



*Kathryn A. DeFillippo, Chair*  
*Mary D. Ameen, Executive Director*

**KATHRYN A. DeFILLIPPO, CHAIR**

**BOARD VIRTUAL MEETING AGENDA**

**July 12, 2021**  
**10:30 AM**

---

**Join the meeting from your computer, tablet or smartphone.**

<https://global.gotomeeting.com/join/907599149>

**You can also dial in using your phone.**

United States: [+1 \(669\) 224-3412](tel:+16692243412)

**Access Code: 907-599-149**

---

- A. Open Public Meetings Act Compliance
  - B. Roll Call
  - C. Approval of Minutes
  - D. Chair's Remarks
  - E. Executive Director's Report
  - F. Planning for 2050 Presentation: Climate Resilience and Transportation – Anne Choate, ICF
  - G. Committee Reports/Action Items\*
- Project Prioritization – Commissioner John W. Bartlett, Chair
    1. Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add Federal Funds to the Bridge Preventive Maintenance Program as Requested by the New Jersey Department of Transportation (Attachments G.1.a., G.1.b.)
    2. Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne (Attachments G.2.a., G.2.b.)

\* Following the Committee Reports, there will be an opportunity for public comment prior to any Action Item vote.

3. Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add Disaster Recovery and Resiliency Program Funds as Requested by the Port Authority of New York and New Jersey (Attachments G.3.a., G.3.b.)
  4. Approval of the Initial Financial Plan for the Route 80, Route 15 Interchange Improvements Project (Attachments G.4.a., G.4.b., G.4.c.)
- Planning and Economic Development – Commissioner John P. Kelly, Chair
  - Freight Initiatives – Commissioner Charles Kenny, Chair
- I. Public Participation
  - J. Next Meeting: September 13, 2021, 10:30 a.m.
  - K. Adjournment

**NJTPA of the Board of Trustees Meeting**  
**July 12, 2021**  
**10:30 AM**  
**(Agenda Package Attached)**

The agenda package for the July 12, 2021 Board meeting is attached. The meeting will be held via GoToMeeting. The log-in details are below. Please login 5-10 minutes early to ensure your connection works.

To participate please click on the meeting link at the bottom of this page from your computer, tablet or smartphone. (If participating by smartphone only, you will need to install the GoToMeeting app either in the Apple store or Google Play store.)

If your computer does not have a microphone, choose “phone call” after you log in via the link and you will be provided with call-in information. **Please be sure to enter the audio PIN number provided to properly connect your phone audio.**

If you are unable to participate by computer or smart phone, you can use the call-in information at the bottom of this document to participate by telephone only. **However, we strongly recommend using a computer or the GoToMeeting app on your smartphone if possible.**

Further information is available in the GoToMeeting Quick Guide for Attendees at <https://www.gotomeeting.com/meeting/resources/gotomeeting-quick-and-helpful-guide-for-attendees>

If you have any questions or concerns, don't hesitate to contact me at 973-639-8410.

**Log-In Details**

**NJTPA Board Meeting**  
**July 12, 2021**  
**10:30 AM**

**Please join the meeting from your computer, tablet or smartphone.**

<https://global.gotomeeting.com/join/907599149>

**You can also dial in using your phone.**

United States: [+1 \(669\) 224-3412](tel:+16692243412)

**Access Code:** 907-599-149

**Join from a video-conferencing room or system.**

Dial in or type: 67.217.95.2 or inroomlink.goto.com

Meeting ID: 907 599 149

Or dial directly: [907599149@67.217.95.2](tel:907599149@67.217.95.2) or 67.217.95.2##907599149



Kathryn A. DeFillippo, Chair  
Mary D. Ameen, Executive Director

## KATHRYN A. DeFILLIPPO, CHAIR

### Board Meeting Minutes

May 10, 2021

---

#### A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County Commissioner, called the meeting to order at 10:31 a.m. Ted Ritter reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of the meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*.

#### B. Roll Call

Following the salute to the flag, Mr. Ritter called the roll. Nineteen voting members were present. (Attachment 1).

#### C. Approval of Minutes

Chair DeFillippo asked if there were any corrections, changes or additions to the minutes of the March 8, 2021 meeting. Jay Sheffield, Port Authority of New York & New Jersey (PANYNJ) said he wanted to call attention to the comments in the minutes of Neile Weissman during the public participation section of the meeting, which he said may be mischaracterized. He said he believed Mr. Weissman said the PANYNJ's Restore the George project would not mitigate potential conflicts as much as it should, but he did not understand Mr. Weisman to say it would worsen the conflicts as they exist currently. Responding in the meeting chat, Mr. Weisman indicated that he stands by the comment as reflected in the minutes. A motion to approve the minutes was made by Warren County, seconded by Passaic County and carried with 18 affirmative votes. The Citizens' Representative abstained.

#### D. Chair's Remarks

Chair DeFillippo indicated that this was a very dynamic time when it comes to federal funding for transportation infrastructure, with proposals for the investment of billions of dollars. She said the FAST Act is set to expire at the end of September, and a draft bill for reauthorization is expected soon from the House Transportation & Infrastructure Committee. That bill is expected to include the re-introduction of "member designated projects," traditionally known as earmarks.

She said recently NJTPA staff worked diligently with the subregions and Congressional staff to review potential requests and complete 45 letters of support for proposed earmarks totaling \$150 million or more in the region. This process helps ensure that federal funding is spent wisely and helps improve transportation in our region. She thanked NJTPA staff and the subregional staff who worked on the proposals, and the Congressional delegation for their ongoing support of federal transportation investment in the region.

The Chair then noted that, as part of outreach for the Plan 2050 long-range plan update, the NJTPA held an On Air “Future of Transportation” contest, which engaged children in the long-range planning process. Nearly 160 children ages 5 to 15 submitted entries including drawings, videos, poems, essays, and animations. She said overall kids have great hopes for technology and our transportation future.

Chair DeFillippo then indicated that the New Jersey Department of Transportation (NJDOT) has submitted the Transportation Capital Program to NJTPA staff, who then provided pertinent information to the subregions late last month. These projects form the basis for the Transportation Improvement Program (TIP), which allocates some \$2 billion annually for transportation projects and programs in our region. It is scheduled for adoption along with the long-range plan and air quality conformity this coming fall. She said the NJTPA looks forward to working with NJDOT to resolve any issues and complete the TIP development process to make cost-effective use of all available federal funds.

Turning to the day’s agenda, the Chair recognized and thanked Jon Carnegie, Executive Director of the Alan M. Voorhees Transportation Center at Rutgers University for being on hand to present on “Planning for Healthy, Just, Resilient and Carbon-Neutral Mobility in New Jersey.” In closing her report, the Chair commented on the pandemic, saying that while she is optimistic about things starting to feel normal again, the NJTPA will continue to work remotely and conduct meetings virtually for the time being. She said the NJTPA is fortunate that the agency can fulfill all its obligations, keeping projects and planning studies funded and moving, while working remotely.

## **E. Executive Director’s Report**

NJTPA Executive Director Mary D. Ameen said she was pleased to report that the NJTPA’s federal funding partners have now accepted the Unified Planning Work Program (UPWP) approved by the Board at the March meeting. She said initiatives for FY 2022 include a revalidation of the agency’s planning model, an examination of freight rail crossings, and work on a regional Active Transportation Plan, along with several new subregional studies.

Ms. Ameen also announced that the federal partners have accepted the NJTPA’s revised Title VI Implementation Plan, adopted by the Board in January, meaning the NJTPA has addressed the corrective action from its last certification review. She noted that as part of Title VI efforts, the NJTPA installed new accessibility features on its website for people facing limitations in using standard web browsers.

Ms. Ameen said work continues to wrap up the current work program, including the

Accessibility and Mobility Strategy Synthesis study; the Transportation Demand Management and Mobility Plan; two projects in the final stages as part of the Planning for Emerging Centers program, one in Raritan Borough in Somerset County and one in Keyport in Monmouth County; and five subregional studies. She said a draft of the updated long-range transportation plan will be available for review by the end of the fiscal year, with public comment in the summer and Board action in the fall.

Ms. Ameen said collaboration with partner agencies also continues, including with NJDOT and the subregions in preparing the TIP. Central Staff, she said, also participated in the State Transportation Innovation Council (STIC) meeting March, focusing on implementing the Federal Highway Administration's Every Day Counts initiatives. This includes innovative ways of improving infrastructure, mobility, and public engagement.

Ms. Ameen thanked Jon Carnegie for his ongoing leadership and guidance in the groundbreaking work of Together North Jersey (TNJ). She said TNJ's local assistance efforts have helped communities around the region pursue strategies to improve quality of life, economic development, and sustainability, and the TNJ Institute has conducted a host of seminars and training sessions on vital topics. She noted that the four TNJ task forces – focusing on the areas of resilience, efficiency, livability, and competitiveness – met in March and are assisting in updating the TNJ Plan, which was adopted five years ago.

Ms. Ameen said another source of new ideas and directions for the work of the NJTPA is the UpNext young adult advisory group. She thanked Assemblyman Daniel Benson, Chair of the Transportation and Independent Authorities Committee, for presenting at the last meeting of the group about how transportation legislation is drafted and passed into law.

Ms. Ameen then announced two upcoming events:

- The seventh annual Tech Tools for Planning Expo will be held May 20, showcasing some of the innovative tools that have been deployed or are under development in the region
- On June 1, as part of the TPA Tuesdays series, a symposium will be held on Connected & Automated Vehicles: Planning for the Future.

Ms. Ameen thanked the Board, subregions and NJTPA staff for all their hard work over the past year under very challenging circumstances. She said NJTPA staff rose to the challenge of working remotely and will successfully deliver the full FY 2021 work program.

## F. Committee Reports/Action Items

### Project Prioritization – Commissioner John W. Bartlett, Chair

Commissioner Bartlett reported that the Committee considered six action items at the April committee meeting. First, the Committee approved minor amendments to the current TIP to add three locally sponsored projects that recently completed the NJTPA's Local Concept Development process. Federal funding for the Preliminary Engineering, Design, Right-of-Way, and Construction phases of work for these projects will come from the NJTPA Future Projects program line. The projects are:

- The Chadwick Beach Island Bridge over Barnegat Bay in Ocean County, which will be supported with \$12.4 million in Fiscal Years 2021 to 2025.
- The Manhattan Avenue Retaining Wall project in Hudson County, with \$51.5 million in Fiscal Years 2021 to 2028.
- The Martin Luther King Avenue Bridge over the Whippany River project in Morris County, with \$8.6 million in Fiscal Years 2021 to 2026.

The Commissioner said, the Committee next considered two sets of modifications to the current TIP at the request of NJ TRANSIT. The first set adds federal discretionary grant funding to three programs:

- \$14.7 million to the Bus Support Facilities and Equipment Program to support the Wayne Bus Garage modernization in Passaic County.
- \$24.4 million to the Bus Acquisition Program to support the acquisition of articulated buses to be based in garages serving Bergen, Essex, and Hudson counties, and up to eight 40-foot battery-electric buses to expand service in Newark and Irvington.
- \$4.25 million to the Ferry Program to support the Underwater Hoboken Ferry project to modernize compromised harbor piles supporting the Hoboken Ferry Terminal in Hudson County.

Commissioner Bartlett said the second set of modifications adds funding to two programs:

- \$5.9 million to the Northeast Corridor Improvements Program to maintain state of good repair, increase capacity, and improve efficiency.
- \$4.8 million to the Hudson, Bergen, and Newark light rail systems to support the Hudson Bergen Light Rail Weehawken Tunnel Repairs project.

The Commissioner said the funding for these programs and project will be reallocated from the Preventative Maintenance-Rail Program, the Rail Rolling Stock Procurement Program, and three Transit Enhancements programs. He said the Committee approved the two sets of modifications, and no further action is needed.

