



FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office

FY 2006 Division
Accomplishment
Report

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FY 2006 Division Accomplishment Report

FINAL

New Jersey Division Office
October 4, 2006

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Executive Summary

The New Jersey Division Accomplishment Report provides insight to the successes of fiscal year 2006. Every month within 2006 fiscal year an electronic dashboard was created and utilized by the Division to track our progress in meeting key performance measures. For FY 200, our target was to meet 9 of 9 key performance measures. We were successful at meeting 8 of 9 key performance measures. The dashboard and charts are provided within Chapter 3 that graphically concludes our performance for this fiscal year as well as historical trends. A brief synopsis of goal accomplishments is provided below.

Safety

Working with the state of New Jersey has garnered many successes this year. We completed all Division actions under the safety goal. For instance, one of the major requirements of the Highway Safety Improvement Program is for states to develop a Strategic Highway Safety Plan. NJ's Core Highway Safety Improvement Program is in its final draft stage. Also, New Jersey is a focus state for pedestrian safety. The Governor and Commissioner of Transportation continue their dedication and support to improve the safety of NJ's roadways. In 2006, Governor Corzine announced the allocation of \$74 million to improve pedestrian safety throughout the state of New Jersey.

Public outreach continues to be a primary focus for the Division office. We are continually working with the NJDOT, MPOs, DHTS and LTAP to bring the importance of safety to the local level. In New Jersey, we have coordinated the development and promotion of the "12 Months of Traffic Safety" public outreach campaign.

Mobility & Productivity

In the area of mobility and productivity, we have successfully accomplished a number of goals. Concerning scour critical bridges, New Jersey has implemented countermeasures for eight bridges in 2006. Relating to the average incident duration we met 90% of our goal of 1.77 hour incident duration. We developed an Action Plan for the Improving Pavement Smoothness in New Jersey. The results were shared with NJDOT pavement management staff on October 11, 2005.

Environment

The Division remains proactive in the area of environment. We continue to provide training/workshops for the Local-aid staff, counties and municipalities in order to enhance their knowledge of the National Environmental Policy Act (NEPA) environmental process. To date we held 2 workshops that will help NJDOT in developing an Environmental Management System.

National Homeland Security

Our office is continuing its effort in the area of National Homeland Security. Under our direction, the NJDOT completed the Security Self-Assessment checklist. Both the Emergency Preparedness Coordinator and the alternate completed the required NRP/NIMS training courses. We are planning to update our COOP in FY 07 when we receive the new template from HQ.

Organizational Excellence

In the area of Organizational Excellence, we met all key performance measures 5 market ready technologies were implemented during this fiscal year. Many activities performed in the area of organizational excellence were instrumental in the success of this goal. All FIRE Order requirements were met by the Division Office in FY 2006; results were reported and certified by Division Administrator.

As of June 30, 2006 the number of inactive Federal-aid projects was reduced to 619 representing a 17% reduction. In the area of right of way, workshops on Business Relocation and Advanced Relocation were held. Focus groups were created to analyze and implement various training activities. Also a mentor program is now being formulated.

Global Connectivity

The efficient and effective movement of people and goods in and out of the State, linked to inter- and intra-national mobility remains of paramount importance. Focus on developing and implementing a priority freight network, and improved access to the region's airports is currently underway.

Overview

At the national level, the Federal Highway Administration strives for *"improving transportation for a stronger America"*. Its mission is *"enhancing mobility through innovation, leadership, and public service"*.

As civil servants, we are commissioned to demonstrate our abilities as

Leaders for National Mobility

Stewards for National Highway Programs

and Innovators for a Better Future

Six strategic goals--Safety, Mobility and Productivity, Global Connectivity, Environment, National Homeland Security, and Organizational Excellence—are addressed in the FY 2005 Performance Plan.

- Safety--Continually improve highway safety.
- Mobility and Productivity--Preserve, improve, and expand the Nation's highway transportation system while, at the same time, enhancing the operation of the existing highway system and intermodal connectors.
- Global Connectivity--Promote and facilitate a more efficient domestic and global transportation system that enables economic growth.
- Environment--Protect and enhance the natural environment and communities affected by highway transportation.
- National Homeland Security--Improve highway security and support national defense mobility.
- Organizational Excellence--Advance FHWA's ability to manage for results and innovation.

The New Jersey Division office's employee contributes to the national goals and objectives by focusing on the following:

- Customer Service
- Quality
- Team Work
- Timeliness
- Measurable Results

The Division office is organized into the following basic teams:

Finance Management Team:

The Financial Management Team provides the State with technical assistance on accounting and financial management systems, and works closely with the NJDOT, along with other partners, to streamline and improve the funding of all Federal-aid transportation programs. In addition, the team provides reimbursement to the State for authorized transportation activities.

Program Operations Team:

The Program Operations Team provides support for the Federal-aid program. All Federal-aid projects are reviewed and approved to ensure the appropriate requirements are met, or are certified by the NJDOT as having met the appropriate design standards. The Team performs design reviews of Federal-aid projects to assure that appropriate standards and environmental processes are met. In addition, the Team performs field reviews during construction to ensure that the plans and specifications are followed and evaluates and approves actions on construction issues, extra work and change orders. Final inspections are performed to ensure quality of the completed project and quantity of material and other construction items are properly documented.

Structures Team:

The Structures Team works closely with the other teams in the office in support of the Federal-aid program. This team reviews design phase submissions and the construction of bridges and structures on full-oversight projects. The team provides technical assistance to many people, both within and outside of the Division office. The team deploys new technology as well. The Team is comprised of the Division Bridge Engineer and the Assistant Bridge Engineer.

Technology Team:

The Technology Team is responsible for promoting the development and deployment of advanced technologies used in planning, design, construction, and maintenance of our transportation system. The team accomplishes this through providing technical expertise in the areas of Safety and Traffic Operations, Pavements and Materials, and Intelligent Transportation Systems.

Planning, Environment, and Research Team:

The Planning, Environment and Research Team is comprised of planning, environment, right of way, and research areas. The Team spans a wide range of specialties to coordinate technical, administrative and authoritative guidance to the State, Metropolitan Planning Organizations (MPOs), local officials, and Division staff.

By working together and with our transportation partners, each team is instrumental in the collective success of the 2007 Division Accomplishment Report. The Division Accomplishment Report provides insight to New Jersey Division activities during FY 2006. Throughout the fiscal year the teams accomplished various Division actions that support the performance measures outlined within the New Jersey Strategic Implementation Plan (NJSIP). A dashboard is a tool to track team accomplishments towards meeting key performance measures. Every month within the fiscal year a dashboard was created and utilized for ensuring the Division was on target in meeting key performance measures. For FY 2006, Senior Staff established a target goal 9 of 9 key performance measures as a successful year within the Division office. We fully met 8 of 9 key performance measures. In addition to the dashboard, charts were created to graphically represent several accomplishments as well as act as source for historical trends. Both the 4th quarter dashboard and charts can be found under the Facts, System Trends and Projections in Chapter 3.

Within 2006 Division Accomplishment report, over 50 combined Division, NJDOT, and MPO actions were created in support of performance measures. In Chapter 4, a detail status of Division actions is given as well as supporting remarks.

Facts, System Trends and Projections

Figures I thru VIII contain charts tracking some of our key performance indicators.

