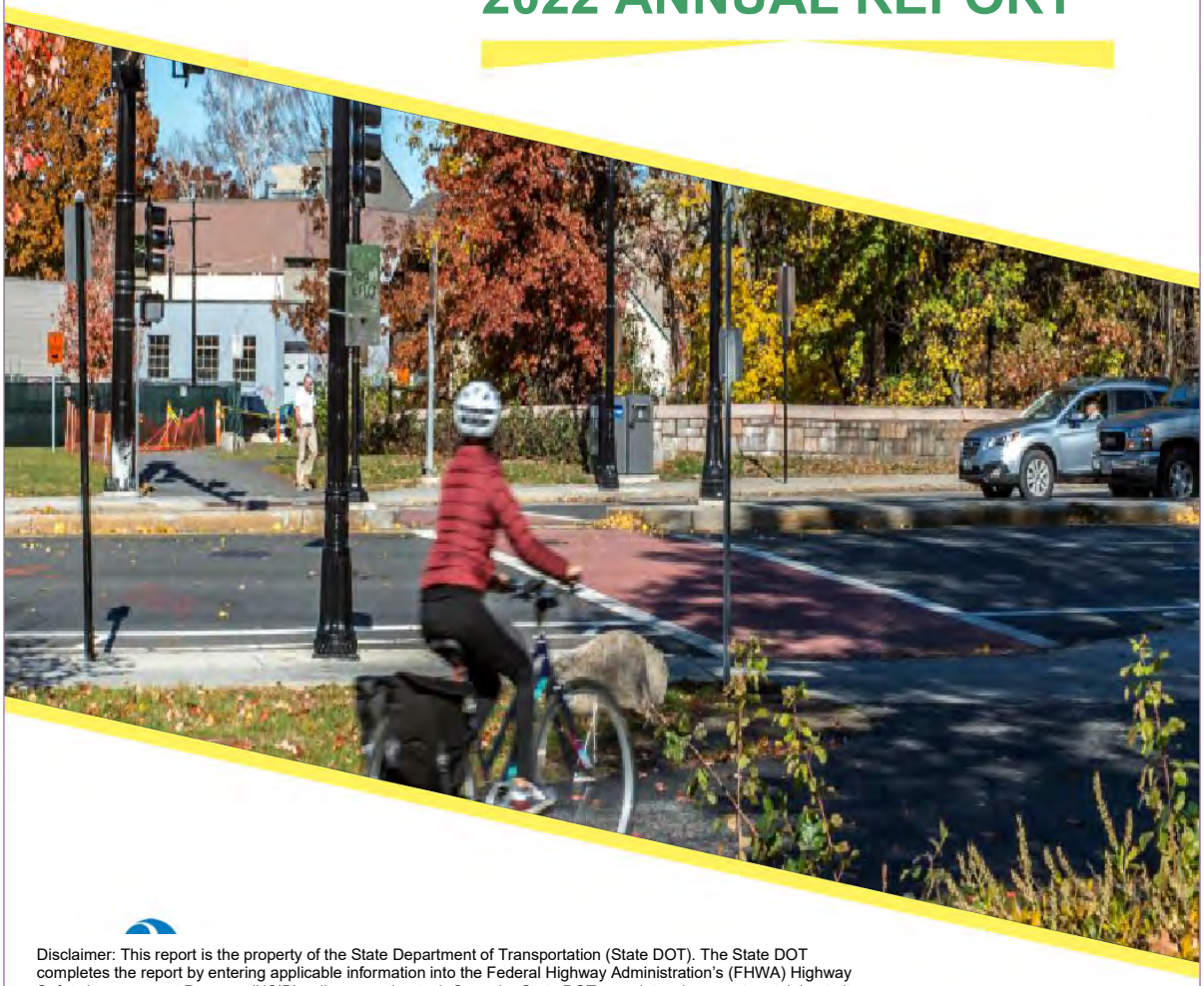
NEW JERSEY

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2022 ANNUAL REPORT



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Protection of Data from Discovery Admission into Evidence

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

The reporting period for the 2021 Annual Safety Report (ASR) is the Calendar Year (CY) from January 1, 2021 to December 31, 2021.

New Jersey has analyzed roadway safety performance as described in Part 30 of this report “General Highway Safety Trends in the State for Past Five Years”. New Jersey’s five-year rolling average for the period of 2017-2021 for the number of fatalities increased approximately 3.4% while fatality rate has increased by approximately 4.1%, number of serious injuries increased by approximately 22.9%, serious injury rates also increased approximately 22.9% and the number of non-motorized fatalities and serious injuries increased approximately 18.4%. Over the same five-year period, the actual number of crashes resulting in fatalities and incapacitating injuries in each year has fluctuated. New Jersey’s Vehicle Miles Traveled (VMTs) have been increasing on an annual basis over this five year period except for 2020 which dropped significantly due to the pandemic. In April 2022, New Jersey DOT was notified by FHWA that New Jersey has not met or made significant progress toward achieving the calendar year 2020 safety performance targets and 2021 data, to-date, shows trends higher than stated targets. Factors influencing these trends include changing the New Jersey Crash Record (NJTR-1) form to follow the “Suspected Serious Injuries” definition in the MMUCC 4th Edition definition per 23 CFR 490.207(c). As a result of the required revision to the NJTR-1 crash form in 2019 crash injuries not previously attributed to the serious injury classification were included in the total, resulting in a significantly higher number of serious injuries reported compared to previous years. In addition, during the COVID-19 Pandemic although vehicle miles travelled decreased, the number of fatalities and serious injuries increased. This increasing trend has continued year to date in 2022. These trends are seen in many other states as well.

Recognizing these trends, New Jersey DOT remains committed to a goal of Towards Zero Deaths and a vision of Zero Fatalities by 2050. There are three major components to implementing the NJ2020 SHSP:

- Focus on continuing to collaborate, educate and train stakeholders;
- Move toward substantive integration of the Safe System approach into SHSP planning and implementation; and
- Integrate equity into all aspects of the SHSP planning and policy development.

The long-term goals of the plan are achievable. Technology is advancing, the safety culture is growing with a focus on education and enforcement and NJDOT has a proactive focus on transportation safety.

NJDOT apportionments for HSIP will be revised with the BIL to approximately $73 million annually, FFY 2021 the apportionments were $58 million, distributed 54% for Local Safety Programs and 46% for state (Planning and Capital Projects) based on fatality and serious injury data. The STIP aligns the HSIP funding over five program line items, in addition to individually programmed projects. The program line items include Safety Programs, Motor Vehicle Carrier (MVC) Crash Records, HSIP Planning, Utility Pole Mitigation, and Local Safety/High Risk Rural Roads Program.

NJDOT also deploys several innovative programs, tools and analyses targeted at providing support in developing cost effective, easily deployed treatments. These include the Regional Horizontal Curve Inventory and Safety Assessment, Vegetation Safety Management Program, and Equity Mapping. Further, NJDOT is initiating an update to the 2016 NJDOT HSIP manual. The update will provide means of integrating equity and

the safe system approach as well as prioritize pedestrian and bicycle safety improvements. Finally, the NJDOT Safety Resource Center and the HSIP Project Development and Support teams will promote proven safety countermeasures on all projects, state and local.

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

North Jersey Transportation Planning Authority

The North Jersey Transportation Planning Authority (NJTPA) is the fourth largest MPO region in the nation, serving 6.7 million people in the 13 counties of northern New Jersey. The NJTPA continues to allocate HSIP funding through multiple programs. The Local Safety Program (LSP) and High Risk Rural Roads Program (HRRRP) provide funding for construction, Right of Way (ROW), and construction inspection. The Local Safety Engineering Assistance Program (LSEAP) provides funding for preliminary engineering and final design. The Consultant Assistance with Local Safety Program Studies/Analysis provides consultant support for alternatives and HSM analysis for applications to the LSP/HRRRP bi-annual solicitation for projects.

In 2021, $13.78 million in HSIP funding was authorized for design, construction, ROW and construction inspection of nine projects. Projects authorized for construction included: two corridor projects in the City of Newark to improve pedestrian safety and upgrade and/or install new traffic signals, two intersection improvement projects in Ocean and Union Counties to improve traffic signals and pedestrian safety, ROW for an intersection project in Monmouth County and $1.74 million for four projects to advance to final design. As part of Year 1 action items under the SHSP, the NJTPA created a data viewer that combines data from other sources in a map format to aid in crash analysis and project development for all three MPOs. Data includes fatal and serious injury crashes, high-crash locations and corridors, Federal Highway Administration - Highway Safety Improvement Program (HSIP) funded projects, Road Safety Audits, and Environmental Justice communities. Pedestrian and bicycle data was obtained and mapped at 100 locations throughout the NJTPA region in the first year of the Pedestrian Count Program. Consultant Assistance with Local Safety Program Studies/Analysis provided support in the development of 16 applications for the upcoming FY 2022 LSP/HRRRP solicitation.

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 safety education programs, which have been active since 1998, are available at www.sjtpo.org/education. In addition to SJTPO’s ongoing efforts to advance safety projects via its $2 million HSIP line item, SJTPO has been focused on several efforts to extend substantive safety into more aspects of the transportation planning and engineering process. In 2020, SJTPO overhauled its Project Evaluation Process, adding a safety focus when looking all projects funded through SJTPO. That updated process was first utilized for the FY 2022-2031 Transportation Improvements Program(TIP). Earlier efforts began with Atlantic Avenue in Atlantic City, the top-ranked bicycle and pedestrian crash corridor in the region, which was originally submitted in 2019 for Design funds for repaving was rescoped with SJTPO guidance into a comprehensive safety assessment of the corridor. This project recently received a $10million dollar RAISE grant to advance a Road Diet.

Other current and upcoming safety projects include three roundabout projects with two in Salem County, and one in Cumberland County, intersection signalization in the City of Vineland, as well as a series of complex

bicycle and pedestrian corridor safety projects at five locations, with two in Bridgeton, two in Millville, and one in Vineland based on the current Cumberland County Bicycle and Pedestrian Safety Action Plan effort. That SJTPO effort also identified a major project, the Chestnut Avenue Road Diet project, which exceeds the capacity of the Local Safety Program, and SJTPO is working with the City to identify appropriate funding sources. SJTPO is providing Design Assistance on two complex roundabout projects in Salem County and anticipates another similar effort for projects coming out of the Cumberland County Bicycle and Pedestrian Safety Action Plan effort in FY2023.

Finally, a product of an extensive partnership between SJTPO, NJDOT, and FHWA-NJ, SJTPO will lead New Jersey in kicking off a major effort to engage in a two-year process to develop a series of Countywide Local Road Safety Plans, covering each of SJTPO's four counties.

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). DVRPC did not receive formal project applications in 2021 for the updated Local HSIP or HRRR Program but continued to assist member counties with project advancement. Status of ongoing local safety TIP/STIP projects are as follows:

- Burlington County (CR 541/Stokes Rd. & CR 648/Willow Grove Rd.) systemic roundabout, authorized for PE in 1/2021, progressed toward FD authorization. Sicklerville Road (CR 705) and Erial Road (CR 706) systemic roundabout authorized for FD in April of 2022.

- Mt. Ephraim Avenue corridor-wide pedestrian and bicycle safety improvements project (DB #D1914), City of Camden, progressed through PE: stakeholder meeting scheduled for 9/12/22, Local Officials Briefings scheduled for 10/10/22, Public Information Center scheduled for 11/7/22, environmental documents to NJDOT on 12/5/22.
- Mercer County Brunswick Circle Extension Roundabout at CR 583, US 206 (Princeton Ave) and CR 645 (Brunswick Circle Extension) is slated for construction authorization in August 2022
- Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) in Mercer County should secure FD authorization in FFY23; utility issues and ongoing Right-of-Way acquisitions need to be resolved.

