New Jersey Department of Transportation

Funding Programs for Local Infrastructure Improvements

Cross County Connection
South Jersey Complete Streets Implementation Workshop
Rowan College at Gloucester County
January 20, 2016

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Local Aid and Economic Development
## NJDOT Local Aid Programs

### State Funded Programs
- Municipal Aid
- County Aid
- Local Bridges
- Safe Streets to Transit
- Transit Village
- Bikeways
- Local Aid Infrastructure Fund
- Safe Corridors - Highway Safety Funds

### Federal Funded Programs
- Local Lead
- Transportation Alternatives
- Safe Routes to School
- Local Safety/High Risk Rural Roads Program
- Emergency Relief
- High Priority Projects
- Transportation and Community System Preservation
## FY 2015 State Aid Competitive Grant Program Summary

<table>
<thead>
<tr>
<th>Program</th>
<th>Number of Applications</th>
<th>Requested Amount</th>
<th>Number of Grants</th>
<th>Programmed Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal Aid</td>
<td>630</td>
<td>$253M</td>
<td>376</td>
<td>$78.75M</td>
</tr>
<tr>
<td>Bikeways</td>
<td>64</td>
<td>$23.9M</td>
<td>4</td>
<td>$1.0M</td>
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<tr>
<td>Safe Streets to Transit</td>
<td>48</td>
<td>$13.4M</td>
<td>4</td>
<td>$1.0M</td>
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<tr>
<td>Transit Villages</td>
<td>11</td>
<td>$4.3M</td>
<td>5</td>
<td>$1.0M</td>
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</tbody>
</table>
## FY 2014 Federal Aid Program Summary

<table>
<thead>
<tr>
<th>Program</th>
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<th>Requested Amount</th>
<th>Number of Grants</th>
<th>Programmed Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe Routes to Schools</td>
<td>141</td>
<td>$43.0M</td>
<td>24</td>
<td>$5.587M</td>
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<tr>
<td>Transportation Enhancements</td>
<td>146</td>
<td>$97.0M</td>
<td>28</td>
<td>$15.47M</td>
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</tbody>
</table>
State Aid Programs

- Funded by the Transportation Trust Fund
- Governed by Municipal Aid and County Aid regulations; N.J.A.C. 16:20A & 16:20B
- Projects advertised and awarded in accordance with Local Public Contract Law
- Ineligible costs: utility relocations, engineering, ROW acquisition
- Projects must be awarded to construction within 24 months of agreement
- 75% of award/grant amount available at time of award
- 25% at construction completion and final acceptance
County Aid

- All counties eligible
- Non-competitive. Counties select projects.
- $78.75 M – TTF
- Allocations based on county population and road mileage
- Transportation projects including improvements to county owned roads and bridges
Municipal Aid

- All municipalities eligible
- Competitive application process
- $78.75 M – TTF
- Road & bridge preservation, roadway safety, pedestrian safety, bikeways, mobility, and quality of life
Municipal Aid Selection Criteria

**Roadway**
- Pavement condition
- Traffic volumes
- Truck percentages
- Bus routes
- Safety improvements
- Serves public facilities
- Consideration given to Designated Centers, Transit Villages, and towns with Complete Streets policies
- Construction ready
- Previous grant performance
Municipal Aid Selection Criteria

Pedestrian Safety, Bikeways, Mobility & Quality of Life

- Rehabilitation vs. new construction
- Improves safety
- Connectivity
- Part of a larger plan
- Shared roadway vs. dedicated facility
- Parking, signage, signal, & capacity improvements
- Economic recovery
- Serves public facilities
- Consideration given to Designated Centers, Transit Villages, and towns with Complete Streets policies
- Construction ready
- Previous grant performance
Bikeway Program

- Municipalities and counties eligible
- Competitive application process
- $1M – TTF
- Promotes bicycling as an alternate mode of transportation
- Primary objective: 1,000 new miles of dedicated bike paths
**Bikeway Selection Criteria**

- Physically separated from traffic
- Shared use paths also eligible
- Creates new bikeway mileage
- Connects with other bike facilities
- Links to centers of activity
- Consideration given to Designated Centers, Transit Villages and towns with Complete Streets policies
- Included in an approved Master Plan
- Construction ready
- Previous grant performance
Safe Streets to Transit Program

- Municipalities and counties eligible
- Competitive application process
- $1 M – TTF
- Improves pedestrian access to transit facilities and all modes of public transportation
Safe Streets to Transit Grant Criteria