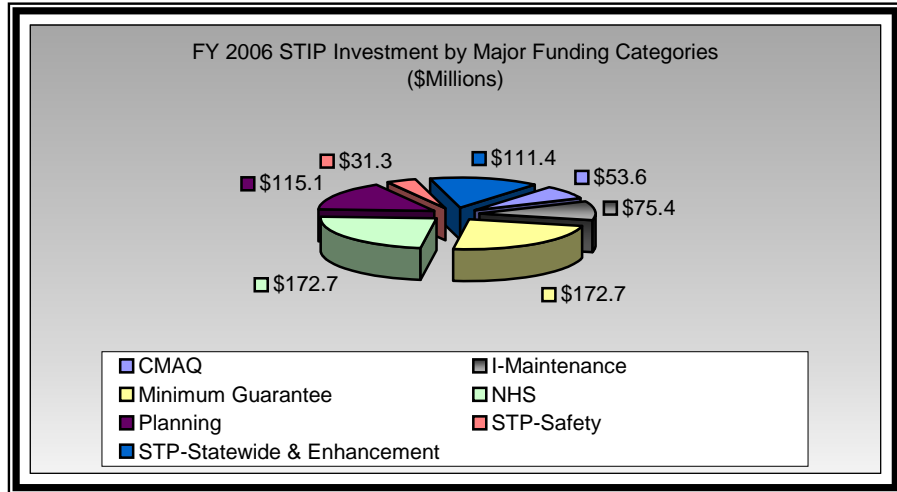
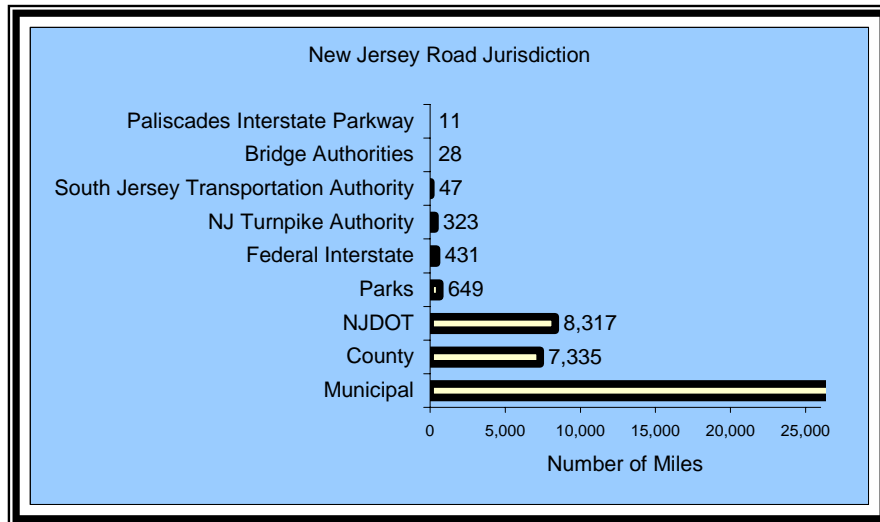


Figure 1



Sources: NJDOT, Factbook 2005
NJDOT, 2004 National Highway System Route List

Figure 2

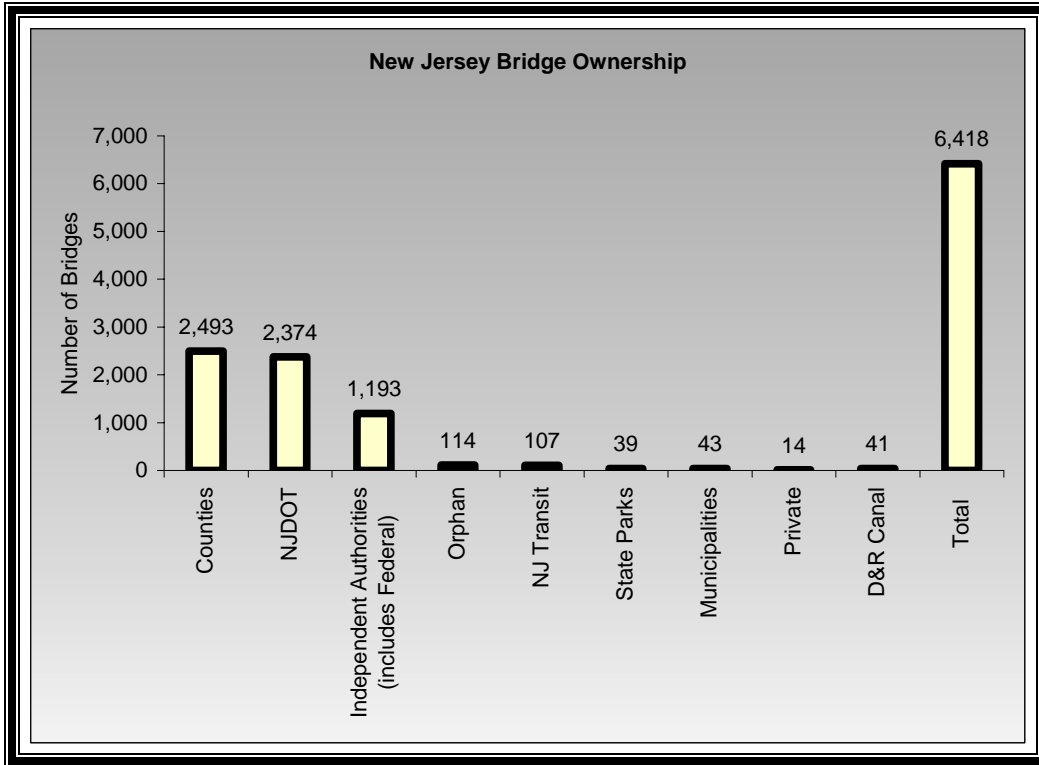
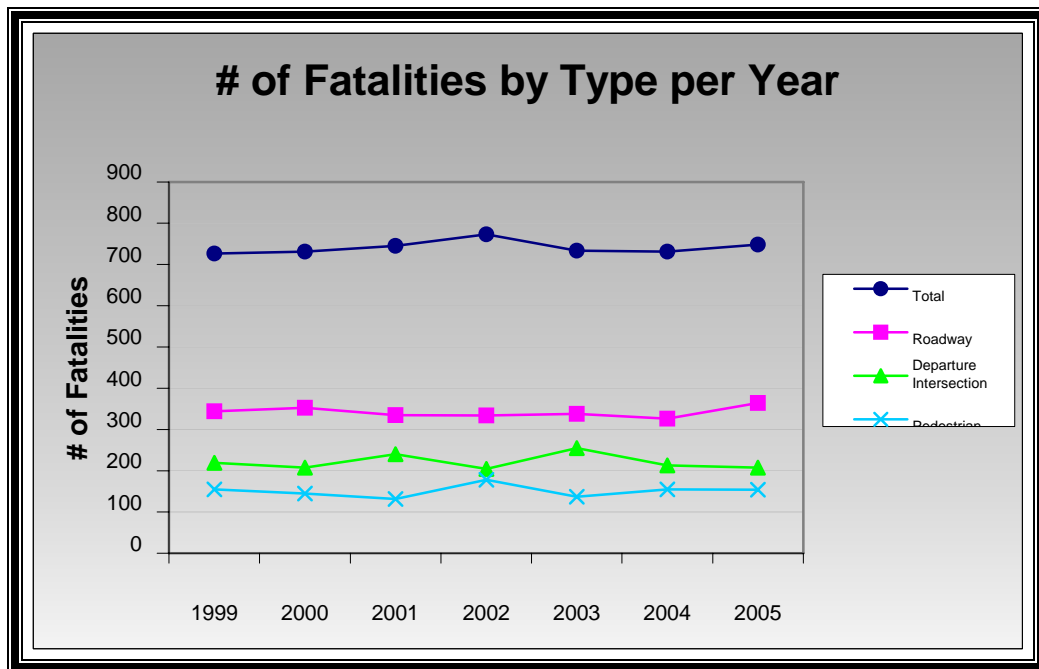


Figure 3



Source: National Highway Traffic Safety Administration (NHTSA), Fatal Accident Reporting System

