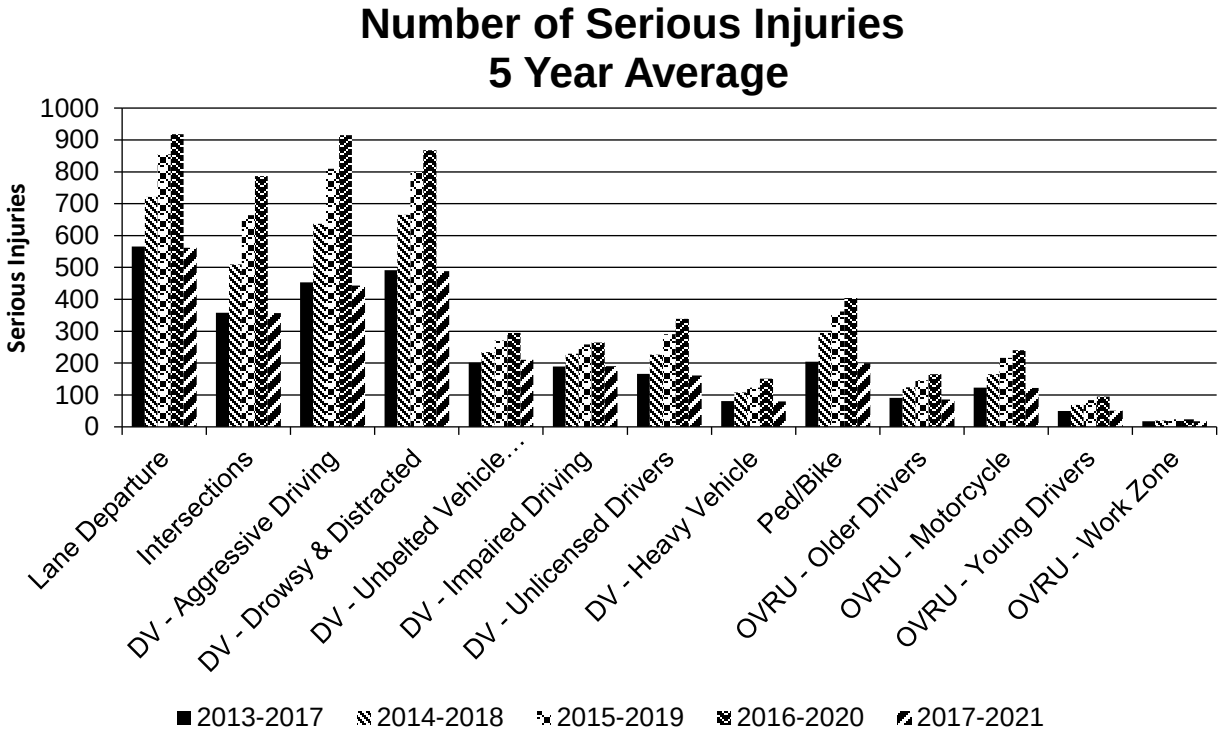
Present and describe trends in SHSP emphasis area performance measures.

