

Safe Routes to School Design Assistance Program

Local Aid and Economic Development
October 2019

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Division of Local Aid and Economic Development

Background Information-FHWA's Every Day Counts



- FHWA initiative launched in 2009
- An effort to bring a better, faster, and smarter approach to highway and bridge construction
- Currently in 5th round of EDC
 - EDC-5 (2019-2020
 - EDC-4 (2017-2018)
 - EDC-3 (2015-2016)
 - EDC-2 (2013-2014)
 - EDC- (2011- 2012)
- EDC-2 promoted a three prong strategy to help local public agencies
- https://www.fhwa.dot.gov/innovation/everydaycounts

EDC 2-Locally Administered Projects Three Pronged Strategy

STATE OF NEW 18

- LPA Certification/Qualification Programs
- Flexibility in Consultant Services
- Stakeholder Partnering



SRTS Design Assistance Program Program



Any LPA that received a 2018 SRTS grant is eligible to utilize this program



Procurement of Professional Services for Federal Aid Projects



- Brooks Act Qualifications Based Selection (QBS) process. Based on qualifications and experience, not cost.
 - Approved written procurement policies and procedures
 - Solicitation, evaluation, ranking, and selection
 - Negotiation of fee proposal and contract terms
 - Monitoring of consultant's work
 - Evaluation of consultant's performance at contract completion



Procurement of Professional Services for Federal Aid Projects



- Brooks Act Qualifications Based Selection (QBS) process. Based on qualifications and experience, not cost.
 - Consultants have been prequalified by the NJDOT
 - Solicitation, evaluation, ranking, and selection
 - Negotiation of fee proposal and contract terms
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SRTS Design Assistance Program-Establish Consultant Pool



- NJDOT issues RFP using NJDOT procurement process and prequalified consultants
- NJDOT evaluates, ranks, and selects a pool of qualified design consultants. Current pool includes:

- Arora and Associates, P.C.
- Greenman-Pederson, Inc.
- NV5, Inc.



SRTS Design Assistance Program-Consultant Selection & Negotiation



- LPA selects a design consultant from the pool
- LPA contacts NJDOT to schedule initial meeting
- NJDOT, LPA and consultant develop SOW based on SRTS grant application
- NJDOT prepares independent cost estimate
- Consultant prepares and submits fee proposal and certified payroll roster to the NJDOT and LPA
- LPA and NJDOT negotiates final proposal with consultant
- NJDOT authorizes federal-aid funds for design



Judgement Factors



- http://www.state.nj.us/transportation/busine ss/procurement/ProfServ/ConsulSelections/
 - CES Rating
 - Complexity
 - Key Staff
 - Project Approach
 - Project Manager
 - Proximity of the Firm
 - Relevent Experience
 - Workload
 - Audit Non-Compliance



SRTS Design Assistance Program Consultant Contract Administration



- LPA executes agreement with consultant for work to be performed
- NJDOT executes Federal-aid agreement with LPA for reimbursement of funds
- LPA submits payment vouchers. NJDOT provides funds on a reimbursement basis
- ▶ LPA monitors consultant's work, and evaluates performance at contract completion



Program Highlights



- I year pilot program with an option to extend to two years
- 2018 SRTS recipients are eligible
- Pool consultant information is posted on the NJDOT website:

https://www.state.nj.us/transportation/business/localaid/srts.s htm

- Disciplines limited to Highway and Traffic Engineering
- \$400,000 cap on fee proposals



Program Highlights



- Use of pool consultant is not mandatory
- LPA enters into agreement directly with consultant
- LPA must evaluate consultant's performance at contract completion
- LPA must follow quality based selection process to be eligible for federal-aid design funds if a pool consultant is not used



Program Benefits



- Simplified procurement process
- Shortened time and reduced costs
- Improved quality and performance
- Quicker review times
- Improved compliance with federal and state procurement requirements



Consultant Proposals





Safe Routes to School, New York City (2018-Present). ARORA is implementing school safety Name Notices to School, New York City (2018-Present). ARUNA is implementing school safely proportionals around schools in the Borough of Queens, New York for the New York City. Firm Relevant Experience improvements around schools in the borough of Queens, New York for the New York City

Department of Transportation. Proposed improvements include the design and installation of Department of transportation. Proposed improvements include the design and installation of traffic signals, crosswalks, sidewalks, realignment at intersections, curb/sidewalk extensions. trattic signars, crosswarks, sidewarks, realignment at intersections, curpystoewark extensions, installation of pedestrian ADA ramps, bus pads, streetlights and traffic signal timing modifications or peucestrian ALIA raimpo, ous paos, streetiignis and craftic signal tiriing modifications. Priority school scope of work includes sidewalk/curb installation, median til inounnations. Printry scripts scupe or work minutes surewanycuro instanation, median up and curb alignment. All receiving ramps are to comply with ADA standards. AutoTut extensions and ouro alignment. All receiving ramps are to comply with AUA standards. Autoritic analyses with School Bus, City Bus, truck and FDNY emergency vehicles are conducted. anaryses with School Bus, Lity Bus, truck and Funt emergency venicles are conducte.

