NEW JERSEY

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 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 2024 Annual Safety Report (ASR) is calendar year (CY) January 1, 2023, to December 31, 2023. The authorizations are reported by federal fiscal year (FFY) October 1, 2022, to September 30, 2023.

The Bipartisan Infrastructure Law continues the Highway Safety Improvement Program (HSIP) as a core federal-aid program to achieve a significant reduction in traffic fatalities and serious injuries (FSI) 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 focuses on performance.

The New Jersey Department of Transportation (NJDOT) analyzed roadway safety performance as described in Questions 30-33 of "General Highway Safety Trends" report. New Jersey's 2018-2022 five-year rolling average number of fatalities increased by approximately 2.2 percent. The fatality rate increased by approximately 2.7 percent. New Jersey's vehicle miles traveled (VMT) has increased on an annual basis over this five-year period except for 2020, when VMT dropped significantly due to the COVID-19 pandemic.

While the five-year rolling average of fatalities shows an increase, the annual fatalities were lower in 2023 as compared to 2022. The annual fatalities reported for year 2023 were 10.30 percent lower than the number of fatalities in 2022. The 2023 annual fatalities rate is also lower than the 2022 rate by 10.9 percent.

In April 2024, the Federal Highway Administration (FHWA) notified NJDOT that New Jersey did not meet or make significant progress toward achieving the CY 2022 safety performance targets. Factors influencing these trends include the impacts of the COVID-19 pandemic on traffic volumes and changes to 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. 2022 and 2023 Serious Injury crash data has not been complete as of 09/23/24.

Recognizing these factors, NJDOT remains committed to a vision of zero fatalities 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. Safety is a public journey, and NJDOT collaborates with its safety stakeholders and partners at the Federal, State, and local level to proactively reduce FSI. This includes leading the implementation of its Strategic Highway Safety Plan (SHSP). The four major components to implementing the SHSP are:

1. Continuing to collaborate with, educate, and train internal NJDOT as well as external safety stakeholders in New Jersey.

2. Moving toward substantive integration of the Safe System Approach into SHSP planning and its implementation.

3. Adding more tools to the safety toolbox for the safety practitioners across the state to utilize and implement.

4. Integrating equity into all aspects of SHSP planning and policy development.

Under the Bipartisan Infrastructure Law, New Jersey's HSIP FFY annual apportionment is approximately $75.509 million. These funds are programmed into the Statewide Transportation Improvement Program (STIP) under six program line items and as individually programmed projects. The total amount of HSIP funds

programmed into the STIP during FFY 2023 was $95.72 million, which is 26.77 percent more than the apportioned.

Metropolitan planning organizations (MPOs) are valued partners in the development, programming, and construction of projects on county and local roads through the HSIP Local Safety Program (LSP). 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 7 million people in the 13-county northern New Jersey region. The NJTPA continues to allocate HSIP funding through multiple programs. The LSP, established in 2005, and High-Risk Rural Roads Program (HRRRP), established in 2009, 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. The Local Safety Engineering Assistance Program established in 2013 provides consultant support for Preliminary Engineering and Final Design. The Consultant Assistance with Studies/Analysis Program established in 2019 provides support for data collection, alternatives analysis, Highway Safety Manual (HSM) analysis, and Concept Development for applications to the LSP/HRRRP 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 2023, $22.4 million in HSIP funding was authorized for design, construction, ROW, and construction inspection of nine projects. Projects authorized for construction included $9.4 million for 11 intersections in Essex County along Valley Road, $3.975 million for improving five Union County intersections in the City of Plainfield, $5.8 million for a corridor project (Ferry Street) and $1.797 million for a modern roundabout that are both in the Ironbound neighborhood of the City of Newark. In addition, $1.388 million was authorized for Final Design and ROW phases of four projects.

In March 2023, the NJTPA Board of Trustees approved the FY 2022 LSP/HRRRP allocation of $188.3 million for 19 projects. This was a two-fold increase over the previous FY 2020 program. The FY 2024 Local Safety Engineering Assistance Program solicitation was released following program approval. The solicitation for the FY 2024 Consultant Assistance with Local Safety Program Studies/Analysis was also released in May 2023.

South Jersey Transportation Planning Organization

The South Jersey Transportation Planning Organization (SJTPO) is the MPO serving New Jersey’s four southernmost counties, including Atlantic, Cape May, Cumberland, and Salem. SJTPO has been actively advancing safety through both planning/engineering as well as safety education programs focused on user behavior. More information on SJTPO’s traffic safety education programs is at www.SJTPO.org/Education.

In 2022, SJTPO completed the Cumberland County Bicycle and Pedestrian Safety Action Plan, leading to the advancement of five urban corridors through the LSP. These projects, valued at a total of $10.111 million, focus on enhancing safety for the most vulnerable road users. Located in the underserved communities of Bridgeton, Millville, and Vineland, the projects are progressing with the support of consultant-led design services provided by the Design Assistance Program.

To further reduce and eliminate fatal and serious injury crashes on South Jersey roadways, SJTPO engaged consultant support to develop data-driven Countywide Local Road Safety Plans in each of SJTPO’s four counties. This effort is a direct result of the extensive partnership between SJTPO, NJDOT, and FHWA-New Jersey Division Office. The major effort is nearing the completion of plan development, but the consultant will remain under contract to assist subregional partners in implementing safety-focused roadway improvements. 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 (RSTF), which meets quarterly to explore crash safety topics through the lens of the FHWA Safe System Approach. DVRPC's TIP-LRP 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 weighted highest among seven criteria, and projects are screened for their alignment with NJDOT HSIP LSP network screening, and for actual proposed safety improvements. Only substantive safety improvements receive safety points. DVRPC continues its SS4A-funded Regional Vision Zero effort in collaboration with county partners. A soon-to-be-released regional high injury network will build on the existing NJDOT LSP network screening layers.

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. Gloucester is encouraged to participate a well.

Regarding local safety projects in 2023, the Mercer County Brunswick Circle Extension Roundabout at CR 583, US 206 (Princeton Ave) and CR 645 (Brunswick Circle Extension) advanced to construction in 2023; Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) in Mercer County moved to FD authorization; the Camden County Sicklerville Road (CR 705) and Erial Road (CR 706) systemic roundabout entered FD; the Mount Ephraim Avenue corridor-wide pedestrian and bicycle safety improvements project (DB #D1914), City of Camden, entered FD; the Burlington County (CR 541/Stokes Road and CR 648/Willow Grove Road) systemic roundabout entered FD. Thanks to support from NJDOT, all of DVRPC's projects are now appropriately funded solely with HSIP.

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 and Responsibilities for HSIP: The New Jersey Department of Transportation (NJDOT) Bureau of Safety, Bicycle and Pedestrian Programs (BSBPP), which is part of the Division of Safety Programs and Transportation Data under the Assistant Commissioner for Statewide Planning, Safety and Capital Investment (SPSCI), is responsible for administering, managing, and monitoring NJDOT's Highway Safety Improvement Program.

BSBPP partners with metropolitan planning organizations (MPOs) in the development, programming, and construction of safety improvement projects on county and local roads. MPOs are responsible for conducting competitive solicitation, selecting projects, and monitoring projects in their respective regions for their programmed HSIP funds.

Programming Categories: HSIP funds are programmed in the following program line items, in addition to individually programmed projects:

1. Safety Programs

2. Local Safety Program (LSP)/High Risk Rural Roads Program (HRRRP)

3. Motor Vehicle Crash Records Processing

4. HSIP Planning

5. Rail-Highway Grade Crossing Program

6. Utility Pole Mitigation

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 additional data on the high-risk hot spots or systemic locations. NJDOT developed and provided updated network screening lists to the MPOs in 2023.

· Problem Statement Development: Analyze identified locations based on crashes, risks, other active projects in the vicinity, field notes, and other supplemental data. Compile the safety concern assessment in a Problem Statement package and verify its alignment with the Strategic Highway Safety Plan (SHSP). Required road safety audits (RSAs) are completed as part of this assessment, and Systematic improvements are analyzed during Problem Statement Development.

· Problem Screening Process: Review the submitted safety Problem Statement against other NJDOT management systems prior to submission to the Capital Program Committee (CPC) for decision on advancement.

· 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 Highway Safety Manual (HSM) or other models as approved, per the New Jersey HSIP Manual and finalize the Preliminary Preferred Alternative (PPA).

· Preliminary Engineering: Conduct detailed analysis of PPA.

· Final Design: Conduct complete design, including right of way (ROW) and utilities.

· Construction

· Post Construction Evaluation

Where is HSIP staff located within the State DOT?

Planning

HSIP staff are in the Bureau of Safety, Bicycle and Pedestrian Programs

within the Statewide Planning, Safety and Capital Investment.

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 FSI. The programmed funds are reflected in the Statewide Transportation Improvement Program (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 two program line items in the STIP: LSP/HRRP and HSIP Planning. Additionally, some local projects are included in the STIP as individually programmed line items. Of note, no federally recognized Native American tribes are 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 the appropriate MPO—North Jersey Transportation Planning Authority (NJTPA), South Jersey Transportation Planning Organization (SJTPO), and Delaware Valley Regional Planning Commission (DVRPC)—through competitive application processes. NJDOT supports these MPOs in developing applications, providing network screening lists for all public roadways in the MPO regions and providing technical support by participating in the technical evaluation committee. The network screening 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 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 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 creating guidelines and procedures for Intersection Control Evaluation (ICE), building a SHSP crash data viewer, and advancing the development of the Safe System Approach in New Jersey. Finally, NJDOT provides technical expertise and project development support services to local agencies, including:

· Providing guidance on systemic and systematic analysis

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

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

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.

