

Monmouth County's 2017 Local Government Seminar

Hosted by: Freeholder Deputy Director, John P. Curley



- **State and Federal Transportation Trust Fund (TTF) Grant Opportunities for Municipalities and Counties**
- **County/Municipal Partnerships to Improve Traffic Safety & Operations**

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Funding Opportunities for Local Government

1. State Transportation Trust Fund (S-TTF)

Administered by New Jersey Department of Transportation (NJDOT)

NJDOT . Local Aid & Economic Development:

- works with county and municipal government officials to improve the efficiency and effectiveness of the state's transportation system
- provides the opportunity for funding assistance to local governments (county and municipal) for road, bridge and other transportation projects
- online grant management system, SAGE (System for Administering Grants Electronically) with funds provided on reimbursement basis

2. Federal Transportation Trust Fund (F-TTF)

Administered by New Jersey Transportation Planning Authority (NJTPA)

NJTPA:

- federally authorized Metropolitan Planning Organization for the northern New Jersey region (13 counties and two cities)
- oversees over \$2 billion annually in federally funded transportation improvement projects (NJDOT, NJ Transit and local governments)
- funds provided on reimbursement basis

1. State Transportation Trust Fund (S-TTF)

- Transportation funding programs available through S-TTF and administered by NJDOT
 - A. Municipal Aid (Open competitive)
 - B. County Aid (Counties only)
 - C. Local Bridges Future Needs (Counties only)
 - D. Local Aid Infrastructure Fund (Discretionary Funding)
 - E. Bikeway Program
 - F. Safe Streets to Transit
 - G. Transit Village

A. Municipal Aid

- Funds appropriated by the Legislature under the State Transportation Trust Fund Authority Act (S-TTFAA)
- Eligible projects must be transportation related
- Applications submittal via NJDOT's SAGE
- Applications subject to N.J.A.C. Title 16 Chapter 20B
- Open to New Jersey's 565 Municipalities which must compete for available program funds

B. County Aid

- Funds appropriated by the Legislature under the State Transportation Trust Fund Authority Act (S-TTFAA)
- Eligible projects must be transportation related
- Applications submittal via NJDOT's SAGE
- Applications subject to N.J.A.C. Title 16 Chapter 20A
- Open to New Jersey's 21 Counties with funding distributed based on a formula contained in the TTFAA legislation.

C. Local Bridge Future Needs

- Open to Counties to fund replacement/repair of structurally deficient and functionally obsolete bridges
- Annual solicitation of applications
- Projects selected by NJDOT Commissioner
- Reimbursement of project costs is the same as the Local Aid Program

D. Local Aid Infrastructure Fund **(Discretionary Funding)**

- Fund to address emergencies and regional needs throughout the State
- Any county or municipality may apply at any time
- Projects approved at the discretion of the NJDOT Commissioner
- Reimbursement of project costs is the same as the Municipal Aid Program
- Pedestrian safety and bikeway projects eligible for funding

E. Bikeway Program

- Open to counties and municipalities to promote bicycling as an alternate mode of transportation and in support of the State goal of 1000 new miles of dedicated bike paths.
- Limited funds - \$150K to \$500K per project
- Examples of eligible projects
 - New bikeway mileage
 - Separation of bikeway from motor vehicle
 - Bikeway connectivity to existing bikeway system
 - Bikeways improving access to centers of activity
 - Continuation of previously funded bikeway project
- Allowable costs . preliminary & final design for municipalities eligible for Urban Aid/Depressed Rural Centers, construction, construction inspection, and material testing
- Costs NOT eligible - ROW acquisition, planning & operating costs
- Projects selected on competitive basis

F. Safe Streets to Transit

- Open to Counties and municipalities to improve safety and pedestrian accessibility for mass transit riders within approximately ½ mile from transit facilities.
- Limited funds - \$ 200K to \$500K per project
- Categories of eligible projects:
 - Intersection safety improvement that eliminate pedestrian barriers
 - Widening or construction of sidewalks, curb ramps, major reconstruction
 - Safety enhancements for pedestrian access to transit stops (traffic control devices, traffic calming measures, pedestrian lighting, pedestrian signals/push buttons etc.)
- Allowable costs . preliminary and final design for municipalities eligible for Urban Aid/Depressed Rural Centers, construction and construction inspection, material testing
- Ineligible projects - planning studies, educational/enforcement efforts, transit operational costs, bus stop shelters, maintenance operations, routine repairs of sidewalks etc., bicycle projects, ROW purchase