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.

Under the FAST Act, NJ was apportioned approximately $60 million annually for the HSIP Program. This apportionment is distributed 50-60% to local roadways and 40-50% to state roads based on fatalities and serious injuries data. The local portion is distributed to the three (3) MPOs based on census data. Each MPO distributes HSIP funds into the different emphasis areas as described in the SHSP. The funds allocated to state roadways also get distributed into these different emphasis areas.

NJDOT develops an annual safety investment strategy for all HSIP funded activities and projects. The annual investment strategy demonstrates the linkage between the objectives of the SHSP and the projects/programs being developed and implemented to ensure that the focus is on the most effective safety improvements.

HSIP implementation steps for hot spot locations:

- Planning: Verify the identified location with any of the existing Safety Management System (SMS) lists
- Problem Identification: Identify the safety concerns

- Problem Screening Process: Develop the data needed for consideration of the Problem Statement by the Capital Program Committee (CPC)
- Concept Development: Includes the following -

1. Verify that the project’s purpose and need is consistent with the identified safety concern and NJ most current SHSP
2. Prepare an initial cost estimate for at least two Safety Design Alternatives

3. If the identified infrastructure improvements are greater than $250,000 in cost then a Predictive Safety Analysis using the (HSM) will be required

- Design, ROW and Construction
- Post Construction Evaluation

The Systemic projects follow a similar process, with the difference being the Problem Statements are planned based on the risk analysis or selected countermeasures.

Where is HSIP staff located within the State DOT?

Planning

How are HSIP funds allocated in a State?

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

The allocation of HSIP funds for local and state roads is based on network screening lists for high crash locations, or risk based analysis and countermeasure selection for systemic projects. In addition to the screening for the local roads (county and municipal owned roads), there is also a competitive application process through each MPO.

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

New Jersey provides opportunities for counties and municipalities to address safety concerns on their roadway systems through two program line items in the Statewide Transportation Improvement Program:

1. Local Safety Program/High Risk Rural Roads Program, and

2. HSIP Planning

Additionally, some of the local projects are also included in the STIP as individually programmed line items.

Local Safety Program/High Risk Rural Roads Program:

Local Roadways are eligible for HSIP improvements through a competitive application process through their respective MPOs. All Local Roadways in New Jersey are covered by one of three MPOs – NJTPA, SJTPO, or DVRPC. NJDOT oversees the production of network screening lists for each of the MPO regions, including both County and Municipal owned roadways, which assist the MPOs in prioritizing their projects.

The local Screening Lists for each MPO include:

1. High Risk Rural Road 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

The screening lists reflect NJ's commitment to identify and address safety for all road users, especially vulnerable road users in response to FHWA Special Rules for NJ

1. Older Driver and Pedestrian

2. Vulnerable Road User

The lists are shared through the MPOs with the local officials to assist in the selection of regional safety priority locations and develop, design and construct HSIP funded projects, improving safety along NJ's local roadways.

HSIP Planning:

NJDOT collaborates with the MPOs and NJ FHWA as safety partners, and provides assistance in developing and updating network screening lists, systemic and systematic analyses, as needed. NJDOT has provided resources to the MPOs in developing the Local Safety Program applications, Network Screening Lists, Inventory and Safety Assessment of Horizontal Curves in New Jersey (including all roadways “Collector” or above), Cumberland Bicycle and Pedestrian Study and Road Safety Audits.

NJDOT continues to support the MPOs as they embark on the development of countywide Local Road Safety Plans. NJDOT has also increased the support for Road Safety Audits along corridors selected using a data driven process and stakeholder engagement, and will be supporting the update of existing network screening lists in 2023.

NJDOT will continue to support our MPOs in planning, developing and constructing systemic projects, such as Systemic Roundabout Program, High-Friction Surface Treatment, and others.

NJDOT Safety Resource Center and Local Aid Resource Center continue to provide guidance related to technical information and funding needs.

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-Transportation Operations Systems & Support (Mobility Eng. and Operations Support)
- 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

The HSIP Program is managed by the Bureau of Safety, Bicycle and Pedestrian Programs (BSBPP), which is part of Statewide Planning, through active and frequent coordination with internal and external stakeholders. Internal stakeholders are listed above.

This coordination is critical for HSIP State portfolio to advance.

Describe coordination with internal partners.

NJDOT's Bureau of Safety, Bicycle & Pedestrian Programs (BSBPP), under the Assistant Commissioner of Planning, Multimodal and Grants Administration (PMGA) is responsible for crash analysis, program development, HSIP administration and management, Complete Streets implementation, bicycle and pedestrian planning, update and implementation administration of the Strategic Highway Safety Plan and providing safety expertise during project development. Bureau of Transportation Data & Support (BTDS), also under the leadership of Assistant Commissioner of PMGA is responsible for gathering, verifying and sharing crash data. The Division of Project Management (DPM) under the Assistant Commissioner of Capital Program Management (CPM) is responsible for managing the projects generated through the capital project delivery process from Concept Development to Construction, seeking input from the subject matter experts in the Department.

New Jersey's HSIP Manual identifies the process for coordination and delivery of HSIP projects for roadways under state jurisdiction. This manual was updated in 2016. New Jersey plans on completing a revision to the HSIP Manual and Implementation Guide in CY 2023.

Regular meetings are conducted between PMGA and staff from DPM to monitor and assist as the HSIP eligible projects move through project development to advertisement. Quarterly HSIP meetings with NJ FHWA, BSBPP, BTDS, DPM, Capital Investment and Program Coordination (CIPC), Bureau of Landscape, Architecture and Environmental Solutions, Division of Local Aid, Transportation Operation Systems & Support, Bureau of Structural and Railroad Engineering Services and other SME's are conducted, led by the Office of Assistant Commissioner, PMGA.

NJDOT supports the advancement of projects under local jurisdiction by participating in the Technical Assistance Team for local safety projects. The Technical Assistance Team consists of NJDOT's Safety, Environmental, and Local Aid staff. NJDOT's Division of Local Aid, under the Assistant Commissioner of PMGA is responsible for coordinating with the MPOs in the selection, authorization and oversight of projects implemented on the local road network.

BSBPP initiates problem statements following periodic review of the Safety Management System, participates in the project development providing SME support, including completion and review of HSM & crash analyses, participates in consultant selection process for HSIP eligible projects.

The Bureau also provides SME services for safety and Complete Streets implementation on all active capital projects led by the Department, including providing Safety Management System information and crash analyses.

Identify which external partners are involved with HSIP planning.

- FHWA
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Other-Federal Motor Carrier Safety Administration
- Other-New Jersey Association of Counties
- Other-New Jersey Department of Education
- Other-New Jersey Department of Health
- Other-New Jersey Division of Highway Traffic Safety (NJ DHTS)
- Other-New Jersey Motor Vehicle Commission
- Other-New Jersey State Association of Chiefs of Police
- Other-New Jersey State League of Municipalities
- Other-New Jersey State Police
- Other-New Jersey TRANSIT
- Other-New Jersey Turnpike Authority
- Other-Non-Profit Groups: AAA Mid-Atlantic, American Association of Retired Persons
- Other-Non-Profit Groups: Brain Injury Alliance of New Jersey, New Jersey Bicycle and Ped. Advisory Council

Each state is mandated by the U.S. Department of Transportation to develop a Strategic Highway Safety Plan (SHSP) to guide the allocation of safety funding and resources to reduce highway fatalities and serious injuries on public roadways. A SHSP is required by the Federal Highway Administration (FHWA) Highway Safety Improvement Program (HSIP) as a condition to utilize federal HSIP funds. In the development of the NJ 2020 SHSP, NJDOT coordinated with about 200 different stakeholders as mentioned in the report available at

www.saferoadsforallNJ.com Of them, only a select few external partners are involved in the HSIP planning process. These partners are NJ FHWA, MPOs, Local Government agencies and Division of Highway Traffic Safety.

Describe coordination with external partners.

NJDOT coordinates with all the MPOs, NJ Division of Highway Traffic Safety (DHTS) and NJ FHWA on a regular basis.

The coordination includes discussion on Strategic Highway Safety Plan – development and implementation, development of Safety Targets and Strategic meetings on addressing safety concerns on New Jersey's roads. NJDOT's Division of Local Aid coordinates with the MPOs on a regular basis to ensure advancement of Local Safety Projects. Additional engagement opportunities also occur through the Horizontal Curve Inventory and Safety Assessment (Systemic Analysis) projects. NJDOT is also coordinating with MPOs in the development of Local Road Safety Plans. These engagements and collaboration opportunities will continue through the Safety Resource Center. BSBPP has coordinated with NJ FHWA in streamlining the delivery process, develop Concept Development Checklist for Horizontal Curve Sign Safety Program, and is exploring the use of innovative procurement methods, such as Job Order Contracting (Indefinite Delivery, Indefinite Quantity or ID/IQ). BSBPP will continue to coordinate, guide, and offer training and resources to local partners to develop more streamlined systemic safety projects through the Safety Resource Center and BSBPP's HSIP Project Development & Support contract.

Ongoing implementation of the NJ 2020 SHSP includes regular opportunities to engage a broad group of safety stakeholders throughout the State of New Jersey. Action teams meet quarterly to review and update progress and approximately 200 people are regularly engaged in the discussion. In addition, as the COVID-19 pandemic wanes, NJDOT has plans to reconvene the Safety Summit to update and reactivate the engagement and collaboration with our safety partners.

BSBPP will continue to engage with MPOs, Local Public Agencies and other external safety partners) to expand the opportunities of data collaboration with education institutions and research universities, hospitals and health institutions, advocates and advocacy groups, non-profit agencies, private and quasi-governmental agencies.

BSBPP actively collaborated with MPOs to revise the Local Safety Application. Staff participates in the review of submitted applications and as a stakeholder in the Technical Review Committees for project selection.

Quarterly HSIP meetings with NJ FHWA, BSBPP, Division of Local Aid, Division of Environmental Resources, and MPOs are conducted, led by the Office of Assistant Commissioner, PMGA.

Additional coordination with local government agencies is done through the MPOs. The three MPOs provide extensive support and assistance to their subregions in regard to their safety projects.

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

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

Additionally, NJ's commitment to Equity is exemplified by the three-pronged approach included in the NJ 2020SHSP – Equity as a liaison on all Emphasis Area teams, Equity as its own Emphasis Area and Equity as the 5th E.

Finally, the Assistant Commissioner of Planning, Multimodal and Grants Administration (PMGA) continues to conduct quarterly collaboration meetings with all three MPOs, Division of Project Management PMs, along with subject matter experts at the NJDOT. These meetings promote partnering with a focus on safety. NJDOT's Division of Local Aid coordinates with the MPOs on a regular basis to ensure advancement of Local Safety Projects.

Program Methodology

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

Yes

Select the programs that are administered under the HSIP.

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

In 2021, NJDOT made a few changes to the STIP programming, organization structure and implementation process. The changes are highlighted in BOLD and explained below.

2021 STIP Programming for HSIP funds:

1. Highway Safety Improvement Program Planning

2. Local Safety/High Risk Rural Roads Program

3. Motor Vehicle Crash Record Processing

4. **Rail-Highway Crossing Program (RHCP)**

5. Utility Pole Mitigation Program

6. Safety Programs

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

Furthermore, the criteria to include projects under the programs and sub-programs remains the same.