Commissioner Bartlett said the last item considered by the Committee was approval of projects for the 2020 Transportation Alternatives Set-Aside Program. He said the July 2020 solicitation for the program yielded 71 eligible applications in the NJTPA region, and they were screened

by Technical Review Committee. Ten projects totaling \$8.8 million in Bergen, Essex, Middlesex, Ocean, Passaic, Somerset, and Union counties were selected for implementation.

**1. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Chadwick Beach Island Bridge over Barnegat Bay Project in Ocean County (Attachment 2)**

A motion to approve the resolution was made by Middlesex County, seconded by Monmouth County and carried unanimously.

**2. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Manhattan Avenue Retaining Wall Project in Hudson County (Attachments 3)**

A motion to approve the resolution was made by Hudson County, seconded by Essex County and carried unanimously.

**3. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Martin Luther King Avenue Bridge over the Whippany River Project in Morris County (Attachment 4)**

A motion to approve the resolution was made by Warren County, seconded by Sussex County and carried unanimously.

**4. Approval of Projects for the 2020 Transportation Alternatives Set-Aside Program (Attachment 5)**

A motion to approve the resolution was made by NJDOT, seconded by Monmouth County and carried unanimously.

**Planning and Economic Development – Commissioner John Kelly, Chair**

Committee Vice Chair, Commissioner Sarah Sooy, Somerset County reported that the Committee heard a presentation by Central Staff on the Complete Streets Technical Assistance Program at the April joint meeting. She said the NJTPA is partnering with Sustainable Jersey, the Voorhees Transportation Center at Rutgers University, and Together North Jersey on this program, which assists municipalities in implementing Complete Streets policies.

The Commissioner said this is the second year of the program. Nine towns participated in the first round and eight more were part of the second round, which just concluded. She said recommended improvements include curb extensions, high-visibility crosswalks, on-street sidewalks, bicycle lanes, lighting upgrades, and changes to signage or striping. A third round of

assistance, which will be awarded on a competitive basis, is planned for this fall. Final reports and a video about complete streets are on the NJTPA website, she said.

Commissioner Sooy said, also at the April joint meeting, the Committee was informed of recent efforts by the TNJ task forces to refresh the focus areas, strategies and actions in the TNJ Plan. Current TNJ programs include the Local Technical Assistance Program, with two projects – a downtown Dover business directory and post-COVID recovery project; and, in Passaic County, a plan for art installations that will attract residents and visitors to the Morris Canal Greenway. Also, she said, two Transit Hub Program improvement projects, undertaken in cooperation with the New Jersey Chapter of the American Planning Association, are in progress in Fanwood and Hackensack.

### **Freight Initiatives – Commissioner Charles Kenny, Chair**

Commissioner Kenny reported that the April meeting of the Committee included annual rail freight updates. He said Ryan Hill from Conrail, briefed the Committee on several capital projects implemented by this regional rail service, which serves the shared asset areas of CSX and Norfolk Southern, two national Class I railroads. Conrail’s capital investments will ease congestion through added capacity and flexibility.

The Commissioner said the next speaker, Matt Masters, PANYNJ, provided an overview of the New York-New Jersey Rail, a shortline marine railroad that operates via a railcar float barge service between Greenville Yard in Jersey City and the 65<sup>th</sup> Street Yard in Brooklyn. Now that the service’s infrastructure has been built-out to accommodate 24,000 carloads a year, the rail line is working with the port business development team to expand the customer base.

Commissioner Kenny said the final speaker was Genevieve Clifton from NJDOT, who provided an update on the New Jersey Rail Freight Assistance Program, which provides \$25 million a year to preserve, rehabilitate, and enhance rail freight infrastructure. He said she highlighted several of the 35 Freight Rail Assistance Program projects awarded by the Department – three quarters of which will be implemented in the NJTPA region. The application process for the 2022 Freight Rail Assistance Program will open in July.

Also at the meeting, the Committee heard the following in reports from members:

- In March, the Port handled its highest-ever number of cargo containers
- Industrial real estate development continues to be a hot market
- NJDOT has finalized a statewide rail GIS database
- Somerset County is working with the NJTPA Freight Concept Development Program on the Port Reading Secondary South Main Street Grade Crossing Elimination Project in Bound Brook
- Union County’s Truck Mobility Study is nearly complete.

Commissioner Kenny noted that the NJTPA has published its “COVID-19 Pandemic and North Jersey Freight” assessment report, which is now available on the website.

### **G. Planning for 2050 Presentation: Planning for Healthy, Just, Resilient, and Carbon-Neutral Mobility in New Jersey – Jon A. Carnegie, Alan M. Voorhees Transportation Center**

Jon Carnegie, Executive Director of the Alan M. Voorhees Transportation Center (VTC) at Rutgers University, said VTC has had a decades-long partnership with NJTPA on many important regional issues including recent complete streets efforts. He summarized VTC's expertise in a wide range of areas, including transit service plans, financing, the intersection of transportation and land use, equity and environmental justice, climate change, and more.

Mr. Carnegie said VTC has launched a climate change project in collaboration with a working group formed in the past year within the State Climate Change Alliance. The group is focusing on reducing the climate impact of the transportation sector in support of the state Climate Change Plan, which he said calls for reducing New Jersey greenhouse gas (GHG) emissions by 80 percent by 2050. Transportation, he said, must play a large role in achieving this as the sector generates 41 percent of GHG emissions.

Mr. Carnegie said a key focus in the state is electrification of the transportation sector, with both state agencies and utilities offering programs to encourage the adoption of electric vehicles and provide needed charging infrastructure. He noted that clean electricity generation is an important part of these efforts. However, he said, even with cleaner vehicles, the transportation sector can still add to GHG due to land use and other impacts.

Mr. Carnegie said the working group was exploring strategies to achieve the goals of healthy, just, efficient, resilient and carbon neutral transportation. Among the guiding concepts are to encourage the transition to lower or zero carbon modes of travel, particularly walking, biking and transit; empower people to drive less through connections within diverse, affordable and inclusive neighborhoods with a mix of housing types; encouraging mobility as a service to broaden the range of transportation options; embrace new technologies but ensure they are affordable and accessible to all; and make social justice a key indicator of transportation system performance.

Mr. Carnegie said an organizing framework for the project is the creation of the "15-minute city or neighborhood," in which basic needs for daily living can be reached within 15 minutes, mostly through walking or biking. It is a concept, he said, that is being implemented around the world and currently being explored in Hudson County. Such neighborhoods, he said, can be the building blocks for more sustainable communities and regions.

Mr. Carnegie said, together with the working group, VTC will be developing case studies in eight counties selected to represent a variety of populations, needs and conditions. This will include developing concept plans through fieldwork and community engagement in three to six targeted neighborhoods. As an initial step, this summer VTC will publish a concept paper for the project and hold an issue forum. He said the project has a significant convergence with the work of the NJTPA and other state and local agencies.

Commissioner Sarnoski thanked Mr. Carnegie for the presentation and said Warren County looks forward to working with VTC.

## **H. Public Participation**

Tara Mezzanotte said she is from Knowlton Township and represents the I-80 DWG Coalition. She said the group is not contesting that rockfall mitigation may be needed in the area; they are contesting that the proposed project is rational, effective or considerate of the harms that will result. The group, she said, investigated many issues involved, including reviewing thousands of pages of documents obtained under the New Jersey Open Public Records Act and the federal Freedom of Information Act. She said NJTPA decisions about the project since 2012 may have been made under false pretenses, as the project development did not follow procedures in NJDOT's policy manual. She asked the NJTPA find the facts and truth regarding the \$150 million in rockfall mitigation projects in Warren and Hunterdon counties. She said NJDOT chooses where the funding is spent; it is not earmarked by the federal government for these projects and could be spent on other safety projects in the region.

Ms. Mezzanotte said public outrage about the projects may be the result of NJDOT violations of policies and procedures that are supposed to evaluate the project feasibility, impacts and responsible spending. At issue, she said, is that the project scope changed from the concept development phase to the preliminary engineering phase from a minor project with no traffic impacts to the current proposal, which she characterized as a \$37 million to \$200 million project with major impacts that call into question its feasibility. She says Knowlton Township was removed from the public engagement plan that was approved in 2011. Ms. Mezzanotte asked for NJTPA's assistance to seek an audit and investigation based on the packet of materials sent to the Board on Friday. She asked the NJTPA to help NJDOT facilitate a formal public meeting as was outlined in the current public involvement action plan. She thanked the Board for their assistance.

Chair DeFillippo confirmed that the materials were shared with the Board on Friday and that Board members would be reviewing it.

Mayor Adele Starrs, Knowlton Township, said the last time she appeared before the NJTPA she was accompanied by a half-dozen other mayors to draw NJTPA's attention to the fact that the rockfall project was exploding in cost. She said, while the NJTPA Board declined to remove the project from the TIP, it promised to see that NJDOT would meet with the affected townships to discuss possible mitigation of the project. She said the promised meeting never happened, despite repeated requests. The project, she said, has not changed in any substantive way although there are 14 design alternatives.

The Mayor said the second thing she would like to bring to the Board's attention is that there is possible wrong doing. The project has been selected to undergo an environmental assessment, and normally, at the end of that study, a report is issued with the conclusion that the project will or will not have significant environmental impacts. She said in March of 2019, NJDOT instructed their contractor Dewberry Engineers to plan for a finding of no significant impact on the project. She says she has documentation that shows that the NJDOT already decided and

informed their contractor two years before the report came out and before any public comment, and so they predetermined the outcome, showing that public input is a total farce, and the millions of dollars of money that have been spent on that study are wasting taxpayer dollars.

Mayor Starrs said the NJTPA is not following through on their assurances given two years ago and, of greater concern, there is now documentation of violations on this project. She said it is one thing when a government agency funds a project and is not aware of any wrongdoing, but in this case, she was now making the NJTPA aware. She said she would forward all the documentation at the end of this meeting.

Mayor Starrs posed three questions: What role does the NJTPA play in addressing the new information that has now been brought to light regarding possible wrongdoing? Does the Board support the proposal of the representative from Warren County, who asked that this project go back to the drawing board, not to cancel it, but to resolve some of the issues? Is the NJTPA able to provide any oversight of this project or if not provide oversight to act as an intermediary to ensure Knowlton and Hardwick townships can be treated more like stakeholders in this process? She thanked the Board and offered to work with it on the issue.

Chair DeFillippo thanked Mayor Starrs for her comments and said the NJTPA was seeking to coordinate a meeting with NJDOT and Warren County to address the issues. She said she did not want to comment on the issues raised and said that the conversation must take place between Warren County and NJDOT, which the NJTPA is trying to coordinate. Ms. Ameen noted that the role of the NJTPA has been and continues to be one of facilitation. She said by law the NJTPA is not an investigative body. While it is proper that issues be brought before the forum the NJTPA has established, she said, resolving the issues needs to take place within the purview of the project sponsor, who in this case is NJDOT, also a Board member.

Mayor Kevin Duffey from Hardwick Township asked how, given the numerous procedural issues and questions about the project presented by Mayor Starrs, it is possible for the project to continue to move forward, when every elected municipal official representing the impacted areas in New Jersey and Pennsylvania has expressed concerns about the project or outright opposition to it. He said this included the Board of Commissioners of Warren and Hunterdon counties; 20 municipalities that passed resolutions; Assembly and State Senate representatives and U.S. senators and representatives from both states. With all those expressions of concern, and the procedural issues raised, he asked how is it possible that the project has not slowed down or undergone another review? He asked what needs to be done to take another look at the project and listen to the elected officials who have expressed concerns over several years with little response from NJDOT.

