



## Your Local Technology Transfer Newsletter

### Message from the Director

Welcome to the second issue of our 2023 newsletter!

The 2023 training season is well underway...please be sure to check online for the most current [schedule of workshops](#) sponsored by the New Jersey Department of Transportation and the Federal Highway Administration. We are currently offering both in person and online programs, as well as continuing to work with other organizations to bring you additional professional development opportunities throughout the year, such as the New Jersey Chapter of the American Public Works Association, New Jersey State Association of County Engineers, and the New Jersey Department of Environmental Protection.



We also invite you to participate in this year's Build a Better Mousetrap Competition, which provides a great opportunity to share new ideas with others across the country. We are looking for submissions from employees of local or state public agencies (municipalities, counties, parks commissions, NJ Department of Transportation, NJ Transit) that have developed new solutions to problems or found better ways of doing things. We will gather the best ideas from around the state and judge them using a 5-point rating system. The highest scoring local public agency entries will be entered into a Build a Better Mousetrap National competition with entries submitted from the national network of Local Technical Assistance Program centers. The highest scoring state entry will be recognized at the NJDOT Annual Research Showcase in October. The deadline is quickly approaching! Entry forms and additional information may be found on the NJ LTAP website at <https://cait.rutgers.edu/mousetrap/>.

# Issue Highlights

## Safe Streets and Roads for All

The Biden-Harris Administration Announces More Than \$1 Billion for Local Communities to Improve Roadway Safety



## New Jersey's Annual Work Zone Safety Conference

Read the recap to the 2023 Work Zone Safety Conference, hosted by Rutgers CAIT



## USDOT Announces Plan to Tackle High Traffic Deaths

With traffic deaths rising at alarming rates, USDOT has joined with 30 partners to make new commitments to reduce traffic deaths.



## How Can You Use the New Transit Guide?

Learn how road users in your community can take advantage of FHWA and FTA joint transit guide



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.

# Complete Streets: Prioritizing Safety for All Road Users

The U.S. Department of Transportation (DOT) has opened the process for cities, towns, counties, Tribal governments and Metropolitan Planning Organizations (MPO) to apply directly for a total of \$1.177 billion to fund local projects that improve roadway safety.

The funds are from the competitive grant program, Safe Streets and Roads for All (SS4A), which was created in President Biden's Bipartisan

Infrastructure Law to help communities both plan and carry out projects that help reduce the number of deaths and serious injuries on our highways, streets, and roads. Funding can be targeted toward known high-crash areas, which are easier than ever to identify thanks to an [interactive tool created by DOT](#). Locally driven solutions can include everything from improving sidewalks and adding high-visibility crosswalks, to reconfiguring intersections.

"The crisis of traffic deaths on our nation's roadways demands urgent and sustained action by us all," said U.S. Transportation Secretary Pete Buttigieg. "With our Safe Streets and Roads for All program, we are helping communities across the country save lives by making their roads safer."

Launching and administering the SS4A grant program is a major element to DOT's National Roadway Safety Strategy, launched in 2022 to address the high number of traffic deaths happening across the country.

This spring, DOT announced 474 communities received Action Planning grants and 37 communities received Implementation grants from the first round of SS4A funding. With similar funding available this year, the Department encourages all interested communities to apply. The application process for SS4A is designed to be as easy as possible and increase accessibility to this program, particularly for smaller communities, Tribal governments and recipients new to Federal funding. Applicants for this cycle are encouraged to submit proposals that include the use of demonstration activities, sometime also known as "quick build" projects, as part of their Action Plans, as well as undertaking more traditional action planning and implementation activities. DOT anticipates awarding at least \$250 million in demonstration activities this funding round.

Applications may come from individual communities or groups of communities and may include MPOs, counties, cities, towns, other special districts that are subdivisions of a state, certain transit agencies, federally recognized Tribal governments, and multijurisdictional groups of eligible applicants.

The Safe Streets and Roads for All Notice of Funding Opportunity can be found at:

<https://www.transportation.gov/grants/SS4A>.

Applications are due on or before July 10 at 5pm Eastern Standard Time.





# NJLTAP and New Jersey's Annual Work Zone Safety Conference

On April 6, the New Jersey Local Technical Assistance Program (NJLTAP) took part in the state's preeminent work zone safety awareness event. In setting up for National Work Zone Awareness Week 2023, the conference brought together nearly 250 people from an assortment of disciplines- law enforcement, first responders, roadway construction, local, state and federal public agencies, and more. For nearly a quarter of a century, National Work Zone Awareness Week has been spotlighting critical safety and mobility issues in and around work zones.



Work zones are critical for upgrading and maintaining our roadways. The national transportation system not only provides critical access to the traveling public, but it plays a key role in supporting the Nation's economy through the transport of vital goods and services. National Work Zone Awareness Week serves as an annual reminder that work zone safety and mobility for all road users—including motorists and vulnerable road users like pedestrians, bicyclists, and highway workers on foot—continues to be a significant issue that must be addressed.



