



Your Local Technology Transfer Newsletter

Message from the Director

Hello readers! Please keep a look out for our annual stakeholder needs assessment. Your feedback is greatly valued as we develop our activities for 2023. It is important that you let us know what workshop topics and delivery mechanisms you prefer.

NJLTAP would like to make sure you are not missing opportunities! There are new funding programs being announced by the US Department of Transportation. Please keep monitoring funding opportunities for local public agencies through both the United States Department of Transportation (USDOT) and New Jersey Department of Transportation (NJDOT). Have you looked into the Rural Surface Transportation Grant Program? Or Safe Streets and Roads for All?



NJDOT has posted additional information regarding programs available through the Infrastructure Investment and Jobs Act (IIJA). IIJA is also referred to as Bipartisan Infrastructure Law or BIL. NJDOT has created a page to provide information on the additional funding available through the IIJA and how to access it. IIJA funds target five main modalities: Transit, Climate, Existing Roadway and Bridge Maintenance, Water, and Broadband and Cybersecurity. Federal guidance favors projects that address equity, safety, sustainability, and reliability. These commitments should be considered from the initial ideation stage through the design, construction and maintenance of projects.

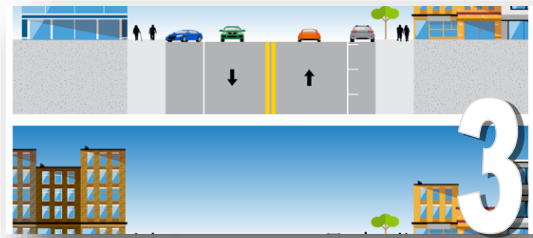
To learn more, please visit <https://www.njdotlocalaidrc.com/iija/>

NJLTAP hopes the remainder of your summer is happy and healthy, and we look forward to seeing you at our Fall events.

- Janet Leli

Issue Highlights

Check out FHWA's new Complete Streets initiative website, complete with all new resources and modules, as well as tips for funding opportunities!



Learn how the Transportation Pooled Fund Program enables State departments of transportation, and other public and private entities, to combine resources to address transportation-related challenges.



Come read about what the latest funding opportunities are from around the state and learn how you can apply!



Are you interested in developing and fostering a transportation safety culture in your organization? Take a look at the lessons learned and best practices here!



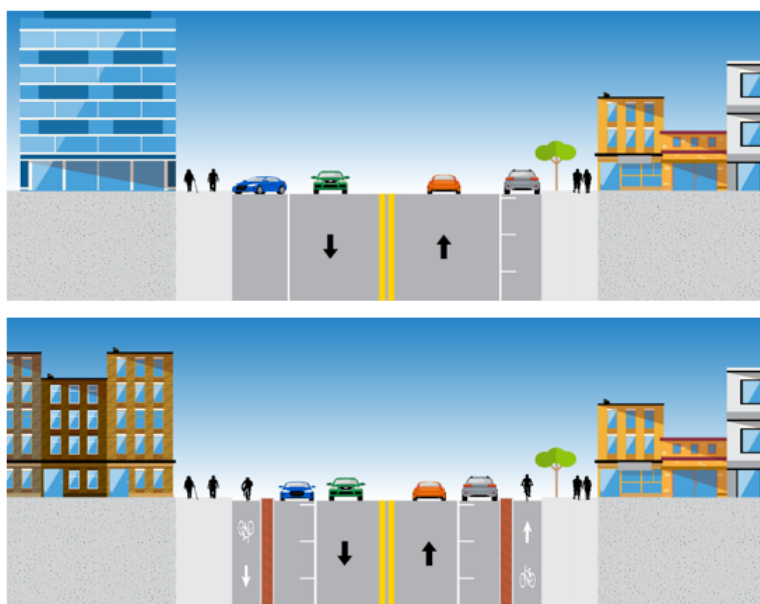
The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) are composed of a network of 57 Centers – one in every state and Puerto Rico, as well as 6 serving Tribal Agencies. The LTAP/TTAP Centers enable local counties, parishes, townships, cities and towns to improve 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.

FHWA's Complete Streets Initiative Releases Report and New Website

In 2021, FHWA developed a Complete Streets initiative to work with State, Tribal, and local transportation agencies to implement a Complete Streets design model as these agencies plan, develop, and operate streets and networks. A Complete Street is safe, and feels safe, for all users. Complete Streets create a safe, connected, and equitable transportation network for travelers of all ages and abilities, particularly those from underserved communities facing historic disinvestment. [FHWA has established a website](#) to showcase resources that support transportation professionals in developing and implementing a Complete Streets strategy.