Neile Weissman, Complete George, thanked Mr. Carnegie for his presentation. He had uploaded three links to the meeting chat box. One was to a screen capture of the New York Cycling Club Facebook posts with 25 remarks complaining about the uptick of micromobility motorized devices such as scooters and e-bikes using the George Washington Bridge bike path. He said the bridge is an Americans with Disabilities Act compliant facility that is being used by motorized devices – many hundreds of them during peak hours with scary effect. Mr. Weissman said a scooter share program just launched in the Bronx is just the beginning of the problem, and that

the onset of congestion pricing could prompt more commuting by E-bikes over the bridge. Mr. Weissman said this problem is not confined to the bridge. Bike facilities throughout Manhattan are increasingly stressed by motorized micromobility devices. He said it indicates the need for high-use arterial bikeways to be compliant with national standards with capacity for increased use.

Commissioner Jason Sarnoski, Warren County, expressed his thanks to Chair DeFillippo who he said has been engaging and very welcoming with his comments and concerns regarding the TIP, especially the Route 80 rockfall project, about which Warren County has submitted multiple comments regarding the projects. Commissioner Sarnoski said, another project of particular concern and significance is the Route 57-519 Intersection Project.

Commissioner Sarnoski said multiple counties have expressed concern with rockfall projects, including Sussex and Hunterdon counties, which have their own rockfall projects. He said it behooves the NJTPA Board to look at these projects closely and not just dismiss the concerns as sponsoring-agency issues and to see that the NJTPA has followed procedures and done its due diligence. He said he looks forward to a very impactful and meaningful meeting with the NJDOT. The Commissioner thanked the Chair for everything she has done and said he hoped to continue to work with her on trying to resolve this issue in the right manner.

Chair DeFillippo thanked Commissioner Sarnoski for his comments and said the NJTPA will continue to facilitate efforts of NJDOT and Warren County to take a serious look at the projects.

Commissioner Zach Rich, Hunterdon County, said this is an important issue for Warren and Hunterdon counties, both of which want to meet with NJDOT to work it out and come to a positive resolution. He said, based on its financing role, the NJTPA does have a say in the process to see that things are done right. He asked Board members for their support.

#### **I) Time and Place of Next Meeting**

Chair DeFillippo announced that the next virtual meeting of the NJTPA Board will be held on Monday, July 12, 2021 at 10:30 a.m.

#### **J) Adjournment**

At 12:11 p.m., a motion to adjourn was made by Middlesex County, seconded by Passaic County and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: May 10, 2021**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	Thomas Malavasi
Hunterdon County	Hon. Zach Rich	Carrie Fellows
Jersey City	Barkha Patel	
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness
Monmouth County	Teri O'Connor	Inkyung Englehart Shilpa Bhojappa
Morris County	Hon. Kathy DeFillippo John Hayes	Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County		Mark Jehnke
Passaic County	Hon. John Bartlett	Michael Lysicatos Andras Holtzmann
Somerset County	Hon. Sara Sooy Walt Lane	Ken Wedeen Paul Drake
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Elizabeth Betz
Warren County	Hon. Jason Sarnoski	David Dech
Governor's Office	Lauren Nathan-LaRusso	
NJDOT	Mike Russo	James Vari Andrew Swords Eric Powers
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Anna Aleynick	AECOM
Neile Weissman	Complete George

Raymond Tomczak	FTA
Paul St. Onge	Gibbons PC
Tara Shepherd	GoHunterdon TMA
Bob Werkmeister	GPI
Tara Mezzanotte	I80DWG Coalition
Kevin Duffy	Mayor, Hardwick Twp.
Adele Starrs	Mayor, Knowlton Twp.
Ted Del Guercio	McManimon, Scotland & Baumann, LLC
Various members of Central Staff	NJTPA
Jon Carnegie	Rutgers University Voorhees Transportation Center
Dan Callas	TransOptions TMA

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE CHADWICK BEACH ISLAND BRIDGE OVER  
BARNEGAT BAY PROJECT IN OCEAN COUNTY**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project, or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, Ocean County has requested the addition of the Chadwick Beach Island Bridge Over Barnegat Bay project (DB# N1805) in Ocean County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and do not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action; and

**WHEREAS**, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the

**Approved May 10, 2021**

meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE MANHATTAN AVENUE RETAINING WALL  
PROJECT IN HUDSON COUNTY**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project, or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, Hudson County has requested the addition of the Manhattan Avenue Retaining Wall project (DB# N1603) in Hudson County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action; and

**WHEREAS**, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**Approved May 10, 2021**

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE MARTIN LUTHER KING AVENUE BRIDGE  
OVER THE WHIPPANY RIVER PROJECT IN MORRIS  
COUNTY**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project, or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, Morris County has requested the addition of the Martin Luther King Avenue Bridge over the Whippany River project (DB# N1804) in Morris County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action; and

**WHEREAS**, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**Approved May 10, 2021**

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2020  
TRANSPORTATION ALTERNATIVES SET-ASIDE  
PROGRAM**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the Transportation Alternates Set-Aside program (TA Set-Aside) is supported in the Fixing America's Surface Transportation (FAST) Act of 2015 with a set-aside of funds under the Surface Transportation Block Grant Program (STBGP); and

**WHEREAS**, the TA Set-Aside program provides an opportunity for eligible applicants to apply for federal funding for the construction of community based "non-traditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal system; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) conducted a solicitation for the TA Set-Aside program; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications in July 2020 inviting eligible applicants to submit for the program; and

**WHEREAS**, NJDOT received 71 eligible TA Set-Aside applications in the NJTPA region; and

**WHEREAS**, a Technical Review Committee comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications; and

**WHEREAS**, within the NJTPA region, the NJDOT has agreed to fund the top-scoring TA Set-Aside projects with a combined funding total of \$8.8 million; and

**WHEREAS**, the recommended projects address the goals of the programs as defined; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**Approved May 10, 2021**

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the attached list of projects for the Transportation Alternatives Set-Aside Program.

**BE IT FURTHER RESOLVED**, that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and to the counties of the selected applicants.



Kathryn A. DeFillippo, Chair  
Mary D. Ameen, Executive Director

## KATHRYN A. DeFILLIPPO, CHAIR

### Special Board Meeting Minutes

June 1, 2021

---

#### A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County called the meeting to order at 10:45 a.m. Beverly Morris, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*.

#### B. Roll Call

Ms. Morris called the roll, and 18 voting members were present. (Attachment 1).

#### C. Chair's Remarks

Chair DeFillippo said the meeting was necessary to approve additional funding for a critical Monmouth County bridge project, and with Board approval, the County will be able to initiate the project during the current construction season, providing jobs and a critical infrastructure improvement.

The Chair noted that, while the general preference is to avoid holding special meetings, they are occasionally necessary to move important projects forward in a timely manner. She said she appreciates the Board's understanding and willingness to participate in these brief meetings on relatively short notice.

#### D. Project Prioritization Committee Report

Committee Chair, Commissioner John W. Bartlett, Passaic County said the Committee met earlier that morning and voted unanimously to adopt a minor amendment to the Fiscal Year 2020-2023 Transportation Improvement Program (TIP) to add federal funds to the Rumson Road over the Shrewsbury River, CR 520 Project. He asked Eve Chamberlain, Central Staff, to brief the Board on the action item. Ms. Chamberlain said Monmouth County has requested the minor amendment to add \$16.5 million in federal funds for the construction phase of the project in Fiscal Year 2021. She said Federal Highway Infrastructure Program funds are available for the project in accordance with the United States Department of Transportation Appropriations Acts

of 2019 and 2020. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

**Action Item: Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add Federal Funds to the Rumson Road over the Shrewsbury River, CR 520 Project as requested by Monmouth County (Attachment 2)**

Teri O'Connor, Monmouth County, expressed the County's appreciation to the Board for making time to attend the special meeting and to staff for scheduling the meeting. She said the action will help expedite construction of the Rumson Sea Bright Bridge, which is a critical transportation connection over the Shrewsbury River and serves as part of an emergency evacuation route. Ms. O'Connor said funding authorization will provide the money for construction, including inspection and contract administration services. She said scheduling the special meeting is just one of many examples of the invaluable assistance and guidance that the NJTPA provides. Ms. O'Connor said the success of the project is due to multiple agencies, including the Federal Highway Administration, New Jersey Department of Transportation, and Monmouth County, under the strong leadership of the NJTPA. She thanked NJTPA Board members and staff for helping member subregions to successfully navigate the complex process for delivering vital transportation projects to the region's constituents.

A motion to approve the resolution was made by Monmouth County, seconded by Middlesex County and carried unanimously. There were no further questions or comments

Chair DeFillippo thanked all participating in the meeting.

**E) Time and Place of Next Meeting**

Chair DeFillippo said the next regularly scheduled virtual meeting of the NJTPA Board will be held on Monday, July 12, 2021 at 10:30 a.m.

**F) Adjournment**

At 10:57 a.m., motion to adjourn was made by Monmouth County, seconded by Middlesex County and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: June 1, 2021**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Not represented	
Hunterdon County	Hon. Zach Rich	Carrie Fellows
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny	Doug Greenfeld Vijayant Rajvanshi
Monmouth County	Teri O'Connor	Joseph Ettore Inkyung Englehart Shilpa Bhojappa
Morris County	Hon. Kathy DeFillippo John Hayes	Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County	John Ernst	Mark Jehnke
Passaic County	Hon. John W. Bartlett	Michael Lysicatos
Somerset County	Hon. Sara Sooy	
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	
Warren County	Not represented	
Governor's Office	Lauren Nathan-LaRusso	
NJDOT	Andrew Swords	Eric Powers
NJ TRANSIT	Jeremy Colangelo-Bryan	Lou Millan
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Bakari Lee, Esq.	McManimon, Scotland & Baumann, LLC
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION      MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THE RUMSON ROAD OVER  
THE SHREWBURY RIVER, CR 520 PROJECT AS  
REQUESTED BY MONMOUTH COUNTY**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds above a specified threshold are added to a project programmed with federal funds and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, Monmouth County has requested the addition of funds to the Rumson Road over the Shrewsbury River (CR 520) project, in Monmouth County (DB# NS9706); and

**WHEREAS**, the NJTPA is recommending utilizing federal Highway Infrastructure Program Funds (HWIZ905-NY/NWK and HWIZ910-NY/NWK-NY/NWK) available pursuant to the Department of Transportation Appropriations Acts, 2019 and 2020; and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action; and

**WHEREAS**, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the

meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

Attachment G.1.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THE BRIDGE PREVENTIVE  
MAINTENANCE PROGRAM AS REQUESTED BY THE  
NEW JERSEY DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) has requested the addition of National Highway Performance Program (NHPP) funds to the Bridge Preventive Maintenance Program (DB# 13323) as made available from the Bridge Maintenance Fender Replacement Program (DB# 17357) and the Bridge Maintenance Scour Countermeasures Program (DB# 17358); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action; and

**WHEREAS**, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

## Summary of Action

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add Federal Funds to the Bridge Preventive Maintenance Program as Requested by the New Jersey Department of Transportation**

**Action:** In order to advance the following program, the New Jersey Department of Transportation (NJDOT) has requested amending the FY 2020 – 2023 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when federal funds above a specified threshold are added to a project, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is within that threshold and is required to program funds for Bridge Preventive Maintenance projects that are able to be authorized in Federal Fiscal Year (FFY) 2021.

The programs are exempt from an air quality conformity determination and do not impact the current conformity determination. The attached documents provide further details on this project.

#### **Minor Amendment Funding Need:**

- **Bridge Preventive Maintenance Program, DB# 13323**  
This request is to increase National Highway Performance Program (NHPP) funding in FFY 2021. The additional funds will provide for three maintenance bridge painting contracts that are ready for authorization through this program. Attached are documents showing the locations of the new contracts. (*Adding NHPP funds in the amount of \$24.478 million in FFY 2021*)

#### **Minor Amendment Funding Resources:**

- **Bridge Maintenance Fender Replacement Program, DB# 17357**  
This request is to reduce the programmed funding. The resources will be reprogrammed for the need listed above (DB# 13323). (*Reducing NHPP funds in the amount of \$13 million from FFY 2021 and reducing STBGP-FLEX funds in the amount of \$3 million from FFY 2021*)
- **Bridge Maintenance Scour Countermeasures Program, DB# 17358**  
This request is to reduce the programmed funding. The resources will be reprogrammed for the need listed above (DB# 13323). (*Reducing NHPP funds in the amount of \$4 million from FFY 2021 and reducing STBGP-FLEX funds in the amount of \$3 million from FFY 2021*)
- To fill the remaining needs listed above additional funds in the amount of \$1.478 million will be drawn from Prior Year Unobligated Balance Releases. These are variable federal funds that are available for project needs.