Figure 4

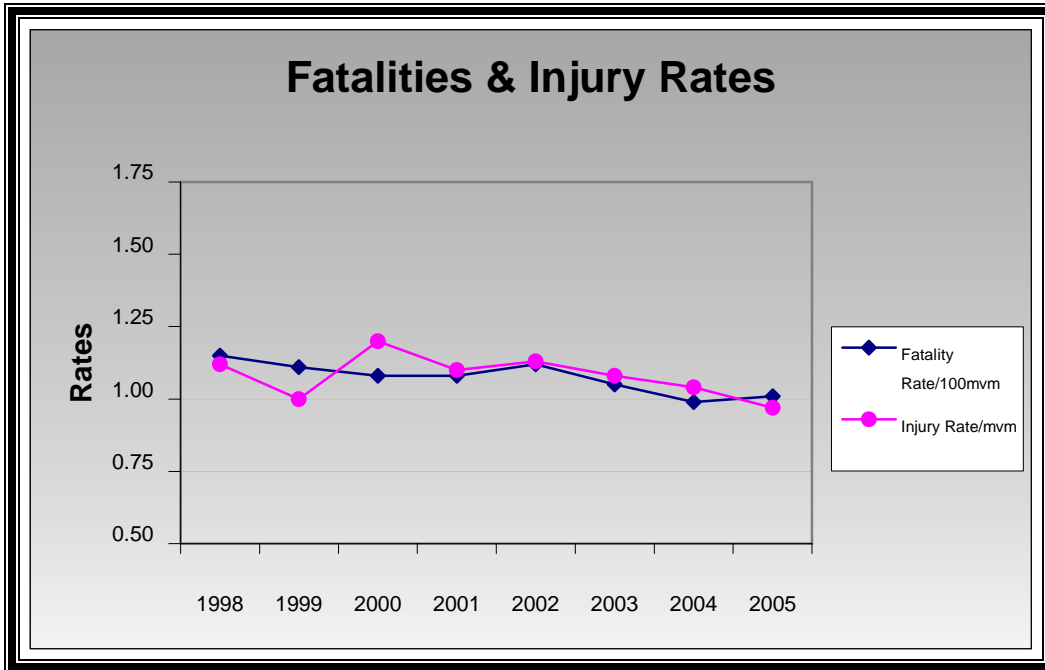


Figure 5

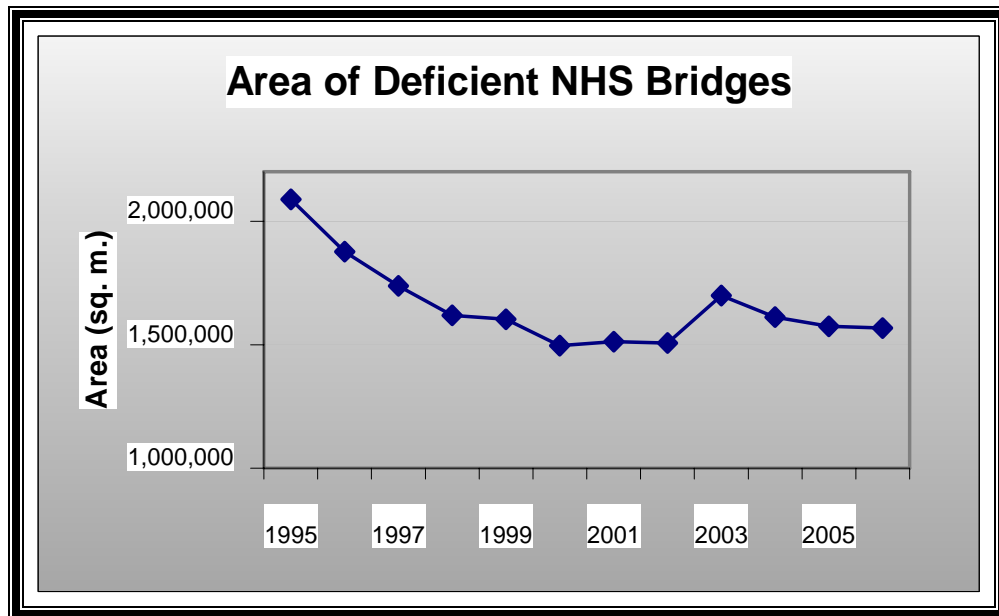


Figure 6

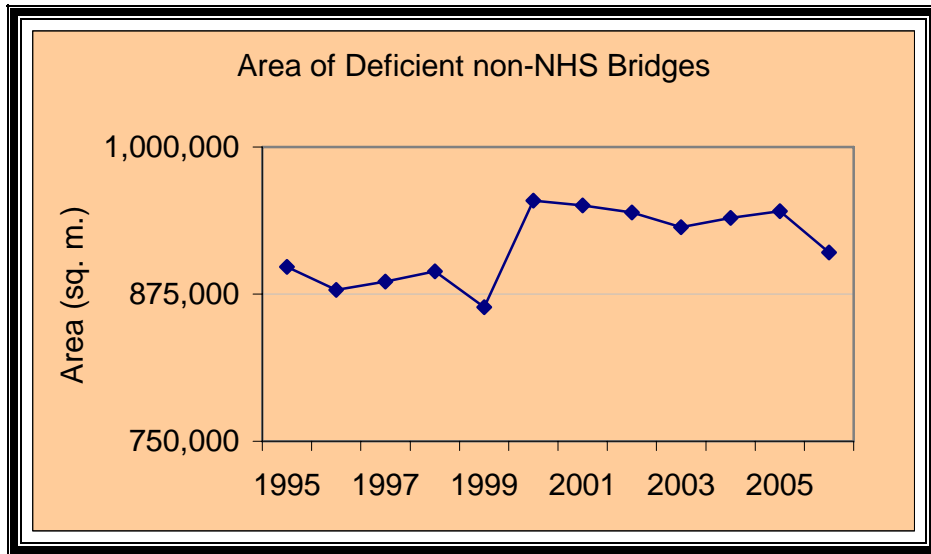


Figure 7

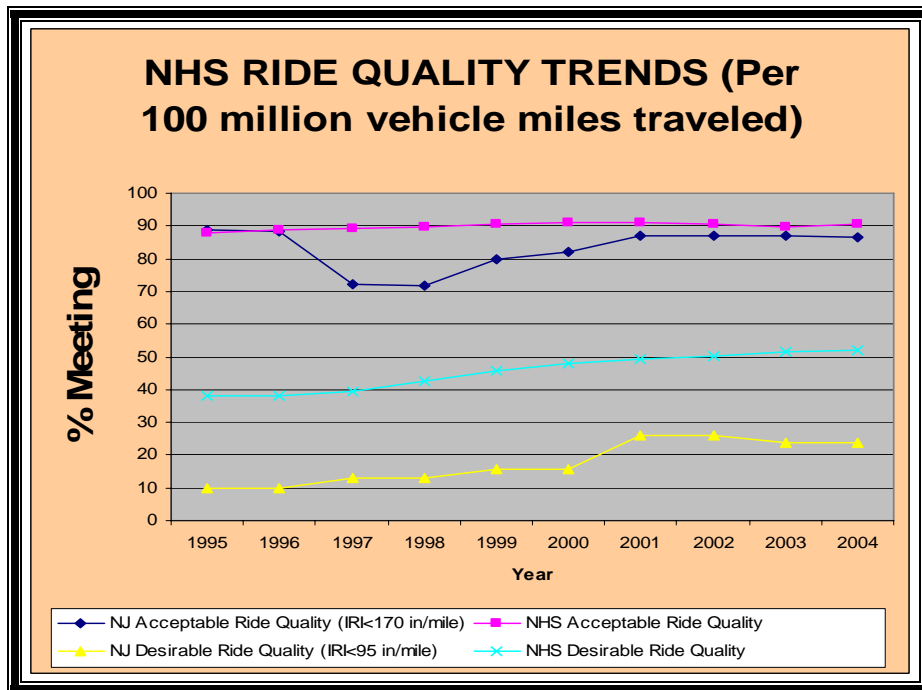
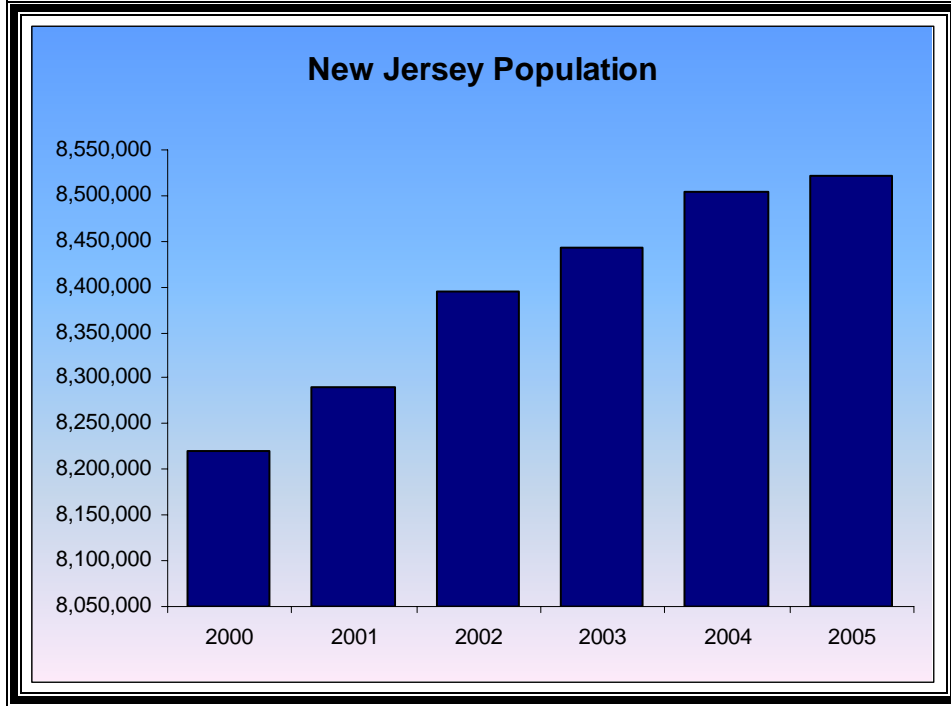
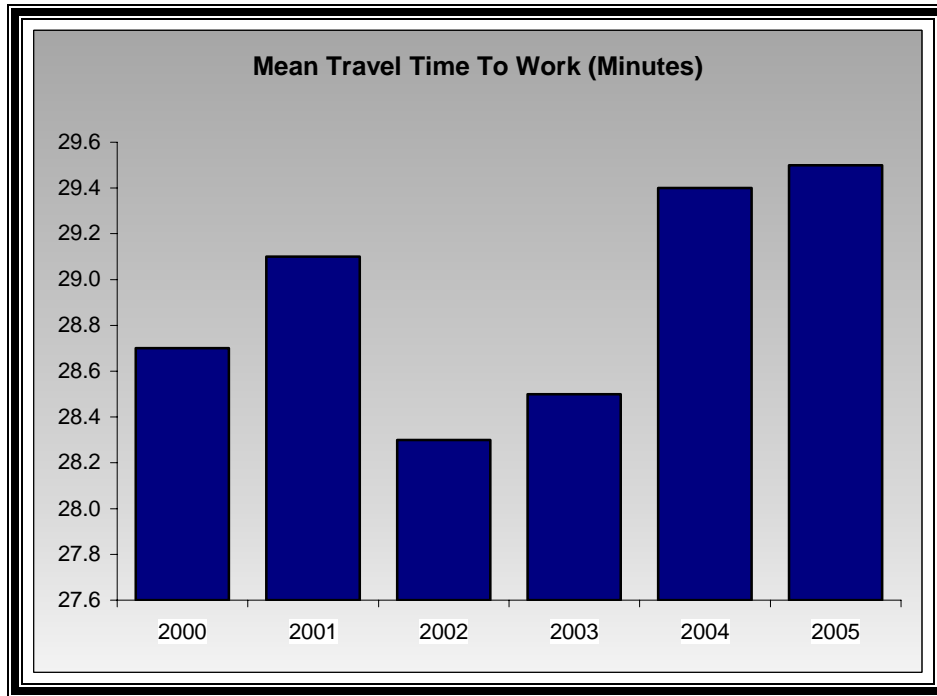