Reference: NYC Department of Design and Construction, Charles McKearnin, P.E., Engineer.

Expert Professional Traffic Safety Engineering Services as Requested, Lincoln Tunnel Pedes Expert Professional Traffic Safety Engineering services as Requested, Lincom Junnel Pedes Safety Study (2017). As a call-in Traffic Safety Engineering Services consultant to the PA Charge (718) 391-1340 Safety Study (2017). As a call-in frame safety engineering services consutant to the PAI
ARORA conducted field inspections and assessments of eight (8) signalized intersections. ARONA conducted field inspections and assessments or eight (s) signalized intersections at sudy area, reviewing pedestrian signal change and clearance intervals and signal time. study area, reviewing pedestrian signal change and clearance intervals and signal unity phasing. In addition, pedestrian crossings at the signals were evaluated to include curb pnasing, in audition, percential crossings at the aginals were evanuated to manufer with detectable warning surfaces, crosswalks, sidewalks, pedestrian signal heads, ped with detectable warning surfaces, crosswalks, sidewalks, pedestrian signal heads, pedestrian signal heads, pedestrian signals were utilized to signing and street lighting. MUTCD requirements for pedestrian signals were utilized to signing and street ligning. MULLU requirements for peuestrain signals were united to the signalized intersections, along with the FHWA design guidelines for ADA accomp NYCOOT standard drawings for the installation of crosswalks and pavement me NYLUUI Suanuaru urawniga 101 une inbumeusii ur uraswensa eiru paveinerii. 116 neessectoris, and the NYCDOT Street Design Manual to evaluate Crosswalks and Street Design Manua Intersections, and the NYCOUT Screet Design Manual to evaluate crosswants and St. Reference: PANYNJ, Mr. Saleem Syed, P.E., Traffic Project Manager (212) 435-5789

On-Call Traffic Consulting Services, Township of West Windsor, Mercer County (2d ARORA is responsible for the development and administration of a travel demand i Township of West Windsor, New Jersey. The model development involved extensiv data collection program and analysis including origin-destination studies, travel t studies, traffic volume counts, inventory of roadway and intersection features an accures, status, vurnine comins, inventory or reasoning and intersection reasoner at data. The developed model is used to estimate roadway and intersection capacit data. The developed model to used to estimate to developed and service and forecast potential congestion areas based on proposed and service and rateract parential congestion areas usses on proposed and Recommendations and conceptual design of roadway improvements an меколиненивациям асил солноврзиам чениру и товимиму информененся а accommodate future traffic demands are provided to update the circulation township's Capital improvement Program. The model was used to analy expansion of the parking lots for the Princeton Junction Transit Station. Refere expansion of the paining role for the Principle (Authority Francis Country).

Township, Mr. Francis Guzik, P.E., Township Engineer (609) 799-2400.

On-Call Traffic Consulting Services, Lawrence Township, Mercer County (20) is designing improved pedestrian crossings for Lawrence Township at the US 206 and Lawrence Avenue - Pilla Avenue. Improvements include the compatible pedestrian ramps on all corners and new rectangular rabid fig. for the Route US 206 approaches. In addition, ladder-type crosswalk m

5 RELATED SERVICES Safe Routes To School (SRTS) NV5, Inc. (NV5), formerly The RBA Group,

is a nationwide, professional and technical consulting firm and is ranked 34th in the Engineering News Record listing of top 500 A/E design firms. The northeast infrastructure team is headquartered in Parsippany, NJ and has multiple offices in the northeast, New York, NY and Philadelphia, PA. We are a multidiscipline firm of professionals dedicated to developing cost-effective solutions that enhance quality of life. Core specialties include bicycle/pedestrian planning and design, recreational planning and design, landscape architecture and streetscape design, highway and traffic design, transportation planning traffic engineering structural and bridge design, site design, utility design, environmental permitting and processing services, hydraulic design/hydrologic studies and construction management. We have provided design services for various counties and municipalities