**Justification for Action:** Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: N/A DBNUM: 13323

**Name:** Bridge Preventive Maintenance

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

**Counties:** Various

**Municipalities:** Various

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Est. Total Project Cost:** (Million)

**TIP:**

### CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$328.100

Unconstrained Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
Statewide	EC	20S-STATE		\$10.000			
Statewide	EC	NHPP	\$19.675	\$0.000	\$25.000	\$25.000	\$150.000
Statewide	EC	STATE	\$40.000	\$42.380	\$40.000	\$40.000	\$240.000
Statewide	EC	STBGP-FLEX	\$23.820	\$42.225	\$10.000	\$10.000	\$60.000
			\$83.495	\$94.605	\$75.000	\$75.000	\$450.000

### PENDING

FY 2020 - 2023 TIP Cost: (Million) \$352.578

Unconstrained Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
Statewide	EC	20S-STATE		\$10.000			
Statewide	EC	NHPP	\$19.675	\$24.478	\$25.000	\$25.000	\$150.000
Statewide	EC	STATE	\$40.000	\$42.380	\$40.000	\$40.000	\$240.000
Statewide	EC	STBGP-FLEX	\$23.820	\$42.225	\$10.000	\$10.000	\$60.000
			\$83.495	\$119.083	\$75.000	\$75.000	\$450.000



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **Statewide**

PROJECT: **Bridge Preventive Maintenance**

DBNUM: 13323

TRACK #: SW-13323-5-M-2020

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for EC in FFY 21 from \$0M by \$24.478M to \$24.478M.

REASON FOR CHANGE:

Three Maintenance Bridge Painting Contracts have come in seeking authorization via the Bridge Preventive Maintenance line item. The total cost of these contracts is \$24.478M.

Maintenance Bridge Painting Contract 2020-1: Four bridges located in Morris County have an estimated cost of \$6.330M.

Maintenance Bridge Painting Contract 2020-2: Eleven bridges located in Mercer County, Monmouth County, and Ocean County have an estimated cost of \$10.731M.

Maintenance Bridge Painting Contract 2020-3: Eight Bridges located in Burlington County and Camden County have an estimated cost of \$7.417M.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 20-29 FC Chart 15

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.

**NJTPA**

**Transportation Improvement Program Fiscal Years 2020 - 2023**

**Routes:** Mileposts: N/A DBNUM: 17357

**Name:** Bridge Maintenance Fender Replacement

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

**Counties:** Various

**Municipalities:** Various

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Est. Total Project Cost:** (Million)

**TIP:**

***CURRENT***

**FY 2020 - 2023 TIP Cost: (Million) \$57.354**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
Statewide	ERC	NHPP	\$1.000	\$14.000	\$14.000	\$14.000	\$84.000
Statewide	ERC	STBGP-FLEX	\$2.354	\$4.000	\$4.000	\$4.000	\$24.000
			\$3.354	\$18.000	\$18.000	\$18.000	\$108.000

***PENDING***

**FY 2020 - 2023 TIP Cost: (Million) \$41.354**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
Statewide	ERC	NHPP	\$1.000	\$1.000	\$14.000	\$14.000	\$84.000
Statewide	ERC	STBGP-FLEX	\$2.354	\$1.000	\$4.000	\$4.000	\$24.000
			\$3.354	\$2.000	\$18.000	\$18.000	\$108.000



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **Statewide**

PROJECT: **Bridge Maintenance Fender Replacement**

DBNUM: 17357

TRACK #: SW-17357-2-M-2020

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces NHPP funding for ERC in FFY 21 from \$14M by \$13M to \$1M.  
Reduces STBGP-FLEX funding for ERC in FFY 21 from \$4M by \$3M to \$1M.

REASON FOR CHANGE:

Available Bridge Maintenance Fender Replacement resources used to help fund the \$24.478M increase to Bridge Preventive Maintenance.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 20-29 FC Chart 15.

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: N/A DBNUM: 17358

**Name:** Bridge Maintenance Scour Countermeasures

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

**Counties:** Various

**Municipalities:** Various

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Est. Total Project Cost:** (Million)

**TIP:**

### CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$29.000

Unconstrained Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
Statewide	ERC	NHPP	\$1.000	\$5.000	\$5.000	\$5.000	\$30.000
Statewide	ERC	STBGP-FLEX	\$1.000	\$4.000	\$4.000	\$4.000	\$24.000
			\$2.000	\$9.000	\$9.000	\$9.000	\$54.000

### PENDING

FY 2020 - 2023 TIP Cost: (Million) \$22.000

Unconstrained Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
Statewide	ERC	NHPP	\$1.000	\$1.000	\$5.000	\$5.000	\$30.000
Statewide	ERC	STBGP-FLEX	\$1.000	\$1.000	\$4.000	\$4.000	\$24.000
			\$2.000	\$2.000	\$9.000	\$9.000	\$54.000



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **Statewide**

PROJECT: **Bridge Maintenance Scour Countermeasures**

DBNUM: 17358

TRACK #: SW-17358-2-M-2020

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces NHPP funding for ERC in FFY 21 from \$5M by \$4M to \$1M.  
Reduces STBGP-FLEX funding for ERC in FFY 21 from \$4M by \$3M to \$1M.

REASON FOR CHANGE:

Available Bridge Maintenance Scour Countermeasures resources used to help fund the \$24.478M increase to Bridge Preventive Maintenance.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 20-29 FC Chart 15

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.

# Maintenance Bridge Painting Contract 2020-1

Four (04) Bridges

Route US-46, I-80, I-287

Rockaway Borough, Mount Olive Township and Parsippany-Troy Hills

Morris County

Federal Project Number: NHP-D00S(453) DP No: 20458 PE No: 2622627 CE No: 2207145

<b>Str. No.</b>	<b>Structure</b>	<b>Route &amp; Mile Post</b>	<b>Description</b>	<b>Municipality</b>	<b>County</b>
1	1409-157	RT 46, MP 40.71	US 46 over Rockaway River & Former CRR of N.J.	Rockaway Borough	Morris
2	1431-150	RT 80, MP 26.25	I-80 EB over US 46 & Conrail	Mount Olive Township	Morris
3	1431-151	RT 80, MP 26.25	I-80 WB over US 46 and Conrail	Mount Olive Township	Morris
4	1420-158	RT 287, MP 42.47	I-287 SB over US 46	Parsippany-Troy	Morris

## Maintenance Bridge Painting Contract 2020-2

Eleven (11) Bridges

Routes RT-31, RT-34, I-195 & I-295

Hamilton, Hopewell, Lawrence, Millstone, Wall, Upper and Jackson Townships

Mercer, Monmouth & Ocean Counties

Federal Project Number: NHP-D00S(454) DP No: 20459 PE No: 2622627 CE No: 2207146

Str. No.	Structure	Route & Mile Post	Description	Municipality	County
1	1120-160	RT 31, MP 4.83	RT. 31 (Pennington Road) over I-295	Hopewell Township	Mercer
2	1307-155	RT 34, MP 4.18	RT. 34 over RT. 138	Wall Township	Monmouth
3	1330-154	I-195, MP 11.79	Imlaystown Hightstown Road over I-195	Upper Freehold Twp.	Monmouth
4	1330-165	I-195, MP 16.70	CO. 537 (Monmouth Road) over I-195	Millstone Township	Monmouth
5	1517-163	I-195, MP 22.99	CO. 638 (Jackson Mills Freehold Rd) over I-195	Jackson Township	Ocean
6	1137-168	I-295, MP 63.20	Cypress Lane over I-295	Hamilton Township	Mercer
7	1137-169	I-295, MP 63.70	Klockner Road over I-295	Hamilton Township	Mercer
8	1138-153	I-295, MP 65.41	Bear Swamp Road (Sloan Ave) over I-295	Hamilton Township	Mercer
9	1138-171	I-295, MP 68.71	CO. 538 (Princeton Pike) over I-295 RMPS "B & D"	Lawrence Township	Mercer
10	1138-174	I-295, MP 69.74	US 206 (Lawrenceville Road) over I-95	Lawrence Township	Mercer
11	1138-175	I-295, MP 71.19	Federal City Road over I-295	Lawrence Township	Mercer

# Maintenance Bridge Painting Contract 2020-3

Eight (08) Bridges

Routes RT-73, RT-130 and I-676

Camden City, Maple Shade Township and Pennsauken Township

Burlington and Camden Counties

Federal Project Number: NHP-D00S(455) DP No: 20460 PE No: 2622627 CE No: 2207147

Str. No.	Structure	Route & Mile Post	Description	Municipality	County
1	0314-155	RT 73, MP 28.52	RT. 73 SB over RT. 38 & Ramps "L" & "S"	Maple Shade Twp.	Burlington
2	0314-154	RT 73, MP 28.52	RT. 73 NB over RT. 38	Maple Shade Twp.	Burlington
3	0422-160	RT 130, MP 34.85	US 130 Ramp "G" over US 130 SB	Pennsauken Twp.	Camden
4	0418-160	I-676, MP 2.26	I-676 over Atlantic Avenue	Camden City	Camden
5	0418-161	I-676, MP 2.55	I-676 Viaduct over Kaighn, 8 <sup>th</sup> & 9 <sup>th</sup> Streets	Camden City	Camden
6	0430-150	I-676, MP 2.83	I-676 over Pine Street	Camden City	Camden
7	0430-151	I-676, MP 2.95	I-676 over Haddon Avenue	Camden City	Camden
8	0430-152	I-676, MP 3.05	I-676 over Newton Avenue	Camden City	Camden

Attachment G.2.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE BAYONNE COMMUTER FERRY PIER AND  
DOCK IMPROVEMENTS PROJECT AS REQUESTED BY  
THE CITY OF BAYONNE**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the City of Bayonne has requested the addition of the Bayonne Commuter Ferry Pier and Dock Improvements (DB# N1904) project to the FY2020 – 2023 TIP; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for this project through a Federal Transit Administration Passenger Ferry Grant (Section 5307); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and do not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action; and

**WHEREAS**, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and the Federal Transit Administration.

## Summary of Action

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne**

**Action:** In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of the City of Bayonne has requested amending the FY 2020 – 2023 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The project is exempt from an air quality conformity determination and does not impact the current conformity determination. Financial information is detailed in the attached documents.

#### **Minor Amendment:**

- **Bayonne Commuter Ferry Pier and Dock Improvements, City of Bayonne DB# N1904**  
This project has received a Federal Transit Administration Passenger Ferry Grant in the amount of \$0.657 million. These funds will be utilized for improvements to the ferry pier and dock. Funding for the completion of the project, which includes the ferry terminal, will be provided by the City of Bayonne utilizing Urban Enterprise Zone funds, developer contributions and Special Improvement District funds. (*Adding Section 5307 funds in the amount of \$0.657 million for Construction in Federal Fiscal Year 2021 and 'Other' funds in the amount of \$0.986 million for Construction in Federal Fiscal Year 2021*)

**Justification for Action:** Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: N/A DBNUM: N1904

**Name:** Bayonne Commuter Ferry Pier and Dock Improvements

Construction of Ferry Pier and Dock Improvements including upland improvements and ADA compliant walkway to Ferry Barge gangway system.