Rail-Highway Grade Crossing Program usually works within the RHC-FLEX line item in STIP. However, with FFY 2022, the Rail safety improvement projects have been funded adding HSIP funds to the Rail-Highway Grade Crossing Program. The details for the RHCP are included in the HSIP RHCP report that is submitted to FHWA separately.

Safety Programs includes the following sub-programs:

1. Pedestrian Improvement Program (including Bicycle Safety)
2. Intersection Improvement Program
3. Segment Improvement Program (Excluding at-intersection crashes)
4. Crash Reduction Programs for Roadway Departure and Fixed Object crashes.

Program: HRRR

Date of Program Methodology:9/16/2005

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 lesser number of crashes and an even smaller subset of severe crashes. Therefore, it is important for New Jersey to identify the location 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 has changed to:

Federal rules require that states define High Risk Rural Roads (HRRR) in conjunction with the NJ 2020 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. The FHWA directs that each state develops its own methodology for identifying segments with significant safety risks with FHWA approval.

New Jersey's approved methodology for identifying a road segment as a 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 are compared to the average number of fatal and incapacitating injuries for peer group segments within the same metropolitan planning organization 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, a HRRR segment.

High risk locations may also be identified through other means such as field reviews, safety assessments, Road Safety Audits, 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. High risk rural roadway characteristics that are correlated with specific severe crash types such as cross-section width, lack of shoulders, substandard alignment, and hazardous roadside may be considered for systemic improvements across multiple HRRR segments. Systemic treatments generally involve the widespread implementation of low-cost safety countermeasures such as rumble strips, high friction surface treatment 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 South Jersey Transportation Planning Organization Region across Atlantic, Cape May, Cumberland, and Salem counties; 54 HRRR segments were identified in the North Jersey Transportation

Planning Authority region across Hunterdon, Monmouth, Morris, Ocean, Somerset, Sussex, and Warren counties; and 17 HRRR segments were identified in the Delaware Valley Regional Planning Commission region across Burlington, Gloucester, Mercer, and Camden counties.

Program: Intersection

Date of Program Methodology:1/1/2015

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)

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

No

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

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Ranking based on net benefit:1
Cost Effectiveness:1

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

Crashes are stochastic events with the severity of a crash dictated by variables and circumstances that are complex behavioral integrated models. . From year to year, the number of crashes at a site will randomly fluctuate up and down. Overtime, this random fluctuation will balance out to what can be considered the long-term expected average number of crashes at the site. This statistical phenomenon, known as regression-to-the-mean, needs to be accounted for in the analysis as a site might be selected for study because the annual number of crashes was higher than usual due to the random fluctuation in the data. Conversely, a site that should be selected might be overlooked due to an unusually low number of annual crashes.

These are some of the reasons why, as safety practitioners, New Jersey chooses to identify the locations using all crashes. The severity of the historical trends is captured by the Equivalent Property Damage Only (EPDO) methodology. Our network screening lists have been revised recently to help us identify locations with high EPDO scores.

Program: Local Safety

Date of Program Methodology:9/16/2005

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)

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

Yes

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

Yes

How are projects under this program advanced for implementation?

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

- selection committee

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

Relative Weight in Scoring

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

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

Crashes are stochastic events, and the severity of the crash is dictated by variables and circumstances that are complex behavioral integrated models. From year to year, the number of crashes at a site will randomly fluctuate up and down. Overtime, this random fluctuation will balance out to what can be considered the long-term expected average number of crashes at the site. This statistical phenomenon, known as regression-to-the-mean, needs to be accounted for in the analysis as a site might be selected for study because the annual number of crashes was higher than usual due to the random fluctuation in the data. Conversely, a site that should be selected might be overlooked due to an unusually low number of annual crashes.

These are some of the reasons why, as safety practitioners, New Jersey chooses to identify the locations using all crashes. The severity of the historical trends is captured by the Equivalent Property Damage Only (EPDO) methodology. The local network screening lists have been revised recently to help identify locations with high EPDO scores.

Program: Pedestrian Safety

Date of Program Methodology:9/16/2011

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	• Other-NJ is a pedestrian focus state	

What project identification methodology was used for this program?

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

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

No

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

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

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

This program includes Pedestrian and Bicycle Safety.

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

Crashes are stochastic events, and the severity of the crash is dictated by variables and circumstances that are complex behavioral integrated models. From year to year, the number of crashes at a site will randomly fluctuate up and down. Overtime, this random fluctuation will balance out to what can be considered the long-term expected average number of crashes at the site. This statistical phenomenon, known as regression-to-the-mean, needs to be accounted for in the analysis as a site might be selected for study because the annual number of crashes was higher than usual due to the random fluctuation in the data. Conversely, a site that should be selected might be overlooked due to an unusually low number of annual crashes.

These are some of the reasons why, as safety practitioners, New Jersey chooses to identify the locations using all crashes. The severity of the historical trends is captured by the Equivalent Property Damage Only (EPDO) methodology. Our network screening lists have been revised recently to help us identify locations with high EPDO scores.

Program: Roadway Departure

Date of Program Methodology:9/16/2008

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Lane miles

Roadway

- Roadside features
- Other-Horizontal Curvature

What project identification methodology was used for this program?

- Equivalent property damage only (EPDO Crash frequency)

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

No

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

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Ranking based on net benefit:1

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

Crashes are stochastic events, and the severity of the crash is dictated by variables and circumstances that are complex behavioral integrated models. From year to year, the number of crashes at a site will randomly fluctuate up and down. Overtime, this random fluctuation will balance out to what can be considered the long-term expected average number of crashes at the site. This statistical phenomenon, known as regression-to-the-mean, needs to be accounted for in the analysis as a site might be selected for study because the annual number of crashes was higher than usual due to the random fluctuation in the data. Conversely, a site that should be selected might be overlooked due to an unusually low number of annual crashes.

These are some of the reasons why, as safety practitioners, New Jersey chooses to identify the locations using all crashes. The severity of the historical trends is captured by the Equivalent Property Damage Only (EPDO) methodology. Our network screening lists have been revised recently to help us identify locations with high EPDO scores.

Program: Segments

Date of Program Methodology:2/1/2016

What is the justification for this program?

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

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Volume • Lane miles	

What project identification methodology was used for this program?

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

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

No

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

How are projects under this program advanced for implementation?

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

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

Rank of Priority Consideration

Ranking based on net benefit:1

Cost Effectiveness:1

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

Crashes are stochastic events, and the severity of the crash is dictated by variables and circumstances that are complex behavioral integrated models. . From year to year, the number of crashes at a site will randomly fluctuate up and down. Overtime, this random fluctuation will balance out to what can be considered the long-term expected average number of crashes at the site. This statistical phenomenon, known as regression-to-the-mean, needs to be accounted for in the analysis as a site might be selected for study because the annual number of crashes was higher than usual due to the random fluctuation in the data. Conversely, a site that should be selected might be overlooked due to an unusually low number of annual crashes.

These are some of the reasons why, as safety practitioners, New Jersey chooses to identify the locations using all crashes. The severity of the historical trends is captured by the Equivalent Property Damage Only (EPDO) methodology. Our network screening lists have been revised recently to help us identify locations with high EPDO scores.

Program: Other-Utility Pole Mitigation

Date of Program Methodology:10/1/2015

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?

4

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

- Other-Rail-Highway Grade Crossing
- Other-Systemic Roundabout Pilot Program

See attached calculations in the file called "Q#16, 23, 29 Obligated Funds"

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

Yes. (Wrong Way Driving, Pedestrian Safety Systems etc.) NJDOT has identified an opportunity through its HSIP Implementation Plan, to coordinate with Traffic Operations Systems & Support (TOS&S) on integrating ITS deployments into specified safety projects and to utilize Dynamic Message Signs (DMS) for messaging opportunities to inform the public about real-time road safety issues. NJDOT is exploring installing Wrong Way Driving mitigation systems and Pedestrian Detection Systems.

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

Yes

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

The HSM is a helpful tool used to assess and prioritize HSIP investments. HSM analysis quantifies safety performance. It is used to evaluate different safety improvement alternatives, with every effort made to select

the alternative with benefit cost ratio greater than 1.0, subject to the constraints presented for calculating pedestrian safety benefits.

The NJ HSIP Manual requires that HSM Analysis be performed and approved for at least three alternatives during concept development for a project to be considered for HSIP funding eligibility. The HSM analysis is one of the key variables in the selection of a Preliminary Preferred Alternative (PPA).

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

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

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

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

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

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

1. Conduct HSM Analysis

2. HSM Analysis Review

3. Eligibility Approval

A Limited Scope Concept Development (LSCD) Checklist for Regional Horizontal Curve Sign Program has been developed and approved. The LSCD Checklist will help in reducing the delivery time for the horizontal curve sign projects, enabling NJ to build a shelf of construction ready projects.

Additionally, NJDOT engaged with new internal partners from Division of Project Management to successfully implement the first split funded project using HSIP funds.

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

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Calendar Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$56,437,750	$56,728,846	100.52%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$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))	$342,750	$2,153,000	628.15%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$56,780,500	$58,881,846	103.7%

Being that the reporting period is Calendar Year 2021, the programmed funds are calculated as follows: ¾ of the programmed funds for FFY 2021 plus ¼ of the programmed funds for FFY 2022. Programmed values are based on the 2020-2029 STIP and amendments for FY 22 from the e-STIP. $0 has been authorized in Calendar Year 2021 under the HRRR. Approximately $4.100 million for CY 22 and $0.568 million for CY 23 are programmed to be authorized under HRRR so far. It has been determined that the HRRR Special Rule does not apply to New Jersey for 2022. Attached are the following supporting documents: 1. “Q#16,23,29 Obligated Funds” showing the calculations for obligated funds for: Total HSIP, HRRRP, Non-Infrastructure, Local Projects, and Systemic Improvements. 2. “Q#23 Programmed Funds” showing the calculations for the Programmed funds. The file has two tabs.

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

$21,827,250

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

$19,762,000

Being that the reporting period is Calendar Year 2021, the programmed funds were calculated by taking ¾ of the programmed funds in the STIP for the FFY 2021 plus ¼ of the programmed funds for FFY 2022 as follows: (3/4) of the programmed funds for FFY 21 + (1/4) of the programmed funds for FFY 22

(3/4) * 22,000,000+ (1/4) * 21,309,000= 21,827,250

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

$8,750,000

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

$15,030,846

The STIP Programming is based on the Federal Fiscal Year (FFY) and the HSIP Annual Report is based on the Calendar Year (CY). This creates challenges in understanding and reporting on the programming . For the purposes of the calculations, the programming is reported as ¾ of the programmed funds in the STIP for FFY 2021 and ¼ of the programmed funds for FFY 2022. However, this does not provide a complete picture, as all the FFY 2022 programmed funds are available for obligation in October (which is technically still CY 2021).

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

$0

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

There were no transfers.

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

STIP Programs Programmed amounts Vs. (Obligated amounts)

1) Highway Safety Improvement Program Planning $6.250 M ($8.227 M)

2) Motor Vehicle Crash Record Processing $2.500 M ($6.804 M)

3) Safety Programs $16.327 M ($24.089 M, including individually programmed projects in the STIP)

4) Local Safety/ High Risk Rural Roads Program $21.827 M ($19.762 M)

5) Utility Pole Mitigation $0.175 M ($0.000 M)

Usually, NJDOT has no impediments to obligate non-infrastructure funds under HSIP Planning and under Motor Vehicle Crash Record Processing and the year 2021 was not different in that respect.