The Division of Safety Programs and Transportation Data has two bureaus – BSBPP and Transportation Data & Support.

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

The NJDOT Bureau of Transportation Data and Support (BTDS) is responsible for gathering, verifying, and sharing crash data with internal stakeholders.

The 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. DPM's scope of activity focuses on Concept Development, Preliminary Engineering, Final Design, and Construction phases. CPM coordinates with BSBPP SMEs, as needed.

The 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. The division coordinates with BSBPP SMEs, as needed.

The NJDOT Bureau of Environmental Resources processes the NEPA documentation for all local projects. The bureau coordinates with BSBPP SMEs, as needed.

The Division of Capital Investment & Program Coordination provides fiscal oversight, programming and authorization support for all projects. The division coordinates with BSBPP SMEs, as needed.

Additional HSIP partners include Transportation Operation Systems & Support and the 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 SPSCI and DPM to monitor and support HSIP-eligible projects as they progress through project development to advertising.

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 SPSCI.

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.

- Academia/University
- FHWA
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- 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 road user
- 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 the Federal Highway Administration (FHWA) to develop a SHSP for the purpose of guiding the allocation of safety funding and resources to reduce highway FSI on public roadways. The SHSP is required to guide the federal HSIP. In the development and implementation of the New Jersey 2020 SHSP, NJDOT coordinated with approximately 200 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 following ongoing activities listed below.

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

2. Regional Program Application Review and Statewide Program Coordination:

a. 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 Hori
statewide Horizontal Curve Sign Program.

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

4. 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 SPSCI. Additionally, the Division of Local Aid & Economic Development coordinates with 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.

5. 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.

6. 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.

7. 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 crash analysis and RSAs.

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

Staff Augmentation: NJDOT solicited, secured, and augmented staff (via consultant contract). Staff augmentation, funded through HSIP Planning, 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.

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

New Jersey monitors crash trends over the past 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, the NJDOT Commissioner encourages a renewed focus on the New Jersey Complete Streets Policy.

As part of the State's SHSP, a New Jersey specific Safe System Approach (SSA) training is under development and will be used to educate the safety practitioners about SSA and its implementation.

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

NJDOT is in the process of kicking off the planning for its next SHSP (New Jersey 2025 SHSP). This process will include collaborating with all the safety stakeholders across the state.

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
- Vulnerable Road Users
- Other-Utility Pole Mitigation

In 2024, NJDOT is proposing to make a few changes to the STIP programming, organization structure, and implementation process. The following three programs will be added:

1. ITS Safety Programs

2. Vegetation Safety Management

3. Specified Safety Programs

Safety Programs include 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 equivalent property damage only (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 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

HSIP programs are focused on reducing FSI. The identification of a hot spot location is based on historical crash trends.

To support the vision of the state's SHSP, NJDOT is using a network screening analysis to identify roadway sites where crash reduction methods may be implemented. Network screening is a method that objectively considers crash history, roadway factors, and traffic characteristics that may contribute to future crashes and helps agencies identify and prioritize locations for potential safety investment. The process reviews transportation networks to rank specific sites where crash-frequency reduction methods can be implemented. The team used EJ screen tool (EPA's) with guidance from the Bureau of Environmental Program Resources (BEPR) on the comparison with statewide averages. The equity component provides the ability to ensure that underserved communities are represented for safety investment.

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

HSIP programs are focused on reducing FSI. The identification of a hot spot location is based on historical crash trends.

To support the state’s safety vision NJDOT is using a network screening analysis to identify roadway sites where crash reduction methods may be implemented. Network screening is a method that objectively considers crash history, roadway factors, and traffic characteristics that may contribute to future crashes and helps agencies identify and prioritize locations for potential safety investment. The process reviews transportation networks to rank specific sites where crash-frequency reduction methods can be implemented. The team used EJ screen tool (EPA's) with guidance from the Bureau of Environmental Program Resources (BEPR) on the comparison with statewide averages. The equity component provides the ability to ensure that underserved communities are represented for safety investment.

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?

Funding set-aside

What data types were used in the program methodology?

Crashes **Exposure** **Roadway**

- Other-Pedestrian Crashes

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.

HSIP programs are focused on reducing FSI. The identification of a hot spot location is based on historical crash trends.

To support the state’s safety vision, NJDOT is using a network screening analysis to identify roadway sites where crash reduction methods may be implemented. Network screening is a method that objectively considers crash history, roadway factors, and traffic characteristics that may contribute to future crashes and helps agencies identify and prioritize locations for potential safety investment. The process reviews transportation networks to rank specific sites where crash-frequency reduction methods can be implemented. The team used EJ screen tool (EPA's) with guidance from the Bureau of Environmental Program Resources (BEPR) on the comparison with statewide averages. The equity component provides the ability to ensure that underserved communities are represented for safety investment.

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

HSIP programs are focused on reducing FSI. The identification of a hot spot location is based on historical crash trends.

To support the state's safety vision, NJDOT is using a network screening analysis to identify roadway sites where crash reduction methods may be implemented. Network screening is a method that objectively considers crash history, roadway factors, and traffic characteristics that may contribute to future crashes and helps agencies identify and prioritize locations for potential safety investment. The process reviews transportation networks to rank specific sites where crash-frequency reduction methods can be implemented. The team used EJ screen tool (EPA's) with guidance from the Bureau of Environmental Program Resources (BEPR) on the comparison with statewide averages. The equity component provides the ability to ensure that underserved communities are represented for safety investment.

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

HSIP programs are focused on reducing FSI. The identification of a hot spot location is based on historical crash trends.

To support the state's safety vision, NJDOT is using a network screening analysis to identify roadway sites where crash reduction methods may be implemented. Network screening is a method that objectively considers crash history, roadway factors, and traffic characteristics that may contribute to future crashes and helps agencies identify and prioritize locations for potential safety investment. The process reviews transportation networks to rank specific sites where crash-frequency reduction methods can be implemented. The team used EJ screen tool (EPA's) with guidance from the Bureau of Environmental Program Resources (BEPR) on the comparison with statewide averages. The equity component provides the ability to ensure that underserved communities are represented for safety investment.

Program: Vulnerable Road Users

Date of Program Methodology:4/20/2023

What is the justification for this program?

- Other-New Jersey identified as VRU Safety Special Rule State

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Other-Pedestrian Crashes		

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 rankings 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.

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?

12.7

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Clear Zone Improvements
- Other-Intersections (Geometry/Signing/Traffic Control)
- Other-Rail-Highway Grade Crossing
- Other-Systemic Roundabout Pilot Program
- Wrong way driving treatments

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

NJDOT continues 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 also 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 Highway Safety Manual (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 New Jersey HSIP Manual requires that HSM analysis be performed and approved for at least three alternatives during Concept Development for a project to be considered eligible for HSIP funding. HSM analysis is one of the key variables in the selection of a Preliminary Preferred Alternative. NJDOT developed automated 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 HSM calibration guidance. These calibration factors have been used for all HSM analyses submitted since September 2020. Their applicability will be reviewed after the release of the HSM 2nd Edition.

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

NJDOT is in the process of updating the 2016 New Jersey HSIP Manual. Key stakeholders are actively participating in this effort.

The Network Screening Lists were updated in 2023.

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

1. Conduct HSM Analysis

2. HSM Analysis Review

3. Eligibility Approval

Additionally, NJDOT continues to successfully implement projects using multiple Federal funding sources in addition to HSIP funds.

Quarterly HSIP performance meetings 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. The goal is to include local safety projects in the portfolio in the future. NJDOT created a program dashboard that provides information regarding project implementation and overall program delivery.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

FFY October 1, 2022, to September 30, 2023

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$95,544,000	$103,647,005	108.48%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	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	$95,544,000	$103,647,005	108.48%

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

$27,457,000

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

$25,493,089

See the “2024 ASR Programmed-Obligated Funding Calculations” supporting document.