**Counties:** Hudson

**Municipalities:** Bayone City

**Project Type:**

**RCIS Category:** Transit Enhancement

**Sponsor:** City of Bayonne

**Est. Total Project Cost:** (Million)

**TIP:**

*PENDING*

FY 2020 - 2023 TIP Cost: (Million) \$1.643

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	OTHER		\$ .986			
NJTPA	CON	SECT 5307		\$ .657			
				\$1.643			



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **NJTPA**

PROJECT: **Bayonne Commuter Ferry Pier and Dock Improvements**

DBNUM: N1904

TRACK #: N-N1904-0-A-2020

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding FTA Section 5307 funds in the amount of \$0.657 million in FFY 2021 for construction. Adding 'Other' funds in the amount of \$0.986 million in FFY2021 for construction.

REASON FOR CHANGE:

This project has received a Federal Transit Administration Ferry Grant in the amount of \$0.657 million. These funds must be shown in the TIP as required by the FTA. Funds to complete the project will be provided by the City of Bayonne utilizing Urban Enterprise Zone funds, developer contributions and Special Improvement District Funds.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Section 5307 Passenger Ferry Grant funds

CONFORMITY:

PUBLIC INVOLVEMENT:



OFFICE OF THE MAYOR

# CITY OF BAYONNE

630 AVENUE C • BAYONNE, NEW JERSEY 07002-3898  
TEL. (201) 858-6010 • FAX (201) 436-2413

**JAMES DAVIS, MAYOR**



5/19/2021

Ms. Mary D. Ameen *Executive Director*  
North Jersey Transportation Planning Authority  
1085 Raymond Blvd., 17th Floor (One Newark  
Center) Newark, NJ 07102

**Re: Hudson County TIP Amendment  
City of Bayonne: Ferry Pier and Dock Improvements**

Dear Ms. Ameen,

The City of Bayonne requests the addition of the Bayonne Commuter Ferry Pier and Dock Improvements (\$0.657) project to the FY 2020 Transportation Improvement Program.

This project was approved in the 2018-2021 TIP for program year 2019. The project was delayed for implementation due to the COVID pandemic. We are now ready to proceed and request the \$656,800 grant should be reflected in the NJTPA's Transportation Improvement Program as required by FTA Region 2.

**Project Costs:**

The total project cost of the project is estimated to be \$1.643 million and includes purchase of a barge in the non-federal portion of the project.

This request is for the federal portion of the project. \$656,800 (\$0.657) will be allocated from the Federal Transit Administration's FTA FYI 7 Passenger Ferry Grant Selections

The remaining dollars will come from City municipal funds. A letter dated May 19, 2021 describes the source of those funds is included.

**Project Location:**

The project is located in the City of Bayonne, Hudson County at the Peninsula at the Bayonne Harbor (PABH), the former Military Ocean Terminal Bayonne (MOTBY). The ferry terminal location is on property leased from the Port Authority of New York-New Jersey at (PABH) which is on the east side of Rt. 440 (across from the 34<sup>th</sup> Street station of the HBLRT in New York Harbor.

**Project Partnerships**

The City is working with the Port Authority of NY-NJ which currently owns a portion of MOTBY, as well as Royal Caribbean cruise lines which docks at MOTBY.

NJ Transit will establish shuttle service as well as private shuttle services from surrounding residential developments.

The City has designated Sea Streak LLC, of Atlantic Highlands, as the operator of the ferry service.

**Project Description**

Construction of Ferry Pier and Dock Improvements including upland improvements and ADA-compliant walkway to Ferry Barge gangway system

**Project Schedule:**

The project will be programmed for construction in FY

2022. Authorization summer 2021

Construction 60 days Fall 2021

Initiation of Service: Late fall 2021, early

Spring 2022

**Project Contacts:**

Suzanne Mack, PP, AICP. CTP FITE. City Planner City of Bayonne  
[bayonneplanner@gmail.com](mailto:bayonneplanner@gmail.com) 201-344-7599

Andrew Raichle, PE Special Projects Engineer, Matrix Engineering,  
[araichle@matrixnewworld.com](mailto:araichle@matrixnewworld.com)

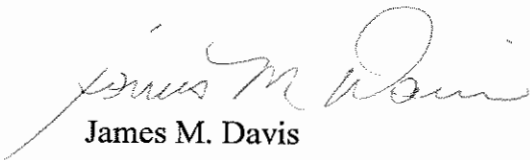
## Summary

Initiation of ferry service between the former Military Ocean Terminal Bayonne (MOTBY) and New York City is an exciting endeavor in our recent Master Plan Re-examination report and is critical to maximum development opportunities at (PABH/MOTBY) Peninsula at Bayonne Harbor

We hope to begin operations this fall 2021. In order to achieve this schedule, it is critical that the TIP amendment be considered at your next NJTPA meeting.

My staff and I are available to answer any questions and to provide any other documents or information necessary to advance this request. In addition, the City has discussed the amendment with County Executive DeGise who is supporting the amendment.

Sincerely,

A handwritten signature in cursive script, appearing to read "James M. Davis".

James M. Davis

Mayor

Cc: Thomas DeGise, Hudson County Executive via email  
David Behrend, Deputy Director, NJTPA via email  
Suzanne Mack, City Planner via email  
Andy Raichle, P.E., Matrix Engineering via email

Attachment G.3.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL DISASTER RECOVERY AND  
RESILIENCY PROGRAM FUNDS AS REQUESTED BY  
THE PORT AUTHORITY OF NEW YORK AND NEW  
JERSEY**

**WHEREAS**, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

**WHEREAS**, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

**WHEREAS**, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the Port Authority of New York and New Jersey (PANYNJ) has requested the addition of Disaster Recovery and Resiliency Program funds (Sect 5324) to the Concrete Sea Wall East of Harrison Car Maintenance Facility (DB# PA1424) and the Harrison Car Maintenance Facility Automatic Flood Barrier (DB# PA1423), as made available from the Priority Protective Measures program (DB# PA1410) and the Priority Protective Measures with Potential Environmental Impacts program (DB# PA1411); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

**WHEREAS**, Congestion Management Process requirements do not apply to this action; and

**WHEREAS**, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

**WHEREAS**, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and the Federal Transit Administration.

## Summary of Action

### **Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add Federal Disaster Recovery and Resiliency Program Funds as Requested by the Port Authority of New York and New Jersey**

**Action:** In order to advance the following program, the Port Authority of New York and New Jersey (PANYNJ) has requested amending the FY 2020 – 2023 Transportation Improvement Program (TIP) to program federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a project or program is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revisions are required to reprogram funds to meet the changing needs of the projects.

The programs are exempt from an air quality conformity determination and do not impact the current conformity determination. The attached documents provide further details on this project.

#### **Minor Amendment Funding Needs:**

- **Concrete Sea Wall East of Harrison Car Maintenance Facility, Hudson County (DB# PA1424)**  
This request is to add Disaster Recovery and Resiliency Program funds (Section 5324) in Federal Fiscal Year (FFY) 2021. Due to field conditions and delays, additional funds are required. Funds are available from unobligated balances from DB# PA1410 and DB# PA1411.  
*(Adding Section 5324 funds in the amount of \$3.166 million in FFY 2021 and PANYNJ funds in the amount of \$0.352 million in FFY 2021)*
- **Harrison Car Maintenance Facility Automatic Flood Barrier, Hudson County (DB# PA1423)**  
This request is to add Disaster Recovery and Resiliency Program funds (Section 5324) in FFY 2021. Due to field conditions and delays, additional funds are required. Funds are available from unobligated balances from DB# PA1410.  
*(Adding Section 5324 funds in the amount of \$3.166 million in FFY 2021 and PANYNJ funds in the amount of \$0.352 million in FFY 2021)*

#### **Minor Amendment Funding Resources:**

- **Priority Protective Measures, Hudson and Essex Counties (DB# PA1410)**  
This request is to reduce the programmed funding. The work has been completed and remaining unobligated balances can be reprogrammed for the needs listed above. (DB# PA1424 and DB# PA1423). *(Reducing Section 5324 funds in the amount of \$6.132 million from FFY 2021 and reducing PANYNJ funds in the amount of \$0.682 million from FFY 2021)*

- **Priority Protective Measures with Potential Environmental Impacts, *Hudson County* (DB# PA1411)**

This request is to reduce the programmed funding. The work has been completed and remaining unobligated balances can be reprogrammed for the needs listed above (DB# PA1424). *(Reducing Section 5324 funds in the amount of \$0.200 million from FFY 2021 and reducing PANYNJ funds in the amount of \$0.022 million from FFY 2021)*

**Justification for Action:** Approval of these minor amendments to the FY 2020 – 2023 TIP will allow the funds to be secured and the projects to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: N/A DBNUM: PA1424

**Name:** Concrete Sea Wall East of Harrison Car Maintenance Facility

PANYNJ will receive funding to construct a concrete sea wall to protect PATH tracks near the Passaic River.

**Counties:** Hudson

**Municipalities:** Harrison Town

**Project Type:**

**RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ

**Est. Total Project Cost:** (Million)

**TIP:**

### *CURRENT*

FY 2020 - 2023 TIP Cost: (Million) \$9.451

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	PANYNJ	\$ .945				
NJTPA	CON	SECT 5324	\$8.506				
			\$9.451				

### *PENDING*

FY 2020 - 2023 TIP Cost: (Million) \$12.969

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	PANYNJ	\$ .945	\$ .352			
NJTPA	CON	SECT 5324	\$8.506	\$3.166			
			\$9.451	\$3.518			



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **NJTPA**

PROJECT: **Concrete Sea Wall East of Harrison Car Maintenance Facility**

DBNUM: PA1424

TRACK #: N-PA1424-3-M-2020

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increase funds for PA1424 in FFY21 by reallocating \$2.966 million in unobligated SECT 5324 funds and \$0.330 million in PANYNJ funds from PA1410 and \$0.200 in unobligated SECT 5324 funds and \$0.022 in PANYNJ funds from PA1411.

REASON FOR CHANGE:

PA1424 requires additional funds due to field conditions causing extra work as well as delays. Unobligated funds are available from PA1410 and PA1411, which have been completed.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Reallocating unobligated SECT 5324 funds does not affect fiscal constraints.

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: N/A DBNUM: PA1423

**Name:** Harrison Car Maintenance Facility Automatic Flood Barrier

PANYNJ will receive funding to construct an automated flood barrier at the Harrison Car Maintenance Facility, which was significantly damaged by Hurricane Sandy. This site is currently protected by temporary barriers. Total eligible amount is \$ 19,815,200. The FTA share is \$ 14,861,400. The PANYNJ share is \$ 4,953,800.

**Counties:** Hudson

**Municipalities:** Harrison Town

**Project Type:**

**RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ

**Est. Total Project Cost: (Million)**

**TIP:**

*PENDING*

FY 2020 - 2023 TIP Cost: (Million) \$3.518

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	PANYNJ		\$ .352			
NJTPA	CON	SECT 5324		\$3.166			
				\$3.518			

DATE SUBMITTED: 5/18/2021



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **PANYNJ**

PROJECT: **Harrison Car Maintenance Facility Automatic Flood Barrier**

DBNUM: PA1423

TRACK #: -PA1423-0-A-2020

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Reallocation of \$3.166 M of unused SEC 5324 funds and \$0.352 in PANYNJ funds from PA1410 to PA1423 in FFY21.

REASON FOR CHANGE:

Project cost has increased due to field conditions causing extra work as well as delays.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Reallocating unobligated SEC 5324 funds and PANYNJ funds does not affect fiscal constraints.

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:**

**Mileposts:** N/A

**DBNUM:** PA1410

**Name:** Priority Protective Measures

High priority protective measures to ensure PATH is well prepared for future hurricane seasons and to provide protection to PATH facilities against flash floods and storm surges - measures to include Stop Logs, Horizontal Deck, Sand-filled Barriers, Water-filled Barriers, Watertight Doors, Pumps, Generators, and Fencing Area, and CIP Wall. This item also includes Permanent Flood Resiliency Repairs for PATH's Hoboken Station.