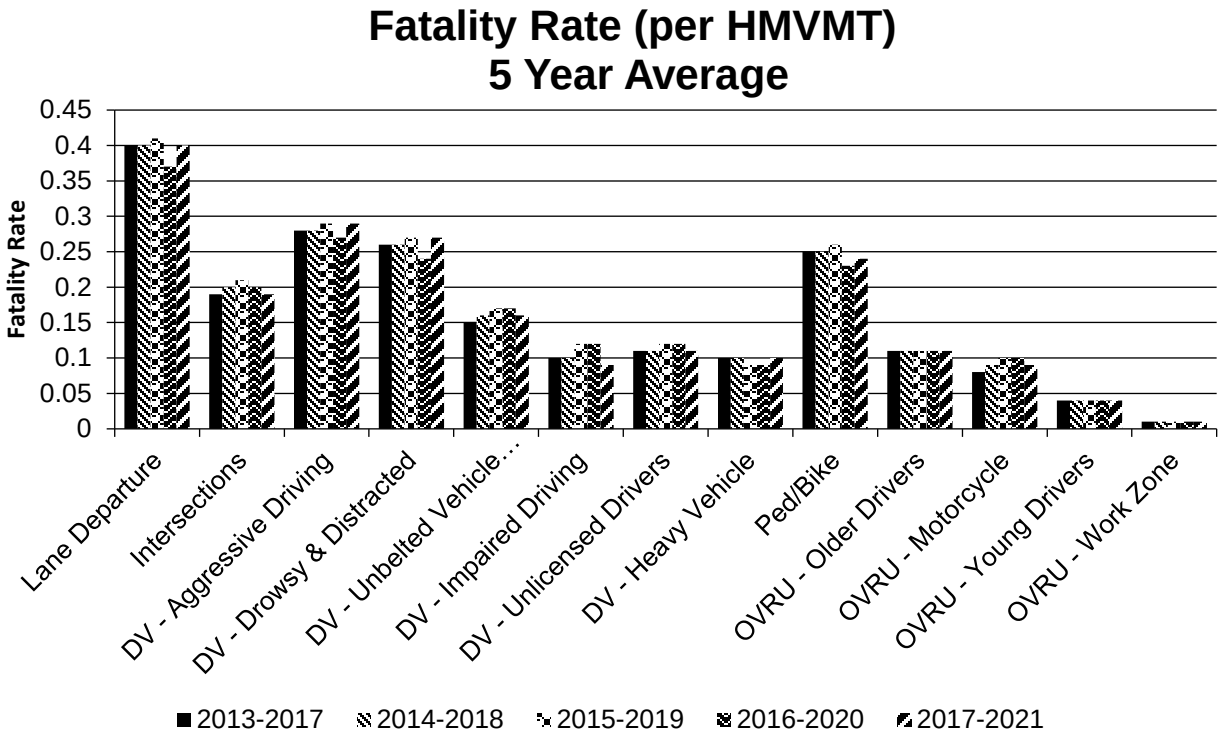
Year 2021

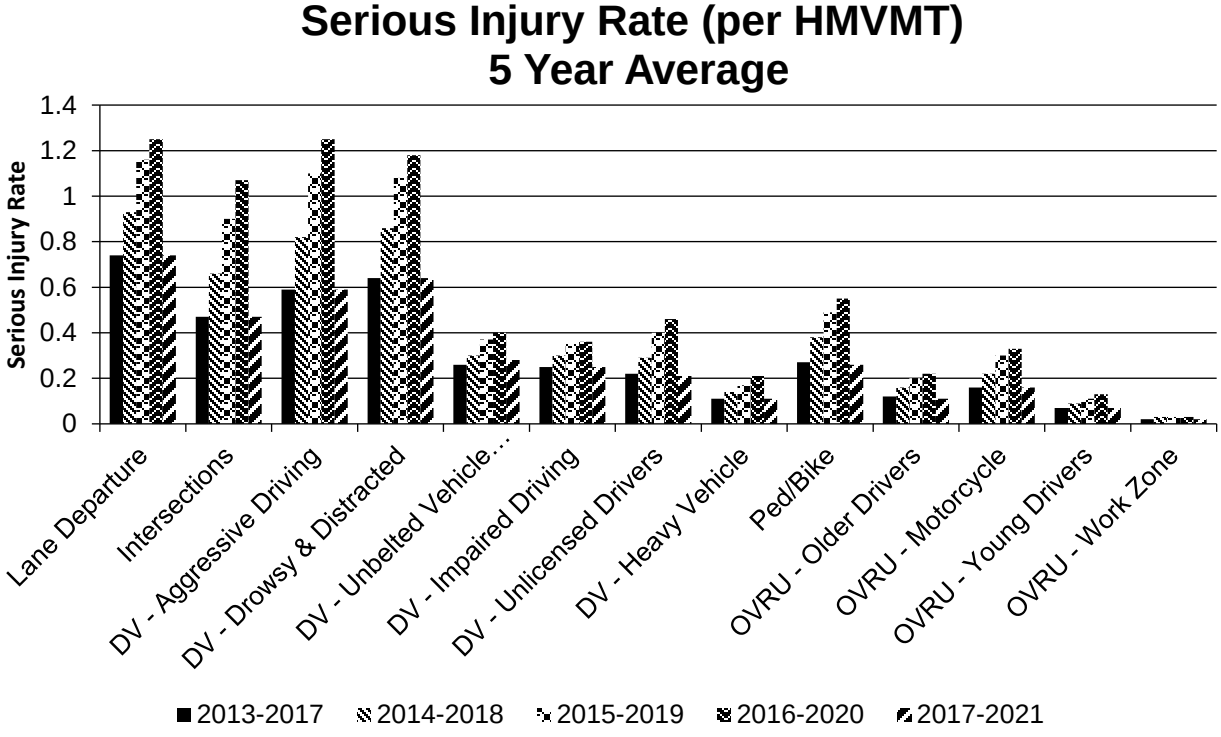
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		303.4	561.8	0.4	0.74