During this year's National Work Zone Awareness Week, the U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) reaffirmed its commitment to improving safety for road construction workers and other vulnerable road users outside of vehicles. In 2021, the most recent year for which data are available, 956 people died in highway work zone crashes in the U.S., the District of Columbia and Puerto Rico. Crashes in highway work zones happen most frequently when drivers are speeding or aren't paying attention to changing road conditions.

"Every person in a work zone is somebody's parent, child, sibling, loved one, or friend, and we want every single one of them to return home safely to their loved ones when their shift is done," said Federal Highway Administrator Shailen Bhatt. "By working closely with our state and local partners, we are bringing the investments of the Bipartisan Infrastructure Law to bear in order to help save lives and strengthen the safety of those working in our nation's construction zones."

Here in New Jersey, the 2023 Annual Work Zone Safety Conference earlier this month recognized the need for increased safety and awareness on the state's local roads and highways. The conference promotes work zone safety awareness on local and state roadways for a multi-disciplinary audience of construction, engineering, public safety, maintenance, and operations personnel. NJLTAP program administrator David Maruca served as the event moderator for the event.

## NJLTAP and New Jersey's Annual Work Zone Safety Conference (Continued)

Here in New Jersey, the 2023 Annual Work Zone Safety Conference earlier this month recognized the need for increased safety and awareness on the state's local roads and highways. The New Jersey Work Zone Safety Conference promotes work zone safety awareness on local and state roadways for a multi-disciplinary audience of construction, engineering, public safety, maintenance, and operations personnel. NJLTAP program administrator David Maruca served as the event moderator for the event.

This year's agenda commenced with a presentation by the New Jersey Department of Transportation on their updated 2023 Work Zone Safety Set-Up Guide. Other topics covered included Addiction Specialist Bonnie Nolan discussing the often-unspoken important topic of Opioid Addiction in the Workplace and how employers should address this health and safety issue; a keynote speech from Greg Stefan, Senior Vice President of Risk Control for Arch Insurance Group, on Work Zone Liability from the



insurance carrier perspective; and presentations addressing some of the root causes of Fatalities in Work Zones. Longtime NJLTAP instructor Ted Green, PE provided a presentation on Pedestrian Accessibility in Work Zones.

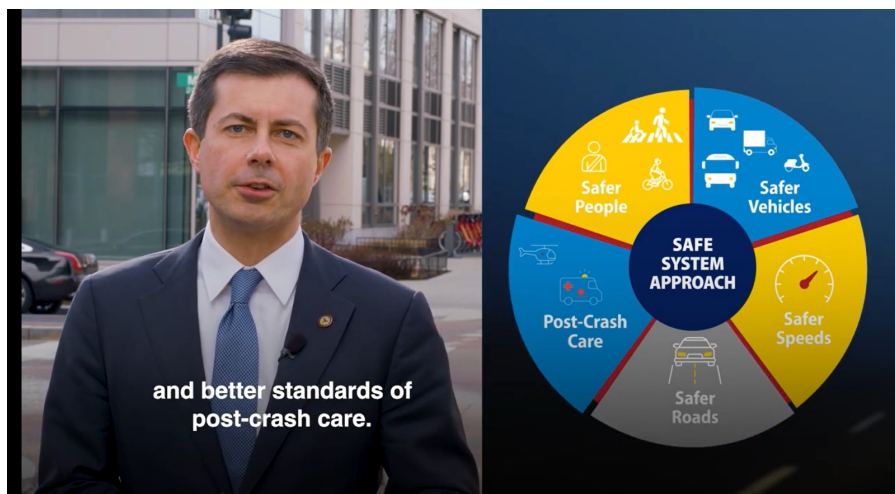
Winners of the New Jersey Work Zone Safety Excellence Awards were also celebrated at the conference — recognizing the inspiring efforts of individuals, companies and roadway agencies that have demonstrated effective temporary traffic control in planned work zones on New Jersey roadways.

This annual conference is hosted by Rutgers CAIT, home of NJLTAP, and the New Jersey Work Zone Safety Partnership (NJWZSP). The NJWZSP is an ad hoc committee with the primary goal of promoting work zone safety education and awareness to reduce the number of workers and road users being injured or killed in work zones. The NJWZSP includes representatives from both the public and private sectors involved with work zone activities.

## Following New Data Showing Traffic Fatalities Remain Persistently High, USDOT Announces Over 30 New Commitments from Allies in Action to Reduce Traffic Deaths

The U.S. Department of Transportation announced over 30 new commitments from organizations that are supporting the Department's National Roadway Safety Strategy and taking action to reverse the crisis that is killing more than 40,000 people on American roads each year. This brings the total number of Allies in Action to over 80. This announcement follows news earlier this week that the dramatic increase in roadway fatalities seen during the pandemic has begun to level out but remains far too high with an estimated 42,795 people dying in motor vehicle traffic crashes in 2022. This represents a small decrease of about 0.3% as compared to the 42,939 fatalities reported for 2021.