Figure 8



Source: U.S. Census Bureau, American Community Survey

Figure 9



Source: U.S. Census Bureau, American Community Survey

Figure 10

Division Performance Measures

FY 2006: 9 Key Performance Measures:

For the 9 Key Performance Measures, a color-coded status is provided for each measure. Below is the scoring guidance that demonstrates the meaning behind the designated “color code”.

<u>Scoring Guidance</u>	
WHITE	(0%) - Data not available.
RED	(0-30%) - Little or No progress in this area. Show negative trend data. Goals unlikely to be met.
YELLOW	(30-60%) - Minimal activity. Progress behind schedule.
GREEN	(60-90%) - Efforts are strong and results are promising. Positive trend data. Goals likely to be met.
BLUE	(90-100%) - Efforts are outstanding. Goals accomplished!

The New Jersey Division office fully met 8 of 9 key performance measures (target goal: meet and/or exceed 9 of 9 key performance measures).

1. Implement countermeasures at 10 high crash locations (intersection, roadway departure, and pedestrian crossing). (FY 2004 Baseline: 4)
STATUS: Complete. BLUE
 NJDOT is in the process of bundling projects by region for implementation. Once the packages are put together, they will be put out to bid through a maintenance contract so construction will likely not begin for a couple of months. Essentially, the projects are in the design phase.
2. Percent of travel on NHS with IRI of 95 inches per mile or less (FY 2006 target is 33.0%).
STATUS: Complete. BLUE
 2005: 81.0% of New Jersey’s NHS pavements had an IRI 170<in/mile; 36.0% had an IRI<95 in/mile. We surpassed our goal.

3. Reduce the percentage growth of total deficient bridge deck area to zero by 2011 (FY 2006 target is 2%).

STATUS: Complete. GREEN

In FY 06, 17 112 square meters of bridge deck area were authorized for construction. The target for this year was 2% and the actual value was 1.4%. Therefore, the target was not completely met, however, the trend was in the right direction.

4. Reduce the number of state-owned scour critical bridges by 25 percent by 2011 (FY 2006 target is 5%).

STATUS: Complete. BLUE

The current number of State-owned, scour critical bridges is 163. In order for this target to be met, eight (8) must be retrofit with countermeasures or replaced/rehabilitated in accordance with current standards. Eight scour critical bridges were removed in FY 06 so the target value was met.

5. Decrease the average incident duration to 1.70 hours in FY 2006.

STATUS: Efforts on-going. BLUE

The incident duration for FY 2006 was 1.77 hours which is within 10% of the goal.

6. Increase percent of EIS and EA projects with schedules established and entered into the Environmental Document Tracking System (FY 2006 target is 100%).

STATUS: Complete. BLUE

There were no new EISs and EAs with established schedules to enter into the EDTS for this year.

7. Reduce running average of inactive balance by 10%. (FY 2005 Baseline: 746 projects with unexpended balances approximating \$96 million).

STATUS: Complete. BLUE

As of September 2006 the number of inactive Federal-aid projects was reduced to 619 representing a 17% reduction. The dollar value of unexpended obligations was reduced to \$79 million representing an 18% reduction. Effective July 1, 2006 the methodology for reporting inactive balances was changed pursuant to FIRE Order guidance and consistent with 23 CFR 630.106. Beginning July 1, 2006 inactive projects are classified into three tiers based on dollar value of the unexpended balance and length of inactivity. Based on June 30, 2006 an FMIS report, the NJDIV has exceeded its FY 2006 goal for reduction of inactive projects.

8. Implement 5 market ready technologies.

STATUS: Complete. BLUE

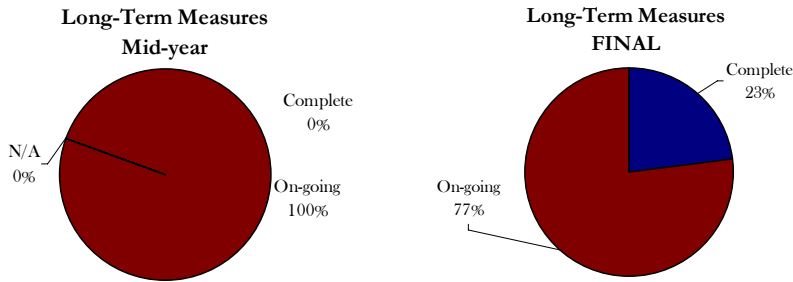
Goal was reached.

9. Maintain 70% of process reviews on schedule. (FY 2006 target is 5 projected process reviews).

STATUS: Complete. BLUE

There are 5 major process reviews for fiscal year 2006. All reviews have been reviewed by Division Senior Management for distribution to NJDOT.

FY 2006: 13 Long-Term Performance Measures:



Although the remaining 13 performance measures are vital to the Division office, the factors determining success will occur over several years. In addition,

several of the performance measures arose for reporting purposes and managing of the Federal-aid program. The Division office will utilize these performance measures for internal evaluation of performance in a long-term capacity.

10. Reduce total fatalities in 2006.
STATUS: Efforts on-going.
 We will not know if this goal is met until January 2007. Fatalities increased from 733 fatalities in 2004 to 754 fatalities in 2005.

11. Reduce intersection related fatalities in 2006.
STATUS: Efforts on-going.
 We will not know if this goal is met until January 2007. 2005 intersection fatalities can be obtained in September 2006.

12. Reduce pedestrian related fatalities in 2006.
STATUS: Efforts on-going.
 We will not know if this goal is met until January 2007. As of 12/8/2005, there were 133 pedestrian fatalities in 2005.

13. Reduce fatalities involving roadway departure in 2006.
STATUS: Efforts on-going.
 We will not know if this goal is met until January 2007. 2005 roadway departure fatalities can be obtained in September 2006.