Regarding State roadway projects, under Safety Programs and individually programmed in the STIP, all the programmed funds have been obligated.

Local projects usually do not have major impediments to fully obligate the apportioned HSIP funds. In 2021 90% of the programmed funds have been obligated.

The Utility Pole Mitigation Program authorized none of its programmed funds in 2021. The NJDOT and the

DAG's Office have reached an agreement to address some concerns and it is expected that HSIP funds will be used for the Utility Pole Mitigation Program next year.

New Jersey did not meet or make significant progress in meeting its 2021 safety targets requiring NJDOT to develop and submit HSIP Implementation Plan to FHWA. While working on the 2022 ASR, NJDOT was also developing the HSIP Implementation Plan. As part of the HSIP Implementation Plan, NJDOT outlined Program Opportunities and HSIP Action Plan for FFY 2023. Some of the opportunities outlined in the HSIP Implementation Plan include the following:

· Continue collaborating and educating internal and external partners on the Safe System Approach.

· Increase the implementation of pedestrian and bicycle infrastructure projects with a focus on underserved communities.

· Manage consultant services for the Safety Resource Center to continue to implement and evaluate the NJ 2020 SHSP and other safety initiatives.

· Conduct regular Safety Summits to continue engagement with stakeholders on safety concerns and the status and progress of the SHSP actions and goals and continue to build partnerships for future plans and initiatives.

· Incorporate Older Drivers into the current SHSP Emphasis Areas instead of waiting until the next SHSP cycle, which is 2025.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2022 Staff Work Program - Safety (Planning)					$2922846	$2922846	HSIP (23 U.S.C. 148)	N/A	N/A	0		Statewide Planning		Statewide Planning	
SHSP (Extension) (Planning)					$500000	$500000	HSIP (23 U.S.C. 148)	N/A	N/A	0		Statewide Planning		Statewide Planning	
Safety Resource Center, Task Order 1 (Planning)					$750000	$750000	HSIP (23 U.S.C. 148)	N/A	N/A	0		Statewide Planning		Statewide Planning	
HSIP Program and Project Development Support - Statewide, Task Order 1-4 (Planning)					$1023000	$1023000	HSIP (23 U.S.C. 148)	N/A	N/A	0		Statewide Planning		Statewide Planning	
2022 MV Crash Records (Planning)					$6804000	$6804000	HSIP (23 U.S.C. 148)	N/A	N/A	0		Statewide Planning		Statewide Planning	
2022 Staff Work Program - Railroad Engineering (Planning)					$2645000	$2645000	HSIP (23 U.S.C. 148)	N/A	N/A	0		Statewide Planning			
SJTPO - Cumberland County Ped & Bike Action Plan Extension (Planning)	Miscellaneous	Local road safety plans	1	Plan	$57000	$57000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		Includes SJTPO, County, and Municipalities	Local interest, manageable location (few large municipalities), great buy-in by County Engineer	Pedestrians and Bicyclists	Strengthen Complete Streets Implementation by state, county, and municipal governments.
RR - Cedar Avenue Middlesex Facility Study (Planning)	Railroad grade crossings	Railroad grade crossings - other	1	feasibility report	$329000	$329000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,000	35	City or Municipal Highway Agency	Spot	railroads	other users

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RR - DVRPC - Jefferson Street RR Crossing - 1063300 (CON)	Railroad grade crossings	Crossing warning signs and pavement marking improvements	1	upgraded railroad crossing	$433000	$433000	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Local Road or Street	2,000	25	City or Municipal Highway Agency	Systemic	railroads	other users
RR - NJTPA- Squankum AVe (CR547) RR Crossing - 0547300 (CON)	Railroad grade crossings	Crossing warning signs and pavement marking improvements	1	upgraded railroad crossing	$510000	$510000	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Local Road or Street	2,000	25	City or Municipal Highway Agency	Systemic	railroads	other users
RR - NJTPA - Main Street RR Crossing - 0527303 (CON)	Railroad grade crossings	Crossing warning signs and pavement marking improvements	1	upgraded railroad crossing	$143000	$143000	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Principal Arterial-Other	9,000	50	County Highway Agency	Systemic	railroads	other users
RR - NJTPA - Milos Way RR Crossing - 1419300 (CON)	Railroad grade crossings	Crossing warning signs and pavement marking improvements	1	upgraded railroad crossing	$417000	$417000	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Local Road or Street	2,000	25	Town or Township Highway Agency	Systemic	railroads	other users
RR - South Avenue Rail-Highway Grade Crossing - 1402300 (CON)	Railroad grade crossings	Crossing warning signs and pavement marking improvements	1	upgraded railroad crossing	$261000	$261000	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Local Road or Street	2,000	25	Town or Township Highway Agency	Systemic	railroads	other users
RR - Wheat Rd (CR 619) Rail-Highway Grade Crossing - 0619342 (CON)	Railroad grade crossings	Crossing warning signs and pavement marking improvements	1	upgraded railroad crossing	$389000	$389000	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Local Road or Street	2,000	25	Town or Township Highway Agency	Systemic	railroads	other users
Rt 66, Jumping Brook Rd to Bowne Rd/Wayside Rd (ROW)	Intersection geometry	Intersection geometry - other	2	Intersections	$5280000	$5280000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,000	50	State Highway Agency	Spot	Intersections	Focus efforts to improve safety at signalized and unsignalized intersections on Route 66 (State Highway).
Route US 30 and Somerdale Road (CR 678) (PE)	Intersection geometry	Intersection geometry - other	1	Intersections	$1124000	$1124000	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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
RT US 130 and Georges Road (CR 679) / Wheeling Road (FD)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$1215000	$1215000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,594	55	State Highway Agency	Systemic	Intersections	Improvements to reduce the injury and severity of distracted and aggressive driving crashes; specifically run-road and intersection type crashes.
RT 46, Pequannock St to West main St, MP 38.26-39.82, Dover Town/Rockaway Twp, Morris Co (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	22	Intersections	$1487000	$1487000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,096	40	State Highway Agency	Spot	Pedestrian and bicyclists	Develop a plan to improve integration of pedestrian and bicyclist safety concerns in the NJDHTS Highway Safety Plan.
NJ 82, Caldwell to Lehigh Ave (utilities)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	40	Intersections	$401000	$401000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,864	40	State Highway Agency	Spot	Pedestrians	Develop a plan to improve integration of pedestrian and bicyclist safety concerns in the NJDHTS Highway Safety Plan.
NJ 82, Caldwell to Lehigh Ave (CON)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	40	Intersections	$13271000	$13271000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	35,864	40	State Highway Agency	Spot	Pedestrians	Develop a plan to improve integration of pedestrian and bicyclist safety concerns in the NJDHTS Highway Safety Plan.
Rt 30, Gibbsboro Rd (CR 686) (PE)	Intersection geometry	Intersection geometry - other	1	Intersections	$1311000	$1311000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,000	45	State Highway Agency	Spot	Intersections	Focus efforts to improve safety for pedestrians, bicyclist, and motor vehicles at signalized intersection, and reducing left turn vehicle crashes.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SJTPO - Garden Road & Mill Road Traffic Signalization (CON+INSP)	Intersection traffic control	Modify control – new traffic signal	1	Intersections	$661000	$661000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,079	25	City or Municipal Highway Agency	Spot	Intersections	Focus efforts to reduce right angle and left turn crashes at high-risk signalized and unsignalized intersections on all roads.
SJTPO - Garden Road & Mill Road Traffic Signalization (supplemental CON)	Intersection traffic control	Modify control – new traffic signal	1	Intersections	$2072000	$2072000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,079	25	City or Municipal Highway Agency	Spot	Intersections	Focus efforts to reduce right angle and left turn crashes at high-risk signalized and unsignalized intersections on all roads.
NJTPA - Newark - Broad Street Phase II (CON+INSP)	Intersection traffic control	Systemic improvements – signal-controlled	5	Intersections	$4937000	$4937000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	37,180	25	City or Municipal Highway Agency	Spot	Intersections	Improve signalized and unsignalized intersections that are at high risk for pedestrian fatalities and serious injuries.
NJTPA -Newark - Bergen St - Ped Safety Corridor Improvements (RSA) (CON+INSP)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	3	Intersections	$3108000	$3108000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	27,010	25	City or Municipal Highway Agency	Spot	Intersections	Improve signalized and unsignalized intersections that are at high risk for pedestrian fatalities and serious injuries.
NJTPA - JC - Marin Blvd - Corridor and 7 intersections (FD)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	10	Intersections	$582000	$582000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,950	25	City or Municipal Highway Agency	Spot	Bicyclists	Improve signalized and unsignalized intersections that are at high risk for pedestrian fatalities and serious injuries.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NJTPA - Union - East Front Street (CR 620) - 3 intersections (CON+INSP)	Intersection traffic control	Modify traffic signal – modernization/replacement	3	Intersections	$1655000	$1655000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,340	30	County Highway Agency	Spot	Intersections	Focus efforts to reduce right angle and left turn crashes at high-risk signalized and unsignalized intersections on all roads.
NJTPA - Monmouth - Leonardville Road & East Road - intersection upgrades (ROW)	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$116000	$116000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,560	35	County Highway Agency	Spot	Intersections	Focus efforts to reduce right angle and left turn crashes at high-risk signalized and unsignalized intersections on all roads.
NJTPA - Ocean – Cedar Bridge Ave. (CR 528) from MLK Drive to Vine (CON+INSP)	Pedestrians and bicyclists	Medians and pedestrian refuge areas	5	Intersections	$2223000	$2223000	HSIP (23 U.S.C. 148)	Urban	Major Collector	26,090	40	County Highway Agency	Spot	Intersections	Improve signalized and unsignalized intersections that are at high risk for pedestrian fatalities and serious injuries.
NJTPA - Middlesex – Main Street (CR 531) Metuchen (FD)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.04	Miles	$543000	$543000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,170	30	County Highway Agency	Spot	Pedestrians	Improve signalized and unsignalized intersections that are at high risk for pedestrian fatalities and serious injuries.
NJTPA - Union – East Front Street, 7th Street (FD)	Intersection traffic control	Modify traffic signal – modernization/replacement	5	Intersections	$218000	$218000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,340	30	County Highway Agency	Spot	Intersections	Focus efforts to reduce right angle and left turn crashes at high-risk signalized and unsignalized intersections on all roads.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NJTPA - Ocean -New Central Ave (CR31) and North Hope Chapel Rd (CR 639) Roundabout (FD)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$399000	$399000	HSIP (23 U.S.C. 148)	Urban	Major Collector	4,040	40	County Highway Agency	Systemic	Intersections	Focus efforts to reduce right angle and left turn crashes at high-risk signalized and unsignalized intersections on all roads.
SJTPO - Cumberland County Pilot Roundabout (West Park Drive) (ROW)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$88000	$88000	HSIP (23 U.S.C. 148)	Urban	Major Collector	9,500	50	County Highway Agency	Systemic	Intersections	Focus efforts to reduce right angle and left turn crashes at high-risk signalized and unsignalized intersections on all roads.
DVRPC - Mount Ephraim Avenue Safety Improvements, Ferry Avenue (CR 603) to Haddon Avenue (CR 561) (PE)	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.5	Miles	$1007000	$1007000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,511	35	County Highway Agency	Spot	Pedestrians	Implementation and Equity in Highway Safety Investment

Attached is a file called "Q#29 Obligated Funds" 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 2020 for the phase being reported
TOTAL Project cost = Total authorization amount that occurred in calendar year 2020 including other funds used for the phase being reported.

