

Federally Funded Local Programs through the NJTPA

New Jersey Society
of Municipal
Engineers

September 18, 2019



Sascha Frimpong, Director, Local Project Development
North Jersey Transportation Planning Authority

NJTPA Region

Bergen

Essex

Hudson

Hunterdon

Jersey City

Middlesex

Monmouth

Morris

Newark

Ocean

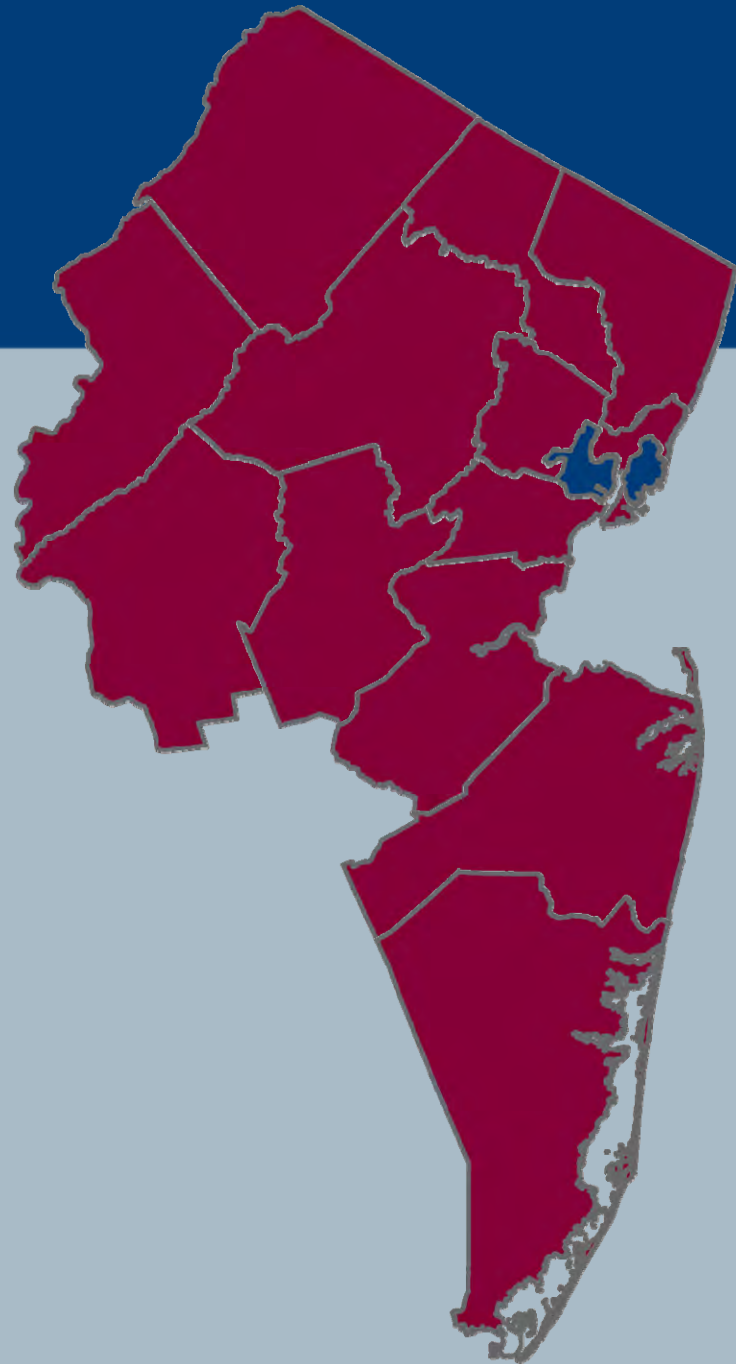
Passaic

Somerset

Sussex

Union

Warren



North Jersey Transportation Planning Authority

The Metropolitan Planning Organization for Northern New Jersey



STANDING COMMITTEES

Planning & Economic Development Committee

Project Prioritization Committee

Freight Initiatives Committee

Regional Transportation Advisory Committee



NJTPA Board Executive Committee

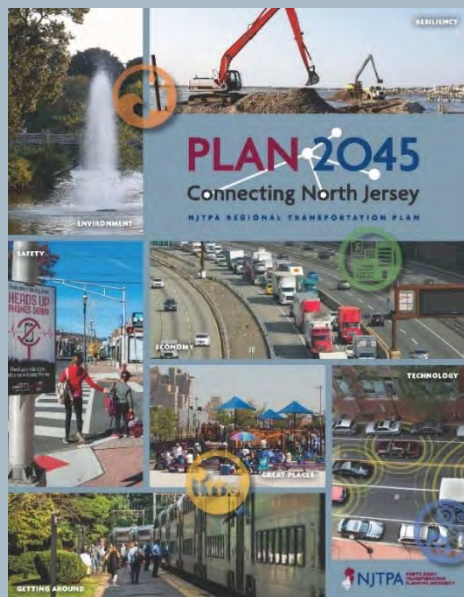


From left to right:

- Union County Freeholder Angel Estrada, Chair
- Hunterdon County Freeholder Matthew Holt, First Vice-Chair
- Passaic County Freeholder John Bartlett, Second Vice-Chair
- Morris County Freeholder Kathryn DeFillippo, Third Vice-Chair
- Essex County Executive Joseph DiVincenzo, Secretary