- Within 1/2 mile of transit facility
- Improves pedestrian access & safety: crosswalks, pedestrian activated signals, ADA, traffic calming, lighting, signage, sidewalks
- Provides accommodations and connections where none existed
- Close proximity to schools
- Incidence of pedestrian crashes
- Included in approved Master Plan
- Consideration given to Designated Centers, Transit Villages, and towns with Complete Streets policies
- Construction ready
- Previous grant performance
Transit Village Program

- Designated Transit Villages are eligible (30 currently)
- Competitive application process
- $1.0M TTF
- Promotes transit oriented development for municipalities that have made a commitment to grow in the area surrounding a transit facility
Local Aid Infrastructure Funds

- Municipalities and counties eligible
- Non-competitive, need-based review process
- $7.5 M – TTF
- Established to address emergent or regional needs
Local Bridges, Future Needs

- Counties eligible
- $25.0M – TTF
- $1.0M per County
- Remaining $4.0M competitive based on cost benefit assessment
- Eligibility Criteria:
  - Structurally deficient, functionally obsolete, and scour critical County owned bridges
- Minor bridges (<20’) eligible for FY 2014
Federal Aid Programs

Federal Funding Source—Recent FHWA Highway Bills

- 2012 Act – MAP 21
  Moving Ahead for Progress in the 21st Century

- 2015 Act – Fast Act
  Fixing America’s Surface Transportation Act
Federal Requirements

- Governed by 23 CFR–Title 23– Highways
- Funds provided on a reimbursement basis
- Costs incurred prior to authorization of funds ineligible for reimbursement
- NJDOT serves as the pass-through
- Local Public Agencies (LPAs) are sub-recipients of federal aid
- NJDOT responsible for ensuring project sponsors comply with applicable federal laws and regulations.
- NJDOT responsible for ensuring project sponsors have adequate internal controls to manage federal funds.
Federal Requirements

- LPAs must be adequately staffed and equipped to satisfactorily complete the work of the project.
- LPAs must provide adequate supervision and inspection to insure projects are completed in conformance with approved plans and specifications.
- LPAs must provide a full time employee to be in responsible charge of the project.
Transportation Alternatives

- Eligible recipients
  - Local governments
  - Regional transportation authorities
  - Transit agencies
  - Natural resource or public land agencies
  - Tribal governments
  - Any other local or regional governmental entity with responsibility for oversight of transportation (other than an MPO or State agency)

- Competitive application process

- $13.2 programmed in FY 2016
Transportation Alternatives Eligible Categories

- Provision of facilities for bicycles and pedestrians
- Scenic or historic highway programs, including provision of tourist and welcome centers, scenic turnouts, overlooks and viewing areas
- Landscaping and other scenic beautification
- Historic preservation
Transportation Alternatives Eligible Categories

- Rehabilitation of historic transportation buildings, structures, and facilities (including historic railroad facilities and bridges)
- Preservation of abandoned railway corridors (including conversion to pedestrian and bicycle trails)
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
Transportation Alternatives Selection Criteria

- Local maintenance commitment
- Economic and/or tourism benefits
- Promotes use of non-motorized transportation
- Benefits quality of life, the community or environment
Transportation Alternatives Selection Criteria

- Local support
- Part of a larger transportation, land use, or economic development plan
- Consideration given to Designated Centers, Transit Villages, municipalities with Complete Streets policies
Transportation Alternatives Selection Criteria

- Enhances, preserves or protects historical resources
- Construction ready
- Project award and close-out performance
- Urgency. Is it possible the resource could be lost?
Safe Routes to Schools

- Municipalities, counties & school districts eligible
- Competitive application based process
- Infrastructure projects only. Construction only.
- $5.6M programmed in FY 2016
- Provides funds for projects that encourage and enable children in grades K–8 to walk and bicycle to school
SRTS Selection Criteria

- Within 2 miles of a K–8 school
- Support from school board and municipality
- Potential to improve safety
- Potential to increase students walking or biking to school
SRTS Selection Criteria

- Connects to existing bicycle or pedestrian networks
- Within a Schools Development Authority District or Urban Aid Community
- Ongoing activities to promote walking and biking
- Participation in the NJ SRTS Program
SRTS Selection Criteria

- Included in Municipal Master Plan or School Travel Plan
- Policy supporting walking or biking to school
- Railroad or highway ramp crossings addressed in project
- Construction ready
- Supporting documentation includes crash records, speed surveys, survey results, photos, or maps
Local Lead Program

