Safe Streets and Neighborhoods Program

Introduction
Governor Jon S. Corzine introduced a comprehensive three part strategy to enhance public safety and combat violent street crime in the Garden State. The Governor’s comprehensive strategy for safe streets and neighborhoods includes enforcement, prevention and re-entry.

To ensure maximum effectiveness of his initiative, the Governor emphasized the needs for a multi-agency, collaborative approach to create safer streets and neighborhoods throughout New Jersey.

In concert with the Governor’s Crime Plan, at the state level, the various departments within state government will integrate and coordinate resources to assist cities and municipalities in creating safe communities. State agencies will work together to assist local communities in developing problem-solving strategies.

While law enforcement and re-entry are crucial aspects of crime-fighting, the NJDOT’s effort will focus on providing support to eligible municipalities in attaining their prevention plans for safer streets and neighborhoods.

The current eligible municipalities include:
- Asbury Park
- Atlantic City
- Bayonne
- Camden
- Clifton
- East Orange
- Elizabeth
- Irvington
- Jersey City
- Lakewood
- Millville
- New Brunswick
- Newark
- Passaic
- Paterson
- Plainfield
- Toms River
- Trenton
- Union Township (Union County)
- Vineland
- Woodbridge
Eligible Work

The type of eligible projects most in line with the Governor’s Safe Streets and Neighborhoods Initiative are Advanced Traffic Management Systems (ATMS). ATMS would allow the local governments to better manage congestion and incidents at key intersections, improve transportation mobility, efficiency and safety, and provide timely information to emergency operation centers. For example, the installation of video surveillance equipments at key intersections with known traffic or safety problems and high criminal activity would be eligible for funding.

The following items are examples of the types of video surveillance related equipment and services that can be accomplished with Safe Streets and Neighborhoods Program funding. Other types of video surveillance work will be considered:

- Components - such as camera lenses, filters, and corrector lenses that extend the utility of existing systems, cameras and monitors.
- Communication link components
- Central monitoring station software
- Site installation

The application should explain how the proposed ATMS project provides transportation benefits and is an integral part of a comprehensive plan or strategies.

A municipality can only submit one application for a single project. The applicant should describe in detail the work to be undertaken. The proposed work can provide internet based data to county or state emergency response centers or take aim at solving site specific transportation problems such as congestion or traffic incidents surveillance. Ancillary to solving transportation problems, the proposed work can address the key Safe Streets and Neighborhoods principles as outlined in the Governor’s initiative.

Preferably, the proposed project will be used to supplement an existing local ATMS operated by a municipality or county. In some cases, the proposal can be for a standalone project targeting specific recurrent transportation problems. In this case, the applicant can propose an all inclusive project which can include design, installation and maintenance. However, after the first year, it will be the responsibility of the applicant to maintain and operate the system. The Department will not participate in ATMS maintenance after the first year. The proposed project should be compatible with the county or state ITS architecture so that the system can easily adapt to changes in technology and increased functionality. The application should refer to the State’s ATMS camera standards specification for guidance. The application should provide a description of how the overall system operation, monitoring and maintenance are handled.

Program Administration
The Safe Streets and Neighborhoods Program will be governed by N.J.A.C. 16:20B and municipalities are required to comply with these rules and all provisions contained therein as applicable. The rules establish guidelines and procedures to be followed by
counties and municipalities when administering state aid projects and the requirements for preparing plans and specifications, contracts administration, contract completion and payment, state participation in cost as well as audit requirements.

Additional detailed information can be found in the State Aid Handbook at: http://www.state.nj.us/transportation/business/localaid/documents/StateAidHandbook_025.pdf  The Handbook is intended to be used as a guide by County and Municipal Officials and Engineers in the processing of State Aid projects.

Application Process

All submitted applications will be reviewed and rated by the Local Aid Safe Streets and Neighborhoods Program Review Committee. The committee will make recommendations to the Commissioner of Transportation for consideration and approval. In developing a list of recommended projects the committee will take into consideration the following criteria:

- **Meet Program Criteria**
  - *Transportation Related Improvement*: The proposed improvement must focus on transportation improvements in order for the project to be eligible for the State Transportation Trust Fund (TTF).
  - *Advanced Traffic Management Systems*: The proposed project should address specific transportation problems such as congestion, traffic incidents or emergency response using ATMS.
  - *Community Benefits*: The project should show potential for on-going community benefits.
  - *Strengthen Local Capacity*: The proposed project should be part of a comprehensive plan to implement the Governor’s Safe Streets and Neighborhoods initiatives.

- **Project Need**
  - *Problem Statements*: The application must demonstrate how the proposed project will supplement existing ATMS or how an all-inclusive standalone project can solve specific recurrent transportation problems.
  - *System compatibility with county or state ITS architecture*: The proposed project must be compatible with county or state ITS architecture.
  - *Operation and Maintenance*: The applicant must show commitment to operate and maintain the system after the first year of implementation.

- **Readiness to Construct**
  - *Readiness to Construct*: The project should be ready for implementation within 18 months of the signed agreement with NJDOT. Attach a realistic project time line.
• Applicant Performance
  o Applicant Performance: Timely award and closeout of any previously awarded grant in any Local Aid program will be considered in allocating the funds.

• Application Priorities
  o Application Priorities: Eligible municipalities are encouraged to submit only one application. If a municipality has more than one application, the state will give more consideration to its first priority.

The Commissioner will make the final decision on which projects will be funded; project sponsors will be notified of the outcome by mail. After grant approval notification, kick off meetings will be scheduled by Local Aid District staff to review the project and NJDOT’s requirements.

Contact Persons
For questions concerning all aspects of the program, please contact the appropriate District Manager listed below:

District 1
Roxbury Corporate Center
200 Stierli Court
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