14. Reduce the increase in delay caused by congestion by 1% by FY 2006.
STATUS: Efforts on-going.
 This is largely an unrealistic goal, with limited opportunity for influence either at the state or regional levels. Measure will be changed in fiscal year 2007.

15. Track cost growth greater than 10% on \$25 million projects. (FY 2006 trend of average growth rate is 11%).
STATUS: Efforts on-going.

The running average has improved to 7% in FY 2006. The running average is based on active and completed projects greater than \$25 million awarded since 1996. The Division Office will continue to collect and evaluate this data.

16. Integrate FHWA's Highways-for-Life concept with the Hyperbuild program in New Jersey.
STATUS: Complete.
 The Department has incorporated accelerated construction techniques into their projects, particularly for bridges. NJDOT has seen and embraced the Highways for Life concept and we will continue to work with NJDOT to apply for Highways for Life funding.

17. Increase assistance to stakeholders for the environmental process in Local-Aid Scoping Program by hosting 2 – 3 training sessions.
STATUS: Complete.
 Training was provided to NJDOT in the following areas: Purpose and Need Workshop (June 1 & 2, 2006); Landuse and Planning Web conference (June 14 & 15, 2006); Air Quality Workshop (September 19 & 20, 2006). A Contract Administration Course was presented on June 23, 2006.

18. Decrease median processing time for all Environmental Impact Statements (EISs) and Environmental Assessments (EAs). Reduce median time by 5% in FY 2006. (FY 2006 targets are 40 and 14 months respectively).
STATUS: Efforts on-going.
 Since FY 2005, New Jersey has completed a Record of Decision (ROD). In FY2006 there has been no new EAs or EISs to compare and reduce the median time down by 5%.

19. Increase the number of Engineer's Estimates within 20% of the Award amount.
STATUS: Efforts on-going.
 Improvement has been made in this area. The FY 2005 Baseline was 26%. The FY 2006 percentage has increased to 38%. Federal policy indicates that 50% of awards should be within +/- 10% of the Engineer's Estimate. Process and procedures improvements are being implemented in effort to continue positive trend. The Division Office will continue to participate in and monitor improvement activities.

20. Increase use of Asset Management in the state of New Jersey.
STATUS: Efforts on-going.
 NJDOT contention is that the existing capital investment strategy and "fix it first" philosophies account for a comprehensive asset management program. Emphasis on gap analysis will continue through Division Office staff involvement.

21. Provide technical assistance to stakeholders concerning SAFETEA-LU transportation bill.
STATUS: Complete.
 The New Jersey Division works extensively with NJDOT in ensuring that the changes created in the SAFETEA-LU transportation bill are incorporated into the federal –aid program in New Jersey.

22. Reduce the total time it takes the NJDOT to process Emergency Relief (ER) requests.
STATUS: Efforts on-going.

The Division Emergency Coordinator continues to work closely with the Department to ensure that these requests are handled promptly. However, due to frequent personnel changes, relatively infrequent requests, and resulting unfamiliarity with the program requirements, the quality of the reports has decreased drastically and the process is taking longer. The Department continues to not make the ER program a high priority. Since there have been no new requests this fiscal year, this is a commentary on existing ER requests.



New Jersey Actions

Safety

Goal: *Continually improve highway safety.*

National Performance Objectives

SF1: Implement countermeasures to reduce highway-related fatalities (Vital Few).
SF2: Implement comprehensive, integrated and data driven safety programs at the Federal, State, and local level. (State and non-state owned roadway systems).

Division Performance Objective & Measure

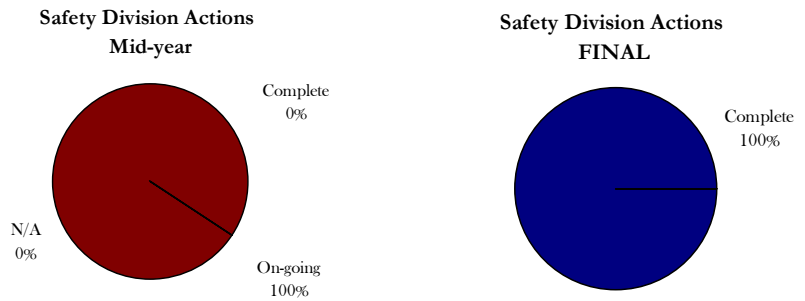
- Implement countermeasures at 10 high crash locations (intersection, roadway departure and pedestrian crossings). (FY 2004 Baseline: 4) **(SF1)**

Performance Measure:

- Reduce fatal crashes involving pedestrians, intersections, and roadway departures. **(SF1)**

Division Actions

For the Division Actions, each comment details the status of the activity provided. The pie charts indicate the percentage of division actions “complete” or “on-going” at mid-year and end of fiscal year. Also, if no information was available at mid-year for the status of an action then the pie chart indicates “N/A” for mid-year results.



- Continue the development and dissemination of “A Safety Update...”, the NJ Division Safety newsletter.
STATUS: Complete.

Four quarterly newsletters were distributed to more than 150 safety professional in NJ. The newsletters are available on the Division website at <http://www.fhwa.dot.gov/njdiv/newsletter.htm>.

2. Continue to coordinate the 12 Months of Traffic Safety Public Outreach Campaign.
STATUS: Complete.
Materials were distributed for the 12 Months of Traffic Safety Public Outreach Campaign in 2006. The campaign materials will be updated for 2007 to update statistics and any new laws that were passed. While existing safety issues will remain, several more will be added including helmets, young drivers and roadway departure crashes.
3. Conduct safety presentations at schools as part of the Division's education program.
STATUS: Complete.
A safety presentation was given as part of the March 10, 2006 education program.
4. Provide safety related technical support to the DOT, DHTS, MPO's, LTAP, etc.
STATUS: Complete.
5. Assist NJDOT to implement new Core Highway Safety Improvement Program.
STATUS: Complete.
Several presentations have been made to the NJDOT and the MPO's on the safety provisions of SAFETEA-LU.

One of the major requirements of the HSIP is for states to develop a Strategic Highway Safety Plan. NJ's CSHSP is in its final draft stage. The next step is to send it to the full Safety Management Task Force for concurrence, which is anticipated to occur through some type of MOA. Finally, it will be presented to Executive Leadership and approved by the Governor.

In addition, the HSIP consists of a new High Risk Rural Roads Program. The HRRR Program has been initiated through NJ's Safety Conscious Planning Working Group and will be administered by the MPO's via NJDOT's Local Aid Division, similar to the Local Safety Program. The NJDOT Bureau of Safety Programs is working with the Bureau of Transportation Data Development to correlate crash data with the roadway functional class to develop statewide averages which will determine eligibility for the program. It is expected that this program will be funded through the FY08 STIP.

A new SRTS coordinator is in place and draft program guidelines and application have been developed.

6. Assist NJDOT to implement the new Work Zone Final Rule.
STATUS: Complete.
Hosted initial meeting with NJDOT Planning, Design, Construction, Maintenance, and Local Aid representatives where the provisions of the WZ Final Rule were presented and discussions ensued regarding where NJ has to go to be in compliance by October 2007. NJDOT has designated two leads for the implementation of the WZ Final Rule. In addition, the Mid-Atlantic Safety Team hosted a regional meeting on the WZ Final Rule for the Mid-Atlantic States to share and discuss next steps. The Division has reviewed

two very different draft policy and procedures for the WZFR and provided comments to the DOT. The DOT is in the process of updating these documents to meet the intent of the Rule.

7. Assist NJDOT develop marketing plan to increase driver safety awareness with assistance from HQ.

STATUS: Complete.

Hosted initial meeting with NJDOT and HQ Office of Safety representative. HQ provided a marketing plan worksheet that the Division Office and NJDOT jointly completed. The marketing plan was shared with the SMTF Core Group who very much supported the plan. The next steps are to present to the full SMTF.

[NJDOT/MPO Actions](#)

1. Approve CSHSP and implement strategies identified above for each emphasis area.

STATUS: Efforts on-going.

NJ's CSHSP is in its final draft stage. The next steps are to present it to the full Safety Management Task Force for concurrence, which is anticipated to occur through some type of MOA. Finally, it will be presented to Executive Leadership and approved by the Governor. Implementation of some of the strategies identified in the CSHSP has already begun.

2. Implement strategies and/or countermeasures identified in the Pedestrian Safety Action Plan.

STATUS: Efforts on-going.