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

$8,290,000

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

$15,962,435

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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Route NJ 37 and Hooper Avenue (CR 549)	Intersection traffic control		1	Intersections	$2082221	$2082221	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	52,000	50	State Highway Agency	No	Intersections	
Passaic Ave, Ward Ave, Clifton City	Intersection traffic control	Modify control – new traffic signal	3	Intersections	$68080	$68080	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	No	Intersections	
VRU RT 46, Pequannock St to West main St, MP 38.26-39.82, Dover Town/Rockaway Twp, Morris Co	Pedestrians and bicyclists	Pedestrians and bicyclists – other	22	Intersections	$2749285	$2749285	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,096	40	State Highway Agency	Spot	Intersections	Develop a plan to improve integration of pedestrian and bicyclist safety concerns in the NJDHTS Highway Safety Plan.
VRU NJ 7 , Mill St (CR 672) to Park Ave (CR 646)	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.25	Miles	$25034390	$25034390	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,101	30	State Highway Agency	Spot	Pedestrians	Improve pedestrian and bicyclist visibility and operations at signalized intersections. Implement Road Diet. Improve lighting.
VRU NJ 7 , Mill St (CR 672) to Park Ave (CR 646) - PUC 007336	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	1.25	Miles	$716759	$716759	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,101	30	State Highway Agency	Spot	Pedestrians	Improve pedestrian and bicyclist visibility and operations at signalized intersections. Implement Road Diet. Improve lighting.
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	No	Intersections	Other
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	No	Intersections	Other

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
"D00S731 Int. Imp. Program & Safety Corridor Prog with ROW - South"	Alignment	Alignment - other	3	Intersections	$28242	$35165	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	260,178		State Highway Agency	No	Intersections	Improve the Traffic & Ped signals: Improve Ped & Byc visibility, Implement Shared used path, Improve lighting
Route US 30 and Somerdale Road (CR 678)	Intersection geometry	Intersection geometry - other	1	Intersections	$1309914	$4700000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	42,332	40	State Highway Agency	Spot	Intersections	Focus efforts to improve safety at signalized and unsignalized intersections
Int. Imp. Program & Safety Corridor Prog with ROW - South	Intersection traffic control	Intersection traffic control - other	5	Intersections	$2563000	$4098150	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Safety improvement
Vegetation Safety Management Program, Central (RT 78) (LS) - 2023 Systemic	Roadway	Roadway - other	41.8	Miles	$2952427	$2952427	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	79,000	55-65	State Highway Agency	Spot	Roadway Departure	
Maintenance Vegetation Safety Management Project, route I-80 – 2023 (MP 7.00-25.62)	Roadway	Roadway - other	18.62	Miles	$2993112	$2993112	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	89,000	55-65	State Highway Agency	Spot	Roadway Departure	
Vegetation Safety Management Program, North (RT 80) (LS) - 2024 Systemic	Roadway	Roadway - other	49.92	Miles	$5099575	$5099591	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	89,000	55-65	State Highway Agency	Spot	Roadway Departure	
Ridge Road	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$370520	$370520	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
7TH STREET	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$69791	$69791	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Maxim Road	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$150773	$150773	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Victory Road	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$146405	$146405	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Perry Street	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$196939	$196939	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
East State Street	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$107371	$107371	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Mantua Grove Road (C.R. 656)	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$479462	$479462	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Railroad	Systemic	Railroad	
Swedesboro Road	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$529349	$529349	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Royal Avenue	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$436894	$436894	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Mulberry Street	Railroad grade crossings	Crossing approach improvements		rail-highway at-grade crossing elimination of hazards	$183341	$183341	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Midland Avenue	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$553750	$553750	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Locust Street	Railroad grade crossings	Crossing approach improvements		rail-highway at-grade crossing elimination of hazards	$179455	$179455	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Washington Street	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$277493	$277493	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Sicomac Avenue	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$642166	$642166	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Woodbridge Avenue - NY Times Road	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$311998	$311998	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Railroad	Systemic	Railroad	
Old Tavern Road	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$150650	$150650	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Railroad	Systemic	Railroad	
Market Street NJT	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$606936	$606936	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Repauno Avenue	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$310352	$310352	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Mill Street	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$198429	$198429	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Pierson Miller	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$475315	$475315	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
CR 514 - WOODBRIDGE RR CROSSING 0514303	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$787643	$787643	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Railroad	Systemic	Railroad	
Market Street (CR561) NYSW	Railroad grade crossings	Grade crossing elimination		rail-highway at-grade crossing elimination of hazards	$480756	$480756	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Mount Hebron Road	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$531278	$531278	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Sycamore Avenue	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$147760	$147760	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Asbury-Broadway	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$344497	$344497	HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		Railroad	Systemic	Railroad	
Spring Garden Road	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$191014	$191014	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Collings Avenue	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$483654	$483654	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
South Barber Avenue	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$645797	$645797	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Enterprise	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$301648	$301648	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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Fire Road	Railroad grade crossings	Crossing approach improvements		rail-highway at-grade crossing elimination of hazards	$362619	$362619	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Railroad	Systemic	Railroad	
Delancy Street	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$251566	$251566	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Decker Road	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$200290	$200290	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Monmouth	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$164183	$164183	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Clinton Avenue	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$566253	$566253	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Helen Street	Railroad grade crossings	Active grade crossing equipment installation/upgrade		rail-highway at-grade crossing elimination of hazards	$554709	$554709	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
Main Street Sparta	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$231948	$231948	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Systemic	Railroad	
Bowne	Railroad grade crossings	Railroad grade crossings - other		rail-highway at-grade crossing elimination of hazards	$164183	$164183	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Systemic	Railroad	
2022 Staff Work Program - Safety					$59000	$59000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Multiple	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HSIP Program and Project Development Support - Statewide, Task Order 10					$410165	$410165	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Multiple	Develop and/or enhance methodologies and establish standardization for problem identification, prioritization, and evaluation.
Motor Vehicle Crash Records Processing D00S635					$380000	$380000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Data	
Motor Vehicle Crash Records Processing D00S635-Staff Augmentation- TO-5					$320000	$320000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Data	
Motor Vehicle Crash Records Processing D00S635-Staff Augmentation- TO-5					$720000	$720000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Data	
Motor Vehicle Crash Records Processing D00S699-NJSP-AD-Maintenance					$138000	$138000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Data	
Safety Resource Center, - D00S547, Task Order 7					$160000	$160000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Multiple	
Safety Resource Center, - D00S547, Task Order 8-9					$1575000	$1575000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Multiple	
2023 Staff Work Program - Safety					$3554996	$3554996	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Multiple	
HSIP Augmentation FY 23					$1000000	$1000000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Multiple	
Safety Resource Center - D00S547, Task Order 6					$750000	$750000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Multiple	
2023 MV Crash Records					$3943011	$3943011	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Data	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Motor Vehicle Crash Records Processing D00S699					$80000	$80000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Data	
2023 Staff Work Program - Railroad Engineering					$2872263	$2872263	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency		Multiple	
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		Intersections	
NJTPA-Newark - Ferry Street - 16 intersections	Pedestrians and bicyclists	Pedestrians and bicyclists – other	16	Intersections	$5755305	$5755305	HSIP (23 U.S.C. 148)	Urban	Major Collector	13,700	25	City or Municipal Highway Agency	Spot	Pedestrians	
NJTPA-Newark - Roundabout - Backus St, Chestnut St, Wheeler Point Rd, Elm Rd, Gothard St, Denbigh St-Ironbound	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1797051	$1797051	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	8,000	25	City or Municipal Highway Agency	Spot	Intersections	
NJTPA-Jersey City - Sip Avenue Corridor	Pedestrians and bicyclists	Pedestrians and bicyclists – other	13	Intersections	$445000	$445000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,500	25	City or Municipal Highway Agency	Spot	Pedestrians	
NJTPA-Union - East Front Street (CR 620) at Leland Avenue, East and West 7th Street (CR 601)	Intersection traffic control	Modify traffic signal – modernization/replacement	5	Intersections	$3974973	$3974973	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,700	30-40	County Highway Agency	Spot	Intersections	
NJTPA-Monmouth - Stage Coach Road (CR 524) - Phase II	Roadway	Pavement surface – high friction surface	0.6	Miles	$90882	$90882	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,500	50	County Highway Agency	Spot	Roadway Departure	
NJTPA-Ocean -New Central Ave (CR31) and North Hope Chapel Rd (CR 639) Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$312936	$312936	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,800	50	County Highway Agency	Spot	Intersections	
NJTPA-Passaic - North Haledon Ave & Manchester Ave Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$14800	$14800	HSIP (23 U.S.C. 148)	Urban	Major Collector	9,800	35	County Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SJTPO- Bridgeton Pedestrian Safety Improvements	Pedestrians and bicyclists	Pedestrian warning signs	29	Intersections	$492499	$492499	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,600	25	County Highway Agency	Spot	Pedestrians	pedestrian and bicycle infrastructure improvements
SJTPO-High Street Pedestrian Safety Improvements (Millville)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	13	Intersections	$473101	$473101	HSIP (23 U.S.C. 148)	Urban	Major Collector	8,350	30	City or Municipal Highway Agency	Spot	Pedestrians	pedestrian and bicycle infrastructure improvements
SJTPO-East Avenue Pedestrian Safety Improvements (Vineland)	Pedestrians and bicyclists	Pedestrian warning signs	13	Intersections	$380706	$380706	HSIP (23 U.S.C. 148)	Urban	Major Collector	6,475	30	City or Municipal Highway Agency	Spot	Pedestrians	pedestrian and bicycle infrastructure improvements
SJTPO-3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements (Millville)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	7	Intersections	$472856	$472856	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	3,500	25	City or Municipal Highway Agency	Spot	Pedestrians	pedestrian and bicycle infrastructure improvements
SJTPO-Six Points Roundabout ROW Local Safety/ High Risk Rural Roads Program	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$934167	$934167	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	2,000	25	County Highway Agency	Spot	Intersections	pedestrian and bicycle infrastructure improvements
SJTPO-Five Points Roundabout ROW Local Safety/ High Risk Rural Roads Program	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$90667	$90667	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	2,050	25	County Highway Agency	Spot	Intersections	pedestrian and bicycle infrastructure improvements
DVRPC- CR 541 (Stokes Road) & CR 648 (Willow Grove Rd) Systemic Roundabout	Intersection traffic control		1	Intersections	$323000	$2990000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,583		County Highway Agency	Systemic	Intersections	
DVRPC-Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561)	Pedestrians and bicyclists		1.43	Miles	$301000	$11078000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,164		County Highway Agency	Network Screening	Pedestrians	
DVRPC-CR 583, US 206 (Princeton Ave) and Brunswick Circle extension, Lawrence Twp	Intersection geometry		1	Intersections	$2334164	$3218000	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	19,000		County route and state route intersection	Spot	Intersections	

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 (FFY) 2023 for the phase being reported.