DOT's Allies in Action have committed to taking specific, tangible steps to actively reduce the number of deaths and serious injuries on America's roads and streets, expand the adoption of a Safe System Approach and a Zero Fatalities vision across the nation, and transform how we as a nation think about road safety. Allies in Action span multiple sectors and include health and safety advocates, the private sector, municipal and law enforcement organizations, and more.



See the [full list and watch a message](#) from U.S. Transportation Secretary Buttigieg here.

Does your organization want to get involved? You can [share your organization's commitment to action here](#). The Department is planning a convening of those who have joined the call to action in the early summer to discuss opportunities to advance the goals of the NRSS, share best practices, and catalyze efforts across the various engaged sectors.

The Department launched the National Roadway Safety Strategy in January 2022 in response to the fact that after decades of steady declines, traffic deaths began rising again in 2010 and then surged during the early days of the pandemic in 2020. The NRSS outlines a concrete set of actions the Department has committed to and adopts the five-pronged approach that includes Safer People, Safer Vehicles, Safer Speeds, Safer Roads, and Better Post-Crash Care, all to work towards a goal of zero fatalities. The Department won't achieve zero deaths on our roadways alone, which is why involving stakeholders across the country, at every level of government, philanthropy, advocacy and the private sector, is key.



## Jacob's Junction



*As an instructor for the New Jersey Local Technical Assistance Program (NJLTAP) at CAIT, Lloyd Jacobs draws on four decades of experience when he teaches professional development courses and trainings.*

**Question: I think a change order is necessary for a project I am on, but I'm not sure how to go about submitting a change request. How do I put one together?**

*Lloyd Jacobs: When developing a change request, at a minimum, be sure to assess these four issues for every proposed change: Why is the change necessary? What will the impact be on the original scope of work? Who is responsible for costs or delays? Who should pay for the changes? Start gathering source documentation immediately to back the request up.*

**Question: Can a waiver be granted for the Buy America requirements?**

*Lloyd Jacobs: Yes, a waiver of Buy America requirements may be granted on a project-by-project basis if the application of Buy America provisions would be inconsistent with the public interest, or if the steel and iron materials/products are not produced in the United States in sufficient and reasonably available quantities which are of a satisfactory quality. FHWA regulations also waive the applicability of Buy America when alternate bidding procedures are used and lowest overall total bid based on using domestic steel is 25% more than the lowest overall total bid based on using foreign steel.*

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## Wildlife Crossings Program

The Wildlife Crossings Pilot Program (WCPP) is a competitive grant program with the goal of reducing Wildlife Vehicle Collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species. In creating the WCPP, Congress found that there are more than 1,000,000 WVCs annually which present a danger to human safety and wildlife survival, cost over \$8 billion, and result in approximately tens of thousands of serious injuries and hundreds of fatalities on U.S. roadways. The WCPP provides funding for construction and non-construction projects. See the WCPP Notice of Funding Opportunity (NOFO) Section B.4 for more information and a list of example projects (links are below).

- Construction Projects include engineering, design, permitting, right-of-way acquisition, and other activities related to the construction of infrastructure improvements, such as the building of a wildlife crossing overpass or underpass.
- Non-Construction projects include planning, research, and educational activities that are not directly related to construction of infrastructure improvements, such as a hot spot analysis of WVCs.

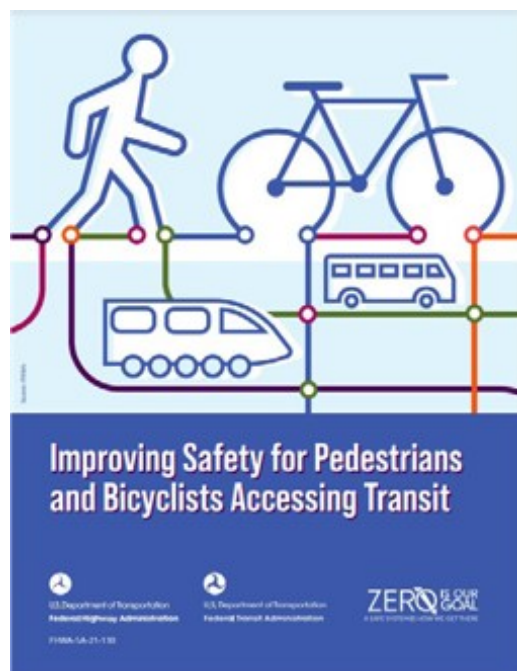
All projects should seek to protect motorists and wildlife by reducing the number of WVCs and improve habitat connectivity for terrestrial and aquatic species. [Read more here!](#)

## Traffic Fatalities Continue to Climb

FHWA and FTA recently released [\*Improving Safety for Pedestrians and Bicyclists Accessing Transit\*](#). This new guide is intended for transit agencies, State and local roadway owners, and regional planning organizations. This guide identifies how access to and the use of transit has changed, including the range of modal choices, and addresses the safety of vulnerable road users such as pedestrians, bicyclists, and micromobility users.

