

Federally Funded Projects at the Local Level

Stewardship and inspection of local roadway projects, financing, right-of-way, and environmental impacts can be challenging to local agencies applying for or administering federally funded projects. The NJ Local Technical Assistance Program, along with the New Jersey Department of Transportation (NJDOT), can help

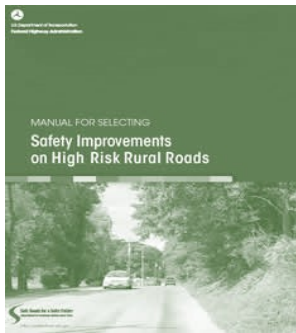
Federal-Aid funding for local projects in New Jersey

NJDOT administers Federal-aid funding programs to counties and municipalities through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (PL 109-59), Moving Ahead for Progress in the 21st Century (MAP 21) Act (PL 112-141), and Fixing America's Surface Transportation (FAST) Act Legislation (PL 114-94). Programs include:

Transportation Alternative Program (TAP): Community based “non-traditional” projects such as the construction of scenic turnouts, overlooks, and viewing areas designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s inter-modal system, related to surface transportation.

Safe Routes to School Program (SRTS): Projects that enable and encourage children in grades K-8 to walk and bicycle to school; make bicycling and walking to school safer; and to facilitate planning, development, and implementation of projects and activities that will improve safety, reduce traffic, fuel consumption, and air pollution in the vicinity of schools by making those modes safer.

Local Safety Program (LSP): LSP is a component of wider safety planning, supporting construction of quick-fix and high-impact safety improvements on county and local roadway facilities. Examples include upgraded traffic signals and signage.



High Risk Rural Road Program (HRRRP): provides federal funds for improvements that address safety problems only on roadways functionally classified as rural major/minor collector or rural local roads with a crash rate that exceeds the statewide average for those functional classes of roadways. Examples include skid resistant surface treatments, rumble strips, and advance warning signs.

Both the LSP and HRRRP programs are part of the Highway Safety Improvement Program funding for design, construction, and construction inspection of safety improvements on county and local roadways. NJDOT has developed network screening lists for all of NJ’s local roadways identifying and ranking high crash locations. Local governments and the Metropolitan Planning Organizations (MPO) identify potential locations for safety enhancement projects on non-state highway systems using these network screening lists. The MPOs solicit local officials for submission of candidate projects annually.

Upon receipt of applications, each MPO screens the applications to verify all required elements are included. The MPO then submits copies of the applications to the NJ HSIP Local Safety Program Technical Review Committee (TRC), which is made up of representatives from NJDOT’s Bureau of Transportation Data Safety, Division of Local Aid, Division of Environmental Program Resources and the respective MPO Safety Offices. The FHWA NJ Division Office, while not a member of the committee, serves in an advisory capacity on the committee. The TRC provides assistance to local agencies throughout the process of identifying and developing local safety and HRRR projects on roadways under local jurisdiction. The TRC will evaluate each application and determine if it should be recommended for HSIP funding. The TRC will also determine the year best suited for construction authorization based on project complexity, size and/or level of design assistance needs. Selected projects are administered by county and municipal governments with oversight by NJDOT’s Division of Local Aid.

Resources to help guide you through the process

The New Jersey Local Technical Assistance Program has partnered with the NJDOT and Federal Highway Administration (FHWA) NJ Division to develop several workshops to help your agency navigate the Federal-aid process.

Grant Management for Federal-aid Projects — This course requirements and responsibilities for grant recipients to ensure compliance and eligibility of full reimbursement. Topics include basic financial, administrative, and project related requirements, as well as common problem areas, potential solutions, and avoidance measures.

Highway Inspection Procedures for Federal-aid Projects — This course includes interactive discussions of on-the-job experiences, key elements of construction, effective inspections and project management, and specific guidance for such critical issues as: Source Documentation; Responsible Charge; Contract Time; Contract Changes; Buy America; Pedestrian Facilities and ADA Compliance; and DBE Program.

Design of Americans with Disabilities Act (ADA) Curb Ramps — This workshop addresses the proper design of sidewalk curb ramps along the public right-of-way in accordance with adopted Federal Highway Administration and US Department of Justice's guidelines and standards and any additional NJ based design requirements. Using documented observations of recently completed curb ramps, the course uses case studies and examples on how to design a sidewalk curb ramp to the maximum extent feasible and with the proper dimensions and slopes, proper placement of detectable warning surfaces, and to reduce the number of non-compliant curb ramps that require reconstruction.