TOTAL Project cost = Total authorization amount that occurred in FFY 2023 including other funds used for the phase being reported.

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

Some cells are blank because they share multiple categories/classifications 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.

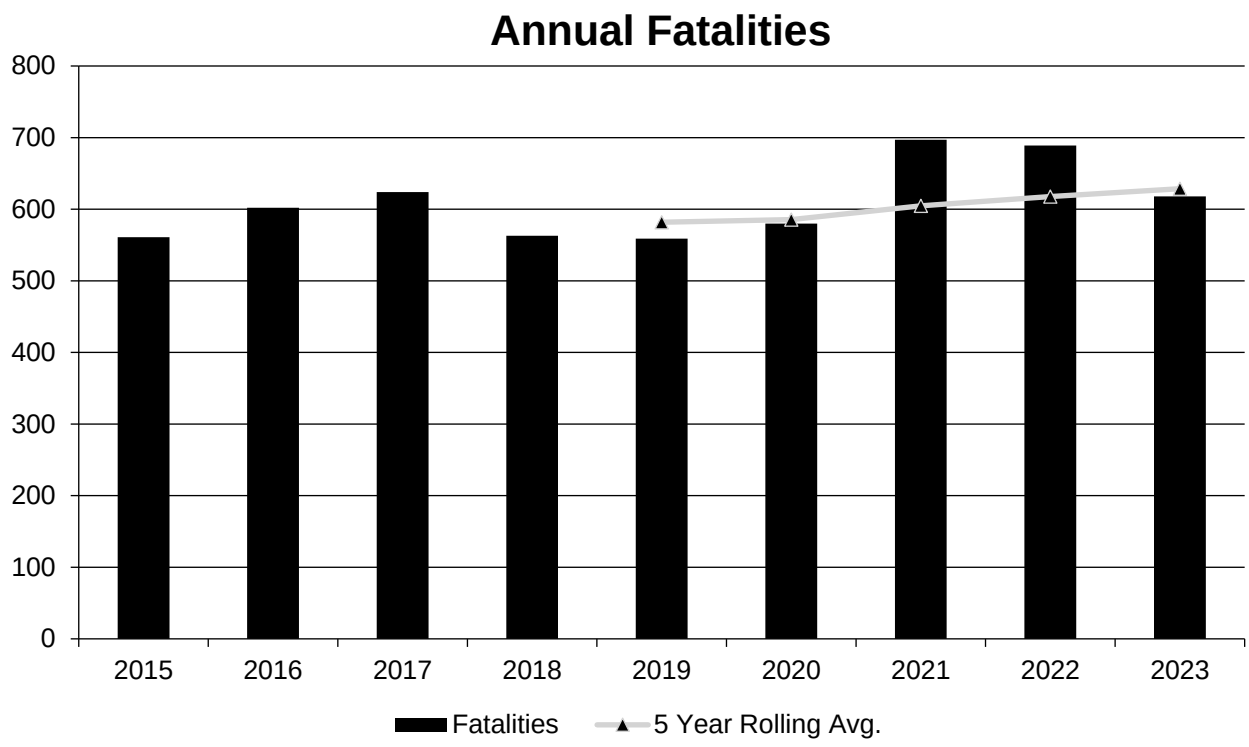
With the assumption that Federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits will continue, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey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

