

NEWSLETTER

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Director's Message

Hello readers! As we approach the midway point of 2024, we are already needing to start planning for next year. Our annual stakeholder needs assessment is in development and will be distributed this summer. The needs assessment provides us with valuable information about workshop topics you are interested in and your preferences about workshop delivery format and location- it is important that you share your thoughts with us so that we can best serve you. The needs assessment will be announced in multiple places, including our future E-newsletter.



It is likely that your agency is also starting to look ahead and find resources for wish list and to-do list projects. New Jersey local public agencies are encouraged to check out funding opportunities currently available through both state and federal programs. The [New Jersey Department of Transportation](#) has a comprehensive list of programs, please note they each have their own deadlines. Another source of funding for municipal and county activities is the [New Jersey Department of Environmental Protection](#). Please also check your respective [metropolitan planning organization](#) and [transportation management associations](#).

ROAD TO ZERO



NHTSA 2023 Traffic Fatalities Estimates Released

Earlier this month, [NHTSA released its early estimates for motor vehicle traffic fatalities](#) in 2023 showing an increase in the miles driven and a decrease in both fatalities and fatality rates. According to the estimates, 40,990 people were killed in crashes last year, a decrease of about 3.6% compared to 42,514 people killed in 2022. While these decreases are welcome news, some road users like pedestrians, older road users and bicyclists continue to face growing risks.

[Recent analysis by Smart Growth America](#) of final 2022 data shows pedestrian fatalities are at their highest level in 40 years. In fact, this same analysis shows fatalities outside vehicles are a growing share of all traffic deaths while deaths for those within vehicles are steadily decreasing.

Visit the [National Safety Center Website](#) for more information and updates.

Alternative Use of Right-of-Way

Sometimes real property interests must be acquired to construct a transportation project. This property is generally referred to as the right-of-way (ROW), or real property interests. In certain situations, ROWs may be used for alternative, nonhighway purposes. Alternative use of the ROW must be in the public interest and cannot interfere with the free and safe flow of traffic. In April 2021, FHWA issued guidance on a variety of these alternative ideas that could developed on projects. Come learn about the success stories and challenges faced since the nationwide adoption of this guidance at [FHWA Public Roads Magazine](#).



EDC7 - Next Generation TIM

Over six million crashes a year in the U.S. put responders and other vulnerable road users at risk. Next Generation Traffic Incident Management programs promote emerging technologies such as emergency vehicle lighting and queue warning solutions. As part of the Every [Day Counts 7 Initiative](#), NextGen TIM has been promoted as a vital resource to create a safe working environment.



Municipal Aid Applications Open

The Murphy Administration announced the grant solicitation period for NJDOT's Fiscal Year 2025 State Aid programs is now open. Starting today, April 29, applications will be accepted for Municipal Aid, Transit Village, Bikeway, and Safe Streets to Transit programs through July 1. For more information and to apply, [visit NJDOT Local Aid online](#).

Safe System Approach for State and Local Stakeholders

FHWA has begun implementation of a new approach to reducing traffic deaths known as the Safe System approach. This idea was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. There are six principles that form the basis of the Safe System approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Learn more in this [FHWA video](#).

Update to Rural Proven Safety Countermeasures Handbook

The Federal Highway Administration (FHWA) has identified 28 Proven Safety Countermeasures (PSCs) to reduce fatal and

serious injury crashes on roads nationwide (see figure 1). These PSCs are applicable for a range of contexts, road types, and governing agencies across the country. The PSCs can offer significant and measurable impacts across an agency's rural road network as part of their approach to improving safety. The PSCs can support agencies with implementation of the Safe System Approach, which seeks to build and reinforce multiple layers of protection to both prevent crashes from happening and minimize the harm caused to those involved when crashes do occur. Implementing a Safe System Approach requires collaborative engagement among a diverse group of stakeholders to increase safety for all road users. Accordingly, agencies should consider how the PSCs and National Highway Traffic Safety Administration's (NHTSA) Countermeasures that Work4 can create a system with redundancies in place to protect all road users. The newest additions are the [PSCs in Rural Communities](#), a compendium of 12 PSCs suited just for rural roads!



Jacob's Junction

Question #1

To conform with Buy America legislation, iron and steel must be manufactured and fabricated in the United States. Where exactly does this process begin and end?

Great question. As a general rule, manufacturing is any process that modifies the chemical content, the physical shape, size, or the final finish of the product. Steel manufacturing starts with smelting and ends with coating. Fabrication is the cutting, bending and welding of steel plate material into a usable structural steel product.

As an instructor for NJLTAP, Lloyd Jacobs draws on four decades of experience when he teaches professional development courses and trainings. See what he has to say today!

Question #2

Who can be in "responsible charge" of a project? Can a consultant on a project fill this role in their duties as project manager?

You must provide an "employee in responsible charge" of each project, including projects that employ consultants. The person in responsible charge must be a full-time employee of the LPA, although he or she does not have to be an engineer nor dedicated full time to a project.

New Jersey's Build a Better Mousetrap Competition

People involved in the transportation industry often find better ways to do their job. 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 Transporta-



tion, 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 NJDOT and NJT employees. Two winners will be selected: one for the best local agency and another for the NJDOT/NJT submission.

<https://cait.rutgers.edu/mousetrap/>

Download the entry form today!

Upcoming CLASSES

[NJLTAP - Introduction to NJ's Traffic Incident Management Training \(Webinar\)](#)

May 8, 10:00am—11:30am

This session will provide an overview of Traffic Incident Management (TIM) and the coordinated program.

[NJLTAP - Highway Inspection Procedures \(In-Person\)](#)

May 14, 9:00am—12:00pm

This course is designed specifically for project engineers, project inspectors, supervisors and those in responsible charge of federal aid construction projects.

[NJLTAP – Local Road Safety Plans \(In-Person\)](#)

May 22, 8:30am—12:30pm

This course will introduce how to improve safety by developing and implementing an action plan. We will discuss local road safety plans, an FHWA proven safety countermeasure local agencies can use to identify at-risk locations on their roadways and deploy cost-effective safety solutions.

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