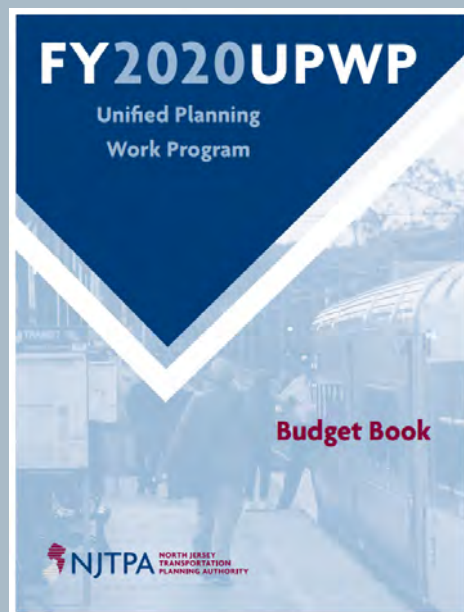
Key Products



Regional Transportation Plan (RTP)

Updated every four years

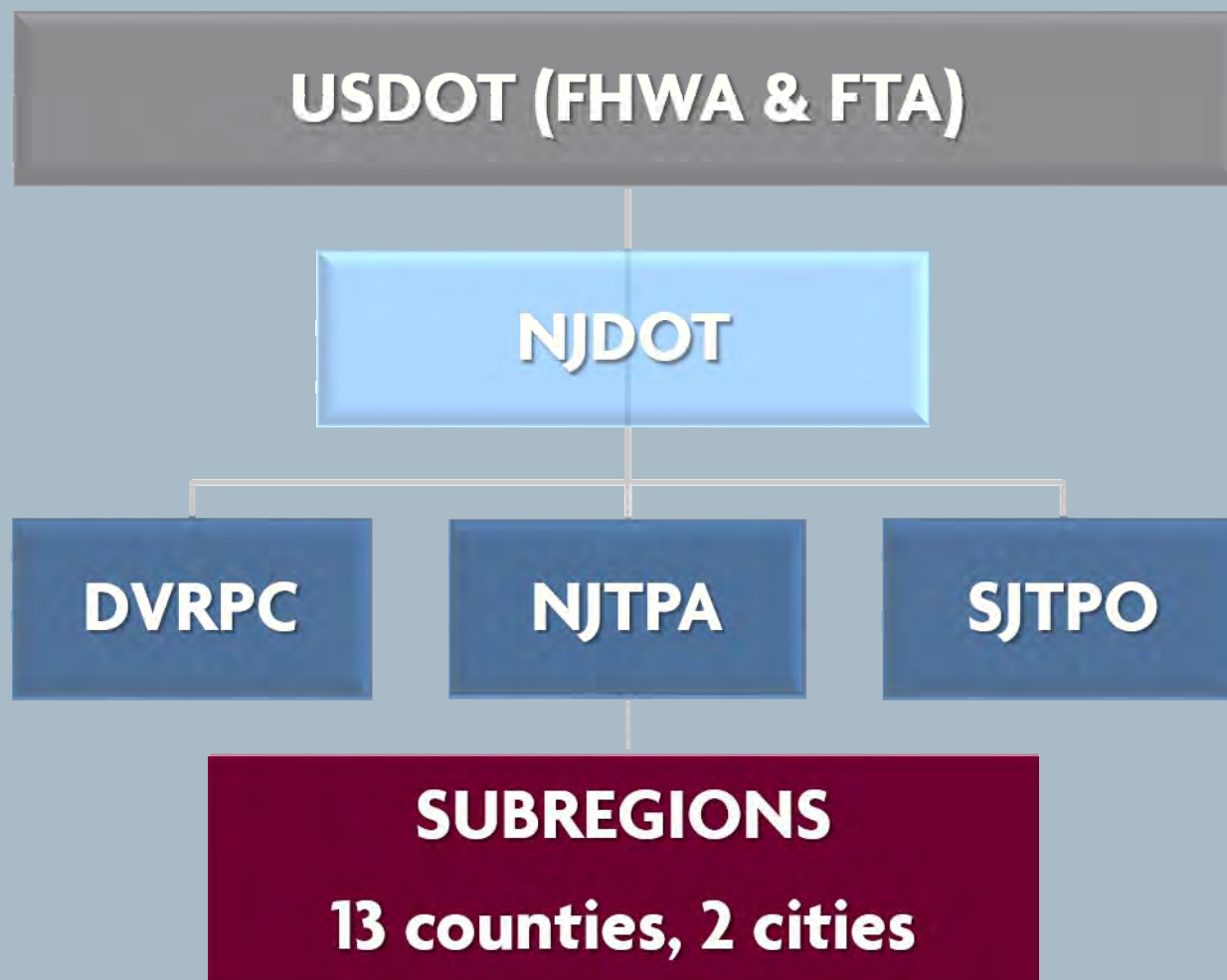
Planning



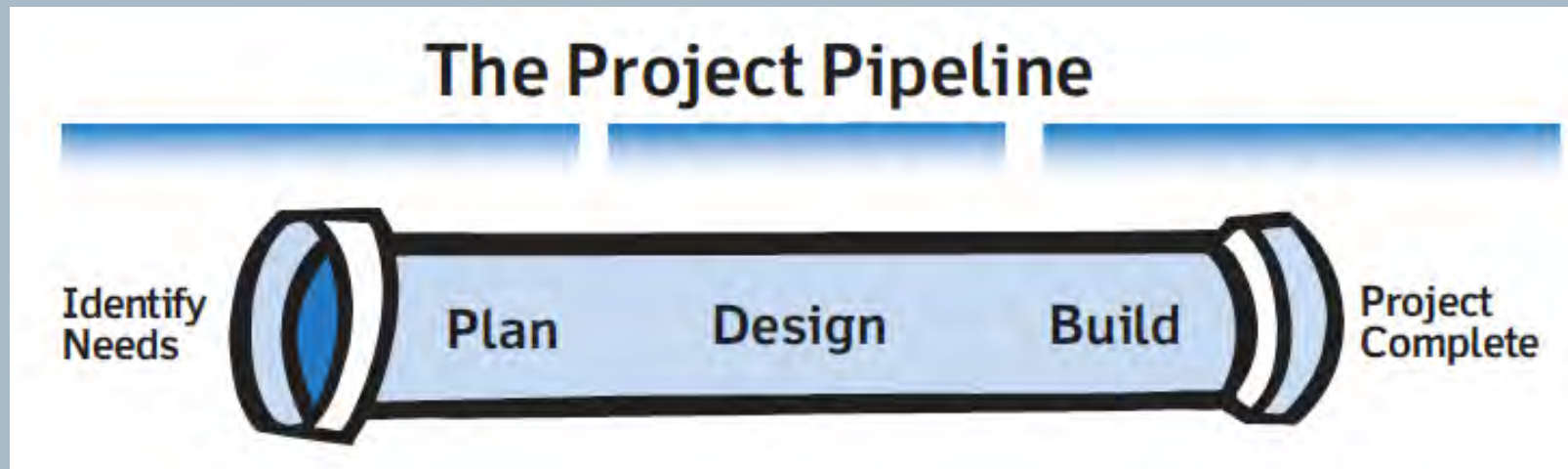
Transportation Improvement Program (TIP)

Updated every other year

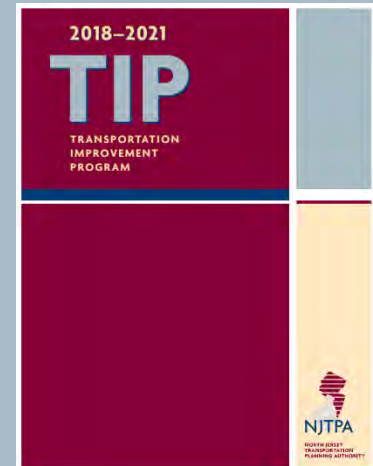
Where Do the Funds Come From?