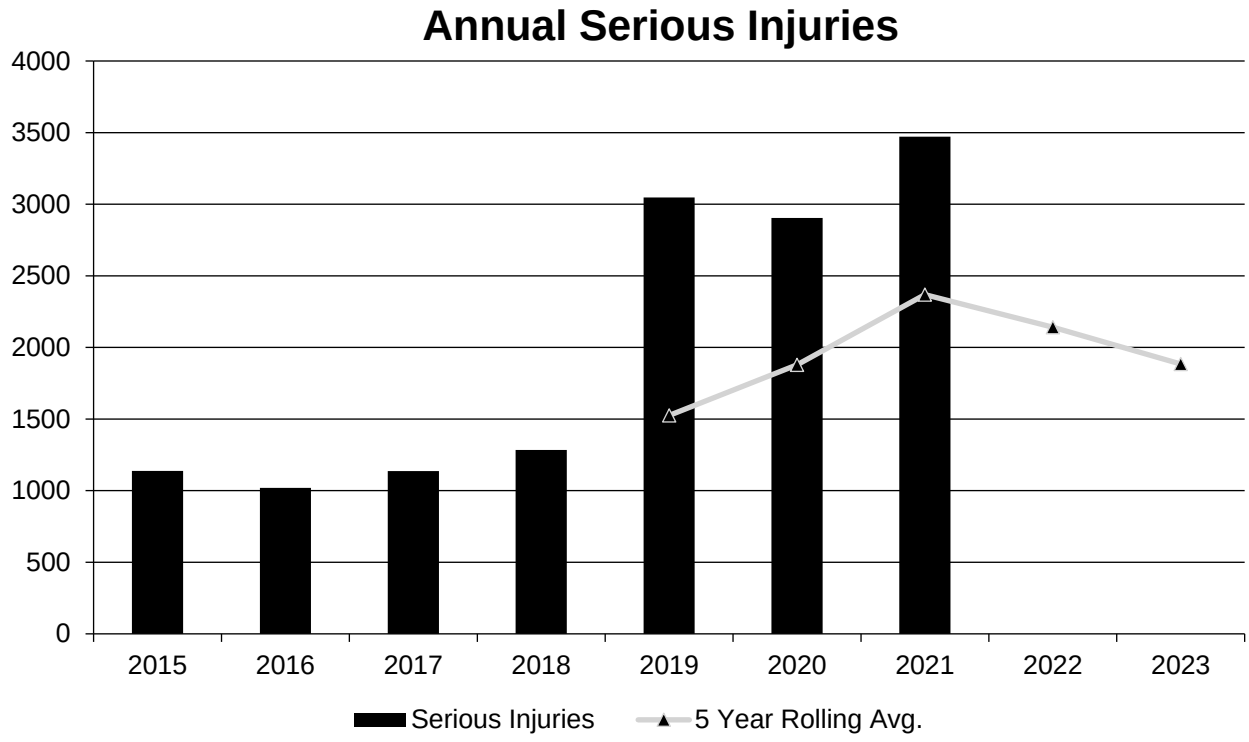
Safety Performance

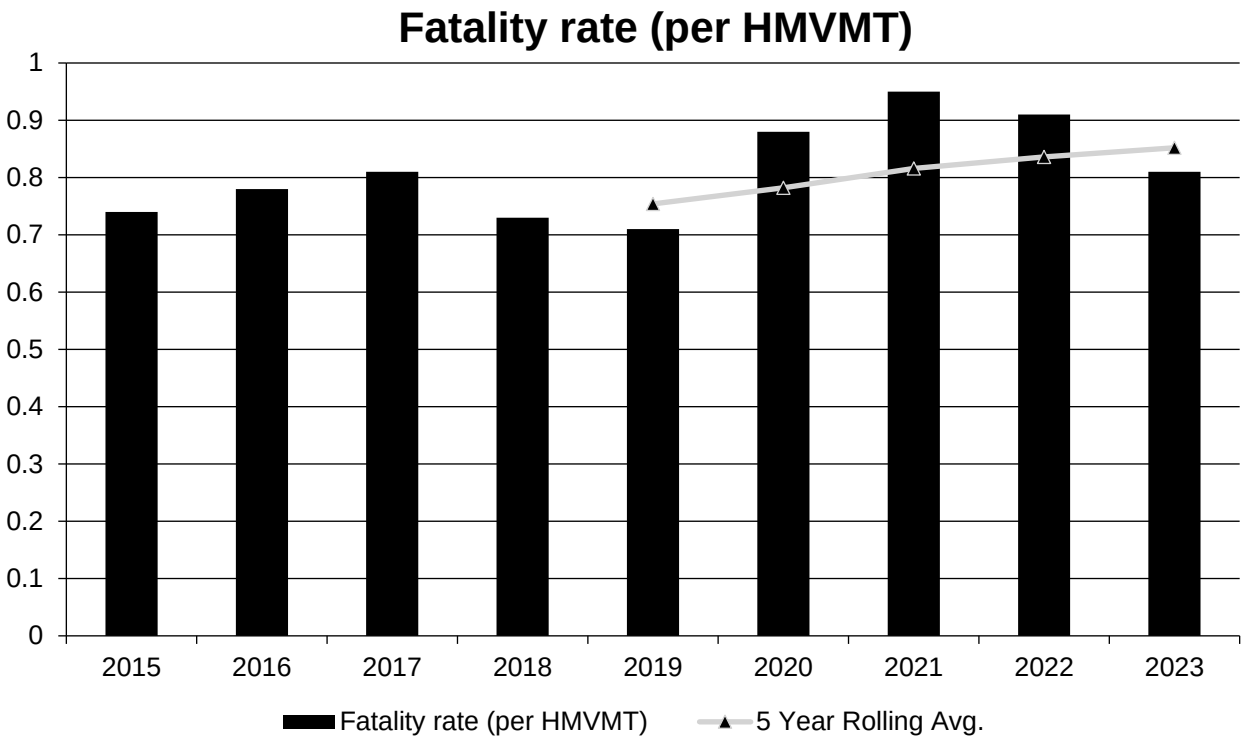
General Highway Safety Trends

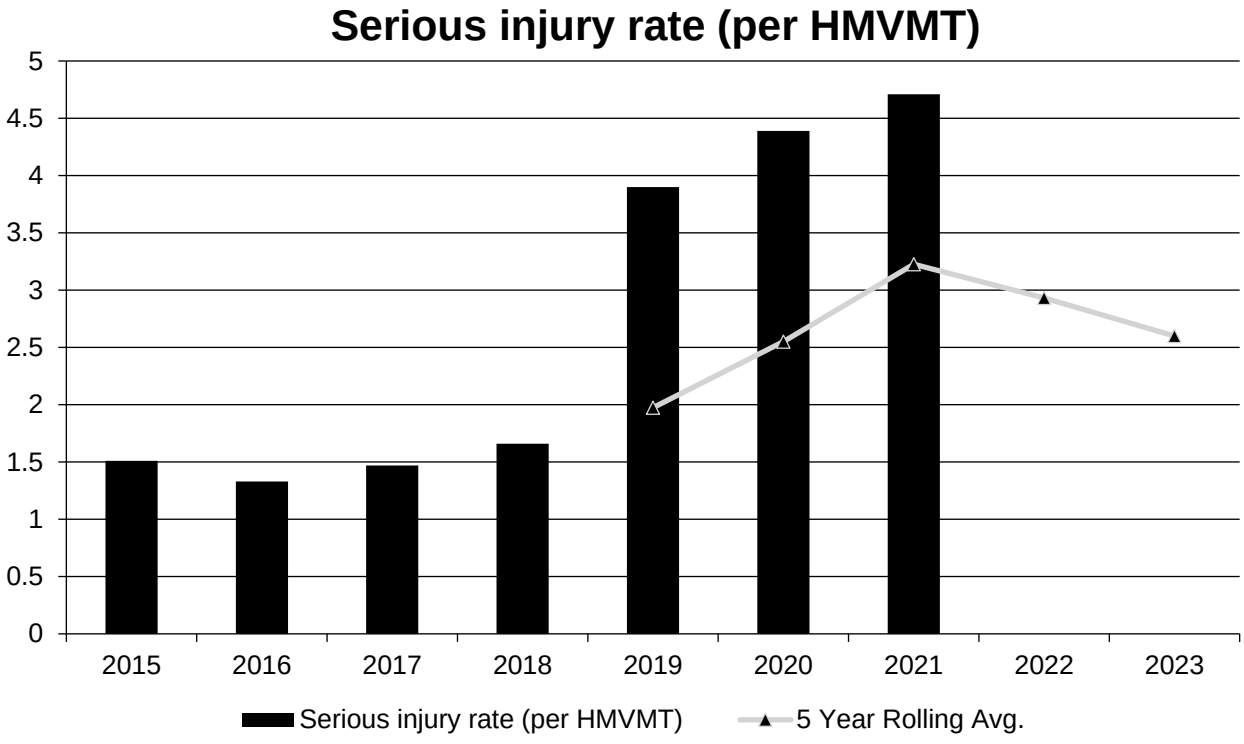
Present data showing the general highway safety trends in the State for the past five years.

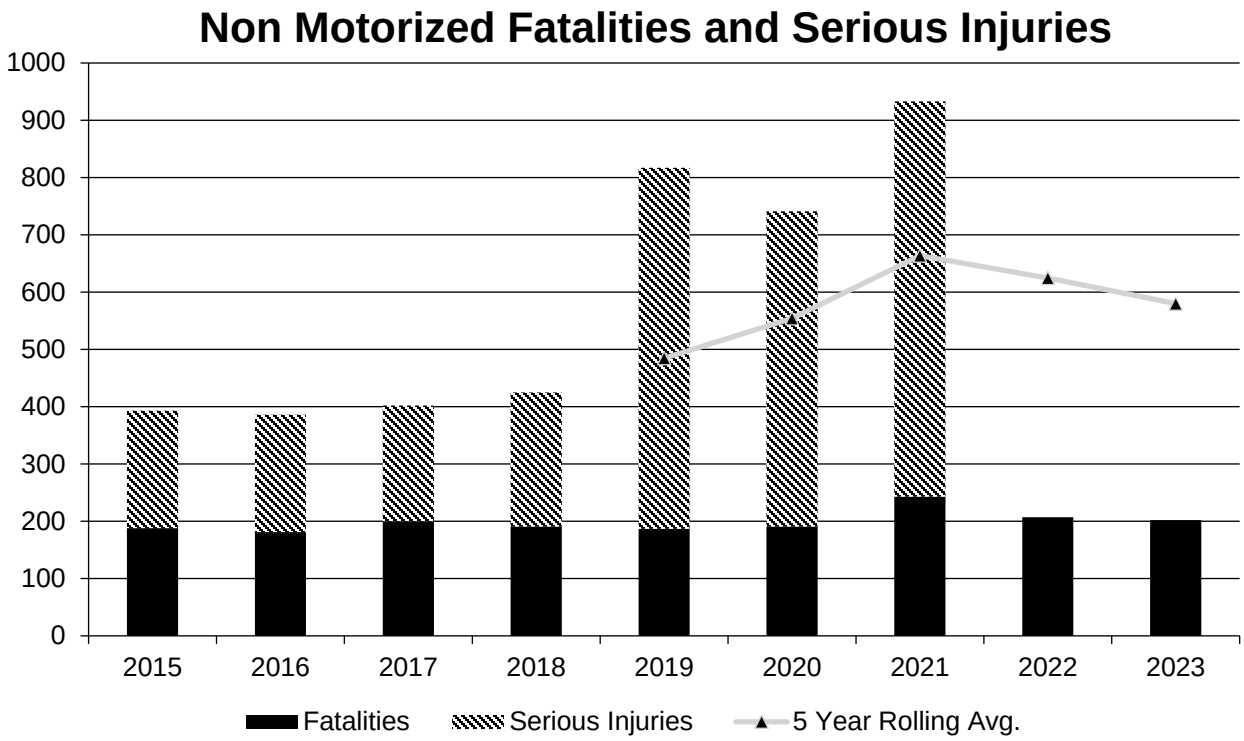
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	561	602	624	563	559	580	697	689	618
Serious Injuries	1,138	1,019	1,137	1,284	3,047	2,904	3,471	0	0
Fatality rate (per HMVMT)	0.740	0.780	0.810	0.730	0.710	0.880	0.950	0.910	0.810
Serious injury rate (per HMVMT)	1.510	1.330	1.470	1.660	3.900	4.390	4.710	0.000	0.000
Number non-motorized fatalities	188	181	200	191	187	191	243	207	202
Number of non-motorized serious injuries	205	205	202	234	630	550	690	0	0


Annual Fatalities
800
700
600
500
400
300
200
100
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
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
2015
2016
2017
2018
2019
2020
2021
2022
2023
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
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Note: The 2022 and 2023 Serious Injury crash data has not been completed as of 09/23/24. There is a current backlog in crash data processing due to impacts of the COVID-19 pandemic and a shortage in staffing to address the backlog. NJDOT has implemented a new electronic crash records system and has worked with FHWA to identify resources to address the backlog, with anticipated completion by the end of calendar year 2025.

1. Vehicle miles traveled (VMT) data provided by NJDOT on March 12, 2024. Note that 2016 and 2020 are adjusted for leap years (366 days).

2. The 2013-2020 Number of Fatalities is based on available Fatality Analysis Reporting System (FARS) data as of February 28, 2024. The 2021-2023 Number of Fatalities is based on New Jersey Police statistics report data. Note that 2023 data is not complete and is subject to change.

3. The 2022 and 2023 Serious Injury crash data has not been completed as of 09/23/24.There is a current backlog in crash data processing due to impacts of the COVID-19 pandemic and a shortage in staffing to address the backlog. NJDOT has implemented a new electronic crash records system and has worked with FHWA to
2025.

Describe fatality data source.

FARS

For Functional Classification:

· All fatalities for 2018-2022 are from FARS, except the following:

· For “Minor Collector” Functional Class: Fatalities for 2018-2022 are from NJDOT-ARD.

· For Ownership: All fatalities for 2018-2022 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 2018-2022 are from FARS.

For General Trends and Safety Performance Target calculations:

· The 2013-2022 Number of Fatalities is based on available FARS data as of March 12, 2024.

· The 2022 serious injury data is not complete as of 09/23/2024 and is subject to change.

