

NEWSLETTER

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Hello readers,

Thank you to everyone who completed our stakeholder needs assessment in the last couple of months. We have been using your feedback to plan for next year. Several new training programs will be in the works to meet your requests! As we start to wind down the clock on 2024, please be sure to take advantage of the many workshops that are [scheduled](#) between now and the end of December. Some of these events are in-person and some are online. Now is as good a time as ever to earn some Certified Public Works Manager credits and Professional Development Hours.



If you are attending the League of Municipalities Conference during November, please stop by and say hello. The NJLTAP team will be in booth #144 near the cafe. We also remind you to visit the NJDOT Local Aid Resource Center booth while you are at the League. We invite you to please join us as we co-host two educational sessions with the NJ Chapter of the American Public Works Association. Both programs will focus on Stormwater regulations and management. These sessions will take place on Wednesday, November 20, 2024, during the afternoon workshop times (2:00 – 3:15 and 3:45 – 4:45) in the Atlantic City Convention Center Room 316.



Encouraging DBE Participation on Design-Build Projects

Design-Build is an alternative contracting method that offers potential time and cost savings on transportation projects, but it can also present challenges to ensuring that equitable opportunities are realized for Disadvantaged Business Enterprise (DBE) firms to participate.

During Every Day Counts round seven (EDC-7), the [Rethinking DBE for Design-Build](#) team is promoting solutions for improving DBE opportunities through open-ended DBE performance plans (OEPPs). The Colorado Department of Transportation (CDOT) is one of several champions leading the charge to deliver a comprehensive and reliable OEPP oversight framework.

[Read more](#) to see how other States and transportation agencies are implementing DBE OEPPs for design-build, and how you can do the same at home.

Online FHWA Safety Database

As your transportation agency looks to address roadway safety challenges—like speed or roadway departure—a good first step is to learn from others. FHWA's Roadway Safety Noteworthy Practices Database lets you do that. This free, online resource contains more than 300 case studies and is searchable by topic, State, and year. Visit it the next time you're looking for inspiration on how to address or implement effective safety solutions. Bookmark the [Roadway Safety Noteworthy Practices Database today](#).



Equity in Roadway Webinar

Register today for the upcoming webinar "Roadway Safety for People Experiencing Homelessness," scheduled for September 4, 2024, from 1 to 3 p.m. ET. Visit the [Equity in Roadway Safety Webinar Series web page](#), where you can view recorded webinars and subscribe to the Equity in Roadway Safety email list to receive important announcements about upcoming webinars.



Speed Safety Cameras—A Proven Countermeasure to Improve Work Zone Safety

Speed safety cameras (SSCs) are a proven safety tool that jurisdictions may consider as part of a comprehensive speed management program to target speeding-related safety problems.

The joint FHWA-NHTSA Speed [Safety Camera Program Planning and Operations Guide](#) was published in 2023 and describes steps and activities for deploying an SSC program. The [FHWA Identification of National Work Zone Safety Objectives and Activities: Summary Report](#) includes SSCs as part of a strategic objective to minimize driver behaviors that contribute to work zone crashes. Additional work zone management training, regulations, resources, and tools are available on the FHWA [Work Zone Management website](#) and the National Work Zone Safety Information Clearinghouse website, which highlights SSCs within the [Smart Work Zones Topic of Interest](#).

The Data Challenges of Rural Roads

About 15 percent of trucks registered in the United States are used for forestry, mining, and food service industries. In 2021, these sectors—combined with other related industries—contributed about 5.4 percent (\$1.264 trillion) of the total U.S. gross domestic product. Furthermore, 2.9 of 4.2 million road miles in the United States were rural. Despite the growth in agricultural freight in the United States, the lack of data collected about the roadways connecting farms to markets limits transportation agencies' ability to measure performance, plan, and invest in agricultural freight infrastructure.



Rural roads comprise the largest portion of the U.S. road network, but the U.S. needs more data on their traffic volumes, condition, and performance to better analyze farm-to-market supply chains and their resiliency.

A freight supply chain is only as resilient as its weakest component. Safe, reliable, and well-connected farm-to-market roads are critical for national security, the national economy, and the U.S. food supply.

To learn more, read story on from [FHWA](#)

Jacob's Junction

Question #1

We're interested in applying for federal funding but want to determine which of project costs will be reimbursable. Are there any general guidelines we can use to determine what's allowable?

Projects are comprised of direct and indirect costs, all of which must be necessary, reasonable, and allocable for the project. Direct costs are things like project supplies and materials bought specifically for the project. Indirect costs are things that benefit more than one project or purpose, like those for accounting systems or general office equipment. In order to receive reimbursements of costs, LPAs must provide invoices of direct costs.

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

Can I use non-federal funds to purchase steel that will be used on a federal-aid project and avoid Buy America regulations?

As per federal requirements, the Buy America policies stipulate that even if a product is not purchased with federal funds, no foreign based iron or steel can be permanently installed on a project. Even if you have leftover steel from other projects, if they were not domestically sourced, than they cannot be used on a federal-aid 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 - Federal-aid Responsible Charge Training \(Webinar\)](#)

November 6-7, 9:00am—12:00pm

This course will provide information and expectations for the first time Federal-aid recipient and is perfect for directors, program managers, and financial officers.

[NJLTAP - Principles of Paving \(In-Person\)](#)

November 12, 8:30am—4:00pm

This course is for municipal or county employees involved in the planning, inspecting and placing of asphalt pavements. The course will provide the information needed to properly plan and monitor a hot mix asphalt paving project.

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

November 13, 8:30am—12:30pm

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 to learn more about how an having an LRSP can help you!

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