G. Transit Village

- Available to municipalities with %Transit Village+designation (Belmar, Matawan, Long Branch).
- For facilities servicing commuter rail, bus, ferry or light rails within eligible municipalities located less than ½ mile from transit facilities.
- Size and number of grants vary from year to year.
- One application per funding cycle for each eligible municipality.
- Examples of eligible projects including construction of:
 - Bicycle/pedestrian paths and lanes, bicycle parking and storage
 - Bike route signs
 - Way-finding signage
 - Improvements to transit stations or rehabilitation of historic train stations
 - Modern roundabouts
 - Information kiosks for transit riders
 - Traffic flow improvements/signal synchronization, traffic calming
- Eligible costs . construction, preliminary and final design for municipalities eligible for Urban Aid/Depressed Rural Centers
- Ineligible costs. planning, ROW, operating costs

New Jersey State Transportation Trust Fund (S-TTF)

- Transportation Trust Fund - \$2 Billion Program
- Shared by the New Jersey Transit (NJT), New Jersey Department of Transportation (NJDOT), Counties and Municipalities
- In FY 2017 Local Aid Program for Counties and Municipalities is \$190 Million of \$2 Billion Program
- In October 2016, new S-TTF legislation increased the FY 2018 Local Aid funding to \$400 million
- This significant increase in Local Aid funding provides greater grant opportunities for County and Municipal transportation projects

New Jersey State Transportation Trust Fund (S-TTF)

LOCAL AID PROGRAM

	FY 2017 PROGRAM <u>(\$190 MILLION)</u>	PROPOSED TTF BILL FY 2018 PROGRAM <u>(\$400 MILLION)</u>	NET CHANGE <u>(+\$210 MILLION increase)</u>
A) County Aid	\$ 78.75 Million	\$150 Million	+ \$71.25 Million
B) Municipal Aid	\$ 78.75 Million	\$150 Million	+ \$71.25 Million
C) Commissioner's Discretionary (Local Aid Infrastructure Trust)	\$ 7.50 Million	\$ 28 Million	+ \$20.50 Million
D) Local Bridge Future Needs	\$ 25.00 Million	\$ 44 Million	+ \$19.00 Million
E) Local Freight Impact Fund	N/A	\$ 28 Million	+ \$28.00 Million
TOTAL	\$190 Million	\$400 Million	+\$210 Million

2. Federal Funded Programs

- Transportation funding programs available through F-TTF and administered by NJTPA/MPO
 - A. Study & Development Program (Subregions)
 - B. Local Capital Delivery Program (Subregions)
 - C. Local Safety and High Risk Rural Roads Program (Subregions)
 - D. MUTCD Traffic Sign Inventory Program (Subregions)
 - E. Transportation Alternatives Program
 - F. Safe Routes to School Program
 - G. Emergency Relief Program

A. Study & Development Program

- The annual Study & Development Program (S&D) formerly known as the Project Development Work Program (PDWP) is a schedule of project planning, environmental reviews and other work to be conducted to advance proposed improvement projects toward possible federal funding.
- All projects scheduled in the S&D are referenced in NJTPA's long-range plan; many are further investigated through regional or subregional studies.
- Projects reflect the goals and long-range strategy of the NJTPA for improving access and mobility in the northern New Jersey region.
- Projects undergo concept development to select a preliminary preferred alternative (PPA) that addresses the project's purpose and need statement.
- Thru this process projects become candidates for inclusion in the NJTPA Transportation Improvement Program (TIP)
- TIP allocates federal funding to implement projects including the completion of design, right-of-way acquisition and construction.
- The S&D included in the Unified Planning Work Program (UPWP), which summarizes the transportation planning activities of the NJTPA staff, its member agencies and other transportation agencies in the region.

B. Local Capital Delivery Program

- Local Capital Project Delivery (LCPD) Program - a competitive program which provides funding to NJTPA to prepare proposed transportation projects for construction with federal funding.
- Program involves the multi-step Capital Project Delivery Process developed by the New Jersey Department of Transportation (NJDOT) to streamline project development, and to provide a consistent framework for federally funded projects at the local, regional and state level:
 - Local Concept Development - PPA selection
 - Preliminary Engineering . approval of NEPA document
 - Final Design & ROW acquisition
 - Construction
- Completion of first two phases allows a project to be considered for inclusion in the NJTPA's annual Transportation Improvement Program (TIP)
- Projects must be included in the TIP to receive federal funding for final design, right-of-way acquisition and construction.