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

Year 2022

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	0	0.56	0
Rural Principal Arterial (RPA) - Other Freeways and Expressways	3.6	0	0.83	0
Rural Principal Arterial (RPA) - Other	9.2	0	1.37	0
Rural Minor Arterial	9.8	0	1.5	0
Rural Minor Collector	1.4	0	0.88	0
Rural Major Collector	18	0	2.3	0
Rural Local Road or Street	11.8	0	1.42	0
Urban Principal Arterial (UPA) - Interstate	58	0	0.4	0
Urban Principal Arterial (UPA) - Other Freeways and Expressways	68.6	0	0.56	0
Urban Principal Arterial (UPA) - Other	205.2	0	1.33	0

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)
Urban Minor Arterial	121.4	0	1.11	0
Urban Minor Collector	3.2	0	0.51	0
Urban Major Collector	46.2	0	1.05	0
Urban Local Road or Street	48.2	0	0.44	0
State Highway Agency	251.6	0	0.95	0
County Highway Agency	174.4	0	1.21	0
City or Municipal Highway Agency	106.8	0	2.15	0
Other Local Agency	0.4	0	0	0
State Toll Authority	52.2	0	0.39	0

Year 2022

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	251.6	872.2	0.95	3.01
County Highway Agency	174.4	898.6	1.21	6.3
Town or Township Highway Agency				
City or Municipal Highway Agency	106.8	106.8	2.15	12.76
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	0.4	4.4	0	2.32
Private (Other than Railroad)				
Railroad				
State Toll Authority	52.2	103	0.39	0.78
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Functional Classification:

All fatalities for 2018-2022 are from FARS, except the following:

· “Minor Collector” Functional Class: Fatalities for 2018-2022 are from NJDOT-ARD.

· 2022 and 2023 Serious Injury crash data has not been completed as of 09/23/24.

· FSI for 2019-2022 have been updated.

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

· 2022 VMT data provided by NJDOT on March 12, 2024.

Ownership:

· Fatalities for 2018-2022 are from NJDOT-ARD.

· 2022 Serious Injury crash data is not complete as of 09/23/24. Hence the averages are not reported.

· FSI 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.

· The 2022 VMT data was provided by NJDOT on March 12, 2024.

Provide additional discussion related to general highway safety trends.

Fatalities in 2023 were 10.3 percent lower than fatalities in 2022. Additionally, the COVID-19 pandemic showed a decrease in VMT in the year 2021, but the VMT are gradually getting back to the pre-pandemic numbers in 2022.The annual fatalities rate decreased by 10.9 percent in 2023 as compared to 2022. These general highway safety trends suggest a positive trend of reduction in fatalities.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2025 Targets *

Number of Fatalities:610.6

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

The safety performance target was established after careful consideration of recently built projects, current socioeconomic environment, recent crash trends, and input from stakeholders. Consistent with federal requirements the target is a five-year rolling average. Overall, New Jersey's safety goal is zero deaths on all roads by 2035. NJDOT continues to implement strategies that support the reduction of fatalities and serious injuries in a targeted manner. The strategies are derived from a review of historical data and HSIP expenditures as well as ongoing engagement with statewide safety partners. The strategies include deploying Safe System Approach, advancing the New Jersey Specified Safety Program, conducting outreach programs to educate, inform, and train practitioners about safety best practices, and continuing to increase roadway safety awareness and encourage positive safety behaviors.

NJDOT is committed to drive down fatalities and serious injuries more aggressively and overcome the transportation safety impacts of the COVID-19 Pandemic.

Number of Serious Injuries:2788.0

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

The safety performance target was established after careful consideration of recently built projects, current socioeconomic environment, recent crash trends, and input from stakeholders. Consistent with federal requirements the target is a five-year rolling average. Overall, New Jersey's safety goal is zero deaths on all roads by 2035. NJDOT continues to implement strategies that support the reduction of fatalities and serious injuries in a targeted manner. The strategies are derived from a review of historical data and HSIP expenditures as well as ongoing engagement with statewide safety partners. The strategies include deploying Safe System Approach, advancing the New Jersey Specified Safety Program, conducting outreach programs to educate, inform, and train practitioners about safety best practices, and continuing to increase roadway safety awareness and encourage positive safety behaviors.

NJDOT is committed to drive down fatalities and serious injuries more aggressively and overcome the transportation safety impacts of the COVID-19 Pandemic.

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.

Fatality Rate:0.810

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

The safety performance target was established after careful consideration of recently built projects, current socioeconomic environment, recent crash trends, and input from stakeholders. Consistent with federal requirements the target is a five-year rolling average. Overall, New Jersey's safety goal is zero deaths on all roads by 2035. NJDOT continues to implement strategies that support the reduction of fatalities and serious injuries in a targeted manner. The strategies are derived from a review of historical data and HSIP expenditures as well as ongoing engagement with statewide safety partners. The strategies include deploying Safe System Approach, advancing the New Jersey Specified Safety Program, conducting outreach programs to educate, inform, and train practitioners about safety best practices, and continuing to increase roadway safety awareness and encourage positive safety behaviors.

NJDOT is committed to drive down fatalities and serious injuries more aggressively and overcome the transportation safety impacts of the COVID-19 Pandemic.

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. Although VMT are increasing on New Jersey's roadways, they have not reached pre-pandemic levels to date.

Serious Injury Rate:3.696

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

The safety performance target was established after careful consideration of recently built projects, current socioeconomic environment, recent crash trends, and input from stakeholders. Consistent with federal requirements the target is a five-year rolling average. Overall, New Jersey's safety goal is zero deaths on all roads by 2035. NJDOT continues to implement strategies that support the reduction of fatalities and serious injuries in a targeted manner. The strategies are derived from a review of historical data and HSIP expenditures as well as ongoing engagement with statewide safety partners. The strategies include deploying Safe System Approach, advancing the New Jersey Specified Safety Program, conducting outreach programs to educate, inform, and train practitioners about safety best practices, and continuing to increase roadway safety awareness and encourage positive safety behaviors.

NJDOT is committed to drive down fatalities and serious injuries more aggressively and overcome the transportation safety impacts of the COVID-19 Pandemic.

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. 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.

Total Number of Non-Motorized Fatalities and Serious Injuries:760.6

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

The safety performance target was established after careful consideration of recently built projects, current socioeconomic environment, recent crash trends, and input from stakeholders. Consistent with federal requirements the target is a five-year rolling average. Overall, New Jersey's safety goal is zero deaths on all

roads by 2035. NJDOT continues to implement strategies that support the reduction of fatalities and serious injuries in a targeted manner. The strategies are derived from a review of historical data and HSIP expenditures as well as ongoing engagement with statewide safety partners. The strategies include deploying Safe System Approach, advancing the New Jersey Specified Safety Program, conducting outreach programs to educate, inform, and train practitioners about safety best practices, and continuing to increase roadway safety awareness and encourage positive safety behaviors.

NJDOT is committed to drive down fatalities and serious injuries more aggressively and overcome the transportation safety impacts of the COVID-19 Pandemic.

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.

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, New Jersey DHTS, 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 2023 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	669.4	628.6
Number of Serious Injuries	3079.6	1884.4
Fatality Rate	0.906	0.852
Serious Injury Rate	4.178	2.600
Non-Motorized Fatalities and Serious Injuries	848.2	580.0

Note: Serious Injuries data for 2022 and 2023 is not complete as of 9/23/2024.There is a current backlog in crash data processing due to impacts of the COVID-19 pandemic and a shortage in staffing to address the backlog. NJDOT has implemented a new electronic crash records system and has worked with FHWA to identify resources to address the backlog, with anticipated completion by the end of calendar year 2025.

NJDOT's target setting process included coordination with the three MPOs, FHWA New Jersey Division Office, and New Jersey DHTS to ensure a consistent approach for target setting. The identified targets reflect coordination and collaboration with the Governor's Highway Safety Representative.

Number of Fatalities:

Outcome: 628.6

Target: 669.4

Baseline: 606.6 (2017-2021 average)

The annual target was met. The outcome was not better than the baseline. The outcome was 3.69% greater than the baseline.

Fatality Rate:

Outcome: 0.85

Target: 0.906

Baseline: 0.814

The target was met, but the outcome was not better than the baseline. The outcome was 4.42% greater than the baseline.

Number of Serious Injuries:

Outcome: 0

Target: 3079.6

Baseline: 2307.6

Serious injuries data is not yet complete for 2022 and 2023.

Serious Injury Rate:

Outcome: 0

Target: 4.178

Baseline: 3.132

Serious injuries data is not yet complete for the years 2022 and 2023.

Number of Non-Motorized FSI:

Outcome: 0

Target: 848.2

Baseline: 656.4

Please note: Number of Serious Injuries, Serious Injury Rates, and Non-Motorized Fatalities and Serious Injuries for the column titled "ACTUALS" is autogenerated based on previously entered data set. 2022 and 2023 serious injury data is not complete as of 9/23/2024 and it was entered as zero. There is a current backlog in crash data processing due to impacts of the COVID-19 pandemic and a shortage in staffing to address the backlog. NJDOT has implemented a new electronic crash records system and has worked with FHWA to identify resources to address the backlog, with anticipated completion by the end of calendar year 2025.As such this is not an actual representation of the serious injury dataset.

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Applicability of Special Rules

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

No

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

Yes

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	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	105	119	121	106	105	110	133
Number of Older Driver and Pedestrian Serious Injuries	102	119	148	347	266	346	0

2016-2022 driver and pedestrian fatality counts are from FARS.

2016-2021 driver and pedestrian serious injury counts are from NJDOT-ARD, 2022 data is not complete as of 9/23/2024. There is a current backlog in crash data processing due to impacts of the COVID-19 pandemic and a shortage in staffing to address the backlog. NJDOT has implemented a new electronic crash records system and has worked with FHWA to identify resources to address the backlog, with anticipated completion by the end of calendar year 2025.

2016-2021 pedestrian serious injury counts are updated using a more accurate query, 2022 data is not complete as of 9/23/2024. There is a current backlog in crash data processing due to impacts of the COVID-19 pandemic and a shortage in staffing to address the backlog. NJDOT has implemented a new electronic crash records system and has worked with FHWA to identify resources to address the backlog, with anticipated completion by the end of calendar year 2025.