- MPO sub-regions eligible
- Competitive selection process
- Federal-aid routes and bridges eligible
- $105M federal
- Provides funds to advance projects through preliminary engineering, final design, right of way, and construction
Highway Safety Improvement Program

- Includes Local Safety Program & High Risk Rural Roads Program – LS/HRRR
- Program goal is to significantly reduce traffic fatalities and serious injuries on all public roads
- Competitive, data driven, selection process administered by MPO’s
- Projects must be supported by detailed crash data analysis
- Funding for Design, ROW & Construction
- LS has supported new and upgraded signalization, signage, pedestrian indications, crosswalks, curb ramps & pavement markings
- HRRR has supported skid resistant surface treatment, guiderail, reflective pavement markings, rumble strips and rumble stripes, safety edge, enhanced and advance warning signs, & roundabouts
Emergency Relief

- Provides funds in response to natural disasters such as floods, hurricanes and severe storms
- Federal-aid highways only
- Emergency or temporary repairs & permanent repairs
- Permits immediate repairs
- Purpose is to restore essential traffic, minimize the extent of damage, or protect remaining facilities
Recommended Approach

- Pick the correct program for the project.
- Apply for multiple programs if appropriate.
- Review NJDOT guidance material.
- Prepare application based on program criteria.
Recommended Approach

- Be thorough. Ratings are based on content of application.
- Include all required information such as maintenance commitments, resolutions of support, etc. from all required parties.
Resolutions show that the project has been discussed in a public forum.

If it’s a project on a county road, resolutions must be provided by both the town and the county.

If it’s a SRTS project, resolutions must be provided by both the town and the board of education.
Recommended Approach

- Don’t assume raters know the project. The application must stand on its own merit.
- Indicate construction readiness. Discuss status of permits, right-of-way needed, and utility relocations.
Recommended Approach

- Include photos that illustrate the issues.
- Add scale to your pictures.
Recommended Approach

- Don’t take close-ups with no context.
- Don’t make the reviewer ask, “What is this?”
Recommended Approach

- Include maps that provide context.
- Show project limits.
- Show connections.
- Show attractors.
Recommended Approach

SRTS maps should show:

- the school location
- the project location
- the distance between the two

Maps do not have to be computer generated as long as they show the above.
Recommended Approach

- Past performance counts. Ensure previously funded projects are awarded and closed-out within required time frames.
- Assess your organization’s ability to administer a federal-aid project and prepare accordingly.
- Identify a person to be in responsible charge of the project.
  - must be a full-time employee of your organization
  - cannot be a consultant
Recommended Approach

- Do not submit a completed project.
- Do not propose a project on a county road without consulting the county.
Recommended Approach

- Do not propose something that goes against current design standards.
Recommended Approach

- **Do not** submit a SRTS project for a high school.
- **Do not** propose a path to a school you are closing.
- **Do not** propose a sidewalk without safe street crossings.
Recommended Approach

- Don’t propose a sidewalk in a neighborhood where residents have protested against it.
- Don’t propose a bicycle project for a school where the principal is against cycling to school.
System for Administering Grants Electronically

Welcome to the State of New Jersey System for Administering Grants Electronically (SAGE)

This is the State of New Jersey’s grant management system. This system requires authorization for access. If you do not have a username and password please click the New User link to request access to the site.

NOTE: Counties and municipalities are already established SAGE user agencies. New user access is established by your agency’s officials in DCA SAGE.

ONLY Counties and Municipalities should contact the NIDCA help desk to make any necessary changes.
LPA Training Opportunities

- Rutgers Center for Advanced Infrastructure and Transportation (CAIT)
  - Federal Aid Compliance and LPA Stewardship
  - Highway Inspection Procedures for Federal-aid Projects
  - Design of ADA curb Ramps
  - Compliance to the American with Disabilities Act
  - Grant Management for Federal Aid Projects
Resources

- NJDOT Local Aid and Economic Development
  - http://www.state.nj.us/transportation/business/localaid/
- LPA Training–Rutgers Center for Advanced Infrastructure and Transportation (CAIT)
  - http://cait.rutgers.edu/cait/training
- FHWA Federal–aid Essentials for Local Public Agencies
- The New Jersey SRTS Resource Center
  - http://www.saferoutesnj.org/resources/funding/
New Jersey Department of Transportation
Local Aid and Economic Development

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