**Counties:** Hudson Essex

**Municipalities:** Hoboken City Harrison Twp Jersey City

**Project Type:**

**RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ

**Est. Total Project Cost:** (Million)

**TIP:**

### *CURRENT*

FY 2020 - 2023 TIP Cost: (Million) \$6.814

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	PANYNJ		\$6.682			
NJTPA	CON	SECT 5324		\$6.132			
				\$6.814			

### *PENDING*

FY 2020 - 2023 TIP Cost: (Million) \$0.000

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	PANYNJ		\$0.000			
NJTPA	CON	SECT 5324		\$0.000			



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **NJTPA**

PROJECT: **Priority Protective Measures**

DBNUM: PA1410

TRACK #: N-PA1410-4-M-2020

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reallocation of \$3.166 in unobligated SECT 5324 funds and \$0.352 in PANYNJ funds from PA1410 to PA1423 and reallocation of \$2.966 in unobligated SECT 5324 funds and \$0.330 in PANYNJ funds from PA1410 to PA1424 in FFY21.

REASON FOR CHANGE:

Work has been completed on PA1410, so remaining unobligated funds are available to cover increased costs on PA1423 and PA1424 due to field conditions causing extra work as well as delays.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Reallocating unobligated SECT5324 funds does not affect fiscal constraints.

CONFORMITY:

PUBLIC INVOLVEMENT:

# NJTPA

## Transportation Improvement Program Fiscal Years 2020 - 2023

**Routes:** Mileposts: N/A DBNUM: PA1411

**Name:** Priority Protective Measures with Potential Environmental Impacts

For high priority protective measures to ensure PATH is well prepared for the upcoming 2013 hurricane season and will provide protection to PATH facilities against flash floods and storm surges - measures to include: Concrete Bench (Exchange Place), Concrete Wall (West) Harrison Car Maintenance Facility, Bin Blocks (West) Harrison Car Maintenance Facility, Hesco Barrier Wall (East) Harrison Car Maintenance Facility, Concrete Wall (East) Harrison Car Maintenance Facility.

**Counties:** Hudson

**Municipalities:** Harrison Twp Jersey City

**Project Type:**

**RCIS Category:** Transit Preservation

**Sponsor:** PANYNJ

**Est. Total Project Cost: (Million)**

**TIP:**

### *CURRENT*

FY 2020 - 2023 TIP Cost: (Million) \$0.222

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	PANYNJ		\$0.022			
NJTPA	CON	SECT 5324		\$0.200			
				\$0.222			

### *PENDING*

FY 2020 - 2023 TIP Cost: (Million) \$0.000

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	PANYNJ		\$0.000			
NJTPA	CON	SECT 5324		\$0.000			



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

---

MPO: **NJTPA**

PROJECT: **Priority Protective Measures with Potential Environmental Impacts**

DBNUM: PA1411

TRACK #: N-PA1411-2-M-2020

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reallocate \$0.200 million in unobligated SECT 5324 funds and \$0.022 in PANYNJ funds from PA1411 to PA1424 in FFY21.

REASON FOR CHANGE:

Work on PA1411 has been completed, so the remaining unobligated funds are available for additional costs on PA1424 due to field conditions causing extra work as well as delays.

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: Reallocating unobligated SECT 5324 funds does not affect fiscal constraints.

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.4.

**DRAFT RESOLUTION:**

**APPROVAL OF THE INITIAL FINANCIAL PLAN  
FOR THE ROUTE 80 ROUTE 15 INTERSECTION  
IMPROVEMENTS PROJECT**

**WHEREAS**, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450 and CFR 613 B; and

**WHEREAS**, under federal law, recipients of federal financial assistance for projects with a total cost between \$100 million and \$500 million are required to prepare a financial plan; and

**WHEREAS**, a Financial Plan addresses the following elements:

- **Project Description:** A detailed description that presents the scope of the project. A graphic depicting the project location is recommended.
- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a public-private partnership to deliver the project.
- **Annual Update Cycle:** The submission dates and reporting periods should be proposed in the Initial Financial Plan and annual updated plans; and

**WHEREAS**, in addition to the financial plan, annual updates are required in order to provide information on actual cost, expenditure and revenue performance; and

**WHEREAS**, the Route 80, Route 15 Intersection Improvement project (DB# 93139 and 93139A) involves providing two of the three missing ramp movements at the Route 80 and Route 15 Interchange via new ramps that service traffic movements from Route 80 eastbound to Route 15 southbound (Ramp H) and Route 15 northbound to Route 80 westbound (Ramp G). To support these two new ramps, two new bridges will be required, one existing bridge on Route 80 will be replaced and two existing bridges on Route 80 will be repaired and widened. Three existing bridges on Route 15 that require widening to support the project will be replaced to correct bridge deficiencies; and

**WHEREAS**, the New Jersey Department of Transportation (NJDOT) has submitted an Initial Financial Plan for the Route 80, Route 15 Intersection Improvements project, with total costs of approximately \$146.27 million; and

**WHEREAS**, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the elements listed above to be consistent with federal guidance; and

**WHEREAS**, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the project to be consistent with the fiscal constraint requirements of the Long Range Transportation Plan and the FY 2020 – FY 2023 TIP as revised; and

**WHEREAS**, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the Initial Financial Plan for the Route 80, Route 15 Intersection Improvements Project.

**BE IT FURTHER RESOLVED**, that a copy of this resolution and attachments be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

## Summary of Action

### Approval of the Initial Financial Plan for the Route 80, Route 15 Interchange Improvements Project

**Action:** The New Jersey Department of Transportation (NJDOT) is requesting approval of the proposed Initial Financial Plan for the Route 80, Route 15 Interchange Improvements project. The initial financial plan reflects a total project cost of \$146.27 million. The NJTPA Project Prioritization Committee and the NJTPA Board reviews and approves initial financial plans.

#### **Background:**

##### **Financial Plans**

Under federal law, recipients of federal financial assistance for projects with a total cost from \$100 million to \$500 million are required to prepare a financial plan that includes the following elements:

- **Project Description:** A detailed description that presents the scope of the project. A graphic depicting the project location is recommended.
- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a public-private partnership to deliver the project.
- **Annual Update Cycle:** The submission dates and reporting periods should be proposed in the Initial Financial Plan and annual updated plans.

The Route 80, Route 15 Intersection Improvements Project Initial Financial Plan must be updated annually. The annual updates should identify and resolve any cost and funding changes that have occurred since the previous submission. This would include changes in project scope that impact the cost estimate and completion schedule of the project.

## **Project Description**

The Route 80, Route 15 Interchange project (DB# 93139) is located in Wharton Borough, Rockaway Township, and Dover Town in Morris County. Route 80 is a divided six-lane urban interstate highway that runs east/west and has a posted speed limit of 65 mph. The project limits on Route 80 are from milepost (MP) 33.04 to MP 34.07. Route 15 is an urban principal arterial north of Route 80 with three lanes of traffic in each direction separated by a wide median. Route 15 is an urban minor arterial south of Route 80 and is an undivided highway with two lanes of traffic and left turn lanes in each direction. Route 15 has a posted speed limit of 35 mph/40 mph south of Route 80 and 55 mph north of Route 80. The project limits on Route 15 are from MP 1.53 to MP 2.95.

The project proposes to provide two of the three missing ramp movements at the Route 80 and Route 15 Interchange via new ramps that will service movements from Route 80 eastbound to Route 15 southbound (Ramp H) and from Route 15 northbound to Route 80 westbound (Ramp G). To support these two new ramps, two new bridges will be required, one existing bridge on Route 80 will be replaced and two existing bridges on Route 80 will be repaired and widened. Three existing bridges on Route 15 that require widening to support the project will be replaced to correct bridge deficiencies.

In February 2021, it was determined that the existing bridge carrying Route 15 northbound over the abandoned Mount Hope Mineral Railroad has deteriorated faster than originally anticipated and requires immediate repairs. This bridge replacement became a separate, breakout project. The bridge deck is rated in Poor condition due to numerous large spalls with exposed and debonded reinforcement steel at the top of the deck and it is estimated that nearly half of the deck underside is chloride contaminated.

Construction will be carried out in two stages and is scheduled to begin in February 2024 for the Route 15 northbound bridge replacement breakout project, which will be completed in July 2026. Construction for the balance of the Route 80, Route 15 project is anticipated to begin in April 2027 and be completed in July 2031. The projected total cost of the project is estimated at \$146.27 million. This cost estimate includes prior costs as well as escalation and contingencies to account for potential changes during Final Design. The project is currently in the Preliminary Engineering phase and has expended \$7.3 million or approximately 5 percent of the current project estimate.

**Justification for Action:** The Initial Financial Plan has been reviewed for consistency based on the elements listed above. The project is identified in the Long Range Transportation Plan and the FY 2020 – FY 2023 Transportation Improvement Program (TIP). The recently identified breakout bridge replacement project, Route 15 Northbound over the Abandoned Mount Hope Mineral Railroad (DB# 93139A), will also be added to the draft FY 2022 – FY 2025 TIP.

By approving the Initial Financial Plan, the project will be in compliance with federal guidelines, allowing NJDOT to request authorization for the construction phase of this project.

**Staff Recommendation:** Central Staff recommends approval of this action.

# **Route 80/15 Interchange**

**Wharton Borough and Rockaway Township  
Morris County, NJ**



**Initial Financial Plan**

**June 2021**



*Submitted by the NJ Department of Transportation*

## **Route 80/15 Interchange**

### **Initial Financial Plan**

#### Letter of Certification

The New Jersey Department of Transportation (NJDOT) has developed a comprehensive Initial Financial Plan for the Route 80/15 Interchange project, located in Wharton Borough and Rockaway Township in Morris County, NJ in accordance with the requirements of Title 23, United States Code, Section 106 and the Financial Plan guidance issued by the Federal Highway Administration. The plan provides detailed cost estimates to complete the project and estimates of the financial resources necessary to fund the project.

The cost data in the Financial Plan provides an accurate accounting of costs incurred to date and includes an estimate of future costs based on engineer estimates and anticipated construction cost escalation factors. While the estimates of financial resources rely upon assumptions regarding future economic conditions and demographic variables, these represent realistic estimates of financial resources available to fund the project as described.

The NJDOT believes the Initial Financial Plan provides an accurate basis upon which to schedule and fund the Route 80/15 Interchange project, and commits to provide Annual Updates according to the schedule outlined in this Initial Financial Plan.