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

Pedestrian FSI 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 2022.

The SHSP Other Vulnerable Road Users team has been informed of the Older Driver and Pedestrian Special Rule to be considered in the development of its action plans. NJDOT will attempt to incorporate older drivers into the current SHSP Emphasis Areas. The Special Rule is required 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 updates the HSIP portfolio quarterly, tracking the projects within the program in terms of authorizations and delivery. 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, continues to improve the HSIP evaluation process, projects, programs, and countermeasures.

NJDOT currently evaluates the safety projects funded through the HSIP based on before-and-after crash data analysis and the benefit cost ratio. The table as part of question 46 shows the projects evaluated during the reporting period with their respective benefit cost ratios. This table shows the HSIP funds' performance (Programmed vs Authorized) for the past five years:

Year	Category	Programmed	Authorized
FFY 19	Planning	6.718	9.829
	CPM	14.815	8.831
	Local	37.371	16.508
FFY 20	Planning	10.29	6.67
	CPM	18.73	8.167
	Local	28.67	14.651
FFY 21	Planning	13.057	7.86
	CPM	25.87	25.592
	Local	32.634	12.011
FFY 22	Planning	13.75	21.313
	CPM	26.142	29.583
	Local	25.13	46.692
FFY 23	Planning	15.4	15.882
	CPM	31	25.572
	Local	37.322	56.781

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

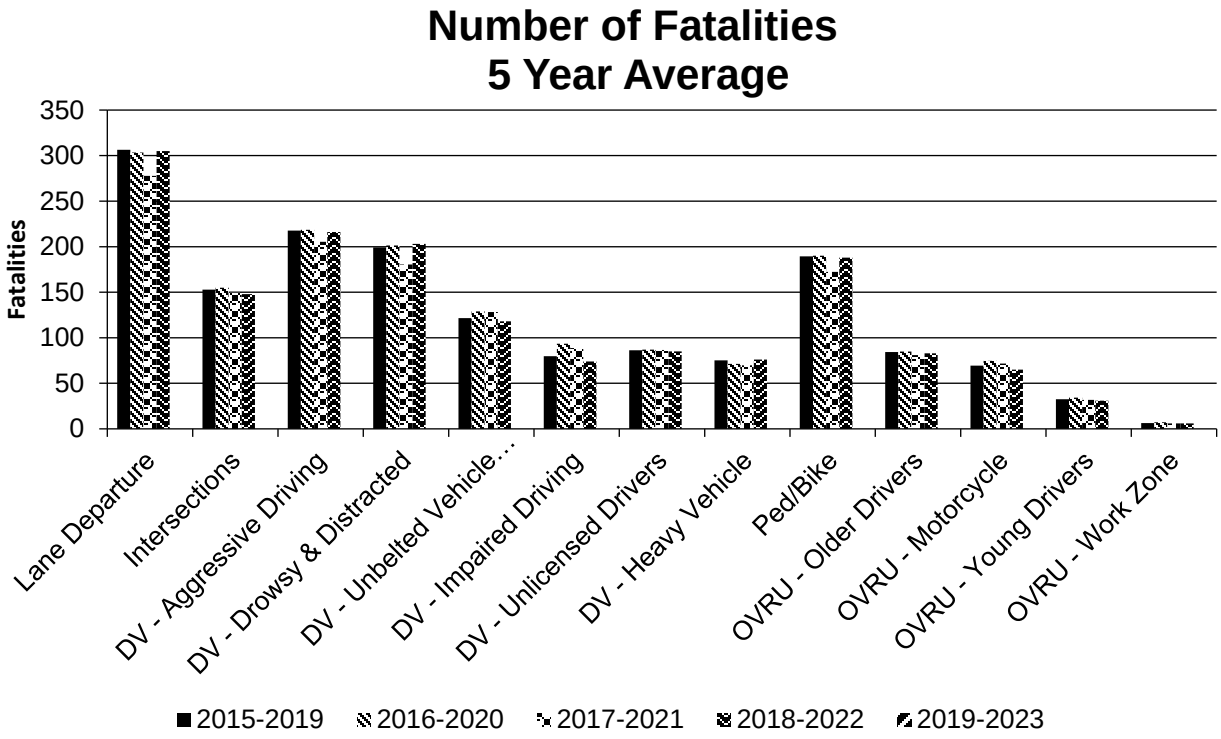
- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs

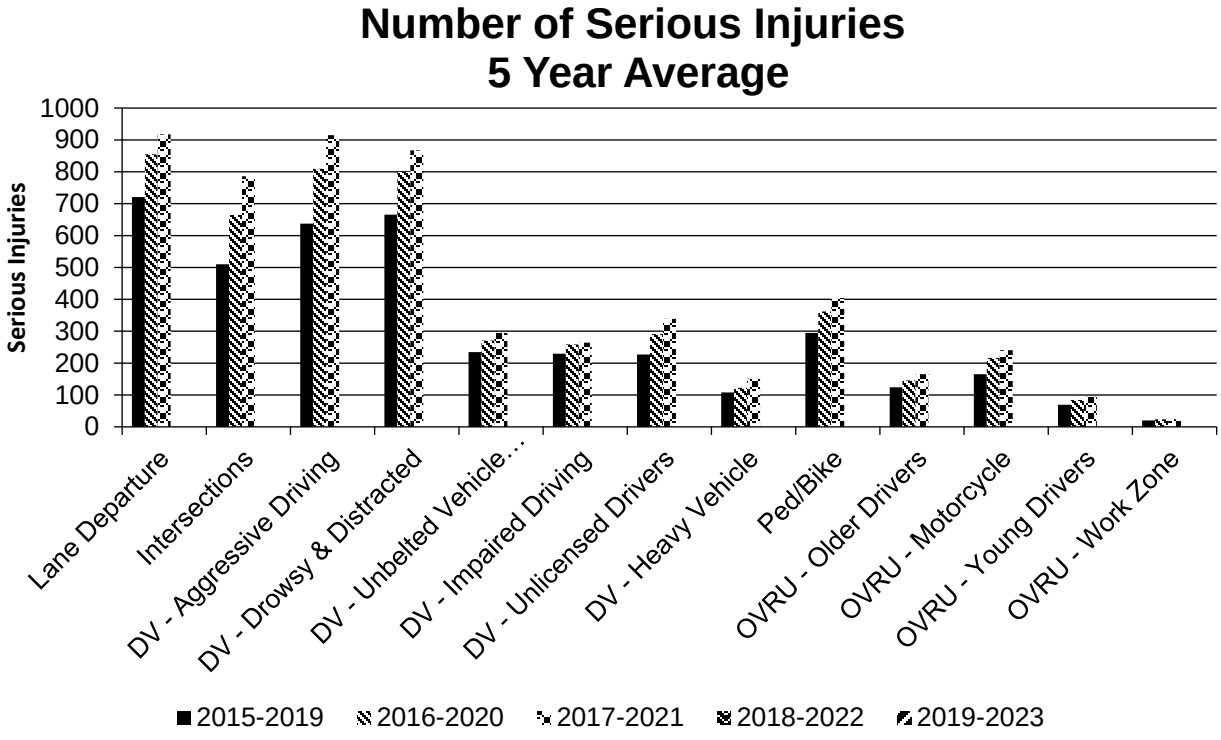
Effectiveness of Groupings or Similar Types of Improvements

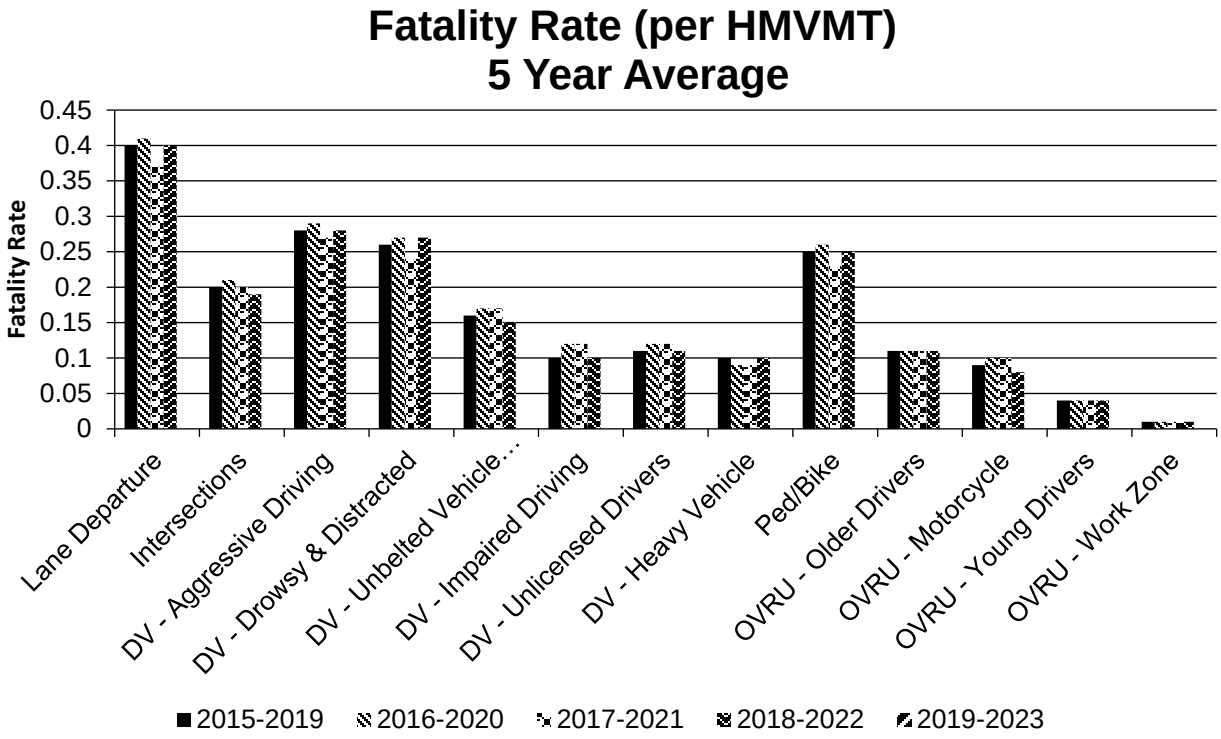
Present and describe trends in SHSP emphasis area performance measures.