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

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

Non-Federal Match – Toll Credit

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

The amount of credit earned is based on revenues generated by the toll authority (i.e., toll receipts, concession sales, right-of-way leases or interest), including borrowed funds (i.e., bonds, loans) supported by this revenue stream, that are used by the toll authority to build, improve or maintain highways, bridges and/or tunnels that serve interstate commerce. The federal government has allowed state and local governments to use toll credits as part of the local matching funds in regard to transit grants. This allowance results from the recognition that different modes of transportation are interconnected. Capital expenditures to reduce congestion in a particular corridor benefit all modes of transportation in that corridor, be they automobiles, transit buses, or a rail system.

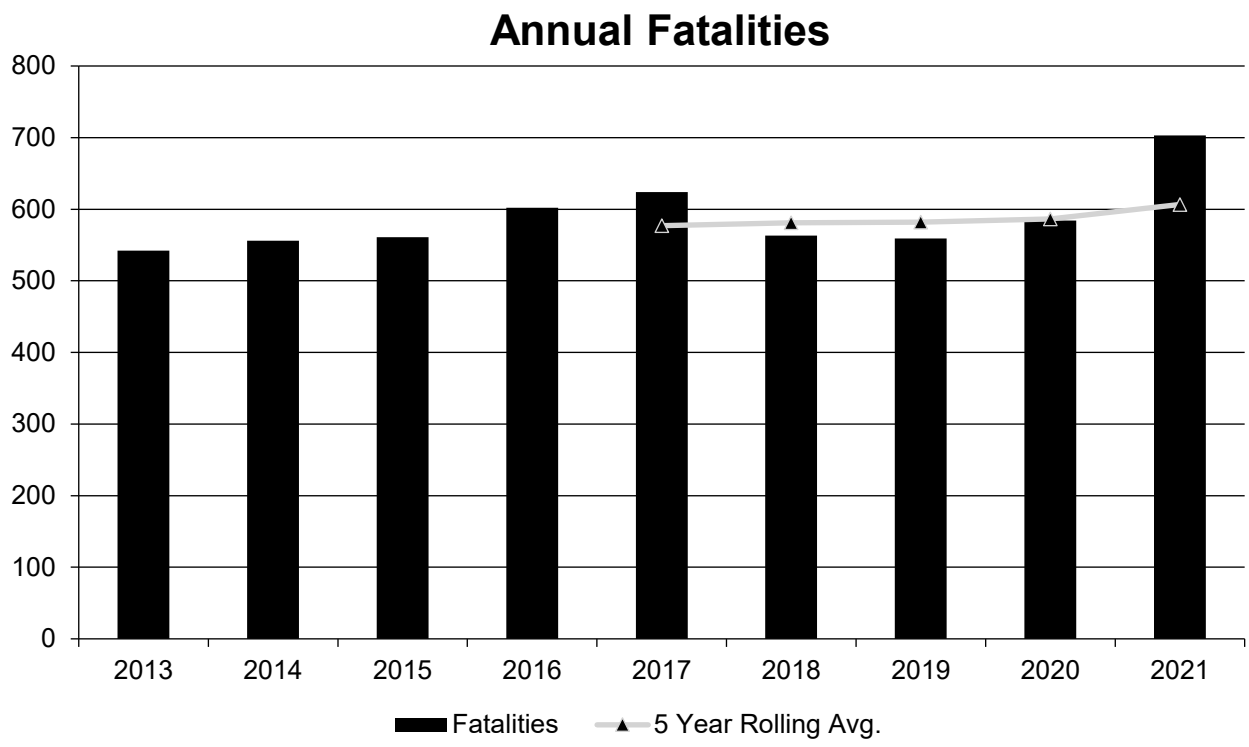
With the assumption that federal funds apportionments will continue to remain flat and a steady or increasing request for additional credits will continue, there is an expectation for the available balance of toll credits to accrue over the next 10 years. With new credits outpacing usage, New Jersey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