TIP and Project Pipeline



Projects must be in the Transportation Improvement Program (TIP) to receive federal funds

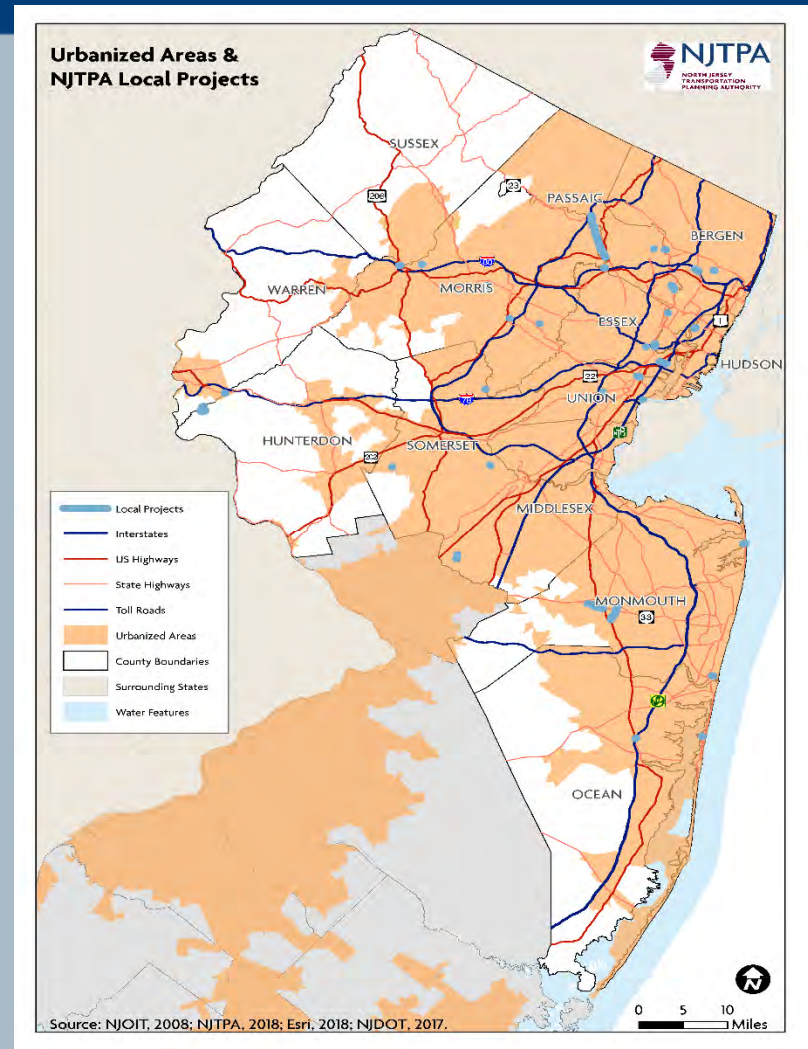


Surface Transportation Block Grant (STBGP) Program

Total STBG program \$95 million

Used for LCPD program:

- LCD phase in the UPWP
- Graduate projects from LCD phase
- Legacy projects, NJDOT support efforts