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Intersections		142.4	357.2	0.19	0.47
DV - Aggressive Driving		217.2	443.6	0.29	0.59
DV - Drowsy & Distracted		206.2	488	0.27	0.64
DV - Unbelted Vehicle Occupants		117.6	210.2	0.16	0.28
DV - Impaired Driving		70.2	190.4	0.09	0.25
DV - Unlicensed Drivers		81.8	161	0.11	0.21
DV - Heavy Vehicle		71.6	79.6	0.1	0.11
Ped/Bike		178.2	199.6	0.24	0.26
OVRU - Older Drivers		84	85.8	0.11	0.11
OVRU - Motorcycle		65	122.4	0.09	0.16
OVRU - Young Drivers		30.8	50.4	0.04	0.07
OVRU - Work Zone		6.4	17.2	0.01	0.02


Number of Fatalities
5 Year Average
Fatalities
350
300
250
200
150
100
50
0
Lane Departure
Intersections
DV - Aggressive Driving
DV - Drowsy & Distracted
DV - Unbelted Vehicle…
DV - Impaired Driving
DV - Unlicensed Drivers
DV - Heavy Vehicle
Ped/Bike
OVRU - Older Drivers
OVRU - Motorcycle
OVRU - Young Drivers
OVRU - Work Zone
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


Number of Serious Injuries
5 Year Average
Serious Injuries
1000
900
800
700
600
500
400
300
200
100
0
Lane Departure
Intersections
DV - Aggressive Driving
DV - Drowsy & Distracted
DV - Unbelted Vehicle…
DV - Impaired Driving
DV - Unlicensed Drivers
DV - Heavy Vehicle
Ped/Bike
OVRU - Older Drivers
OVRU - Motorcycle
OVRU - Young Drivers
OVRU - Work Zone
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021





The list of Emphasis Areas from the 2020 SHSP is about the same as the list from the 2015 SHSP except for three differences:

· Railcar-Vehicle Emphasis Area is not included in the 2020 SHSP.

· The Emphasis Areas “Aggressive Driving,” “Drowsy & Distracted,” “Unbelted Vehicle Occupants,” “Impaired Driving,” “Unlicensed Drivers,” and “Heavy Vehicle” are grouped and called “Driver Behavior (DV)” in the 2020 SHSP.

· The emphasis areas “Older Drivers,” “Motorcycle,” “Young Drivers,” and “Work Zone” are grouped and called “Other Vulnerable Road Users (OVRU)” in the 2020 SHSP.

Emphasis Areas “Lane Departure,” “Intersections,” and “Ped-Bike” remain the same.

All Emphasis Areas are now adopting the 2020 SHSP Emphasis Areas queries. Please see the attached "Q#44 - Emphasis_Areas_Definition_Matrix" for parameters pertaining to each Emphasis Area. Therefore, counts for 2016-2020 are updated and may be different to prior ASR reports.