NJDOT has developed a draft Strategic Assessment of Pedestrian Safety Management in NJ that presents over 100 recommendations. The Consultant is preparing an executive summary of this assessment for public dissemination. On Monday, September 18, 2006, Governor Corzine announce a \$74 million pedestrian safety initiative which funds many of the action plan recommendations.

3. Implement countermeasures at 4 high crash pedestrian locations.

STATUS: Efforts on-going.

NJDOT is bundling projects by region for implementation. Once the packages are put together, they will be put out to bid through a maintenance contract. This action will likely be completed by the end of the fiscal year.

4. Implement countermeasures at 25 high crash intersection locations.

STATUS: Efforts on-going.

NJDOT is bundling projects by region for implementation. Once the packages are put together, they will be put out to bid through a maintenance contract. This action will likely be completed by the end of the fiscal year.

5. Implement countermeasures at 3 high crash roadway departure locations.

STATUS: Efforts on-going.

NJDOT is bundling projects by region for implementation. Once the packages are put together, they will be put out to bid through a maintenance contract.

6. Conduct 3 safety impact team reviews of designated safe corridors and implement recommendations.

STATUS: Complete.

Route 73 Safety Impact Team review was conducted on September 28, 29 and October 3, 2005. The recommendations report was recently finalized. The Safety Impact Team review for Route 9 MP 110-120 was held April. The Route 1 Linden Safety Impact Team Review was conducted July 18, 20 and 24, 2006.

7. Implement 6 safety projects on local roads through the local federal safety program.

STATUS: Efforts on-going.

Three projects have either started construction in fiscal year 2006 or are currently under construction. Two additional projects have been authorized.

Mobility and Productivity

Goal: *Preserve, improve, and expand the Nation’s highway transportation system while, at the same time, enhancing the operation of the existing highway system and intermodal connectors.*

National Performance Objectives

MP1: Mitigate congestion and improve system reliability through actions targeted at key causes of congestion (Vital Few).

MP2: Mitigate the impacts of congestion by fully integrating system management and operations into project and program delivery decisions.

MP3: Effectively use asset management principles to manage and allocate resources to improve our Nation’s transportation system’s performance.

MP4: Provide longer lasting highway infrastructure thru improved research, design, and quality of construction, system preservation, and size and weight enforcement.

MP5: Improve pavement smoothness characteristics.

MP6: Accelerate the adoption of innovation and new technology in construction to significantly improve safety and quality and reduce congestion due to construction.

Division Performance Objectives

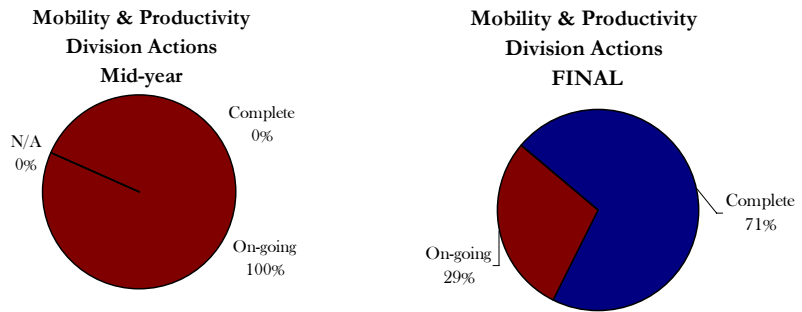
- Reduce non-recurring congestion from events such as traffic incidents, weather, and work zones. **(MP1)**
- Mitigate overall impacts of congestion. **(MP2)**
- Provide longer lasting highway structures (bridges and pavements). **(MP4)**
- Develop improved processes to provide smoother, longer lasting pavements through new technology and pavement preservation. **(MP5)**
- Deploy innovations using the Highways-for-Life concept. **(MP6)**

Division Performance Measures

- Decrease the average incident duration to 1.70 hours in FY 2006. **(MP1)**
- Reduce the increase in delay caused by congestion by 1% in FY 2006. **(MP2)**
- Reduce the percentage growth of total deficient bridge deck area to zero by 2011 (FY 2006 target is 2%). **(MP)**
- Reduce number of state-owned scour critical bridges by 25% by 2011 (FY 2006 target is 5%). **(MP4)**
- Percent of travel on NHS with IRI of <95 inches per mile or less (FY 2006 target is 33.0%). **(MP5)**
- Implement up to 5 new market ready technologies. **(MP6)**
- Integrate FHWA’s Highways-for-Life concept with the Hyperbuild program in New Jersey. **(MP6)**

Division Actions

For the Division Actions, each comment details the status of the activity provided. The pie charts indicate the percentage of division actions “complete” or “on-going” at mid-year and end of fiscal year. Also, if no information was available at mid-year for the status of an action then the pie chart indicates “N/A” for mid-year results.



1. Reduce delays associated with recurring and non-recurring congestion through the use of ITS Technologies.

STATUS: Complete by end of FY 2006.

The Incident Management Program is designed to clear major traffic incidents in a quick manner. Joint NJ State Police/NJDOT Incident Management Response Teams (IMRT) are available 24 hours a day to respond directly to the scene of major traffic incidents. The NJDOT Emergency Service Patrol (ESP) Program is established for northern and southern New Jersey, and the ESP roams the highways in specially marked NJDOT ESP trucks. They provide free service to stranded motorists and control traffic around traffic incidents to ensure that the traffic keeps moving. The expansion of TRANSMIT is being planned in northern New Jersey and RIMIS is being planned in the DVRPC region. Recurring congestion is being addressed in part by traffic signalization projects around the state. Traffic signalization project 16 is almost completed in southern New Jersey. The 511 traveler information system is still on-going as NJDOT continue to test the operations of the system. Collectively, these new initiatives should reduce the increase in congestion and clear incidents within our goal of 1.70 hours per incident.

2. Increase the use of prefabricated bridge elements and systems and accelerated construction techniques for bridges.

STATUS: Efforts on-going.

The Division Bridge Engineer attended a demonstration showcase on the use of self-propelled modular transporters (SPMTs) to move an entire span. The Division Bridge Engineer actively participates on the national Accelerated Bridge Construction team. The NJDOT has been using these techniques where appropriate and is beginning to make them standard practice. More advances are possible, and the Division bridge office encourages the use of accelerated construction techniques whenever the opportunity arises. This is an operating philosophy and is ongoing – there is no deadline.

3. Implement a preventive maintenance program for bridges.

STATUS: Efforts on-going.

We understand the economic benefits of preventive maintenance and continue to work with the Department to implement a program.

4. Develop action plans for all State-owned, scour critical bridges in accordance with the NBIS regulation.
STATUS: Complete.
 Plans have been developed for State-owned bridges. State is currently assisting other NJ bridge owners (counties and agencies) in implementing their plans.

5. Encourage NJDOT to implement the recommendations of the Pavement Smoothness Action Plan.
STATUS: Complete.
 We developed an Action Plan for the Improving Pavement Smoothness in New Jersey. We shared the results with NJDOT pavement management staff on October 11, 2005. We presented the Action Plan to senior management at a Pavement Steering Committee meeting on October 18, 2005. The goal has been met on activities in the plan.

6. Provide technical assistance and training to NJDOT on the Highways-for-Life program.
STATUS: Complete.
 We have not yet received any proposals for a Highways- for- Life project. However, a presentation was made and technical assistance offered to NJDOT and other stakeholders at the Pavement Management Conference.

7. Increase the number of DBE firms awarded prime and or subcontracts for the first time.
STATUS: Complete.
 Two DBE firms awarded subcontracts for the first-time. None awarded in FY 2005.

[NJDOT/MPO Actions](#)

1. Improve the reliability of the system so that users can expect consistent travel times. Increase the use of prefabricated bridge elements and systems and accelerated construction techniques for bridges.
STATUS: Efforts on-going.
 The planned 511 traveler information system, RIMIS, new statewide traffic operations center, and expansion of TRANSMIT in northern New Jersey all should help with making travel times more reliable for New Jersey's motoring public. These activities should help the state meet its goal of a 1% reduction in the increase in delay caused by congestion in FY 2006.

2. Implement the 511 traffic information system.
STATUS: Under testing.
 The 511 traveler information system is still on-going as NJDOT continues to test the operations of the system. The deployment date is yet to be determined because of problems with Verizon.