Local Programs

How the federal dollars get to
local governments and projects




NJDOT Capital Project Delivery Process

	Problem Screening	Concept Development	Preliminary Engineering	Final Design	Construction
Funding	Planning Funds	Planning Funds	Preliminary Engineering Authorization	Final Design Authorization ROW / Utility Authorizations	Construction Authorization
Key Tasks	Conduct Tier 1 Screening Subject Matter Expert Review Check NJDOT Management Systems Prioritize Problem Statements Conduct Tier 2 Screening Conduct Bridge Deck Replacement Screening Conduct Pavement Resurfacing Screening Validate Problem Recommend Preliminary Project Scope CPC Approval and Assignment	Conduct Data Collection Evaluate Deficiencies and Identify Fatal Flaws Evaluate Planning Alternatives Coordinate with Stakeholders Complete Environmental Screening Assess Right of Way (ROW) and Access Impacts Determine Preliminary Preferred Alternative (PPA) Identify Substandard Design Elements Determine NEPA Classification Prepare Construction Cost Estimate Select Designer	Coordinate with Stakeholders Conduct Environmental Analysis for PPA Initiate Roadway Engineering Initiate Structural Engineering Initiate ROW and Access Initiate Utility Engineering Prepare Final Design and Construction Cost Estimates Manage Project Contracts	Manage Project Communications Complete Roadway Engineering Complete Structural Engineering Complete ROW and Access Complete Utility Engineering Complete Environmental Process Prepare Final Design Submission Certify Construction Contract Documents Manage Project Contracts	Advertise for Bids Award Project Conduct Construction Startup Conduct Mobilization Manage Construction Changes Conduct Construction Operations Complete Construction Close-Out Project
Public Involvement	Obtain MPO Approval and Public Input	Execute Public Involvement Action Plan	Execute Public Involvement Action Plan	Execute Public Involvement Action Plan	Keep Public Informed Maintain Community Support
Key Products	Problem Statement Validation Tier 1 Documentation Tier 2 Screening Report Bridge Deck Replacement Screening Report Pavement Resurfacing Screening Report Charter Proposed Project Assignment	Design Communications Report Concept Development Report: Purpose and Need Statement Preliminary Preferred Alternative National Environmental Policy Act (NEPA) Classification Preliminary Engineering Scope Statement	Design Communications Report Preliminary Engineering Report: Approved Environmental Document Approved Design Exception Report Cost Estimates (Final Design & Construction) Approved Project Plan Final Design Scope Statement	Design Communications Report Environmental Reevaluations and Permits Access Permits Acquisition of ROW Construction Contract Documents Supporting Agreements	Design Communications Report Completed Project As-Builts Close-Out Documentation
	Division of Capital Investment Strategies & Division of Project Development	Division of Project Development	Division of Project Development	Division of Project Management	Division of Project Management and Division of Construction Services and Materials or Operations

Source: state.nj.us/transportation/capital/pd

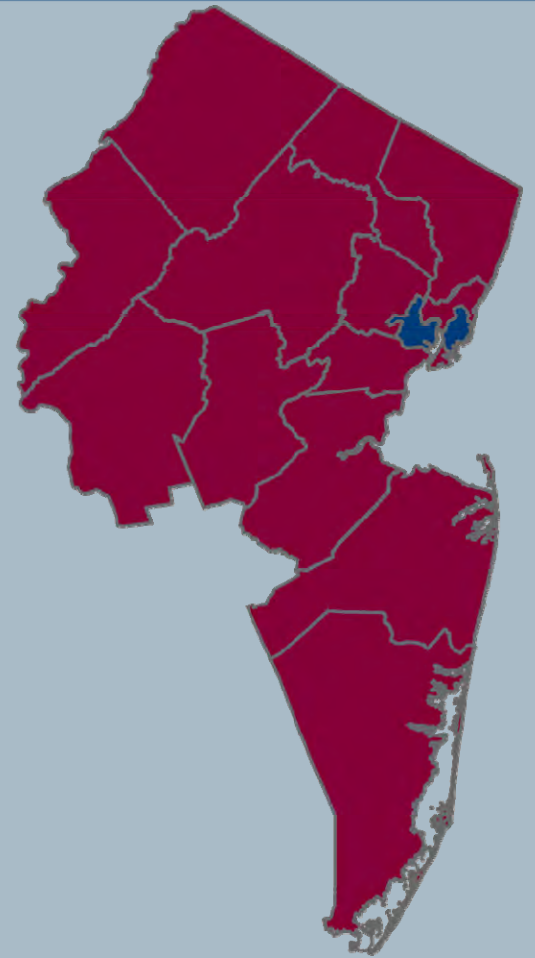
Last approved 10/23/2009 / Last revised 02/25/2010

NJ Local Capital Project Delivery Program

Project Intake	Local Concept Development	Local Preliminary Engineering	Final Design/ ROW Acquisition	Construction
Solicitation for Projects	Data Collection & Environmental Screening Report	Approved Design Exception Report	Construction Contract Docs & PS&E Package	Completed Construction
Application Assessment	Initial Public Outreach	Cost Estimates	Continue Public Outreach	Continue Public Outreach
Field Visits	Purpose and Need Statement	Continue Public Outreach	Environmental Re-evaluations	As-Built
Review application assessment with subregions	Concept Development & Alternative Analysis	Approved Environmental Document	Environmental Permits	Update & Finalize Design Comm. Report
Shortlist of Projects	NEPA Classification	Approved Project Plan	ROW Acquisition	Close-Out Document
PPC Committee Endorsement & Board Approval	Concept Development Report	Preliminary Engineering Report	Update Design Communications Report	
Notify Subregions	Design Communications Report	Update Design Communications Report		

Local Concept Development Phase Project Intake Process

- NJTPA issues a solicitation every other year
- 13 counties and 2 cities are eligible to apply
- Subregions are allowed to submit ONE application each
- Available funding: \$2.5 million



LCD Phase – Key Tasks

- Data collection
- Public Involvement Action Plan (PIAP) and Community Outreach
- Develop Purpose & Need Statement
- Develop alternatives
- Select Preliminary Preferred Alternative (PPA)
- Value engineering
- Determine National Environmental Policy Act (NEPA) classification
- Maintain a Design Communication Report (DCR)
- Develop a Concept Development Report (CDR)