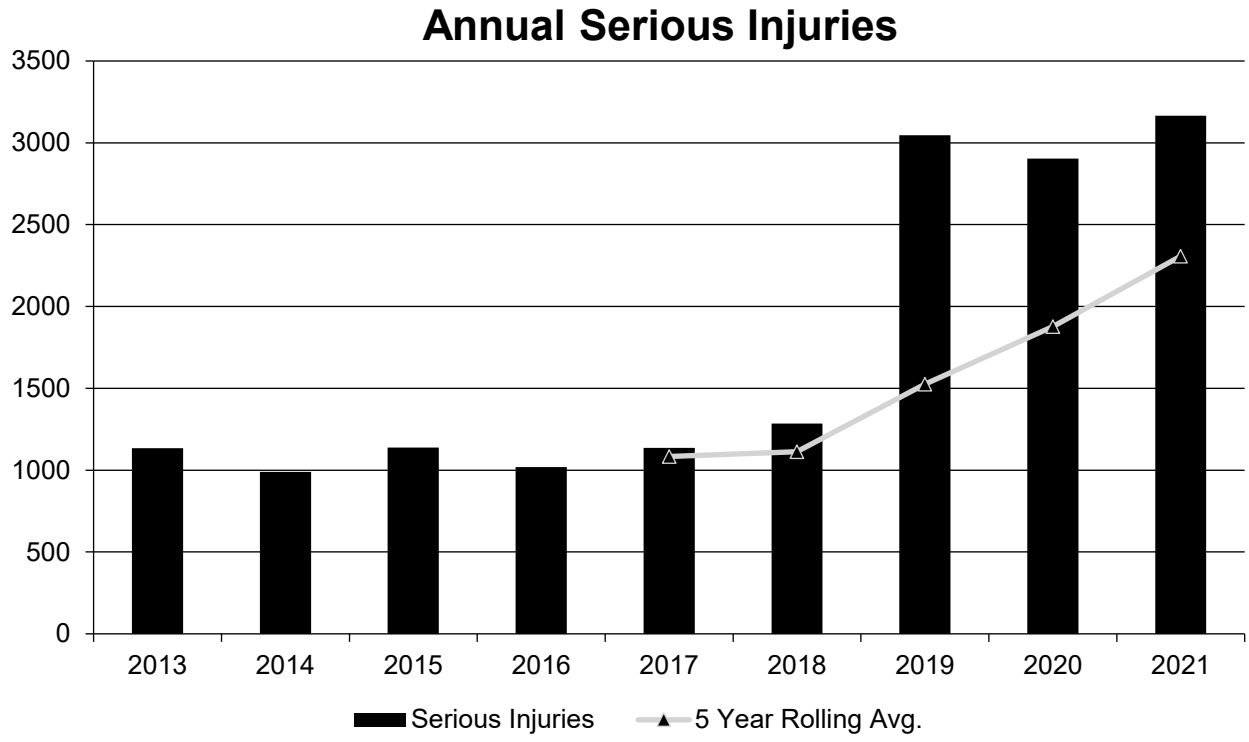
Safety Performance

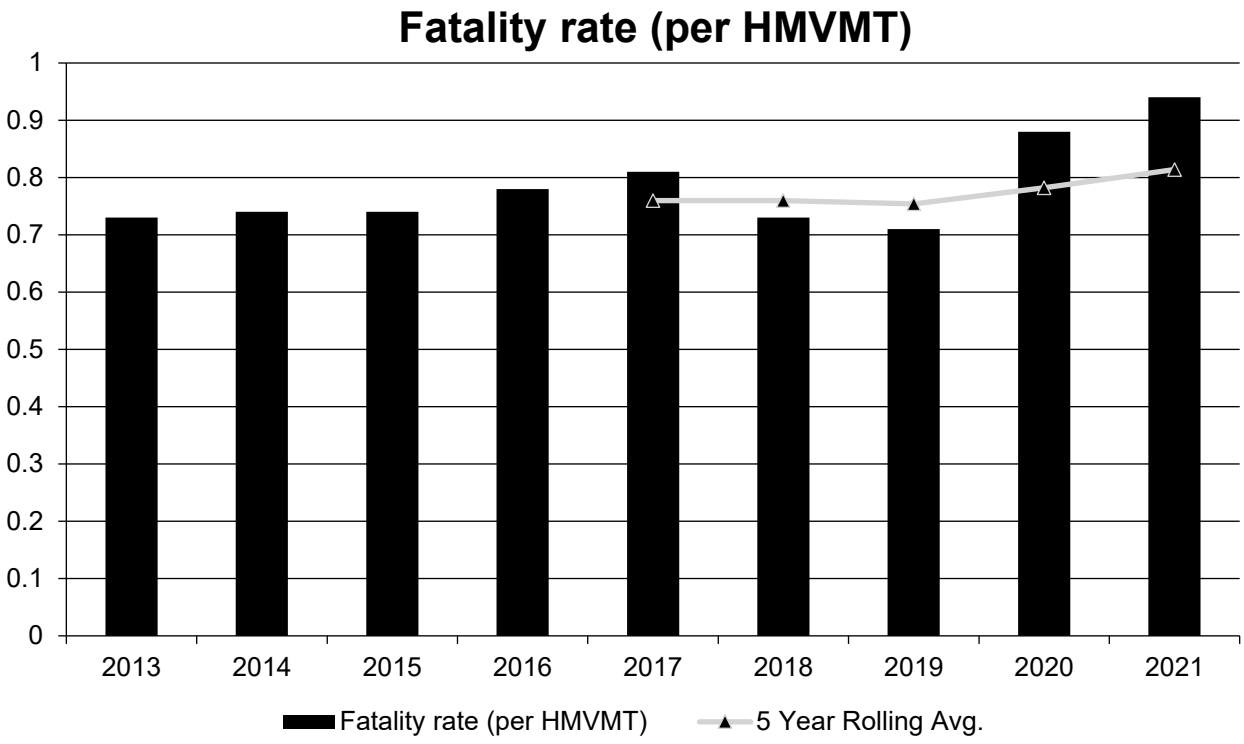
General Highway Safety Trends

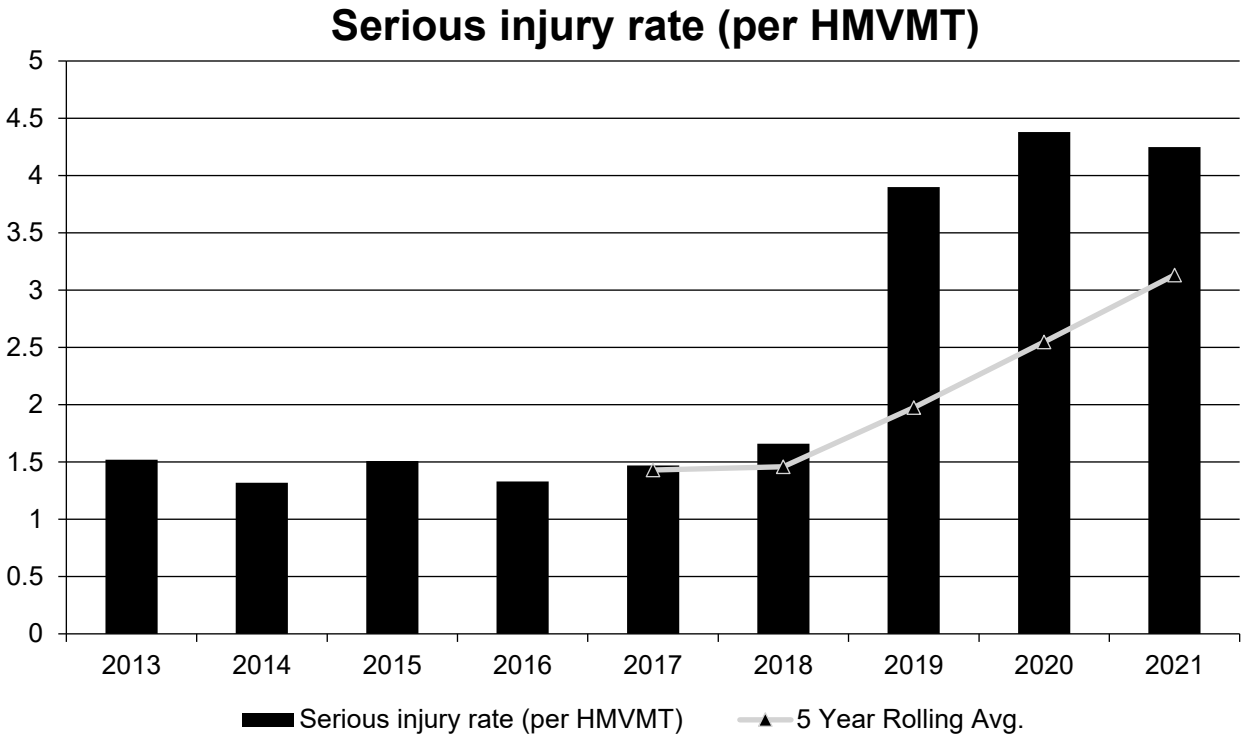
Present data showing the general highway safety trends in the State for the past five years.

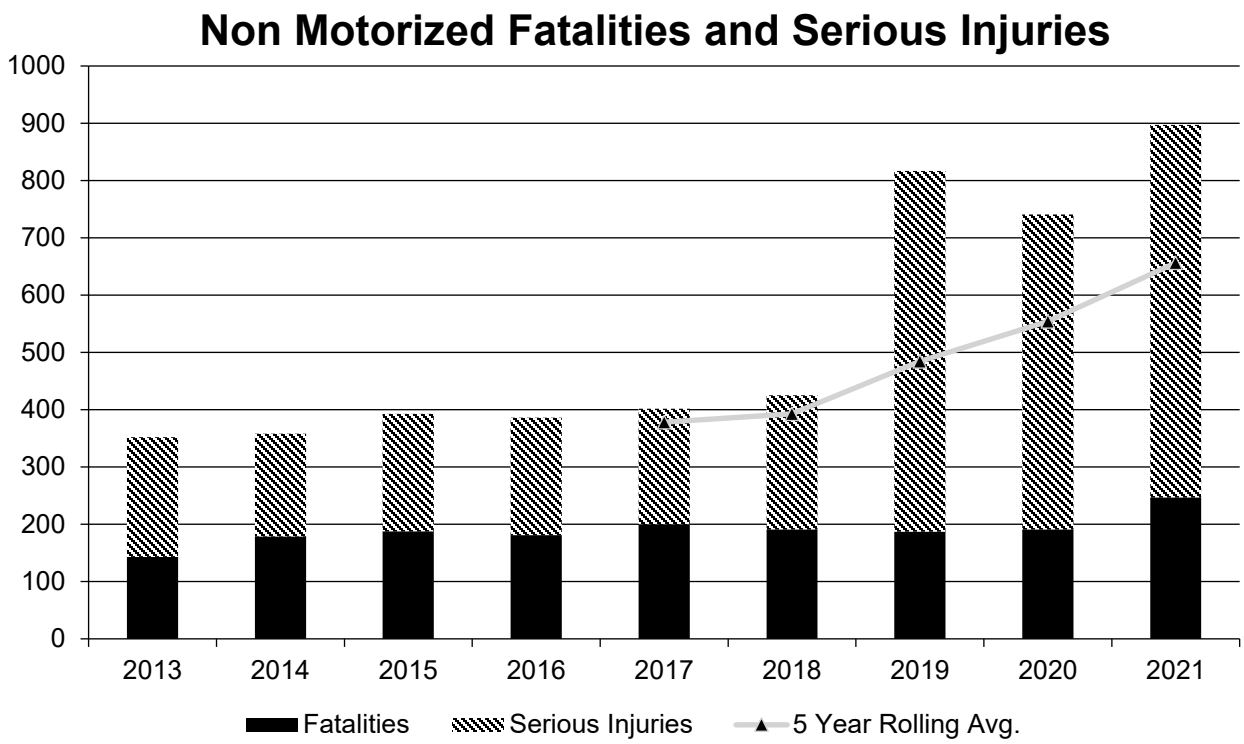
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	542	556	561	602	624	563	559	584	703
Serious Injuries	1,134	990	1,138	1,019	1,137	1,284	3,047	2,904	3,166
Fatality rate (per HMVMT)	0.730	0.740	0.740	0.780	0.810	0.730	0.710	0.880	0.940
Serious injury rate (per HMVMT)	1.520	1.320	1.510	1.330	1.470	1.660	3.900	4.380	4.250
Number non-motorized fatalities	143	179	188	181	200	191	187	191	247
Number of non-motorized serious injuries	209	179	205	205	202	234	630	550	650


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


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


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


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



1. VMTs for 2021 are not available. 2021 VMT is estimated based on FHWA Traffic Volume Trends. Note that 2016 and 2020 are adjusted for Leap Years (366 days).

2. 2013-2020 Number of Fatalities is based on available FARS data as of 4/4/2022.

3. 2021 Number of Fatalities are based on available NJ State Police Fatal Accident Investigation Unit as of 4/4/2022.

4. 2010-2020 Number of Serious Injuries is based on available NJDOT data (DOT-ARD database) as of 3/31/2021. 2021 numbers are estimated based on calculations using available data including Number of Serious Injuries available NJDOT data (DOT-ARD database) as of 3/31/2022.

Describe fatality data source.

FARS

For Functional Classification and Ownership: Fatalities for 2016-2020 are from FARS and fatalities for 2021 are from NJDOT-ARD.

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

- For “Ped-Bike” and “Older Driver” fatalities for 2016-2020 are from FARS and fatalities for 2021 are from NJSP.
- For “Motorcycle” and “Young Drivers” and “Work Zone”: fatalities for 2016-2020 are from FARS and fatalities for 2021 are from ARD.

For General Trends and Safety Performance Target calculations:

- 2013-2020 Number of Fatalities is based on available FARS data as of 4/4/2022.
- 2021 Number of Fatalities are based on available NJ State Police Fatal Accident Investigation Unit as of 4/4/2022.

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

Year 2021

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	5.4	13.4	0.46	1.22
Rural Principal Arterial (RPA) - Other Freeways and Expressways	4.2	5.8	0.92	1.27
Rural Principal Arterial (RPA) - Other	8	25.8	1.19	3.88
Rural Minor Arterial	9	20.2	1.38	3.1
Rural Minor Collector	1	8	0.59	4.92
Rural Major Collector	15	35.4	1.87	4.52
Rural Local Road or Street	11.8	14.4	1.43	1.78
Urban Principal Arterial (UPA) - Interstate	52.6	119.6	0.36	0.82
Urban Principal Arterial (UPA) - Other Freeways and Expressways	50.6	141.8	0.41	1.17
Urban Principal Arterial (UPA) - Other	187.6	609.2	1.21	3.95
Urban Minor Arterial	111.8	521.8	1.02	4.79
Urban Minor Collector	2.4	17.2	0.36	2.79
Urban Major Collector	38.4	179.8	0.86	4.04
Urban Local Road or Street	48.6	181.8	0.44	1.73

Year 2021

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

Functional Classification:

Fatalities for 2013-2020 are from FARS. Fatalities for 2021 are from NJDOT-ARD.

Serious injuries for 2013-2021 are from NJDOT-ARD.

Fatalities and Serious Injuries for 2019-2020 have been updated.

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

2021 VMT data provided by NJDOT on July 13, 2022.

Ownership:

Fatalities for 2013-2020 are from FARS. Fatalities for 2021 are from NJDOT-ARD.

Serious injuries for 2013-2021 are from NJDOT-ARD.

Fatalities and Serious Injuries for 2019-2020 have been updated.

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

2021 VMT data provided by NJDOT on July 13, 2022.

Provide additional discussion related to general highway safety trends.

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

During the COVID-19 Pandemic although vehicle miles travelled decreased, the number of fatalities and serious injuries increased. This increasing trend has continued into 2021 and year to date in 2022. These trends are seen in many other states across the country.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2023 Targets *

Number of Fatalities:669.4

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

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

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

Number of Serious Injuries:3079.6

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

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

Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injurie, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed the serious injury classification are now included in the serious injuries numbers for 2019-1021. 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 due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well.

The continued challenges posed by changes in the police crash report from and the COVEID-19 Pandemic have rendered previous injury trends and models ineffectively leading to challenges in developing data projections.

Fatality Rate:0.906

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

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

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

Serious Injury Rate:4.178

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

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

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

Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injurie, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed the serious injury classification are now included in the serious injuries numbers for 2019-1021. 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 due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well.

The continued challenges posed by changes in the police crash report from and the COVEID-19 Pandemic have rendered previous injury trends and models ineffectively leading to challenges in developing data projections.

Total Number of Non-Motorized Fatalities and Serious Injuries:848.2

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

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

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

Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injurie, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed the serious injury classification are now included in the serious injuries numbers for 2019-1021. 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 due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well.

The continued challenges posed by changes in the police crash report from and the COVEID-19 Pandemic have rendered previous injury trends and models ineffectively leading to challenges in developing data projections.

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

NJDOT engages with its stakeholders to develop data, methodologies, and preliminary targets. The stakeholders include representatives of the three MPOs, Division of Highway Traffic Safety, other NJ safety partners and FHWA’s New Jersey Division Office. The partners meet to review and discuss overall trends and to develop a recommended target for consideration by NJDOT. In addition, NJDOT meets with a core group to evaluate the data and propose multiple alternative targets for consideration by the stakeholders and New Jersey’s award -winning collaborative forum – The Complete Team. The core group includes representatives of the three MPOs, and FHWA’s New Jersey Division Office. The NJDOT takes the lead in working with the

core group to share data for the measures, develop and discuss methods to set statewide targets, and discuss preliminary targets using an agreed-upon methodology.

Does the State want to report additional optional targets?

No

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

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	574.0	606.6
Number of Serious Injuries	2124.8	2307.6
Fatality Rate	0.740	0.814
Serious Injury Rate	2.724	3.132
Non-Motorized Fatalities and Serious Injuries	588.5	656.4

The attached excel file called "Progress Meeting 2021 SPT" describes the progress toward meeting the State's 2021 Safety Performance Targets.

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

The targets were established after careful consideration of previous trends (statistical forecasting to predict probable outcomes), recently built projects and the current socioeconomic environment. The targets are based on five year rolling average values and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is to achieve zero deaths on all public roads. This long-term safety vision requires time to change attitudes and behaviors and to construct infrastructure improvements to reduce the frequency and severity of crashes.

Number of Fatalities:

Outcome: 606.6

Target: 574.0

Baseline: 582.6 (2015-2019 average)

The target was not met and the outcome was not better than the baseline. The outcome was 5.68% greater than the target and 4.12% greater than the baseline.