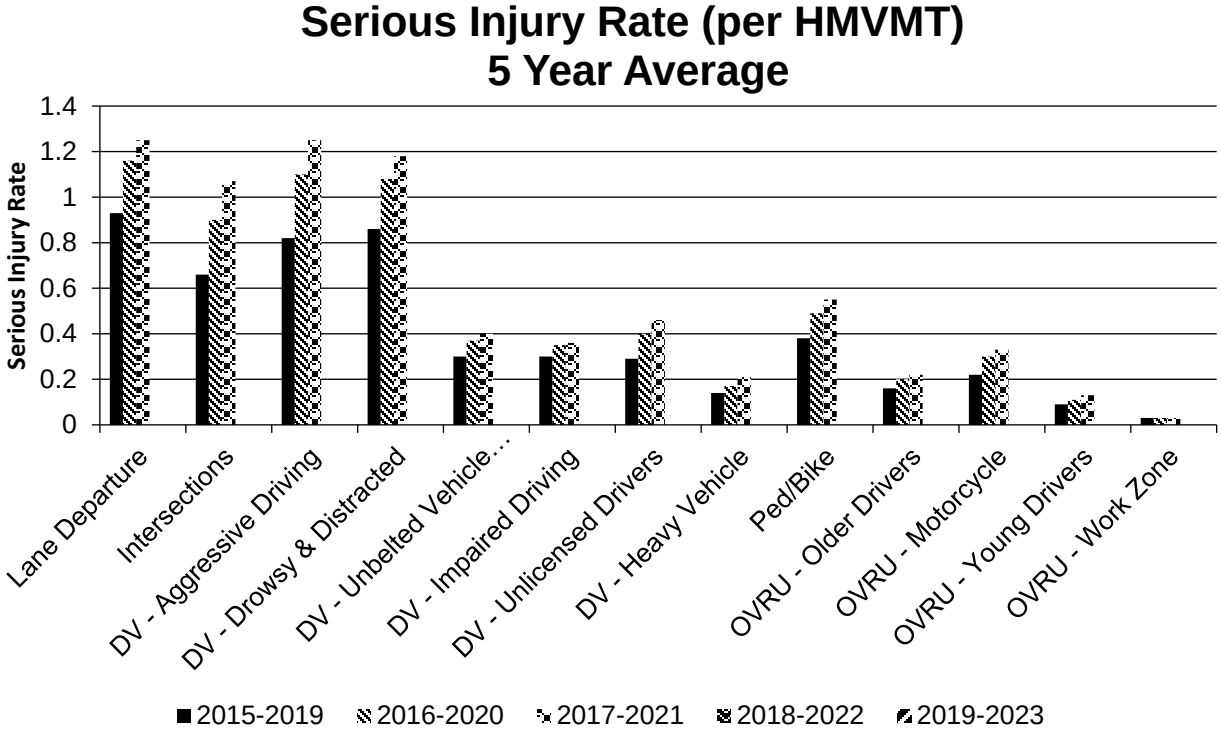
Year 2022

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		305	0	0.4	0
Intersections		148	0	0.19	0
DV - Aggressive Driving		216	0	0.28	0
DV - Drowsy & Distracted		203	0	0.27	0
DV - Unbelted Vehicle Occupants		118	0	0.15	0
DV - Impaired Driving		74	0	0.1	0
DV - Unlicensed Drivers		85	0	0.11	0
DV - Heavy Vehicle		76	0	0.1	0
Ped/Bike		188	0	0.25	0
OVRU - Older Drivers		83	0	0.11	0
OVRU - Motorcycle		65	0	0.08	0
OVRU - Young Drivers		31	0	0.04	0
OVRU - Work Zone		6	0	0.01	0


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
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


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
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023





Please note, that these graphs are generated automatically by the system and rely on the previously enter serious injury database which as of September 23, 2024, is incomplete. There is a current backlog in crash data processing due to impacts of the COVID-19 pandemic and a shortage in staffing to address the backlog. NJDOT has implemented a new electronic crash records system and has worked with FHWA to identify

resources to address the backlog, with anticipated completion by the end of calendar year 2025.As such, these graphs are not an accurate representation of the serious injury crashes within the 2022-2023 date range.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

Yes

Please provide the following summary information for each countermeasure effectiveness evaluation.

CounterMeasures:	Centerline Rumble Strips
Description:	
Target Crash Type:	
Number of Installations:	
Number of Installations:	
Miles Treated:	
Years Before:	
Years After:	
Methodology:	
Results:	Please see the attached file for Centerline Rumble Strips evaluation for State

File Name: Centerline Rumble Strips evaluation for State.xlsm

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)
NJDOT - SWI143850 - Centerline Rumble Strips	Urban Principal Arterial (UPA) - Other	Roadway delineation	Roadway delineation - other	123.00	153.00	9.00	4.00	6.00	14.00	100.00	68.00	238.00	239.00	166.93
NJDOT - SWI153480 - Centerline Rumble Strips	Urban Principal Arterial (UPA) - Other	Roadway delineation	Roadway delineation - other	76.00	81.00	10.00	5.00	4.00	4.00	80.00	56.00	170.00	146.00	46.78
NJDOT - SWI143840 - Centerline Rumble Strips	Urban Principal Arterial (UPA) - Other	Roadway delineation	Roadway delineation - other	47.00	31.00	3.00	3.00	2.00	1.00	32.00	21.00	84.00	56.00	105.498
NJDOT - SWI153470 - Centerline Rumble Strips	Urban Principal Arterial (UPA) - Other	Roadway delineation	Roadway delineation - other	72.00	91.00	2.00	2.00	3.00	5.00	60.00	50.00	137.00	148.00	7.267
NJDOT - SWI143830 - Centerline Rumble Strips	Urban Principal Arterial (UPA) - Other	Roadway delineation	Roadway delineation - other	104.00	83.00	6.00	2.00	8.00	3.00	104.00	55.00	222.00	143.00	114.016
NJDOT - SWI153460 - Centerline Rumble Strips	Urban Principal Arterial (UPA) - Other	Roadway delineation	Roadway delineation - other	34.00	51.00	1.00	4.00	2.00	2.00	27.00	24.00	64.00	81.00	5.705
SJTPO - Salem County Construction of Centerline Rumble Strips	Urban Minor Arterial	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	Urban Minor Arterial	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

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)
SJTPO - Chestnut Avenue & Brewster Road, Traffic Signal Replacement	Urban Minor Arterial	Intersection traffic control	Modify control – new traffic signal	16.00	10.00					3.00	7.00	19.00	17.00	-3.34
SJTPO -Oak Road & West Avenue Signalization	Urban Minor Arterial	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	Various	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
NJTPA - Essex - 4 Intersections	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal – modernization/replacement	18.00	62.00				2.00	83.00	36.00	101.00	100.00	25.50

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 - Monmouth- Broad Street and Bergen Place	Urban Minor Arterial	Intersection traffic control	Modify traffic signal – modernization/replacement	10.00	3.00					4.00	2.00	10.00	3.00	2.42
NJTPA - Newark - MLK from 7th Avenue to Crane Street	Urban Major Collector	Intersection traffic control	Modify traffic signal – modernization/replacement	1.00	1.00				2.00	4.00	1.00	5.00	5.00	0.00
NJTPA - Bergen - Washington Avenue (CR 503)	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal – modernization/replacement	55.00	49.00				5.00	59.00	44.00	114.00	99.00	0.00

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 its 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

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
	Median Type (54) [55]	100	100								
	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]			85	85						
	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					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
	Beginning of Ramp Terminal (197) [187]										
	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**	**98.13**	**93.13**	**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]

* 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 on all public roads by September 30, 2026:

1. A portion of the current MIRE fundamental data elements are stored in the Straight-Line-Database (SLD).

2. The NJDOT Information Technology Unit will continue to upload the available MIRE fundamental data elements to Business Objects (TransINFO) NJDOT website so that the MIRE fundamental data elements are available/accessible to the NJDOT and MPOs.

3. The BTDS is preparing an AADT Segmentation Map, under the AADT Segmentation Map Contract.

Optional Attachments

Program Structure:

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

2024 ASR Programmed-Obligated Funding Calculations.xlsm
Question 29_Obligated HSIP Funds_Project List.xlsm
Safety Performance:

New Jersey's 2025 Safety Performance Targets - Letter.pdf
Evaluation:

Centerline Rumble Strips evaluation for State.xlsm
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.