Complete Streets Report to Congress: Moving to a Complete Streets Design Model

The first new resource was posted on March 2, 2022, when FHWA released a report to Congress detailing the agency's commitment to advancing widespread implementation of the Complete Streets design model. In that report, [Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges](#), FHWA adopted Complete Streets as its default approach for funding and designing the majority of federally funded roadways. The report identifies five overarching opportunity areas that will inform FHWA as it moves ahead with its efforts to increase the proportion of federally funded transportation projects that are routinely planned, designed, built, and operated as Complete Streets:



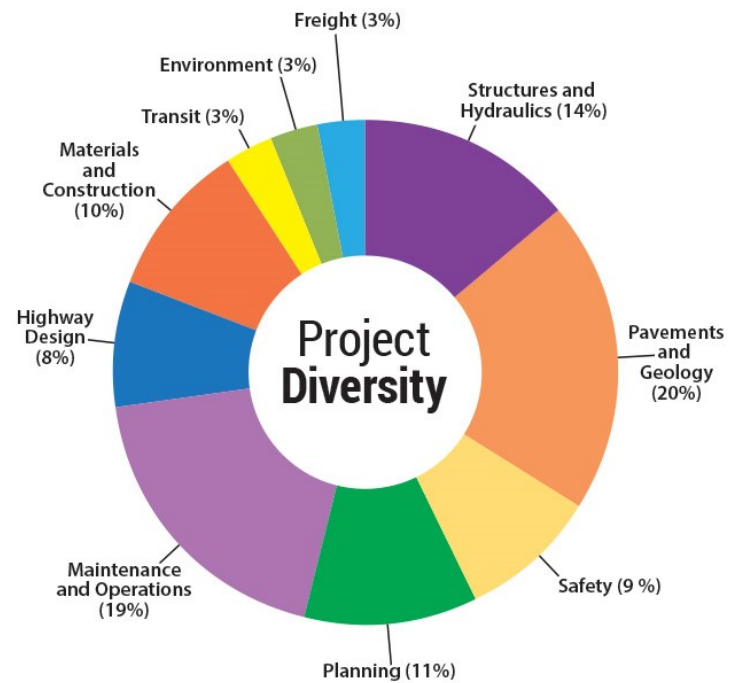
- Improve data collection and analysis to advance safety for all users
- Support rigorous safety assessment during project development and design to help prioritize safety outcomes across all
- Accelerate adoption of standards and guidance that promote safety and accessibility for all users and support innovation in design
- Reinforce the primacy of safety for all users in the interpretation of design standards, guidelines, and project review processes
- Make Complete Streets FHWA's default approach for funding and designing non-access-controlled roadways

FHWA recognizes that a Complete Streets design model is a powerful tool to help reverse the trend of increasing fatalities and serious injuries and creating a healthier, greener, and more equitable roadway system. The Complete Streets initiative reflects FHWA's commitment to advance widespread implementation of the Complete Streets design model.

Exploring the Transportation Pooled Fund Program—Advancing Research and Innovation Through Collaboration

We are in an unprecedented time of opportunity and need in transportation. Following the enactment of the Bipartisan Infrastructure Investment and Jobs Act into law in November 2021, identifying proven research, innovation, and new technologies to meet the pressing needs of the transportation sector has become even more important. Transportation stakeholders face a multitude of issues from safety concerns to bridge degradation. Many of these issues are not unique to one area or agency. The Transportation Pooled Fund (TPF) Program provides an opportunity for stakeholders to address common concerns by collaborating to leverage resources, funding, and expertise to study projects of common interest.

The research and innovation conducted through the TPF Program not only helps address stakeholders' shared transportation problems, but also advances the state of practice. One of the Federal Highway Administration's strategic goals is to "lead in the development and deployment of innovative practices and technologies to improve the safety and performance of the Nation's transportation system." This goal is further described in the U.S. Department of Transportation's innovation principles, including allowing for experimentation and failure, providing opportunities to collaborate, and being flexible and adaptable as technology changes. FHWA is helping to accelerate this goal and the innovation principles through its investment and facilitation of the TPF Program. Many TPF studies have produced research, new innovations, or best practices that were later adopted and institutionalized around the world. The TPF Program has demonstrated that it helps to save time and resources, increases knowledge transfer, and produces proven research and innovations that improve the state of the practice.