Designing Safe

Congratulations on being s

Now it's time to select a consultant from

engineering design and project managen

engineering and management experien

construction funding. The staff at GPI i

personnel of the NJDOT Division of Local

of all types to and through the construc

compliant sidewalks, bike paths, striping

and bicycle safety expertise to develop

Based on your needs, we will assist you in

package that complies with all applicab

NJDOT and recognized industry design

ADA Compliant Intersection Design

Countdown Pedestrian Signals and

ligh Visibility / Raised / Textured Crosswalks

Including Detectable Warning Surfaces

Compliant Curb Ramp Design

Bicycle Facilities Design

- Bike Parking Facilities

Bike Route Signage

Off-Road Bike Routes

ection Lighting

Shared Use Paths

Drainage / SWM

Cycle Tracks

Bicycle Lanes / Boulevards

GPI's Design ar

Streets Policies.

throughout New Jersey, and other major transportation agencies including NJDOT, NUTA, NUTPA, NU TRANSIT, PANY&NU, DRJTBC, NYSDOT, NYCDOT, and NYCDDC, as well as numerous Local Public Agencies

SRTS is a comprehensive mobility program that uses proven planning and engineering approaches, including the latest traffic calming measures, to make school routes safer for student walkers, bicyclists and motorists. Planning efforts focus on education, enforcement, encouragement and evaluation and include conceptual designs as part of School Travel Plans. Engineering Design components include development of Preliminary and Final Plans, prior to Contract Plans. Specifications and Engineer's Estimate (PS&E), environmental review and obtaining approvals for construction

SRTS DESIGN EXPERIENCE

SRTS AND TRANSPORTATION ALTERNATIVE DESIGN ASSISTANCE: NV5 is Smallar with the grant management process and design requirements for sederal funded SRTS and Transportation Alternative Program (IAP) grants. Our from has nuneur Shib and manaportation Americance Program (IAP) grants. Our team has training experience through Rutgers CAT and is working with numerous Local Public training expensive through surgers Livil and is working with numerous Livil vitable.

Agencies (LPAs) to provide design services to see SRTS and TAP projects constructed.

SRTS PLANNING AND TRAINING: NVS has developed Original and Urban ORIS TEARNING AND TRAINING. THE HIS GOVERNMENT Unguar and Union Demonstration SIGE projects, Transportation Management Agency SRTS overview and site evaluation for Engineering Design Concept Barang, and Washing School has training.

COMPLETE STREETS: NVS prepared Complete Streets program support documents COMPLETE STREETS: NWS prepared Complete streets program support occuments for NLOOT. We also assisted NLOOT in refining the Capital Project Delivery Process and Nover, we also essented report in tensing the capital rispect centery repose entering and commendations were made to the associated Activity Descriptions and Guidelines recommendations were made to the disolated whomy descriptions and under (Concept and Design phases) so that the Complete Streets policy is addressed.

STREET/INTERSECTION IMPROVEMENTS/INTEGRATED PROJECTS: NV5 prepaired OFFICE/PRINTAGE/INF INFOVERENCE PROPERTY OF THE PROPERTY OF TH milegrated in un major constructed projects such as Rt. 35 Reconstruction, Reto 20 in Chester, RT. 46 in Netcore, Gringe Street Stockton Historic Streetscape, etc. many or in Chester, RT. 46 in Netcore, Gringe Street Stockton Historic Streetscape, etc. many or in Chester, RT. 46 in Netcore, Gringe Street Stockton Historic Streetscape, etc. many or

ADA COMPLIANCE: NV5 routinely integrates ADA requirements, an important element for SRTS projects, we have extensive ADA compliance experience from teaching seminars. nor-stris projects, we nave extensive AUX compliance expension from teaching seminars, to trained start, to assisting NUOT on policy procedures, to proven experience. Mis has to trained staff, to assisting noticel on policy processings, at proven experience, incomes also been minuted multiple NLDOI projects specific to ADA improvements, including the their over 100 curb ramps along Route 17 in Bergen County.

SUSTAINABLE ENVIRONMENTAL AND COMMUNITY DESIGN: Even small SRTS Departments require identification/avoidance of environmental. historic resources improvements require identification/avoidance or environmental, fiscanc resources and opportunities for achieving context sensitive, sustainable designs. M/S has transportation, and the services experience to support transportation, mobility projects in NJ and the region.

FULL-SERVICE ORGANIZATION: NV5 has all required engineering, environmental PULSOFFRIE UTWANIZATION AND has an required engineering environmental and public outreach services inhouse, enabling production of efficient, cost effective energy and applications and applications are also applications and applications are also applicated as a long or public applications. and pionic outreach services in house, enabling production or ethicient, cost effective SRTS designs, M/S has served as an on-call consultant to N/DOT for bicycle/pedestrian



NVS PROVIDING SERVICES FOR:

NEW JERSEY

Safe Routes to School

Engineering | Design | Planning | Construction Management



ARORA SUMMARY LISTING



Consultant Proposals



https://www.state.nj.us/transportation/business/localaid/srts.shtm



County, municipal governments, scnool distincts, and scnools are eigiple to apply to the program. Nonprofit organizations are eligible as direct grant recipients for this solicitation. However, non-profit organizations may partner with a local public agency that will assume responsibility and administration for the grant.