Fatality Rate:

Outcome: 0.814

Target: 0.740

Baseline: 0.756

The target was not met and the outcome was not better than the baseline. The outcome was 10.00% greater than the target and 7.67% greater than the baseline.

Number of Serious Injuries:

Outcome: 2307.6

Target: 2124.8

Baseline: 1469.2

The target was not met and the outcome was not better than the baseline. The outcome was 8.60% greater than the target and 57.06% greater than the baseline.

Serious Injury Rate:

Outcome: 3.132

Target: 2.724

Baseline: 1.900

The target was not met and the outcome was not better than the baseline. The outcome was 14.98% greater than the target and 64.84% greater than the baseline.

Number of Non-Motorized Fatalities and Serious Injuries:

Outcome: 657.6

Target: 588.5

Baseline: 463.7

The target was not met and the outcome was not better than the baseline. The outcome was 11.74% greater than the target and 41.82% greater than the baseline.

The five-year rolling average targets above, incorporating serious injuries, indicate a large increase. This is a result of a large spike in reported serious injuries in 2019 crashes. Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required injury classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in this number. For example, a crash victim with a broken arm that would have previously been classified as a Moderate injury, is now classified as Suspected Serious Injury. As a result, New Jersey saw an 88.71% increase in reported serious injuries in 2020 compared to 2018 due to the changes in reporting in 2019. This large increase creates a challenge in predicting anticipated totals for future years. New Jersey expects the five year rolling average to increase over

the next few years until the data stabilizes. Additional complications were due to the disruptions caused by the pandemic.

Applicability of Special Rules

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

No

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

PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	97	105	119	121	106	105	80
Number of Older Driver and Pedestrian Serious Injuries	140	102	119	148	347	266	227

2015-2020 Drivers and Pedestrians Fatalities are from FARS.

2021 Drivers Fatalities are from 2021 NJ State Police Fatal Accident Investigation Unit.

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

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

Driver counts are for drivers only; it excludes all other persons involved in the crash (pedestrian, occupants, etc.).

Pedestrian counts are of pedestrians and cyclists who were involved in a crash that has an older driver.

The Older Driver and Pedestrian Special Rule applies to NJ in Federal Fiscal Year 2021.

NJ 2020 SHSP, Other Vulnerable Road Users team has been informed of the Special Rule for Older Drivers and Pedestrians to be considered in the development of their action plans. NJDOT will try to incorporate older drivers into the current 2020 SHSP emphasis areas. However, it is required that the Special Rule be incorporated in the following update, which will be 2025 NJ SHSP.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

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

NJDOT currently evaluates the safety projects funded through the HSIP based on before and after crash data analysis and the Benefit Cost Ratio. The HSIP Safety Performance Target charts, which includes fatalities, serious injuries and their rates, provide an idea of how New Jersey is performing in the areas of traffic and pedestrian safety. NJDOT, with assistance from the FHWA, has begun planning an evaluation effort to improve their HSIP evaluation process. The evaluation effort will be conducted to provide direction and improve decisions and processes to NJDOT's HSIP evaluation process of countermeasures, projects and programs. NJDOT updates the HSIP Portfolio quarterly, tracking the projects within the program in terms of authorizations and delivery. The HSIP will be evaluated using the following metrics: 1. Return on Investment – Post-Deployment Benefit Cost Evaluation (Systemic Programs funded by HSIP); 2. HSIP Funding Assessment (Dashboard) - Obligated vs. Authorized funds; 3. Construction of projects initiated through the HSIP Portfolio (Dashboard) - using HSIP or other funds. See attached information from the Dashboard.

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

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

Explanation:

• RSAs completed – Measured by the number of RSAs completed

• HSIP Obligations – Comparing the HSIP obligations each year

• Increased awareness of safety and data-driven processes – Number of training classes, conferences and webinars

• Increased focus on local road safety – Number of trainings on Local Safety Application, revision of the local safety application, participation in Local Safety Application Technical Review Committees, Number of HSM Analysis reviewed for the local applications

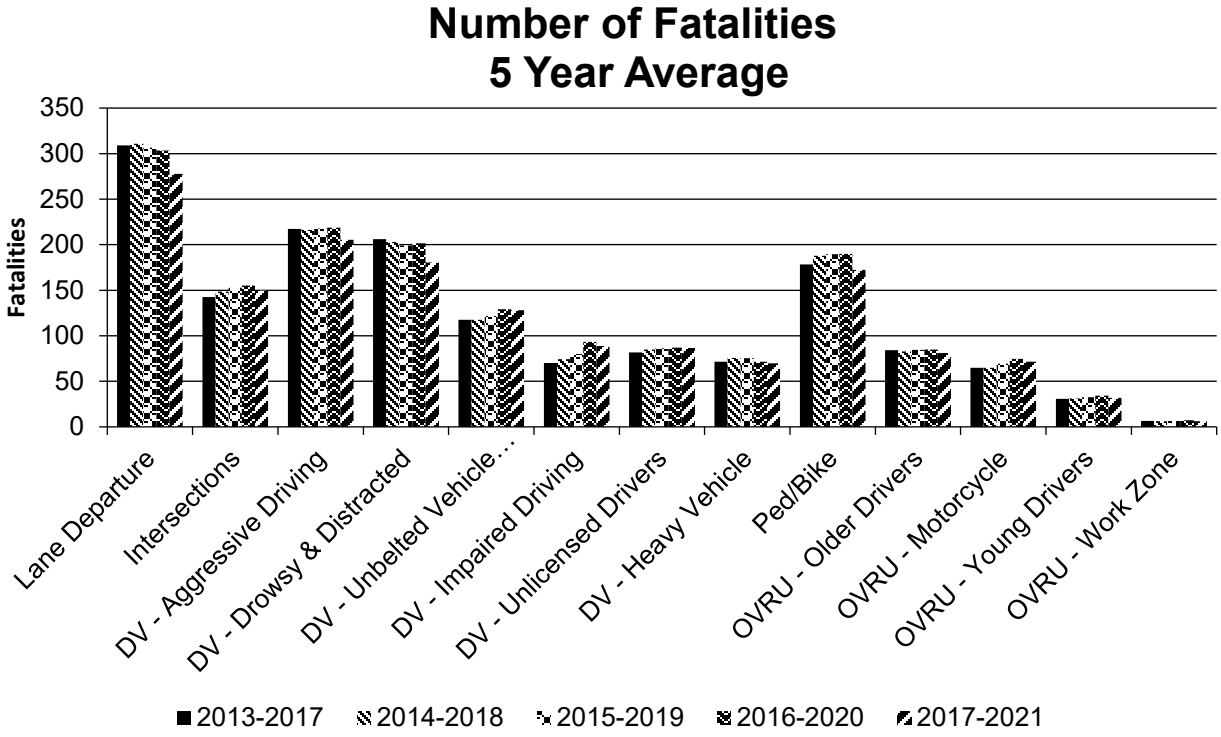
• More systemic programs – Comparing the number of Systemic Programs initiated each year.

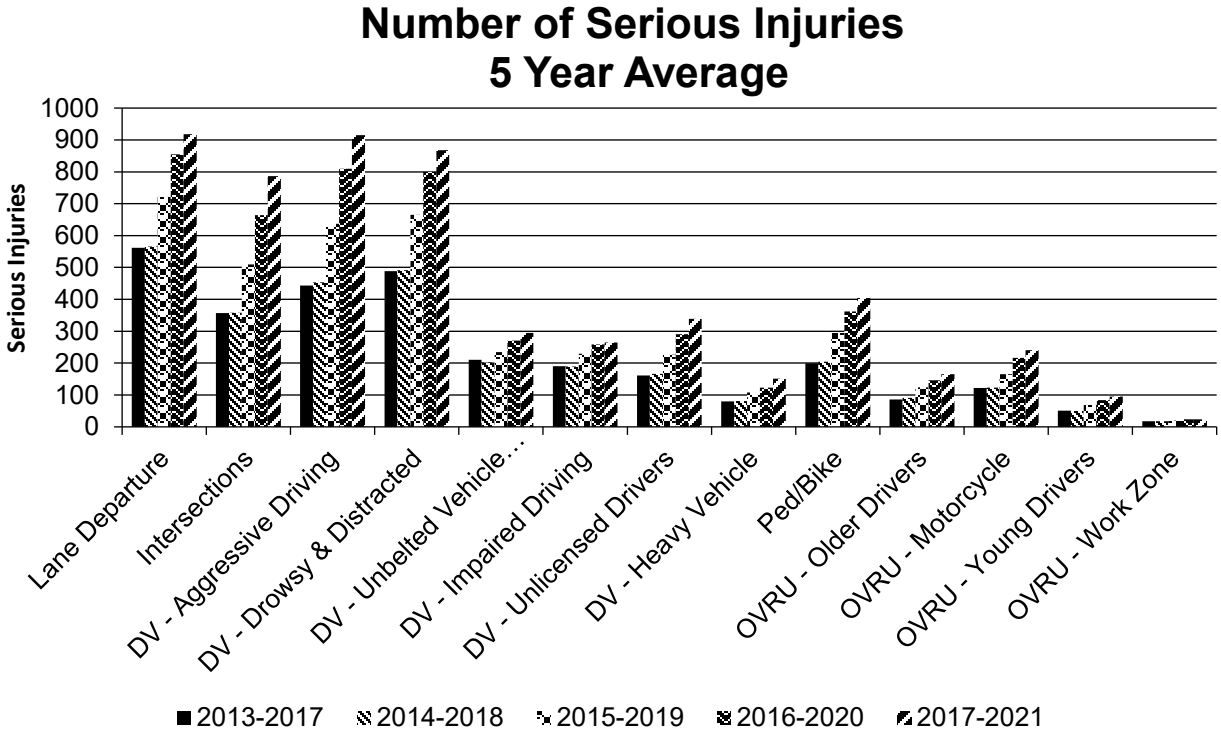
Effectiveness of Groupings or Similar Types of Improvements

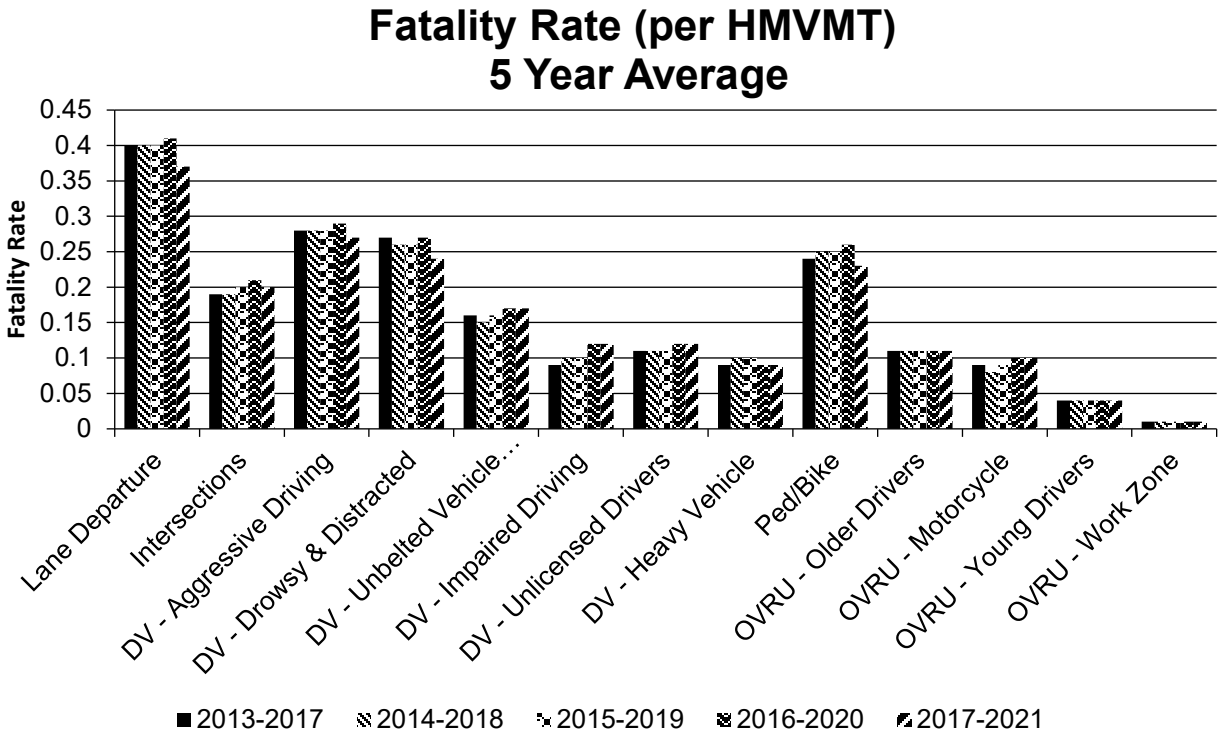
Present and describe trends in SHSP emphasis area performance measures.

