

# NEWSLETTER

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### Directors Message:

Welcome to the spring edition of our 2025 newsletter!

The 2025 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 at this link: <http://cait.rutgers.edu/events>. There are many opportunities to earn credits toward Certified Public Works Manager (CPWM) and New Jersey engineering licenses.

While this time of year may be full of projects in your community, it might also be a good time to get an application submitted to advance safety initiatives. Local agencies looking for federal funding for safety related projects should be reminded that the application deadline for the Safe Streets for All (SS4A) deadline is fast approaching on June 26, 2025. This deadline is for planning and demonstration project applications. Examples of these projects include development or completion of, and supplements to, comprehensive safety action plans. The goal of a safety action plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality or region. If your agency does not currently have a plan in place, it is a likely candidate to receive funding to get the process underway, and perhaps ready for the next steps.

Interested in SS4A? Please spend some time reviewing the qualifications, requirements, example activities, and other valuable information on the Federal Highway Administration website. Unfamiliar with comprehensive safety action plans? Visit here, [Don't forget to take a good look at the upcoming safety related courses on our website, as we do have a Local Road Safety Plan training scheduled for May 7.](#)

## STEP Up to Help Pedestrians Cross the Road Safely

Crossing the road doesn't have to be deadly. But for the last five years the United States has averaged over 6,000 pedestrian deaths annually. What can be done?

The [FHWA Safe Transportation for Every Pedestrian \(STEP\)](#) program promotes strategies and countermeasures proven to reduce severe pedestrian crashes. The countermeasures protect pedestrians when and where they are most vulnerable while crossing the street. The program focuses on key safety issues where pedestrians are more at risk for being killed in a crash: nighttime, between intersections, older pedestrians, higher speeds, and multi-lane crossings. Most pedestrian fatalities occur in these conditions.

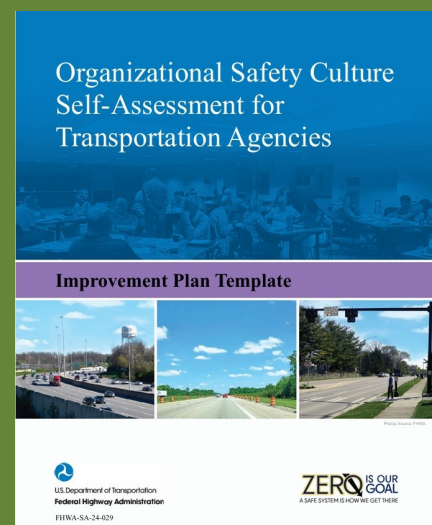
These countermeasures can help you municipality deliver safer streets with targeted investments, enhancing the quality of life for residents.



## Where is Your Organization on the Safety Culture Spectrum?

Road safety culture includes the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands. FHWA has published a toolkit for facilitated workshops aimed at assessing and improving the safety culture of transportation agencies. Comprised of five elements, the Organizational Safety Culture Self-Assessment Toolkit includes an instruction manual for facilitators, a questionnaire with two assessment survey tools, strategies for improvement, an improvement plan template, and a resource list.

Learn how to [strengthen your agency's safety culture through a self-assessment](#) here.







## Q&A: Update on EPIC2 in New Jersey

In early 2024, we published an interview with Jess Mendenhall and Samer Rabie from the New Jersey Department of Transportation (NJDOT) about the Enhancing Performance with Internally Cured Concrete (EPIC2) initiative, part of the Every Day Counts (EDC-7) program. They explained the benefits of internal curing, its methods, and its potential for New Jersey. At that time, NJDOT had identified eight bridges as candidates for a pilot project using internally cured High Performance Concrete (HPC) bridge decks, but had not yet secured approval or funding.

That changed in October 2024 when NJDOT initiated its first pilot project—an internally cured HPC bridge deck on the North Munn Avenue bridge over Route 280 in East Orange. This milestone marks a significant step in advancing the department's efforts.

With these developments underway, we're reconnecting check our [full Q&A with Jess and Samer here](#).

## Motorcycle Safety Month

Millions of people across the United States ride motorcycles – some as a primary or secondary form of transportation, and others as a leisure ride. You can use this material as part of your communication plan to promote motorcycle safety – for motorcyclists and drivers.

Share this information with partner organizations to help spread the message across communities.

Please visit [USDOT's Traffic Safety Marketing website](#) for fact sheets, graphics, and other tools to help your

## Rural Unintentional Injury Prevention Toolkit

Unintentional injuries are one of the five leading causes of death for rural communities in the United States.

The Rural Unintentional Injury Prevention Toolkit, developed by the Rural Health Information Hub (RHlhub), is a new free resource to help mitigate unintentional injuries in rural communities, such as motor vehicle and traffic crashes. The new toolkit provides seven modules that cover the process of implementing programs aimed at preventing unintentional injuries in rural areas, including those involving motor vehicle crashes, as well as on post-crash care, an element of the Safe System Approach to roadway safety.

Learn more about RHlhub and the toolkit at [www.ruralhealthinfo.org](http://www.ruralhealthinfo.org).

# Jacob's Junction

## Question #1

What kinds of items are considered source documents? Are receipts enough to fulfill my obligations?

*Source documents are the LPA's handwritten receipt of exactly what was delivered. Lack of source documentation can result in the loss of federal participation of funds. Source documents consist of notes/documentation of counts; measurements (length, width, depth, and slope); calculations of area, volume, weights; sketches; a statement of compliance with contract plans and specifications, field changes, and comments.*

**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

What do I do if I have determined the lowest bid on the project to be unbalanced?

*The bids should be rejected if: (1) the public interest would be best served in cancelling the defectively estimated proposal or (2) awarding the contract to the apparent low bidder using a corrected quantity estimate would be unfair to the other bidders who had relied on the original quantity estimate to develop their bid.*

## 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!**

## ***Spring 2025 Courses***

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

***May 5, 8:30am – 12:30pm***

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. It presents examples of improper signing so participants can better understand the basic concepts and principles associated with signs and supports, along with sign management techniques. (Note: The course does not cover work zone or temporary traffic control signing).

### **NJLTAP – Federal-aid Responsible Charge Training (Webinar)**

***May 12 & 13, 9:00am – 12:00pm***

Are you or your agency in charge of a federal-aid project? Recipients of federal funds are responsible for managing, overseeing construction, supervising and inspecting project activities to ensure conformance with contract plans and specifications. This Federal-aid Responsible Charge Training will provide information for the first time Federal-aid recipient, but can also serve as a refresher of the conditions and expectations attached to the position.

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