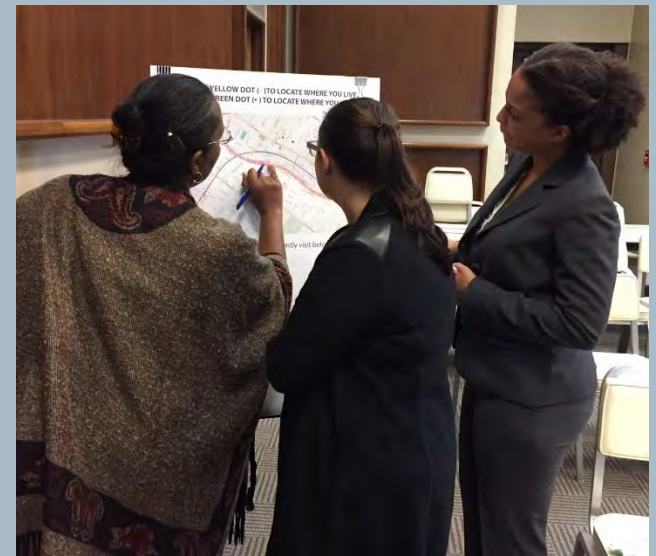
Environmental Screening

- **Identify Environmental Constraints**
 - Air/Noise
 - Ecological/Threaten & Endangered Species
 - Cultural Resources
 - Section 4(f)
 - Hazardous Waste/Contamination
 - Socioeconomic/EJ
- **Purpose & Need**
- **Coordinate with resource agencies**
- **Alternatives Analysis**
- **Identify required environmental approvals**
- **Environmental Mitigation**
- **NEPA recommendation**

Public Involvement Action Plan

Includes:

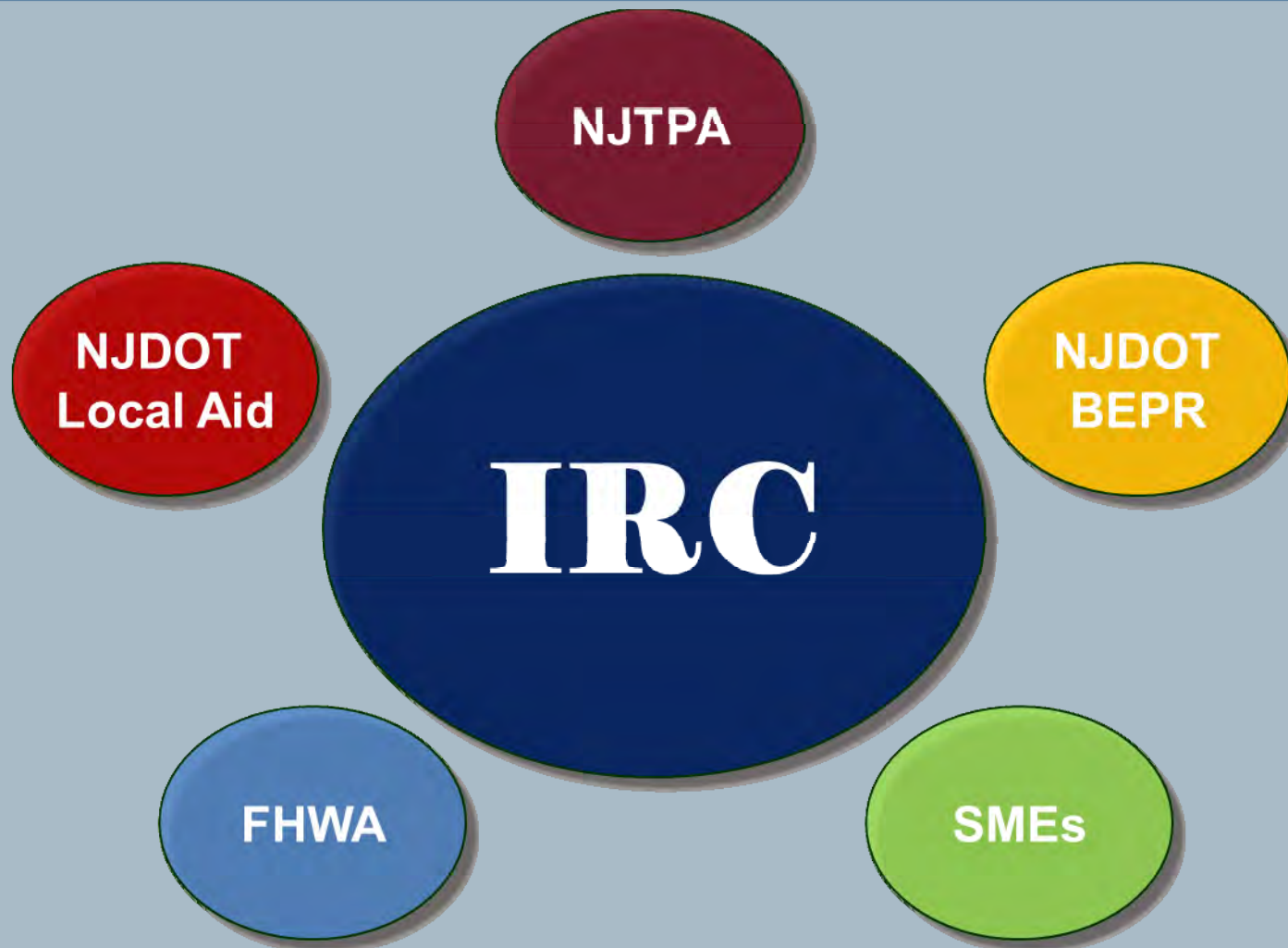
- Added meeting facilitation
- EJ screening and language translation
- Database of stakeholders
- Outline of anticipated outreach
- Project specific websites and social media promotion
- Meeting minutes, presentation materials, comments, resolutions and correspondence.