Source: FHWA.

What is the TPF Program?

The TPF Program is a collaborative program that has existed for more than 45 years. It creates an opportunity for partners to pool their funds, subject matter expertise, and resources to conduct high priority research to meet a wide variety of shared transportation problems. Being able to pool funds allows participants to get more out of the study than if they conducted the study on their own. By pooling funds and expertise, participants develop innovative solutions with a smaller investment while also extending the reach and impact of their research. Projects that previously could have been cost prohibitive become much more achievable through participation in the TPF Program. By offering hundreds of active pooled fund studies, the TPF Program assists partners in finding and funding projects applicable to their agency's needs.

[Click here to continue reading](#) on how your organization can use these resources to address transportation related challenges!

APWA - New England Chapter Webinar— Environmentally-Conscious Winter Operations

Storm response depends upon the obvious elements: weather forecast, precipitation, and temperature, but many other factors shape the response, such as staffing levels, budgets, rising material costs, and increasingly, awareness to the environmental impacts of “salt” and sand in winter operations. Public works departments in communities of all sizes are considering environmental factors when planning and executing snow and ice-fighting strategy, including integrating innovative practices, training, and technologies to reduce chloride and sand use in winter operations.

[Register for this webinar](#) on September 22nd to learn how your organizations can adapt its winter operations. In this panel, public works peers from throughout New England will discuss how their teams integrated technologies such as AVL and geofencing for prescriptive snowfighting, tested material and application changes, and built a culture of training and commitment to excellence in the winter operations profession. The panelists will share how their teams reduced salt or sand use in storm response, while maximizing materials and supporting the workforce – a win-win for budgets, staff, and communities’ quality of life!



5th National Roundabouts Week This September

This year the 5th National Roundabouts week will take place the week of September 19-23, 2022. The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

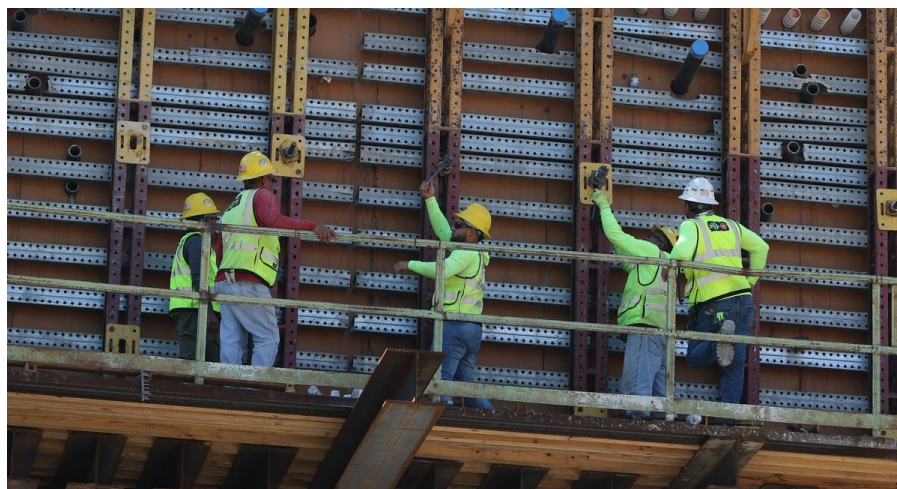
As has become custom, it will be a largely social media and web-based campaign. We again encourage you to leverage your websites and social media channels, seeding posts and conversations with your roundabout stories throughout the week using the hashtag **#RoundaboutsWeek**.



'Boot camps' open to help small cities compete for infrastructure grants

Billions of dollars in competitive grants will become available to local governments from last year's bipartisan infrastructure law. Will small and medium-sized cities get their fair share?

Historically, larger cities have enjoyed advantages of possessing the know-how and staff bandwidth to apply. To level the playing field, the Local Infrastructure Hub, a national program founded this spring by numerous philanthropies and city-support organizations, is offering a



series of at least 30 "boot camps" over the next two years to help officials navigate the grantmaking process and complete strong applications. The National League of Cities will lead the training.

Applications are open through August for the first round, which starts in September. Officials from municipalities of 150,000 people or smaller can apply. The \$10 million supporting the technical assistance initiative is about one-fifth of the total funds the five philanthropies contributed to start the Local Infrastructure Hub.