3. Improve travel time in congested corridors.
STATUS: No information available at this time.

4. Implement low-cost, quick-turnaround projects to address congestion and safety concerns.

STATUS: Efforts on-going.

5. Explore innovative solutions such as roundabouts, CSS, etc.

STATUS: Complete.

Roundabouts are considered for projects in the scoping process. CSS is integrated into the culture of the NJDOT and is considered on every project. A Creative Mitigation Strategies Workshop was held at the NJDOT on March 1, 2006 that considered both the cultural and natural environment.

6. Preserve the condition of the existing system.

STATUS: Efforts on-going.

NJDOT is expected to implement the findings and recommendations from the pavement preservation task force which recently released a report to NJDOT. This should help maintain the infrastructure before pavements need more costly reconstruction and rehabilitation. Implementation will be ongoing and the goal was met in the summer of 2006 for adoption of new pavement preservation techniques.

7. Implement perpetual pavement design.

STATUS: Efforts on-going.

The Center for Advanced Infrastructure and Transportation (CAIT) at Rutgers University in NJ and the New Jersey Department of Transportation (NJDOT) has put together a 2-day workshop regarding the design and use of Stone Mastic Asphalt (SMA) and Open Graded Friction Course (OGFC) mixes.

8. Implement recommendations in the Pavement Smoothness Action Plan.

STATUS: Complete.

NJDOT has implemented the major recommendations of the Pavement Smoothness Action Plan. Efforts continue to improve overall pavement condition in the state as evidenced by the percent of good pavement rising from 22% in FY 2004 to 36% in FY 2005.

9. Implement the Hyper build program.

STATUS: Complete.

We continue to work with the NJDOT to implement projects identified as Hyperbuild. On a programmatic basis, we are participating in various committees to mainstream the Hyperbuild concept into Departmental Procedure. FHWA's Highways for Life program is similar in concept to the Hyperbuild program. The Division and NJDOT continue to explore ways to implement these concepts on all projects.

Global Connectivity

Goal: *Promote and facilitate a more efficient domestic and global transportation system that enables economic growth.*

National Performance Objective

GC1: Improve travel time reliability for freight movements at Ports-of-entry and along corridors.

GC2: Improve efficiency and reliability of goods and people movement at international border facilities.

Division Performance Objectives

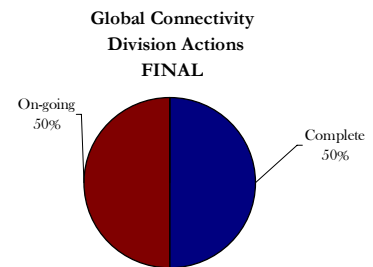
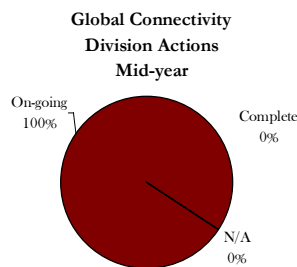
- Sustain the economic efficiency of goods movement on the surface transportation system. **(GC1)**
- Reduce non-recurring congestion from events such as traffic incidents and work zones. **(GC1)**
- Increase reliability of the transportation system for the movement of freight. **(GC1)**

Division Performance Measures

- Delivery of transportation projects that increase the accessibility of major job centers to the region. **(GC1)**
- Incident management strategies for major truck routes; incident detection, emergency service patrols, freight priority, etc. **(GC1)**
- System delay; non-recurring congestion measures, etc. **(GC1)**

Division Actions

For the Division Actions, each comment details the status of the activity provided. The pie charts indicate the percentage of division actions “complete” or “on-going” at mid-year and end of fiscal year. Also, if no information was available at mid-year for the status of an action then the pie chart indicates “N/A” for mid-year results.



1. Ensure statewide comprehensive freight mobility plan is completed.
STATUS: Complete.

Plan is completed. Commissioner’s office holding up release of the final document for reasons not shared with the Division.

2. Ensure outcomes of plan are incorporated into annual work plans, regional plans, and TIPs for freight priority locations.

STATUS: Efforts on-going.

The Division Office has very little ability to influence selection of projects. Financial controls regarding constrained plans and programs hampered by innovative installment financing approaches approved by the agency.

[NJDOT/MPO Actions](#)

1. Ensure key freight corridors have the benefits of a full suite of traffic management strategies, such as ESP, etc.

STATUS: Efforts on-going.

The Division Office is awaiting NJDOT action on freight plan.

2. Establish freight priority project scoring criteria and related performance goals.

STATUS: Efforts on-going.

The Division Office is awaiting NJDOT action on freight plan.

3. Increase system reliability of the transportation system for the movement of freight.

STATUS: Efforts on-going.

The Division Office is awaiting NJDOT action on freight plan.

Environment

Goal: *Protect and enhance the natural environment and communities affected by highway transportation.*

National Performance Objectives

EN1: Promote and showcase environmental stewardship and ecosystem conservation initiatives in the Federal-aid Highway Program (FAHP) and Federal Lands Highway Program (FLHP). (Vital Few)

EN2: Reduce number of areas not meeting State Implementation Plan (SIP) mobile source emissions budgets.

EN3: Increase the number of States and Federal Lands Highway Divisions implementing Context Sensitive Solutions (CSS) or Integrated Approaches. (Vital Few)

EN4: Meet timelines targets for Environmental Impact Statements (EISs) and Environmental Assessments (EAs). (Vital Few)

Division Performance Objective

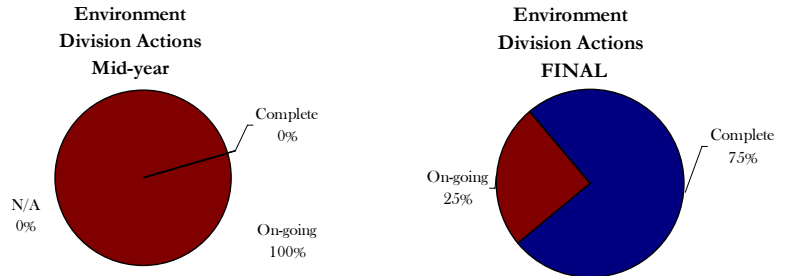
- Improve planning and environmental processes to achieve better results and timeliness. **(EN4)**

Division Performance Measures

- Decrease median processing time for all Environmental Impact Statements (EISs) and Environmental Assessments (EAs). Reduce median time by 5% in FY2006. (FY 2006 targets are 40 and 14 months respectively). **(EN4)**
- Increase percent of EIS and EA projects with schedules established and entered into the Environmental Document Tracking System (FY 2006 target is 100%). **(EN4)**
- Improve assistance to stakeholders for the environmental process in the Local-Aid Scoping Program by hosting 2 – 3 training sessions. **(EN4)**

Division Actions

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1. Develop Environmental Management System with NJDOT.

STATUS: Efforts on-going.

To date we held 2 workshops that will help NJDOT in developing an Environmental Management System. GIS Environmental Streamlining and Stewardship Workshop was held on October 28, 2005 and a NJDOT/VDOT “Cedar” Videoconference was held on January 31, 2006. NJDOT is in the process of consultant selection and awarding contract for scope of work.

2. Perform domestic scan on Environmental Management System.

STATUS: Complete.

In lieu of a domestic scan due to funding and travel restrictions for NJDOT, a NJDOT/VDOT videoconference was held on January 31, 2006.

3. Negotiate schedules for all new EISs and EAs with NJDOT.

STATUS: Complete.

We are negotiating a schedule for a new EIS in FY2007.

4. Provide technical assistance to decrease median times for EAs and EISs in FY 2006.

STATUS: Complete.

We have provided technical assistance to NJDOT on existing EIS.

NJDOT/MPO Actions

1. Develop Environmental Management System.

STATUS: Efforts on-going.

A Scope of Work has been developed and NJDOT is in the process of consultant selection and awarding the contract for this scope of work.

2. Develop Standard Environmental Division Procedures.

STATUS: Complete.

A procedure for completing Tier 2 Environmental Screenings during the scoping phase has been completed. The Project Delivery Process Network for Environmental

Activities has been revised and accepted. Environmental Task descriptions and flowchart have been completed and are on the web.

3. Develop and implement Subject Matter Experts (SME) Task Groups.

STATUS: Complete.

The SME groups have been formed and several meetings have been conducted. The Cultural Resource SME has identified areas of SHPO coordination where they have concerns. The Natural Resources SME group is concentrating on Creative Mitigation.