C. Local Safety & High Risk Rural Roads Program

- Competitive program established by the NJTPA, in conjunction with NJDOT to advance safety initiatives on county and local roadways throughout northern New Jersey.
- Projects to address NJTPA and/or NJDOT high priority crash locations on County or Local Roadways based on a statistical analysis of region wide crash data.
- Focus on quick fix, high-impact projects to reduce fatalities and serious injuries on local & county roadways
- Funding for all phases of a project-design, ROW acquisition, construction and construction inspection
- Estimated construction cost - \$75K to \$500K per project.
- Projects to utilize the Federal Highway Administration (FHWA) identified nine proven safety countermeasures
- Intended for counties & municipalities with county sponsorship
- Project Duration . 24 months

Local Safety Program

- Project improvements - new and upgraded traffic signals, signage, pedestrian indications, crosswalks, curb ramps, guiderail, bike safety grates, high reflectivity pavements markings, safety edge, and other improvements to increase the safety of drivers, bicyclists and pedestrians.
- Projects NOT eligible . congestion management, routine maintenance/replacement, capacity enhancement, improvements involving state, U.S. interstate highways

HRRR (High Risk Rural Roads) Program

- Projects on roadways functionally classified as rural major collector, rural minor collector or rural local roads with a crash rate that exceeds the statewide average for those functional classes of roadways.
- Projects must have minimal or no environmental or cultural resource impacts (eligible for programmatic Categorical Exclusion from FHWA)
- Eligible projects include high friction surface treatment, enhanced signage, pavement markings, guiderails, reflectors, high reflectivity pavement markings, signage, safety edge,

D. MUTCD Traffic Sign Inventory Program

- The MUTCD Traffic Sign Inventory and Assessment Program - a new program to assist member subregions in complying with Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) 2009 standard.
- Requirement to have a sign assessment or management system in place by January 2012
- MUTCD - federal publication - the national standard for all traffic control devices on any street or highway open to public travel.
- This program allows NJTPA member subregions to select and implement an appropriate management or assessment method that best matches their needs.

E. Transportation Alternatives Program

- TAP provides federal funds for community based "non-traditional" projects designed to strengthen the cultural, aesthetic and environmental aspects of the nation's intermodal system
- TAP projects must relate to surface transportation
- Administered by the New Jersey Department of Transportation (NJDOT), in partnership with the North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC) and the South Jersey Transportation Planning Organization (SJTPO)
- Applications to be submitted online through [SAGE](#) (System for Administering Grants Electronically)
- eligible projects must fall into one of the following seven categories: Design and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
 - Conversion & use of abandoned railroad corridors for trails for pedestrians, bicyclists, and other non-motorized transportation users
 - Construction of scenic turnouts, overlooks, and viewing areas.
 - Historic preservation & rehabilitation of historic transportation facilities (building structures & canals)
 - Community improvement activities, specifically: streetscaping & corridor landscaping.
 - Environmental mitigation to address stormwater management, control, & water pollution prevention or abatement related to highway construction or due to highway runoff.
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

F. Safe Routes to School Program

- Applicable for county and municipal governments, school districts and non-profit organizations
- Project location within 2 miles of school
- Project a part of established and comprehensive travel plan
- Infrastructure projects: planning, design and construction or installation of sidewalks, crosswalks, signals, traffic-calming and bicycle facilities.
- Non-infrastructure projects: public awareness campaigns, walk and bike to school events and training, traffic education and enforcement, and student lessons on bicycle and pedestrian safety, health and the environment

G. Emergency Relief Program

- Only applicable for repair or reconstruction of federal-aid highways and roads on federal lands which suffered serious damage due to a natural disaster or a catastrophic failure from an external cause
- Supplements the resources by individual States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.
- Administrated by FHWA

Information regarding all funding sources:

- State Funding:

<http://www.state.nj.us/transportation/business/localaid/stateaid.shtm>

- Federal Funding

<http://www.njtpa.org/project-programs/transportation-improvement-program>

- County Assistance

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or

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County/Municipal Partnerships to Improve Traffic Safety & Operations

- Traffic Safety Improvements on County Roadways
 - Process
 - Using Traffic Control Devices to address safety & operations
 - Examples

County of Monmouth

- 665 Square Miles (Total Land and Water)

Ranks 6th Largest County in terms of total area

- 630,380 Residents (2010 Census Bureau)

Ranks 5th Largest County in terms of Population

- 53 Municipalities

Ranked 2nd largest County in terms of number of municipalities

County of Monmouth

- Large County/extensive transportation infrastructure
 - 1,000 lane-miles of County roads
 - 986 bridges and culverts
 - 250 traffic signals/beacons
- Monmouth County seeks municipal partnerships to improve traffic safety and operations on county roadways

County/Municipal Partnerships to Improve Traffic Safety & Operations

- Municipal input desired to identify local traffic safety and operational concerns
- **PROCESS** for requesting improvements along County roadways to address locally identified concerns
 - all requests should be forwarded by the local governing body, administrator, clerk or Chief of Police to the County Engineering Division
 - municipal endorsement/validation of individual residents' concerns allows more efficient utilization of county resources