NLC found that many smaller communities don't apply for federal grants due to a lack of resources. According to NLC's announcement, the program will emphasize "helping communities understand federal priorities, such as equity and sustainability, and then incorporate them and other desired outcomes into submissions."

The four-month online courses are free. "We built a model curriculum that walks a city through the process of creating highly competitive applications," said Robert Blaine, senior executive for NLC's Institute for Youth Education & Families, who is leading the program. The classes will work much "like an online degree program," Blaine explained.

Each course will consist of eight modules. First, participants will hear from experts to get them thinking about the topic and matters such as budgeting. Then participants will gather online in small group sessions. Finally, the hub will provide "office hours," where participants can ask questions and get advice and feedback, Blaine said.

A major problem for communities in making grant applications is lack of data and data analysts on staff, according to Blaine. The class will show officials how to use NLC's databank, which provides data broken down by census tract. "Now a team can look at not just what happens in a city, but by census tract across their communities. They can see pockets of disinvestments [and design grant applications] using the data in order to create the biggest impact for people in those communities," Blaine said.

Very small cities also have the option to band together into a municipal league and apply for a shared grant.

Read the full article on [Smart Cities Drive!](#)

NJDOT Announces Funding Opportunities for County Aid and Infrastructure improvements

New Jersey Department of Transportation (NJDOT) Commissioner Diane Gutierrez-Scaccetti today announced the release of \$161.25 million in Fiscal Year 2023 County Aid to help make infrastructure improvements on the local level. The program is funded through the New Jersey Transportation Trust Fund (TTF).



“The New Jersey Department of Transportation continues its efforts to support communities in delivering safe, efficient, and equitable transportation systems throughout the State.” NJDOT Commissioner Diane Gutierrez-Scaccetti said. “County Aid provides millions of dollars for investment in local infrastructure, improving county roads and bridges, without burdening local property taxpayers.”

The State’s 21 counties will share a total of \$161.25 million through the County Aid program that helps maintain roads and bridges under county jurisdiction in a state of good repair for the thousands of motorists that count on them each day.

County Aid funds are apportioned based on population and road mileage in each county, and each county selects the projects that receive funding. Counties are required to submit eligible projects, identified in the County’s annual Transportation Program to NJDOT for approval prior to December 1, 2022. Projects may be improvements to public roads and bridges under county jurisdiction, or other transportation related work. Governor Murphy signed into law a new schedule for County Aid in which NJDOT must inform counties of their allotments for the current fiscal year by July 31 to help counties better plan future projects.

24th Annual NJDOT Research Showcase – “Advancing Equity in Transportation”

The Annual New Jersey Department of Transportation (NJDOT) Research Showcase is an opportunity for New Jersey’s transportation community to experience the broad scope of ongoing academic research initiatives and share technology transfer activities being conducted by institutions of higher education (IHE) partners and their associates. It also serves to highlight the benefits of transportation research, including NJDOT’s own program. As part of the event, the annual implementation award and recognition of outstanding university students studying in a transportation-related field will be presented. [Check the NJLTAP Event website](#) to register, as well as for the upcoming agenda. You can also download and use any of the form to submit your entries!

[Call for Posters](#)

[Call for Abstracts](#)

[The Outstanding University Student in Transportation Award Nomination Form](#)

[Annual New Jersey Department of Transportation Research Implementation Award](#)

Local Road Safety Plans

A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads. FHWA has developed several resources including an [LRSP Do-It-Yourself website](#) which further explains the process and includes resources local agencies and their partners need to create and implement an LRSP.



The LRSP website comprises a delivery method to simulate a personal, hands-on workshop experience to guide agencies through the LRSP development process: identifying stakeholders, using safety data, choosing proven solutions, and implementing solutions. Each page has an introduction video in the center that explains the primary objectives of that step. Along the right sidebar there are additional videos, such as Local Agency Insights, which feature practitioners sharing their experiences in developing local road safety plans. Each page includes a Tools and Resources section with a wealth of information in the form of guides, templates, tools, tutorials, training, examples, and helpful links.

New Jersey's Build a Better Mousetrap Competition Open for Entries!

People involved in the transportation industry often find better ways to do their jobs. Whether it's a new gadget that improves the quality and safety of a project, or an innovative process that reduces costs and improves efficiency, it is typically the people on the front lines that often realize the latest and best practices.