National Homeland Security

Goal: *Improve highway security and support national defense mobility.*

National Performance Objectives

NS1: Ensure the integrity and performance of the National highway system in response to and recovery from all hazards incl terrorism, and promote consistency with the National Response Plan and the National Infrastructure Protection Plan.

Division Performance Objectives

- Reduce the vulnerability of critical transportation infrastructure and enhance the security of the transportation network. **(NS1)**
- Meet military transportation needs. **(NS1)**
- Improve disaster preparedness, response and recovery plans at the federal, state, and local level. **(NS1)**

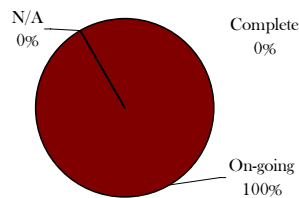
Division Performance Measures

- Reduce the total time it takes the NJDOT to process ER requests. **(NS1)**

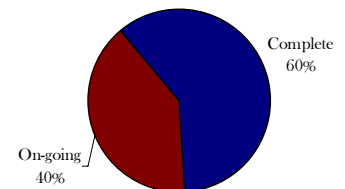
Division Actions

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National Homeland Security
Division Actions
Mid-year



National Homeland Security
Division Actions
FINAL



1. Conduct a Security Self-Assessment.
STATUS: Complete.
Under our direction, the Department completed the checklist.
2. Hold a follow-up meeting with appropriate State and military transportation specialists.
STATUS: Incomplete.
Not completed due to other priorities in FY 2006. This is planned for FY 2007.
3. Review and approve security plans for all major, full-oversight bridge projects.

STATUS: Efforts on-going, as needed.

We did not have any full-oversight bridge projects in preliminary design in FY 2006.

4. Encourage the Department to perform risk-assessments for every project early in project development.

STATUS: Complete.

This activity is ongoing. It must continue to be on the agenda until it is adopted as standard practice.

5. Continue to make Emergency Relief program requests the top priority for processing.

STATUS: Complete.

This activity is ongoing. The Department does not make the ER program a priority, and the quality of the information reported is very poor, requiring major re-work and additional time. There were no new ER requests in FY 2006.

[NJDOT/MPO Actions](#)

1. Perform bridge/tunnel terrorist threat assessment.

STATUS: Complete.

2. Begin identifying appropriate mitigation strategies for the most critical bridges.

STATUS: Complete.

3. Process Emergency Relief program requests in accordance with established time frames.

STATUS: Efforts on-going.

The Division Emergency Coordinator continues to work closely with the Department to ensure that these requests are handled promptly. However, due to frequent personnel changes, relatively infrequent requests, and resulting unfamiliarity with the program requirements, the quality of the reports has decreased drastically and the process is taking longer. The Department continues to not make the ER program a high priority. Since there have been no new requests this fiscal year, this is a commentary on existing ER requests.

Organizational Excellence

Goal: Advance FHWA's ability to manage for results and innovation

National Performance Objectives

OE1: FHWA partnerships develop, maintain and improve capability to deliver and steward the Federal Highway Administration program with high performance and integrity.

OE2: Improve employee satisfaction

OE3: Improve customer and partner satisfaction.

OE4: Improve the President's Management Agenda ratings.

Division Performance Objectives

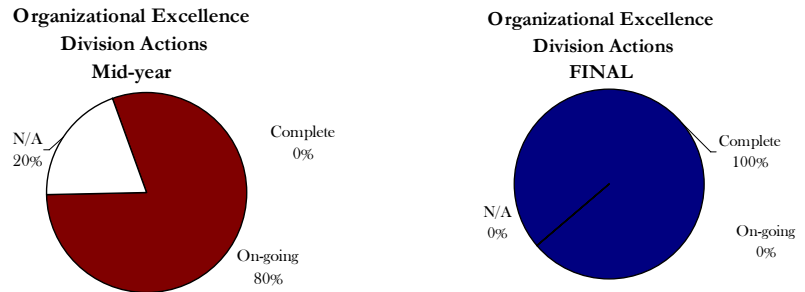
- Develop partnerships that maintain, and improve capability to deliver and steward the federal program with high performance and integrity. **(OE1)**
- Provide stewardship of funds and coordinate efforts to ensure integrity for stakeholders, value for partners, and quality for system users. **(OE)**

Division Performance Measures

- Reduce running average of inactive balance by 10%. (FY 2005 Baseline: 746 projects with unexpended balances approximately \$96 million). **(OE)**
- Maintain 70 % of process reviews on schedule. (FY 2006 target is based on 5 projected process reviews). **(OE1)**
- Track cost growth greater than 10% on \$25 million projects. (FY 2006 trend of average growth rate is 11%). **(OE)**
- Increase the number of Engineer's Estimate within 20% of the award amount. **(OE)**
- Increase use of Asset Management in the state of New Jersey. **(OE)**
- Provide technical assistance to stakeholders concerning SAFETEA-LU transportation bill. **(OE1)**

Division Actions

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1. Plan and conduct the Financial Integrity Review and Evaluation Program (FIRE).
STATUS: Complete.
 All FIRE Order requirements were met by the NJDIV in FY 2006, results were reported and certified by DA.
2. Participate in the implementation of the Financial Management Improvement Program.
STATUS: Complete.
 The Financial Management Steering Committee has taken implementation action on four of the five FMIP recommendations; implementation will progress through fiscal year 2007.
3. Host 2-3 training sessions/workshops for Local-Aid Staff, Counties and Municipalities in order to enhance their knowledge of the environmental process.
STATUS: Complete.
 Three workshops were held for Local-Aid Staff, Counties and Municipalities: Purpose and Need Workshop (June 1 & 2, 2006), Landuse and Planning Web conference (June 14 & 15, 2006), and Air Quality Workshop (September 19 & 20, 2006). A Contract Administration Course was presented on June 23, 2006.
4. Conduct DBE support service activities and technical assistance through providing workshops, and training programs.
STATUS: Complete.
 NJ Division staff assisted NJDOT Civil Rights staff in their efforts to develop a survey of DBE firms to ascertain which supportive services would be the most effective to enable them to gain work on Federal-aid projects. The RFP for contractors to perform the survey and other services has been developed and the NJ Dept. Of Treasury will approve and release the RFP in September 2006.

5. Host training sessions/workshops for relocation and acquisition in coordination of R.O.W program.

STATUS: Complete.

January 18 – 20, 2006 a workshop on Business Relocation was held. On May 9-11, 2006, a workshop on Advanced Relocation was held. Focus groups were created to analyze and implement various training activities. Also a mentor program is now being formulated.

NJDOT/MPO Actions

1. Implement all elements of the FMIP through FY 2006.

STATUS: Efforts on-going through fiscal year 2007.

The NJDOT has completed the first round of financial management training for employees involved in project administration and management across the Department, financial performance measures have been defined and approved by the steering committee and data collection has begun, innovative contracting policy and practice has been assigned to the Director of Quality Management Services for development and deployment, and the Division Office and NJDOT continue to aggressively pursue reductions in inactive projects.

2. Ensure financial and administrative risks involving the FA program are maintained at acceptable levels through the use of internal controls, management systems, processes and procedures.

STATUS: Efforts on-going.

The FIRE order was developed and implemented to assure a more uniform and consistent oversight of the financial management of the Federal-aid Highway Program. FIRE requirements include a systematic approach to the review and evaluation of both State DOT and FHWA administrative and financial internal controls, management systems and processes. The Division Office successfully implemented FIRE in fiscal year 2006.

3. Implement NJDOT pre-apprentice training program on Federal-aid projects.

STATUS: Efforts on-going.

NJDOT is currently working with the Division Office and NJ Department of Labor to restart this program. Both agencies, with our assistance, resolve Federal-aid reimbursement issues in Summer 2006. A Memorandum of Understanding was agreed to between NJDOT and NJDOL. NJDOT is scheduled to initiate program activities in Fall 2006.

4. Conduct DBE support service activities and technical assistance through providing workshops, training programs and the implementation of best practices.

STATUS: Efforts on-going.

NJDOT conducted 4 outreach sessions on the Unified Certification Program and made presentations on the DBE Program at conferences. NJDOT Civil Rights staff developed a survey of DBE firms to ascertain which supportive services would be the most effective to enable them to gain work on Federal-aid projects. The RFP for contractors to perform the survey and other services has been developed and the NJ Dept. Of Treasury will approve and release the RFP in September 2006.