Traffic Safety Improvements on County Roadways

PROCESS

- Written requests to the County Engineering Division should include:
 - Description of operational and traffic safety concerns
 - Supporting data
 - ✓ crash history with actual crash reports for last 3 years
 - ✓ history of complaints if available
 - ✓ summary of enforcement efforts if applicable
 - ✓ any other information relative to the issue at hand

Traffic Safety Improvements on County Roadways

PROCESS

- County will investigate and analyze data
 - Additional data collection & field inspections
(Intersection geometry, Grades, Sight-distance restrictions, Transit stops and routes, Signage, Parking conditions, Pavement markings, Roadway lighting, Driveways, Railroad crossings, Distance to nearest traffic signal, Utilities, Adjacent land uses, traffic patterns, etc.)
 - Outreach to municipal representatives , police, & schools
 - Preparation of potential solutions/plans to address concerns
 - Presentation to the Municipality depending on complexity

Traffic Safety Improvements on County Roadways

PROCESS

■ Implementation

- simple low cost improvements
 - “ Signing and striping. short time frame (few weeks weather permitting)
 - “ Traffic signals modifications . fairly short time frame
- improvements requiring capital funding - need for local supporting resolution & approval by Monmouth County Board of Chosen Freeholders
 - ó Road widening/reconstruction
 - ó New/upgrade traffic signals and beacons
 - ó Drainage improvements

Traffic Safety Improvements on County Roadways

- Regulations
 - Compliance with State & Federal laws and codes
- Laws and codes control utilization of Traffic Control Devices
 - Signs
 - Pavement Markings & Striping
 - Electrical Devices

Traffic Safety Improvements on County Roadways

■ Regulations

- All traffic regulations must be legally established via Resolutions or Ordinances per NJSA Title 39
 - ” Speed Limits
 - ” Through Streets
 - ” One Way
 - ” Turning Lanes
 - ” Mid-block Crosswalks
 - ” No Passing Zones
 - ” No Turn on Red
 - ” Parking
- Regulations along County Roadways established by the County via Resolution except for parking (by municipality with County consent)
- Traffic control devices such as signs, striping-pavement markings & traffic signals/beacons inform the public of legally adopted regulations.

Traffic Safety Improvements on County Roadways

Using Traffic Control Devices to address safety & operations

■ Signs

- regulatory (Stop, speed limits, parking, etc.,)



- warning (curves, stop ahead, pedestrian x-crosswalks, etc.)



- guiding (destination- route identification, Hospital, parking lots)



Traffic Safety Improvements on County Roadways

Using Traffic Control Devices to address safety & operations

- **Pavement Markings & Striping**
(dedicated turn lanes, No Passing Zones, crosswalks, edge lines)



Traffic Safety Improvements on County Roadways

Using Traffic Control Devices to address safety & operations

- **Electrical Devices – traffic signals and flashing beacons**



Examples

PROCESS

Speeding

- Written request with data (crashes, enforcement efforts) from Municipality
- County's Data collection (Surrounding Area, Speed Data, Site Conditions, Crash History, Location History) and evaluation
- County's speed study to determine 85 percentile of actual speeds or review of statutory requirements (25mph, 35mph and 50mph)
- Discussions with Municipality
- Regulation establishing revised Speed Limit by County
- Installation of signs with revised speed limits

Examples

PROCESS

Traffic Signal

- Written request with data (crashes, enforcement efforts, etc.) from Municipality
- County's Data collection and evaluation including Warrant analysis (Traffic Counts, Surrounding Area, Speed Data, Site Conditions, Crash History, Location History)
- Warrant analysis . evaluation of vehicular and pedestrian traffic volumes and crash history
- Decision if Traffic Signal is to be installed (discussions with Municipality)

Examples

PROCESS

Traffic Signal cont.

- Supporting Resolution from Municipality
- Recommendation for inclusion in the County's six year Capital Improvement Program
- Securing funds
- Design efforts
- Agreements with Municipality (electrical, maintenance and/or cost sharing)
- Construction

Examples

PROCESS

No Passing Zones

- Written request with data (crashes, enforcement efforts, etc.) from Municipality
- Additional County data collection and evaluation (Surrounding Area, Speed Data, Site Conditions and passing sight distance, Crash History, Location History)
- Criteria for Safe Passing (AASHTO & MUTCD, industry standards). evaluation of the existing conditions
- Follow up discussion with Municipality
- Regulation establishing revised passing zones by County
- Implementation

Traffic Safety Improvements on County Roadways

PROCESS - recap

- Written request to County
 - Description of operational and traffic safety concerns
 - Suggested solution(s) to issue at hand
 - Supporting data
- County investigation and analysis of the data
- Discussions with the municipality
- Implementation . may require supporting local resolution

Q & A

Thank you!