Now is the time to share those new ideas with others in New Jersey's **Build a Better Mousetrap Competition**. We are looking for submissions from any employee of a local or state public agency (municipalities, counties, parks commissions, NJ Department of Transportation, NJ Transit) that has create an alternate or better way of doing something in a transportation project. We will gather the best ideas from around the state and judge them using a 5 point rating system. As a reminder, this competition is open to any local, county, or state transportation agency, including New Jersey Department of Transportation and New Jersey Transit employees. Two winners will be selected; one for the best local agency and another for the NJDOT/NJT Submission.



**"Build a better mouse trap,
and the world will beat a path
towards your door."**

- Ralph Waldo Emerson

Visit <https://cait.rutgers.edu/mousetrap/> for more information and to download the entry form today!

Implementing a Safety Culture: Experience from the Private Sector

A transportation safety culture is the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands. Incorporating the core elements (see graphic) of this culture within an organization or agency could increase the level of energy staff dedicate to the Safe System Approach and increase the impact of the approach by prioritizing safe roads, safe road users, safe speeds, post-crash care, and safe vehicles in transportation plans, programs, and projects. Ideally, the ultimate outcome of this approach will be a profound reduction in fatal and serious injury crashes.

Initiating a transportation safety culture does not have to be complicated, resource intensive, or time consuming. Even small changes can result in a shift in how employees and leadership embrace and embody a commitment to safety. There is no “single way” to develop a transportation safety culture for an organization, so the path forward will look very different for companies of different sizes, sectors, and technical disciplines. Burgess & Niple (B&N) and DKS Associates (DKS), two transportation consulting firms, applied the following framework in different ways to establish a culture of transportation safety.

Step 1: Secure Initial Commitment. B&N began by outlining the idea of transportation safety culture and developing a vision of how it could be implemented throughout our workplaces. We framed the discussion around the core elements of a transportation safety culture: leadership commitment, employee participation, supporting policies, communication, and resources and training. While buy-in from leadership is important, it is possible for anyone within an organization to become a champion and begin working with their immediate supervisors to build broad-based support for a shift in culture.

Step 2: Find Your Safety Champions. As noted, anybody within an organization can become a champion for instituting a safety culture. We found that the primary prerequisite for the role is to have a passion for safety and desire to take meaningful action. Being able to engage with leadership and “have their ear” is also helpful in keeping momentum going.

Step 3: Develop Goals and Principles. Our next step was to decide which transportation safety culture elements resonated within our organizations and how we wanted to invest our time and resources. There are many ways to structure a culture, so it was important for us to customize an approach that was right for us. B&N did this by bringing together a cross-section of interested staff to brainstorm potential culture goals, principles, and program ideas. Then, we worked with our core team to refine our transportation safety culture vision, goals, and principles and share them with the larger group for buy-in.

Step 4: Implement a Transportation Safety Culture Campaign. Once we defined the elements of our transportation safety culture and brainstormed ideas to implement them, the fun really began! It is essential for a transportation safety culture campaign not to “sit on the shelf.” We worked to raise employee awareness about the campaign and scheduled related activities (at least twice a year) to engage staff.

Read more about what the team at [DKS Associates did here!](#)



Publication Statement

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Upcoming Events

Heading into the autumn we would like to remind you of some available courses in the LTAP catalogue. Whether you're a seasoned veteran or new to the job, LTAP's courses will provide you with the best instruction on what you need to know. Register today!

NJLTAP - Traffic Calming

September 27-29, 10:00 am–12:00 pm

Do you need to know when, where, and how to place things such as speed bumps or signage to slow down traffic on your local roadways? Traffic calming uses physical design and other measures to improve safety for motorists, pedestrians and cyclists.

NJLTAP - Traffic Incident Management Training for Emergency Responders (Webinar)

September 29, 8:00 am–12:00 pm

The training covers topics including TIM guidelines, fundamentals, and terminology; notifications and scene size up; scene safety and risk management; traffic management; special circumstances; clearance; and termination.

NJLTAP - NJLTAP- Work Zone Safety Awareness for Road Departments (Webinar)

October 7 8:00 am–10:00 pm

This course, similar to our Work Zone Safety Awareness Program, is specifically being offered to New Jersey municipal and county public works and utilities participants who require an overview of working safely in the roadway.

Our full online catalogue of courses can be found at our website, <https://cait.rutgers.edu/cait/events> or email Shane Mott at caitregistrar@soe.rutgers.edu for more information!

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