To the best of our knowledge and belief, the Initial Financial Plan, as submitted herewith, fairly and accurately presents the financial position of the Route 80/15 Interchange project, cash flows and expected conditions for the project's life cycle. The financial forecasts in the Financial Plan are based on our judgment of the expected project conditions and our expected course of action. We believe that the underlying assumptions of the Financial Plan are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Financial Plan and to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

Respectfully submitted:

**Snehal Patel, P.E., PMP**

Assistant Commissioner  
Capital Program Management

\_\_\_\_\_  
Date

**Lewis Daidone**

Assistant Commissioner  
Finance and Administration

\_\_\_\_\_  
Date

# TABLE OF CONTENTS

<b>SUMMARY</b> .....	<b>1</b>
<b>SECTION 1.0 PROJECT DESCRIPTION</b> .....	<b>3</b>
1.1 PROJECT DESCRIPTION .....	3
1.2. PROJECT HISTORY .....	4
1.3 CURRENT ACTIVITIES .....	6
<b>SECTION 2.0 SCHEDULE</b> .....	<b>7</b>
2.1 PROJECT IMPLEMENTATION SCHEDULE .....	7
<b>SECTION 3.0 PROJECT COST</b> .....	<b>9</b>
3.1 CURRENT PROJECT ESTIMATE .....	9
3.2 COST ESTIMATING METHODOLOGY AND ASSUMPTIONS.....	15
<b>SECTION 4.0 PROJECT FUNDS</b> .....	<b>17</b>
4.1 FINANCING THE PROJECT .....	17
<b>SECTION 5.0 FINANCING ISSUES</b> .....	<b>19</b>
5.1 FINANCING THE PROJECT .....	19
<b>SECTION 6.0 CASH FLOW</b> .....	<b>19</b>
6.1 FORECASTING PROJECT COST COMPARED TO ALLOCATIONS BY FISCAL YEAR	19
<b>SECTION 7.0 PUBLIC PRIVATE PARTNERSHIP (P3) ASSESSMENT</b> .....	<b>25</b>
7.1 PUBLIC PRIVATE PARTNERSHIP (P3) ISSUES.....	25
<b>SECTION 8.0 RISK AND RESPONSE STRATEGIES</b> .....	<b>25</b>
8.1 RISK FACTORS .....	25
8.1.1 <i>Design and Construction Cost Increase Risk</i> .....	25
8.2 FINANCIAL RISKS.....	26
8.2.1 <i>Cost Increase Risks</i> .....	26
8.2.2 <i>Revenue Sufficiency Risks</i> .....	27
<b>SECTION 9.0 ANNUAL UPDATE CYCLE</b> .....	<b>29</b>
<b>APPENDIX A: COST ESTIMATES</b>	
<b>APPENDIX B: STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) SHEETS</b>	
<b>APPENDIX C: FMIS REPORT</b>	

## SUMMARY

The Route 80/15 Interchange project will provide new ramp connections from Route 80 eastbound to Route 15 southbound and from Route 15 northbound to Route 80 westbound, as direct ramp connections for these two traffic movements are currently unavailable within the interchange. Title 23, Section 106(i) of the United States Code (USC), requires that a recipient of Federal financial assistance for a project with an estimated total cost exceeding \$100 million dollars must submit to the United States Secretary of Transportation an annual Financial Plan for the project.

A Financial Plan is a comprehensive document that reflects the project's scope, schedule, cost estimate, and funding structure to provide reasonable assurance that there will be sufficient funding available to implement and complete the entire project.

The current total estimated cost of the Route 80/15 Interchange project is \$146.270 million in year of expenditure dollars. This cost estimate includes prior costs as well as escalation and contingencies to account for potential changes during Final Design. The construction costs contain contingencies as outlined within this plan. The NJDOT is submitting this Initial Financial Plan to define the methodology, resources and time schedule of the work completed and the remaining work to finish the proposed improvements. This plan details the following topics:

1. Project Description
  - Provides a description of the Project.
  - Details the Project's history.
  - Explains the current Project activities.
2. Schedule
  - Presents the Project's phase implementation schedule.
3. Project Cost
  - Provides the Project's cost estimate schedule, including cost to complete.
  - Reviews increases to original cost estimates and factors that could affect future project costs.
  - Explains the cost estimating methodology and cost containment strategies.
4. Project Funds
  - Lists the committed Federal funding sources to date.
  - Identifies committed State funding sources.
  - Discusses the Project's remaining anticipated Federal funding requirements.
  - Describes the State's commitment to fund the remainder of the Project.
5. Financing Issues
  - Addresses issuance costs, interest costs and other aspects of borrowing funds.
6. Cash Flow
  - Analyzes anticipated funding in relation to projected obligation requirements.
  - Demonstrates funding needs will be satisfied.
7. Public Private Partnership (P3) Assessment
  - Assesses the appropriateness of a P3 cooperative arrangement to deliver the project.
8. Risk and Response Strategies
  - Outlines potential risk factors and possible mitigation actions.
9. Annual Update Cycle

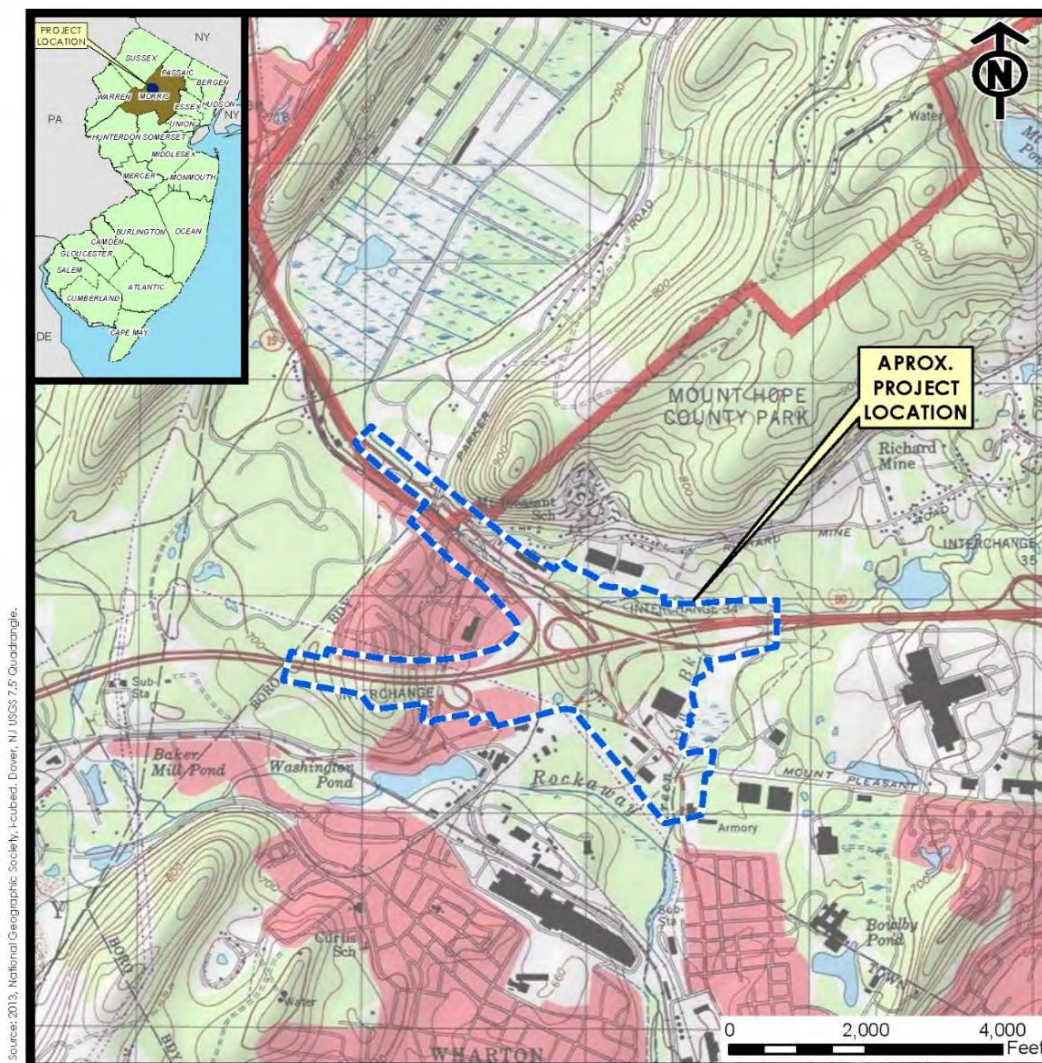
- Provides anticipated approach and schedule for annual updates.

In accordance with FHWA guidelines, this Initial Financial Plan establishes the base cost and schedule estimate to which all future Financial Plan updates will be compared. This plan demonstrates and outlines the Department's commitment to sound financial planning and providing the resources needed to complete the project by December of 2032.

## SECTION 1.0 PROJECT DESCRIPTION

### 1.1 PROJECT DESCRIPTION

The Route 80/15 Interchange project is located in Wharton Borough and Rockaway Township in Morris County, New Jersey. I-80 is a divided six-lane urban interstate highway that runs east / west and has a posted speed limit of 65 mph. The project limits on I-80 are from milepost (MP) 33.04 to MP 34.07. Route 15 is an urban principal arterial north of I-80 with three (3) lanes of traffic in each direction separated by a wide median. Route 15 is an urban minor arterial south of I-80 and is an undivided highway with 2 lanes of traffic and left turn lanes in each direction. Route 15 has a posted speed limit of 35 mph / 40 mph south of I-80 and 55 mph north of I-80. The project limits on Route 15 are from MP 1.53 to MP 2.95. The project location is shown in Figure 1.1.



**Figure 1.1: USGS Project Location Map**

The project proposes to provide two of the three missing ramp movements at the I-80 and Route 15 Interchange via new ramps that service the I-80 EB to Route 15 SB (Ramp H) and Route 15 NB to I-80

WB (Ramp G) movements respectively as shown in Figure 1.2. To support these two new ramps, two new bridges will be required, one existing bridge on I-80 will be replaced and two existing bridges on I-80 will be repaired and widened. Three existing bridges on Route 15 that require widening to support the project will be replaced in order to correct other bridge deficiencies.

Existing underground iron ore mine features were located through extensive geophysical and geotechnical field testing in order to identify voids in the vicinity of the proposed construction. Voids associated with the former Huff Mine and the Mt. Pleasant Mine operations will be remediated as part of the project.



Figure 1.2: New Ramps G and H

## 1.2. PROJECT HISTORY

May 2009

Purpose and Need Report was prepared.

November 2010

Concept Development Scope Team meeting was held.

October 2012

Value Engineering Workshop was held.

July 2013

Local Officials Briefing was held.

September 2013

Public Information Center No. 1 was held.

April 2014

Public Information Center No. 2 was held.

June 2014

Resolution of support was received from the Borough of Wharton.

July 2014

Resolution of support was received from Morris County.

May 2015

Resolution of support was received from Rockaway Township.

August 2016

Preliminary Engineering (PE) phase was initiated.

July 2020

A Virtual Public Information Center was held from July 15, 2020 to July 28, 2020.

July 2020

Based on a recent assessment that identified the worsening condition of the existing bridge carrying Route 15 NB over the Abandoned Mount Hope Mineral Railroad (Structure 1403-152), NJDOT determined that a separate break out project will be established to expedite replacement of this bridge. The break out project will be established upon completion of the project's environmental document and PE phase. The limits of work for this break out project are shown on Figure 1.3.



**Figure 1.3: Break Out of Route 15 NB,  
Bridge over Abandoned Mount Hope Mineral Railroad Work**

March 8, 2021

Categorical Exclusion Document (CED) was approved by the FHWA for the project.

### 1.3 *CURRENT ACTIVITIES*

The following is a summary of the major work activities currently in progress on the Route 80/15 Interchange Project:

#### Preliminary Engineering Phase

- Resolved FHWA comments on the Draft Preliminary Engineering Report and preparing to submit the final PE Report.
- Designer's Final Design scope of work and cost proposal are under review by FHWA.
- Executing remaining Utility Agreements.