Alternative Analysis Matrix

- Quantify environmental impacts
 - Identify costs, constructability issues, and traffic impacts during construction
 - Assess long-term improvement to safety
 - Assess congestion management impacts
 - Identify regulatory requirements for each alternative
 - Identify potential mitigation measures and how they will benefit the community
- Assess how each alternative meets community needs

Interagency Review Committee



14th Street Viaduct, Hudson County



Five New LCDs FY 2020

- Bergen County: Oradell Avenue Bridge over the Hackensack River, Borough of Oradell
- Middlesex & Monmouth Counties: Matawan Road (CR 516) Bridge over Lake Lefferts, Old Bridge Township, Matawan Borough, Aberdeen Township
- Monmouth County: Corlies Avenue Bridge over Deal Lake, Borough of Allenhurst, Township of Ocean
- Morris County: East Main Street (CR 644) Bridge over Rockaway River, Rockaway Borough
- Somerset County: Great Road (CR 601) Bridge over Bedens Brook, Montgomery Township



Highway Safety Improvement Program (HSIP)

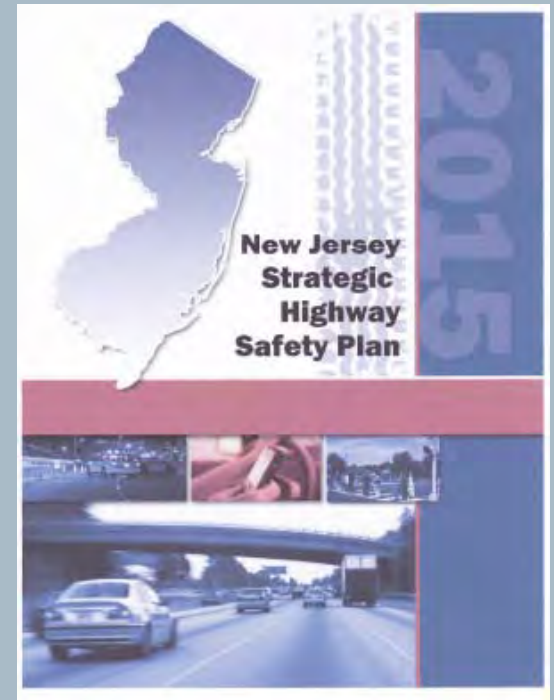
The purpose of HSIP is to:

- achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. 23 CFR 924



NJ Strategic Highway Safety Plan

- Adopted in 2015
- Update Due in 2020
- Mandated by MAP-21 & FAST Act
- Requirement for HSIP Funding
- Data Driven
- Comprehensive
- Multidisciplinary
- Guides Investment Decisions
- Towards Zero Deaths Goal



Success in Increasing Funding on Local Roadways

\$58 Million Annual HSIP Apportionment to the State



\$52 Million Annual Obligation Authority



60% to the Locals



NJTPA: \$22 Million in 2018

New Jersey's
Current
Distribution
of HSIP
Investments



NJDOT Road Safety Audits

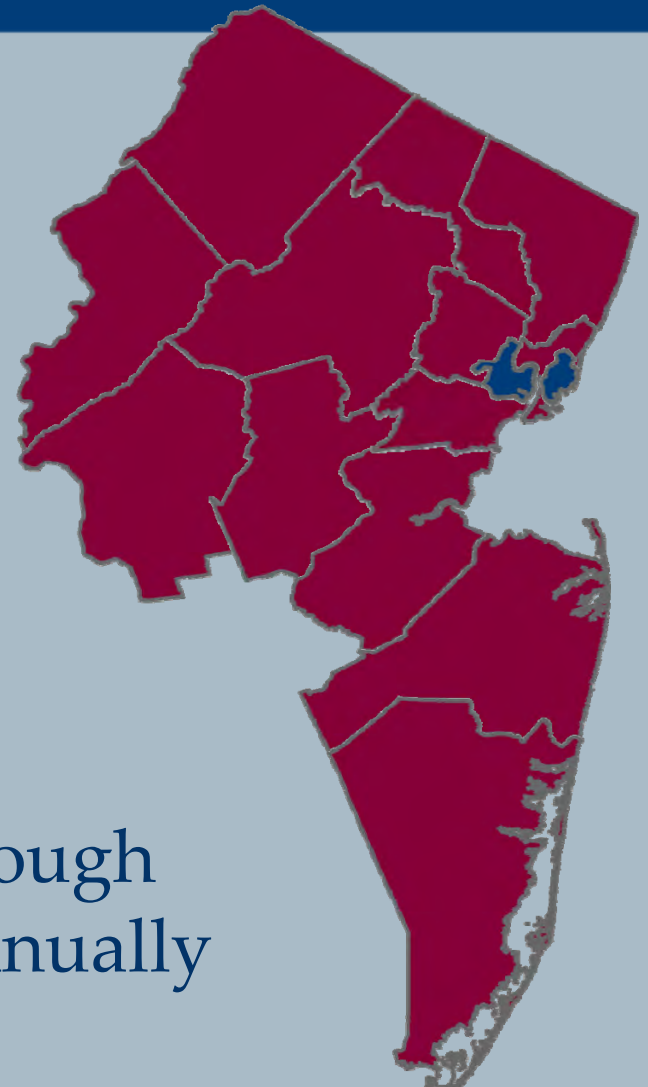


- FHWA proven safety countermeasure
- Formal safety performance examination of a road by an independent team
- Qualitatively estimates and reports on potential road safety issues
- Identifies opportunities for improvement in safety for all road users

NJDOT Road Safety Audits

Location Intake Process

- Identify the RSA location
- Select RSA team
- Conduct start-up meeting
- Perform field review
- Analyze and report findings
- Present findings to owner
- Prepare formal response
- Incorporate findings
- Available – 8 RSAs selected through NJTPA approved by NJDOT annually



NJDOT Road Safety Audits

- Why should your local government participate?
 - Results – Since 2010
 - 10 NJTPA subregions have conducted 38 RSAs
 - Short term recommendations from 22 of the 38 RSA reports have been or are slated to advance to the NJTPA's Local Safety Program.