Federal-aid Requirements and Local Public Agency (LPA) Stewardship — This workshop reviews the project delivery process and stewardship responsibilities for Federal-aid programs managed by a Local Public Agency (LPA). The material provides an overview of policies and requirements from planning and project concept, plans, specifications, estimates, bidding, certifications, reviews, and construction responsibilities.

ADA Self Evaluation and Transition Plans for Public Right-of-Way — This brief course introduces participants to the self-evaluation requirement of the Americans with Disabilities Act (ADA) and the need to act now. It is critically important that local governments recognize their obligation to upgrade streets, sidewalks, and facilities for accessibility and the first step in demonstrating a good faith effort is the self-evaluation required of all public agencies in the federal civil rights law. This briefing explains the background and demonstrates a self-evaluation, as well as discussing resources available to help agencies.

Compliance with the Americans with Disabilities Act in the Public Right-of-Way — This workshop provides a brief overview of state and local laws governing ADA compliance in the public rights-of-way, the responsibilities of facility owners and funding recipients, project requirements, and ADA standards, best practices and applications. In addition, the session highlights the Public Right-of-Way Accessibility Guide (PROWAG) and its requirements for pedestrian access routes, curb ramps, cross walks, pedestrian traffic signals, and work zones.

Federal-aid Responsible Charge Training — This day long training is required for the person in Responsible Charge of Federally Funded Local Aid projects. It provides information and expectations for the first time Federal-aid recipient, however, others are encouraged to attend, including bicycle and pedestrian advocate groups.

Federal-aid Essentials for Local Public Agencies

<http://www.fhwa.dot.gov/federal-aidessentials/>

Federal-aid Essentials for Local Public Agencies is a readily accessible transportation resource designed to help local agency professionals navigate the Federal-aid Highway Program. Federal-aid Essentials is structured for busy agency staff who wants further understanding of Federal-aid policies, procedures, and practices. You will find quick answers, straight to the point, and presented in plain language to help you make the right decisions in successfully completing federally funded projects.

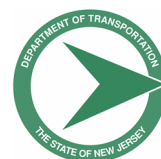
The Federal-aid Essentials Web site contains a resource library of informational videos and related materials. Readily accessible and available when you need an answer, each video addresses a single topic presented in everyday language-condensing the complex regulations and requirements of the Federal-aid Highway Program into easy-to-understand concepts and illustrated examples. This Web site allows you to indicate areas of interest and receive alerts when material that matches your interests becomes available. You also can give feedback that will help FHWA continue to provide useful assistance.

Federal-aid Essentials can become your personal reference library available 24 hours a day. Consult Federal-aid Essentials at the start of a new roadway project concept, or when questions arise about financing, right-of-way, or environmental impacts. Or, you may have a concern about Civil Rights, or a need for more information on project development or construction administration. You may simply

- [Federal-aid Program Overview](#)
- [Civil Rights](#)
- [Environment](#)
- [Project Development](#)
- [Right-of-Way](#)
- [Project Construction and Contract Administration](#)
- [Finance](#)



U.S. Department of Transportation
Federal Highway Administration



Additional funding programs administered through NJDOT include Local Lead Enhancements and Emergency Relief. Please note that NJDOT Local Aid and Economic Development also offers state funded programs <http://www.state.nj.us/transportation/business/localaid/funding.shtm>

The considerations for all funding programs should be carefully reviewed for eligibility. <http://www.state.nj.us/transportation/business/localaid/eligibility.shtm>

**This document is meant to be an informational resource only– please refer to all related state and federal guidelines when considering an application for funding.*

The New Jersey Department of Transportation's (NJDOT) Local Technical Assistance Program (LTAP) is part of a national initiative to transfer transportation technology through training, technical assistance, and other customer services to municipal, county and state transportation officials, as well as consultants and contractors performing work for local and state agencies. The LTAP and Tribal Technical Assistance Program (TTAP) are composed of a network of 58 Centers – one in every state, Puerto Rico and regional Centers serving tribal governments. The LTAP/TTAP Centers enable local agencies to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance and newsletters.

In New Jersey, the state's LTAP center is currently housed at Rutgers, the State University of New Jersey, residing in the Center for Advanced Infrastructure and Transportation. The objective of the LTAP program has been to provide training and technical assistance to public agency personnel to promote a safe, efficient, and environmentally sound surface transportation system and workforce. With specific training and technical assistance activities, directed by the NJDOT, LTAP makes it possible for maintenance, operations, safety, and administrative personnel to use the latest information and technology to improve travel statewide.

NJ LTAP

Rutgers, the State University of NJ

100 Brett Road

Piscataway, NJ 08854

<http://cait.rutgers.edu/njltap>

njltap@gmail.com