The guide includes three fundamentals agencies can use:

- All people are considered in the planning and design of facilities.
- Users feel safe and welcome accessing facilities.
- Users have confidence that the spaces were planned and designed for them.



Transit agencies may take internal actions to foster a culture of safety, form partnerships with public agencies and public-private organizations, and implement engineering and operational actions to enhance pedestrian and bicyclist safety near transit stations.

Transit provides mobility options to people of all backgrounds, reduces harmful emissions, and supports equitable economic development. The physical safety of transit passengers while using and accessing transit facilities is crucial to the success of a transit system. Every transit passenger travels some distance by foot or mobility device, whether it is driving to a park-and-ride lot and then walking or rolling to the transit station, or walking, rolling, or bicycling directly to the stop. The roadways used to access transit facilities should be Complete Streets, which are safe and feel safe for all roadway users

The guide highlights the many engineering and operational efforts agencies can make to improve safety for pedestrians and bicyclists who are accessing transit. This section of the guide is divided into transit access and transit stop/station improvements. It provides detailed information (including illustrations, technical specifications, and links to other resources) to help you implement these improvements in your transportation facilities.

A webinar on the new transit guide was held recently. Along with the recording, you can access guide materials, factsheets, and a list of best practices [here](#). The webinar discusses details of the guide, why the guide is needed, and tips and best practices for agencies to use in their day-to-day work. The webinar also discussed case studies from Oregon DOT and the City of Pittsburgh/Pittsburgh Regional Transit. For more information, please contact Tamara Redmon at [tamara.redmon@dot.gov](mailto:tamara.redmon@dot.gov).



# Consistently Improving Nighttime Visibility of Pavement Markings

Have you ever had a difficult time seeing where your lane is while driving at night? If so, you aren't alone. Markings are usually easy to see at night when they are first installed. However, over time, the elements embedded in the markings that make them redirect light from your headlights back to your eyes get dirty or dislodged. Inadequate pavement marking retroreflectivity is one reason that traffic fatalities are three times more likely to occur at nighttime compared to daytime.

By refreshing pavement markings before they become inadequate for nighttime driving, transportation officials can assist drivers in safely navigating roadways. The [Manual on Uniform Traffic Control Devices](#) now includes minimum maintained levels of retroreflectivity for longitudinal markings such as center lines, edge lines, and lane lines. The new provisions provide flexibility for agencies in how they achieve these maintained levels of retroreflectivity, with five different methods that have been described in the supplemental guidance document, [Methods for Maintaining Pavement Marking Retroreflectivity](#). The methods include options to measure, visually inspect, or use service life information.

The document also includes an appendix with step-by-step examples of how to develop each method. The goal is to assist smaller agencies, or those with less retroreflectivity experience, in developing a method appropriate for their specific agency. FHWA is also developing video resources to assist agencies as well as factsheets and guides. Visit their [nighttime visibility website](#) for more information.

Agencies will need to use the method they've developed by September 6, 2026. FHWA provided this long compliance period due to concerns raised by agencies about the time needed to develop their processes, purchase equipment, and obtain additional resources (such as staffing, funding, and training) before they begin using their method. For additional information, please visit FHWA's [nighttime visibility website](#) or contact Cate Satterfield at [cathy.satterfield@dot.gov](mailto:cathy.satterfield@dot.gov).

## 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 created 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!

### Publication Statement

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### Upcoming Events

*This spring 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 - An Introduction to Local Road Safety Plans (Webinar) -**

**May 24, 11:00 a.m. 12:30 p.m.**

This webinar will introduce attendees to the Local Road Safety Plan initiative (LRSP), a process designed by FHWA to help local public agencies (LPAs) strategically plan for and deploy proven safety countermeasures on their local road systems. [Register here!](#)

#### **NJLTAP – Traffic Signs and Pavement Markings (In-person) -**

**June 9, 8:30 a.m. – 12:30 p.m.**

This course reviews the basic regulations and engineering guidelines for the installation of pavement markings and properly establishing and posting regulatory, warning, and guide signs. If you are looking to better understand the concepts and principles behind signage, register today! [Register here!](#)

Our full online catalogue of courses can be found at our website, <https://cait.rutgers.edu/events> or email Jessica Brown at [caitregistrar@soe.rutgers.edu](mailto:caitregistrar@soe.rutgers.edu) for more information!

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