Total Persons count for all Emphasis Areas include occupants, pedestrians, and cyclists except for Emphasis Areas “Older Drivers,” “Young Drivers,” “Unbelted Occupants,” and “Ped-Bike.”

All fatality and serious injury counts for the Emphasis Areas are from NJDOT-ARD with the following exception:

· For “Ped-Bike”, “Older Driver,” “Motorcycle,” “Young Drivers,” and “Work Zone”: Fatalities for 2016-2021 are from FARS as of July 14, 2022

FARS has a filter for “Intersections” and for “Drowsy & Distracted” but the parameters used are not known. Therefore, NJDOT-ARD was used instead for these Emphasis Areas.

Note that 2021 data is not complete and is subject to change.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
NJTPA-Lyons Avenue (CR 602) (Phase II) from Wainwright Street to Elizabeth Avenue	Urban Minor Arterial	Intersection traffic control	Modify traffic signal – modernization/replacement	54.00	42.00				4.00	61.00	25.00	115.00	71.00	4.12
NJTPA-Chancellor Avenue (CR 601) (Phase II) from Leslie Street to Elizabeth Avenue	Urban Minor Arterial	Intersection traffic control	Modify traffic signal – modernization/replacement	18.00	28.00				3.00	26.00	19.00	44.00	50.00	0.00
NJTPA-JFK Boulevard East (CR 693) at Bergenline Avenue	Urban Minor Arterial	Intersection traffic control	Modify traffic signal – modernization/replacement	12.00	12.00			2.00		5.00	5.00	19.00	17.00	14.21
NJTPA-Paterson Plank Road (CR 681) at Webster Avenue	Urban Minor Arterial	Intersection traffic control	Modify control – new traffic signal	7.00	5.00					2.00	1.00	9.00	6.00	1.52
SJTPO-Salem County Construction of Centerline Rumble Strips	Various	Roadway delineation	Roadway delineation - other	59.00	75.00	1.00		2.00	3.00	31.00	24.00	93.00	102.00	57.36
SJTPO-Cumberland County Construction of Centerline Rumble Strips	Various	Roadway delineation	Roadway delineation - other	690.00	826.00	11.00	9.00	16.00	11.00	344.00	322.00	1061.00	1168.00	49.79
SJTPO-Chestnut Avenue & Brewster Road, Traffic	Urban Major Collector	Intersection traffic control	Modify control – new traffic signal	16.00	10.00					3.00	7.00	19.00	17.00	-3.34

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Signal Replacement														
SJTPO-Oak Road & West Avenue Signalization	Urban Local Road or Street	Intersection traffic control	Modify control – new traffic signal	5.00	3.00					6.00	1.00	11.00	4.00	14.06
SJTPO-Wheat Road & East Avenue Signalization	Urban Minor Arterial	Intersection traffic control	Modify control – new traffic signal	11.00	3.00					15.00	7.00	26.00	10.00	10.26
SJTPO-Tilton and Fire Roads, Signal Improvements	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify control – new traffic signal	33.00	32.00					17.00	9.00	50.00	41.00	10.19
SJTPO-Tilton Road Pedestrian Safety Project	Urban Principal Arterial (UPA) - Other	Pedestrians and bicyclists	Pedestrians and bicyclists – other	128.00	105.00		1.00	3.00	1.00	57.00	52.00	188.00	159.00	-37.25
SJTPO-Airport Circle Elimination	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometry - other	119.00	102.00				1.00	19.00	28.00	138.00	131.00	-2.16
SJTPO-High Friction Surface Treatment Program - HRRR	Various	Roadway	Pavement surface – high friction surface	48.00	28.00				2.00	16.00	8.00	64.00	38.00	0.73
SJTPO-High Friction Surface Treatment Program - Non-HRRR	Various	Roadway	Pavement surface – high friction surface	87.00	54.00	1.00	1.00	2.00	3.00	31.00	22.00	121.00	80.00	0.86

SJTPO - Cumberland County – Chestnut Avenue & Brewster Road, Traffic Signal Replacement: Improvements included signal replacement to incorporate dedicated left turn phasing and pedestrian accommodations. The three-year post-construction analysis has shown a negative benefit of -3.34. SJTPO conducted further analysis, broadening out the pre- and post-construction analysis to a five-year period. In that analysis, the intersection demonstrated a positive performance of 1.32.