The SRTS Program provides funding for infrastructure and non-infrastructure projects, as described below.

Infrastructure

Infrastructure projects include the planning, design, and construction or installation of sidewalks, crosswalks, signals, traffic-calming, and bicycle facilities.

NIDOT will solicit SRTS grant applications for infrastructure projects only. The <u>Safe Routes to School Application Guidance</u> (pdf 949) explains the infrastructure program's eligibility requirements, guides the applicant through the application, and describes the process by which projects are selected.

All applicants will be required to submit their applications online using SAGE (System for Administering Grants Electronically). <u>Training and instructions</u>.



lon-Infrastructure

Non-infrastructure projects include activities such as 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. Federal regulations require that States devote at least 10% of SRTS funding to the non-infrastructure component of the program.

The NJDOT has partnered with the New Jersey Transportation Management Associations (TMAs) to administer a new statewide education and encouragement program using Safe Routes to School Federal SAFETEA-LU funds. The goal of the program is to educate and encourage more children to walk and bicycle to school. For more information about the program, please contact the TMA in your area:

<u>Atlantic</u>	Gloucester	<u>Passaic-Suburban</u>
<u>Bergen</u>	Hudson	Passaic-Urban
Burlington	Hunterdon	Salem
Camden	Mercer	Somerset
Cape May	Middlesex	Sussex
Cumberland	Monmouth	Union-Suburban
Essex-Suburban	Morris	Union-Urban
Essex-Urban	<u>Ocean</u>	Warren

Design Assistance (2016)

NJDOT is pleased to announce the <u>SRTS Design Assistance Program</u> (pdf 2m). This pilot program makes available consultant engineering services to assist Local Public Agencies (LPA's) with the development of plans, specifications, and estimates (PS&E) for their SRTS projects. Recipients of NJDOT's 2016 SRTS grants are eligible to participate in the program.



Future Local Aid Assistance Programs

- Transportation Alternatives Set-Aside Design Assistance Program 2018
- SRTS Design Assistance Program 2020
- Transportation Alternatives Set-Aside Design Assistance Program 2020



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
 - http://www.fhwa.dot.gov/federal-aidessentials/

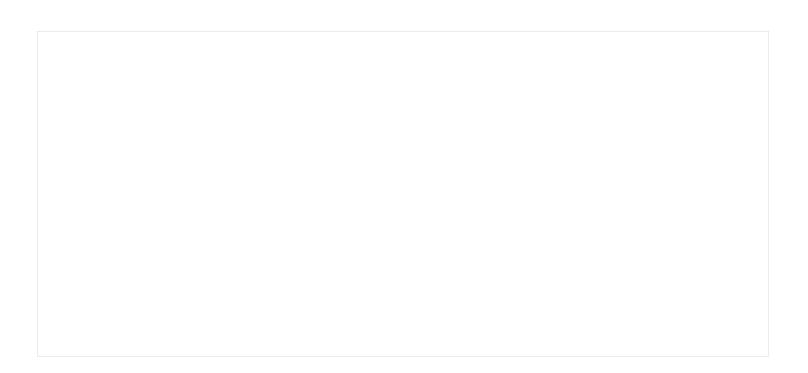


Rutgers CAIT Training Classes

- Design of ADA Curb Ramps
- Compliance to the American With Disabilities
 Act (ADA) in the Public Right of Way
- Highway Inspection Procedures for Federal Aid Highways
- Federal Aid Requirements and LPA Stewardship
- Grant Management for Federal Aid Projects
- Responsible Charge Training







Visit: www.njdotlocalaidrc.com • Call: (609)649-9395 • Email: DOT-LocalAID.ResourceCenter@dot.nj.gov









NJDOT Local Aid Resource Center 📞 (609) 649-9395



Contact Information



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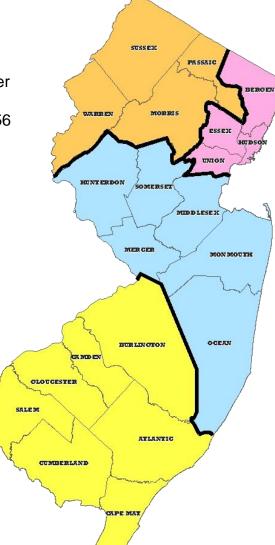
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