Pilot Consultant Assistance Program

Assist applicants to the Local Safety/
High Risk Rural Roads programs:

- Traffic counts
- Crash analysis
- Signal warrant analysis
- Lighting analysis
- Conceptual layouts
- HSM/Cost benefit analysis



Local Safety and High Risk Rural Roads Programs

After 14 Years...

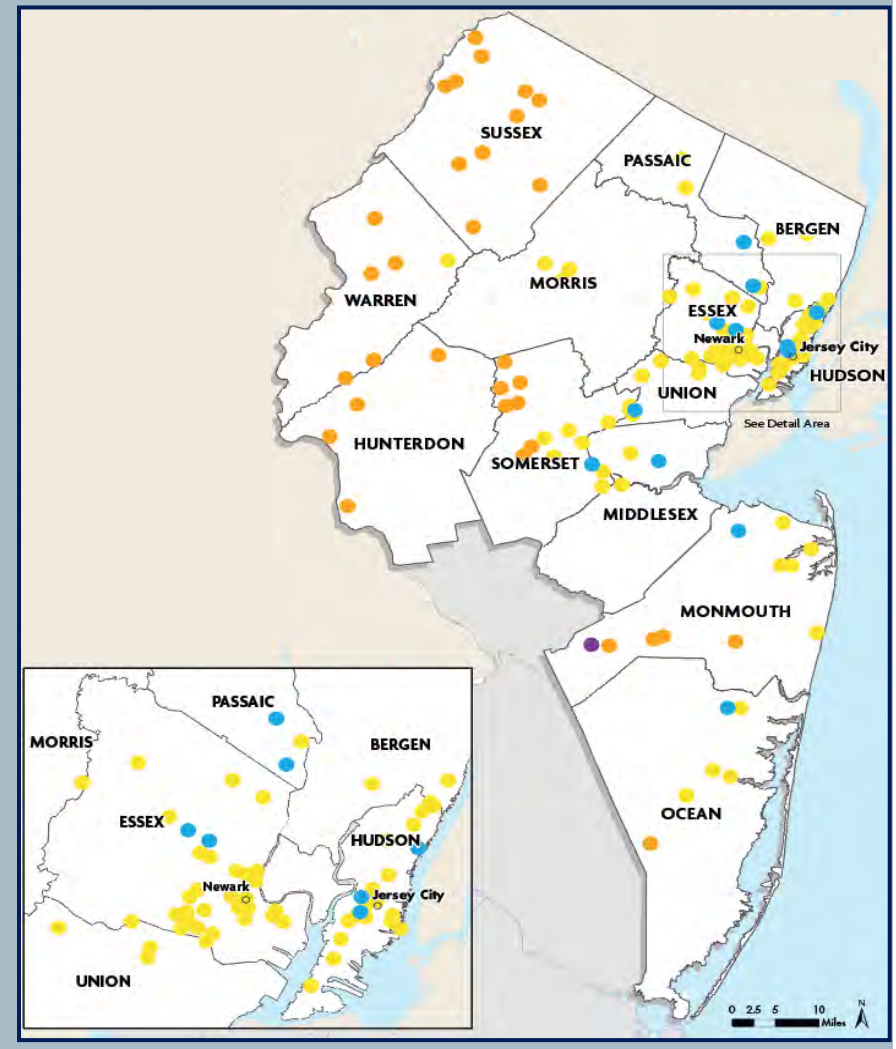
Total Projects: 131

Total Construction Funding:

- \$145 Million for LSP
- \$20 Million for HRRRP

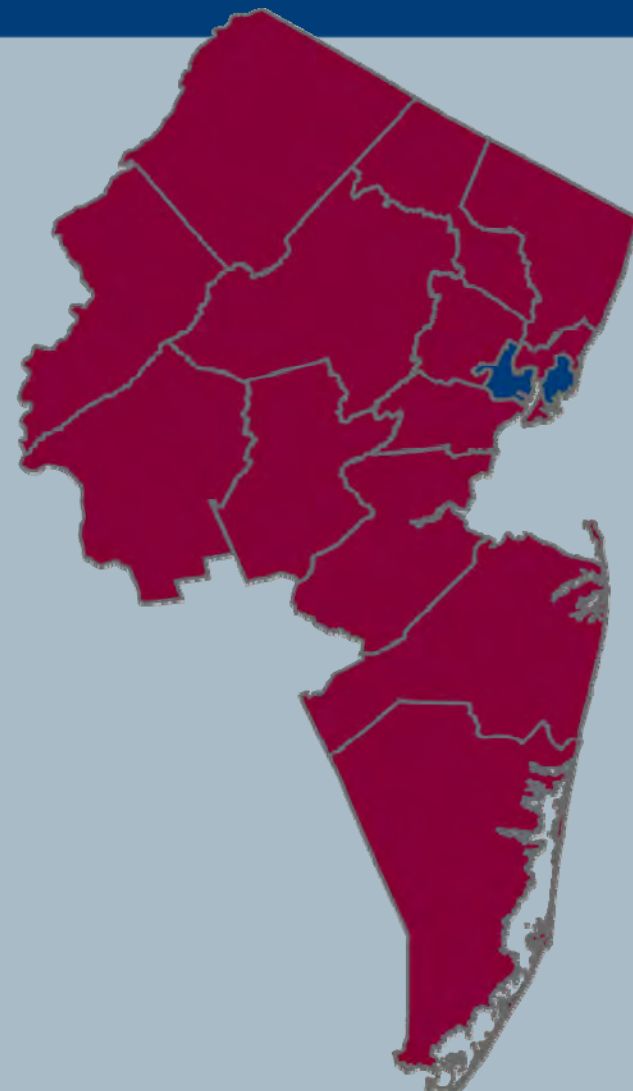
Projects are 100% funded for:

- Design Assistance
- Construction
- Construction Inspection



LSP/HRRR Program Project Intake Process

- Open to NJTPA member subregions*
- Annual solicitations for both programs
- Selected projects are supported by crash data
- Project costs have as high as \$10 million per project
- Limited to two applications per subregion, per year
- \$17 million available annually



Typical Projects We Fund

- ❖ **Intersection improvements**
 - Traffic Signals upgrades and lane adjustments
 - Pedestrian safety improvements
- ❖ **Road Diets**
- ❖ **Roundabouts**
- ❖ **Bike lanes**
- ❖ **HRRR curves and corridors**
 - High-friction surface treatments
 - Superelevation on curves
 - Centerline and edgeline rumble stripes
 - Pavement marking and signage

Front Street, Red Bank



Pedestrian Safety Improvements: Main Avenue, City of Passaic



Successes with Education: Street Smart NJ



STREET SMART

BeStreetSmartNJ.org


Street Smart NJ Successes

- 40% reduction in turning vehicles failing to stop for crossing pedestrians or cyclists
- 60% reduction in drivers failing to stop before turning right at a red signal or stop sign
- 45% reduction in drivers running red lights or stop signs
- 21% reduction in pedestrians crossing unsafely outside a crosswalk or against a signal



Driver Safety Messages


DRIVE SMART
We **STOP**
for people



It's the law

STREET SMART BeStreetSmartNJ.org

DRIVE SMART
We **STOP**
for people



It's the law


STREET SMART BeStreetSmartNJ.org

DRIVE SMART
We slow down
for safety



STREET SMART BeStreetSmartNJ.org

DRIVE SMART
Heads up,
phones down



STREET SMART BeStreetSmartNJ.org

Pedestrian Safety Messages

WALK SMART
We use
crosswalks



STREET SMART BeStreetSmartNJ.org

WALK SMART
We wait for
the walk



STREET SMART BeStreetSmartNJ.org

WALK SMART
We look
before crossing



STREET SMART BeStreetSmartNJ.org

WALK SMART
We cross
at corners



STREET SMART BeStreetSmartNJ.org

WALK SMART
We cross
at the light



STREET SMART BeStreetSmartNJ.org



Regional Transportation Alternatives Program

- Phase 1 and 2 already awarded - \$16 million
- Same project criteria as TA set aside
- Construction costs over \$1 million



Morris Canal Lock 2 East, Wharton Borough

Regional Transportation Alternatives Project Intake Process

- Administered by each MPO
- Projects MUST be in an approved planning document
- MUST be eligible for TA funds
- NJTPA Region – Morris Canal Greenway Focus



• Available funding: OPEN*



Peckman River Crossing, Little Falls Township Morris Canal Greenway



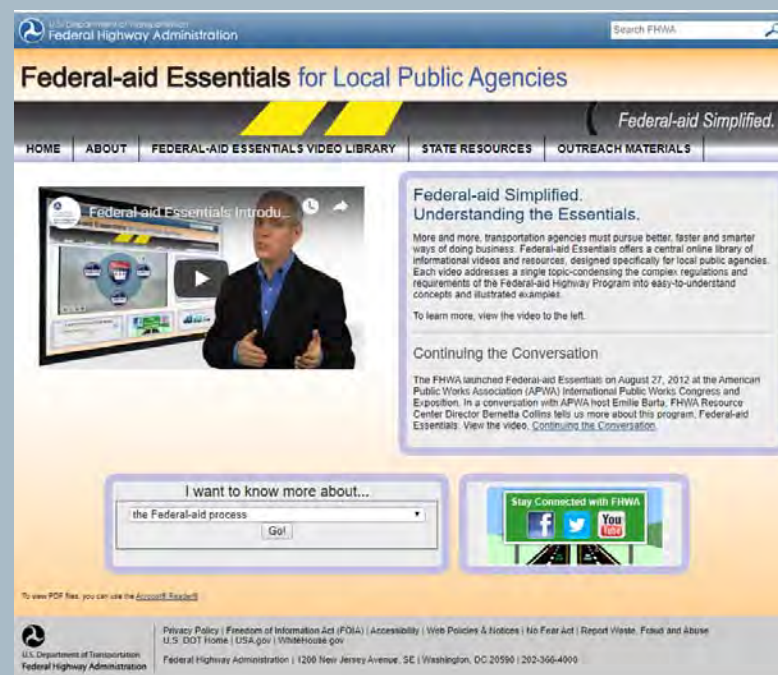
Transportation Alternatives and Safe Routes To School Programs



- Administered by NJDOT and 3 MPOs
- Annual solicitation
- Pre-app meetings available with NJDOT-LA

Best Practices for Success With Federal Funds

- Contact your resources agencies
- Federal Aid Essentials for Local Public Agencies
- Attend LPA and federal aid training through CAIT



Thank You!

Sascha Frimpong

Director, Local Project Development

Defining the Vision. Shaping the Future.



NJTPA

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