SJTPO - Atlantic County – Tilton Road Pedestrian Safety Project: The overall safety performance of the corridor has improved. However, a single fatality skewed the post-construction analysis. As the Network Screening Lists weight fatal and serious injury crashes equally (K=A) and this analysis weights K (fatal) crashes as 18.87 times the weight of A (disabling injury) crashes, it is of note that while this analysis resulted in a B/C ratio of -37.25, a K=A analysis results in a positive ratio of 5.99. In locations with relatively low numbers, a single fatal crash will skew the analysis results. It is of further note that while the project was pedestrian safety focused, the fatality did not involve a bicyclist or pedestrian. Despite this, crash numbers are too high and SJTPO has engaged with the County and plans to conduct a road safety audit along the corridor to consider further safety improvements.

SJTPO - Atlantic County – Airport Circle Elimination: This project was a very complex one, which included redesigning one of the region’s older traffic circles. The project included many elements that resulted in a hybrid circle, with Delilah Road bisecting the circle and the Tilton Road/Amelia Earhart movements accommodated in the circle. The intersection is now controlled by a traffic signal system, providing full actuation and four distinct phases. All approaches are under signalized control, apart from Amelia Earhart Boulevard, which is yield sign controlled. The three-year post-construction analysis has shown a negative benefit. Crashes increased through the circle’s series of intersections. Evident injury and property damage crashes were down, however, complaint of pain crashes were up, resulting in a negative performance of -2.16. Expanding out to a 5-year pre- and post-analysis nets similar results. SJTPO has and will continue to engage the County to discuss any opportunities for possible adjustments.

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

08/18/2020

What are the years being covered by the current SHSP?

From: 2021 To: 2025

When does the State anticipate completing it's next SHSP update?

2025

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100		50
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	80					100	65		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100		50
	End Point Segment Descriptor (11) [11]	100	100					100	100		50
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	50	50								
	Functional Class (19) [19]	100	100					100	100		20
	Median Type (54) [55]	100	100								

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	50		
	Average Annual Daily Traffic (79) [81]	100	80					90	5		
	AADT Year (80) [82]	100	80								
	Type of Governmental Ownership (4) [4]	100	100					100	100		30
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			100	100						
	Intersection/Junction Traffic Control (131) [131]			70	70						
	AADT for Each Intersecting Road (79) [81]			100	80						
	AADT Year (80) [82]			100	80						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					95	50				
	Year of Ramp AADT (192) [182]					95	50				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**97.22**	**93.89**	**96.25**	**91.25**	**99.09**	**90.91**	**98.89**	**80.00**	**0.00**	**40.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

The actions the State will take moving forward are as follows to meet the requirement to have complete access to the Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE) on all public by September 30, 2026:

1. A portion of the current MIRE FDE are stored in the Straight-Line-Database (SLD).
2. The New Jersey Department of Transportation Information Technology Unit will continue to upload the available MIRE FDE to Business Objects (TransINFO) NJDOT website so that the MIRE FDE are available/accessible to the NJDOT and MPO's.
3. The Bureau of Transportation, Data and Support (BTDS) is preparing a AADT Segmentation Map, under the AADT Segmentation Map Contract.

Optional Attachments

Program Structure:

Q#13 - 2016 HSIP Manual.pdf
Project Implementation:

Question 23_Programmed Funds.xlsx
Question 29_Obligated HSIP Funds_Project List.xlsm
Safety Performance:

Q#34_Safety Performance Targets Letter to Administrator for CY 24 FINAL - June 2023 SIGNED.pdf
Evaluation:

Question 46_Previously Implemented Projects.xlsm
Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.