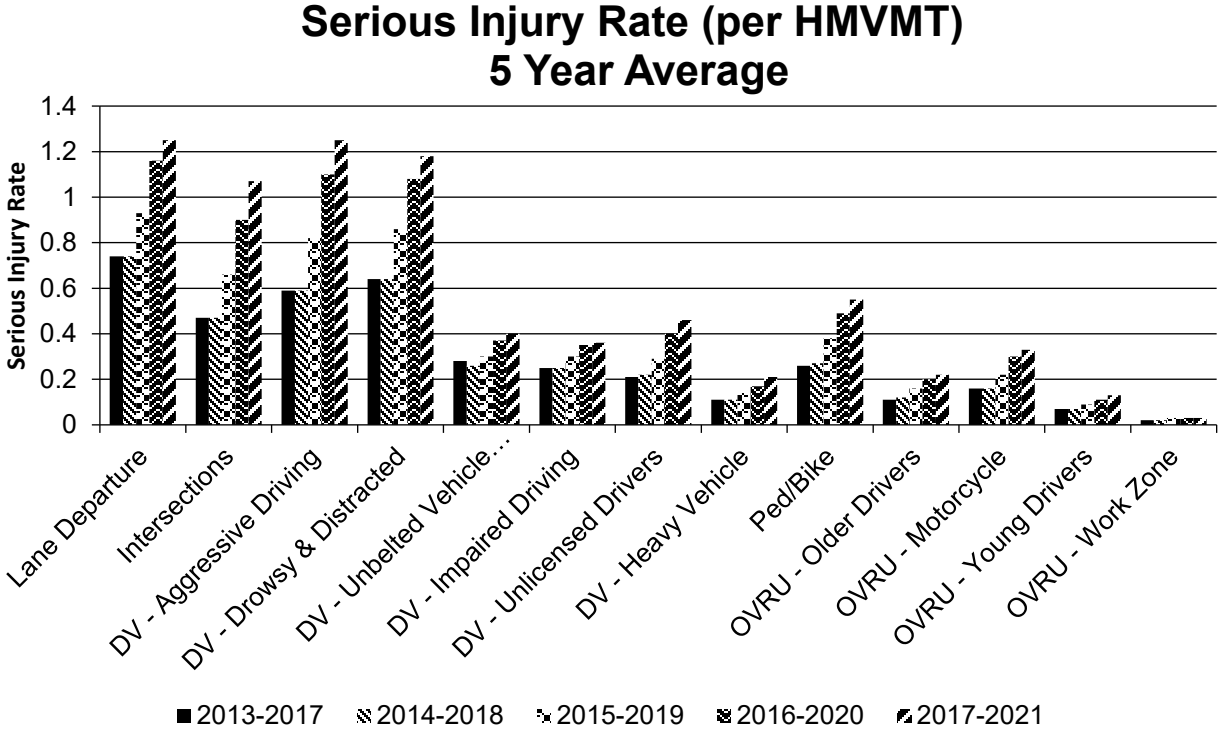
Year 2021

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		277.8	917.6	0.37	1.25
Intersections		149.4	786.2	0.2	1.07
DV - Aggressive Driving		205.4	915.2	0.27	1.25
DV - Drowsy & Distracted		180.4	867.4	0.24	1.18
DV - Unbelted Vehicle Occupants		128.2	294.8	0.17	0.4
DV - Impaired Driving		88.8	264.2	0.12	0.36
DV - Unlicensed Drivers		86.6	338.6	0.12	0.46
DV - Heavy Vehicle		69.8	151.2	0.09	0.21
Ped/Bike		172.4	404.2	0.23	0.55
OVRU - Older Drivers		81	165.4	0.11	0.22
OVRU - Motorcycle		71.6	240.6	0.1	0.33
OVRU - Young Drivers		31.8	94.6	0.04	0.13
OVRU - Work Zone		6	24	0.01	0.03


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


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





The list of emphasis areas from 2020 SHSP is about the same as the list from 2015 SHSP except for three differences.

· First, Railcar-Vehicle emphasis area is not included in 2020 SHSP.

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

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

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

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

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

All fatalities and serious injury count for the emphasis areas are from ARD with the following exceptions:

· For “Ped-Bike” and “Older Driver” fatalities for 2016-2020 are from FARS and fatalities for 2021 are from NJSP.

· For “Motorcycle” and “Young Drivers” and “Work Zone”: fatalities for 2015-2019 are from FARS and fatalities for 2020 are from ARD.

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

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
NJTPA - Bergen - Fairlawn Avenue (CR 76) from River Road (CR 507) to Saddle River Road (CR 79)	Urban Minor Arterial	Pedestrians and bicyclists	Pedestrians and bicyclists – other	6.00	1.00	1.00	1.00		1.00	18.00	8.00	25.00	11.00	24.99
NJTPA - Sussex - Newton Swartswood Road (CR 622) and Clove Road (CR 653)	Rural Major Collector	Roadway	Pavement surface – high friction surface	42.00	33.00			2.00	1.00	22.00	14.00	66.00	48.00	3.84
NJTPA- Jersey City - Summit Avenue from Charles Street to Leonard Street	Urban Minor Arterial	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.00						4.00	4.00	5.00	4.00	1.50
SJTPO - Salem County Construction of Centerline Rumble Strips	Various	Roadway delineation	Roadway delineation - other	59.00	75.00	1.00		2.00	3.00	31.00	24.00	93.00	102.00	57.36
SJTPO - Cumberland County Construction of Centerline Rumble Strips	Various	Roadway delineation	Roadway delineation - other	690.00	826.00	11.00	9.00	16.00	11.00	344.00	322.00	1061.00	1168.00	49.79
SJTPO - Chestnut Avenue & Brewster Road, Traffic Signal Replacement	Urban Major Collector	Intersection traffic control	Modify control – new traffic signal	16.00	10.00					3.00	7.00	19.00	17.00	-3.34
SJTPO - Oak Road & West	Urban Local Road or Street	Intersection traffic control	Modify control – new traffic signal	5.00	3.00					6.00	1.00	11.00	4.00	14.06

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)
Avenue Signalization														
SJTPO - Wheat Road & East Avenue Signalization	Urban Minor Arterial	Intersection traffic control	Modify control – new traffic signal	11.00	3.00					15.00	7.00	26.00	10.00	10.26
SJTPO - Tilton and Fire Roads, Signal Improvements	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify control – new traffic signal	33.00	32.00					17.00	9.00	50.00	41.00	10.19
SJTPO - Tilton Road Pedestrian Safety Project	Urban Principal Arterial (UPA) - Other	Pedestrians and bicyclists	Pedestrians and bicyclists – other	128.00	105.00		1.00	3.00	1.00	57.00	52.00	188.00	159.00	-37.25
SJTPO - Airport Circle Elimination	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometry - other	119.00	102.00				1.00	19.00	28.00	138.00	131.00	-2.16

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

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

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

Compliance Assessment

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

08/18/2020

What are the years being covered by the current SHSP?

From: 2021 To: 2025

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

2025

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

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

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100		50
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	80					100	70		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100		54
	End Point Segment Descriptor (11) [11]	100	100					100	100		54
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	50	50								
	Functional Class (19) [19]	100	100					100	100		54
	Median Type (54) [55]	100	100								

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	60		
	Average Annual Daily Traffic (79) [81]	100	80					95	5		
	AADT Year (80) [82]	100	80								
	Type of Governmental Ownership (4) [4]	100	100					100	100		54
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]			80	60						
	AADT for Each Intersecting Road (79) [81]			100	80						
	AADT Year (80) [82]			100	80						
	Unique Approach Identifier (139) [129]			100	80						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					65	35				
	Year of Ramp AADT (192) [182]					65	35				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**97.22**	**93.89**	**97.50**	**87.50**	**93.64**	**88.18**	**99.44**	**81.67**	**0.00**	**53.20**

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

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

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

1. A portion of the current MIRE FDE are stored in the Straight-Line-Database (SLD).
2. The New Jersey Department of Transportation Information Technology Unit will continue to upload the available MIRE FDE to Business Objects (TransINFO) NJDOT website so that the MIRE FDE are available/accessible to the NJDOT and MPO's.
3. The Bureau of Transportation, Data and Support (BTDS) is preparing a AADT Segmentation Map, under the AADT Segmentation Map Contract.
4. The NJDOT BDTS is currently collecting many of the required MIRE FDE and developed a plan for the collection and/or update of the remaining required elements. Through BTDS's HPMS Contract and TMS contracts the following MIRE FDE will be collected in the short-term (1-3 years):
    1. 131 Intersection/Junction Traffic Control
    2. 79 Annual Average Daily Traffic – on the approach leg of the intersection/junction and local Paved Roads – Non-State owned AADT
    3. 191 Ramp AADT
    4. 79 Annual Average Daily Traffic Non-State Local Paved Roads

Intersection/Junction Traffic Control (131) [131] for non local paved roads - The NJDOT reevaluated and updated the gap analysis of MIRE FDE in September, 2021. The Non-State Owned road Intersection/Junction Traffic Control (131), last year was shown as 70% and this year is shown as 60%. The majority of the Non-State owned intersection data have not been populated. We anticipate the inclusion of Intersection/Junction Traffic control data in a future Bureau of Transportation, Data and Support contract.

Optional Attachments

Program Structure:

Q#16, 23, 29 Obligated Funds.xlsx
Q#13 - 2016 HSIP Manual.pdf
Project Implementation:

Q#16, 23, 29 Obligated Funds.xlsx
Q#23 Programmed Funds.xlsx
Q#16, 23, 29 Obligated Funds.xlsx
Safety Performance:

Q#34 2023 Safety Performance Targets -signed.pdf
Q#34 Annual Safety Performance Target Setting for ASR.xlsx
Q#34 New Jersey 2020 Safety Performance Target Assessmen1.pdf
Q#34 Progress Meeting 2021 SPT.xlsx
Q#39 HSIP_SpecialRules_Memo FINAL 4.18.22.pdf
Evaluation:

2022 HSIP Performance Dashboard_FINAL_9-20-22.docx
Q#46 - MPOs Evaluations.xlsx
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.