Upon completion of the PE phase, the original Route 80/15 Interchange project will be broken out into two separate projects that will independently proceed through the Final Design and Construction phases:

- Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC: 218000 DB: 93139A)
- Route 80/15 Interchange (UPC: 950442 DB: 93139)

For the benefit of the reader, this financial plan will refer to three separate projects to show the financial history prior to the break out of the Rt 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad work and to track resources and expenditures for the two projects after the break out:

- Route 80/15 Interchange (UPC: 950442 DB: 93139) – **Before** break out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad work
- Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC: 218000 DB: 93139A)
- Route 80/15 Interchange (UPC: 950442 DB: 93139) – **After** break out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad work

## **SECTION 2.0 SCHEDULE**

### ***2.1 PROJECT IMPLEMENTATION SCHEDULE***

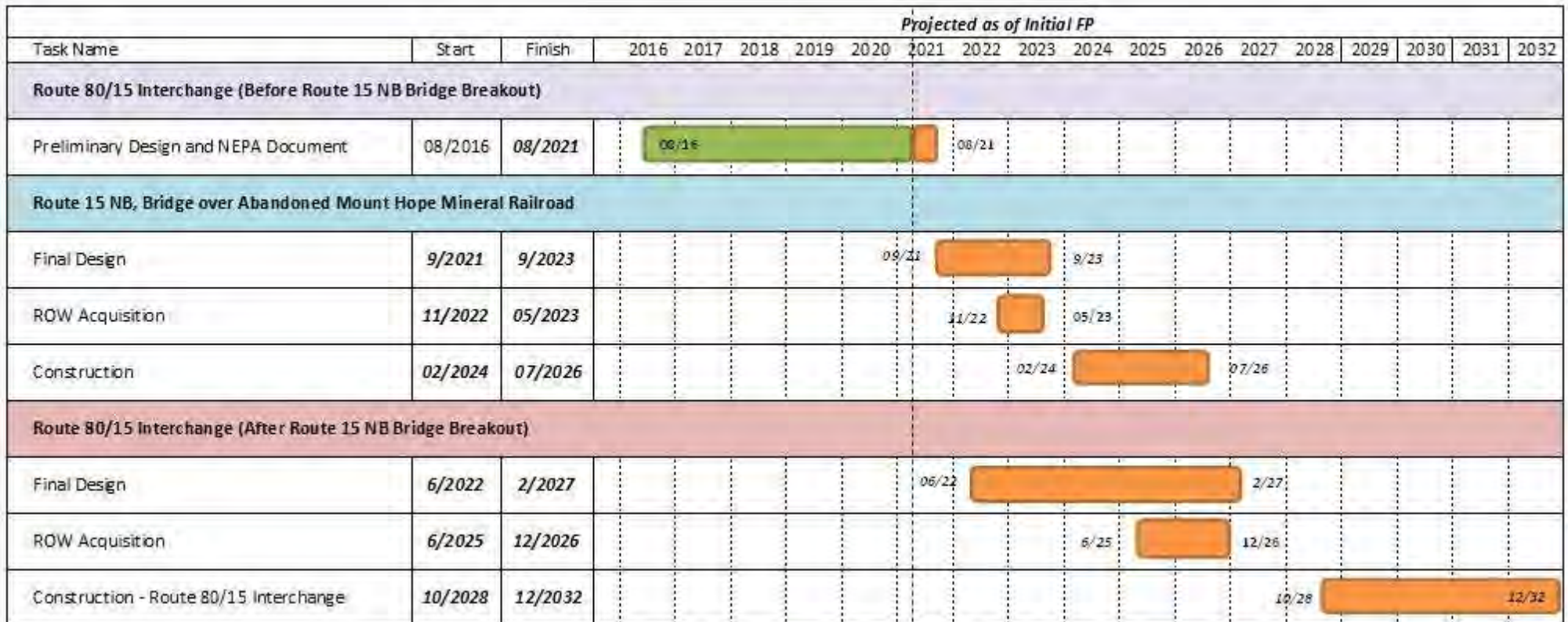
Figure 2.1 depicts the Project Implementation Schedule. The following techniques have been or will be employed to ensure that the schedule is achieved:



- Accelerated acquisition of Right of Way.
- Continued implementation of methods to accelerate construction, including:
  - Ground Improvements to remediate voids from existing mines.
  - High Performance Materials.
  - Prefabricated Construction.
- Electronic Shop Drawing Review.
- Development of a detailed schedule for the construction contract.
- Use of liquidated damages clauses to ensure the project is completed on time.

It should be noted that the Final Design phase of the Route 80/15 Interchange project is scheduled to be completed by the end of 2026, but due to current fiscal constraints, the project cannot be advertised for construction until funding is available in FFY 2029, which starts on October 1, 2028.

FIGURE 2.1: Project Implementation Schedule

ROUTE 80/15 INTERCHANGE



 Work Completed  
 Work to be Completed

## SECTION 3.0 PROJECT COST

### 3.1 CURRENT PROJECT ESTIMATE

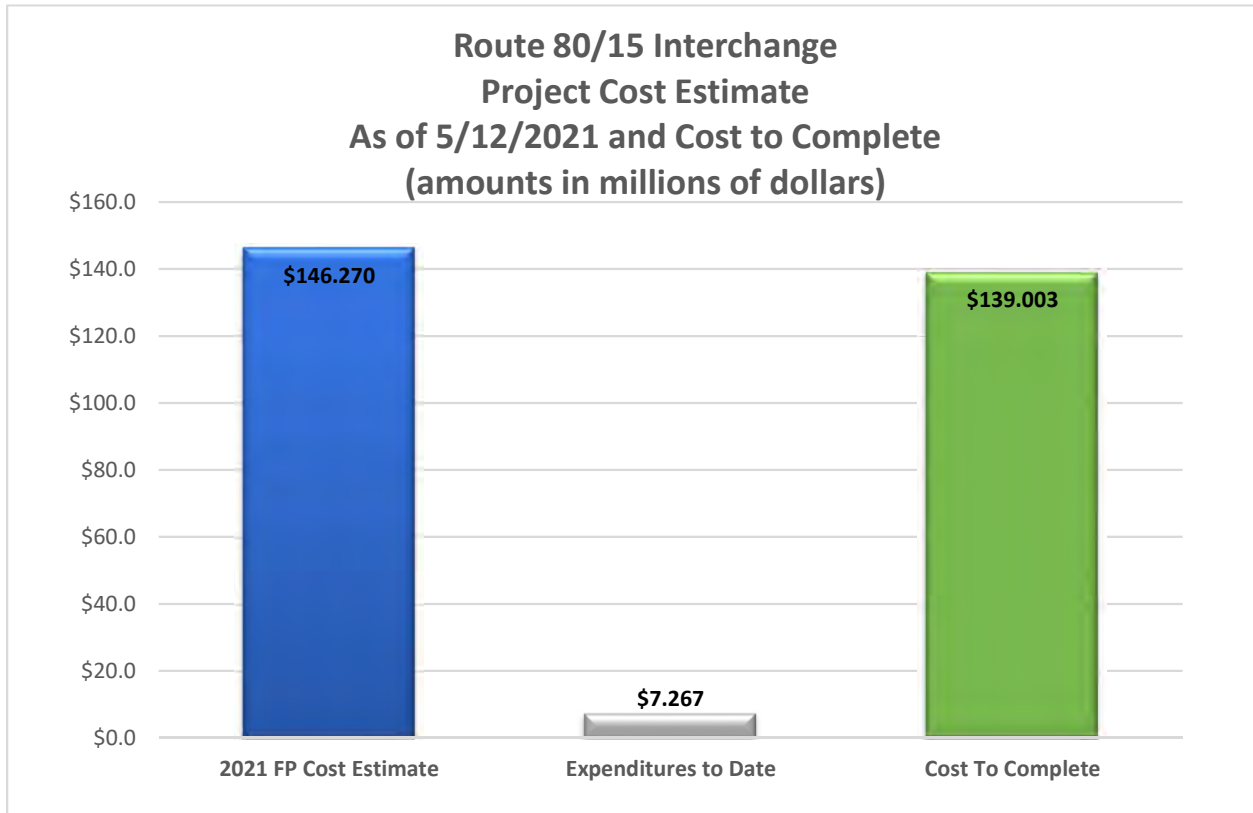
The current estimated cost of the overall Route 80/15 Interchange project is \$146.270 million in year-of-expenditure dollars. Figure 3.1 shows a graphical representation of the Overall Project Cost Estimate for the Initial Cost Estimate, Expenditures to Date, and Cost to Complete. The Overall Project Cost Estimate includes all of the completed work to date as documented in Table 3.1. As explained in Section 1.3, Tables 3.2, 3.3 and 3.4 show the cost estimates for three projects to cover the financial history before and after the break out of the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work, respectively:

- Route 80/15 Interchange (UPC: 950442 DB: 93139) – **Before** break out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad work
- Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC: 218000 DB: 93139A)
- Route 80/15 Interchange (UPC: 950442 DB: 93139) – **After** break out of Route 15 NB, Bridge over Abandoned Mineral Railroad work

The estimated costs include the overall cost to build (Engineering, Right-of-Way, Inspection and Construction). The preliminary design cost estimates have been escalated to represent year of expenditure dollars. To ensure future costs are reasonable and adequately funded, the Department will annually compare the actual cost incurred to the project cost estimate and adjust the allocations, if needed. As of May 13, 2021, \$7.627 M has been expended so far, which is 5.0% of the current total project costs.

Similar to most large transportation projects, construction of the Route 80/15 Interchange project will take a number of years to complete. Various issues that can impact project costs have been identified and addressed. However, unforeseen factors could still affect project costs in the future.

**FIGURE 3.1: Overall Project Cost Estimate Chart**



**TABLE 3.1: Total Project Cost Estimate**  
(As of 5/12/2021 and to complete per Federal Fiscal Year)

Phase	2021 Initial FP Cost Estimate	Expenditures to Date (5/12/2021)	Cost To Complete
<b>Pre-Construction Activities</b>			
Preliminary Design and NEPA (Consultant)	\$7,036,797	\$6,616,111	\$420,686
Preliminary Design and NEPA (NJDOT Staff)	\$780,852	\$650,420	\$130,432
Final Design (Consultant)	\$10,950,000	\$0	\$10,950,000
Final Design (NJDOT Staff)	\$3,050,000	\$0	\$3,050,000
Utilities Preliminary Engineering	\$152,000	\$0	\$152,000
ROW Acquisitions	\$1,600,000	\$0	\$1,600,000
<b>Pre-Construction Subtotal</b>	<b>\$23,569,649</b>	<b>\$7,266,531</b>	<b>\$16,303,118</b>
<b>Construction Activities</b>			
Construction	\$98,200,000	\$0	\$98,200,000
Construction Contingencies	\$700,000	\$0	\$700,000
Utility Relocations	\$5,300,000	\$0	\$5,300,000
Construction Engineering & Inspection	\$18,500,000	\$0	\$18,500,000
<b>Construction Subtotal</b>	<b>\$122,700,000</b>	<b>\$0</b>	<b>\$122,700,000</b>
<b>TOTAL PROJECT</b>	<b>\$146,269,649</b>	<b>\$7,266,531</b>	<b>\$139,003,118</b>

**TABLE 3.2: Route 80/15 Interchange Before Break Out Cost Estimate**  
(As of 5/12/2021 and to complete per Federal Fiscal Year)

Phase	2021 Initial FP Cost Estimate	Expenditures to Date (5/12/2021)	Cost To Complete
<b>Pre-Construction Activities</b>			
Preliminary Engineering and NEPA (Consultant)	\$7,036,797	\$6,616,111	\$420,686
Preliminary Engineering and NEPA (NJDOT Staff)	\$780,852	\$650,420	\$130,432
Utilities Preliminary Engineering	\$152,000	\$0	\$152,000
Final Design (Consultant)	\$10,950,000	\$0	\$10,950,000
Final Design (NJDOT Staff)	\$3,050,000	\$0	\$3,050,000
<b>Pre-Construction Subtotal</b>	<b>\$21,969,649</b>	<b>\$7,266,531</b>	<b>\$14,703,118</b>
<b>TOTAL</b>	<b>\$21,969,649</b>	<b>\$7,266,531</b>	<b>\$14,703,118</b>

**TABLE 3.3: Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad  
Cost Estimate**  
(As of 5/12/2021 and to complete per Federal Fiscal Year)

Phase	2021 Initial FP Cost Estimate	Expenditures to Date (5/12/2021)	Cost To Complete
<b>Pre-Construction Activities</b>			
Final Design (Consultant)*	\$0	\$0	\$0
Final Design (NJDOT Staff)*	\$0	\$0	\$0
ROW Acquisitions	\$400,000	\$0	\$400,000
<b>Pre-Construction Subtotal</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$400,000</b>
<b>Construction Activities</b>			
Construction	\$14,200,000	\$0	\$14,200,000
Construction Contingencies	\$200,000	\$0	\$200,000
Utilities	\$800,000	\$0	\$800,000
Construction Engineering & Inspection	\$2,500,000	\$0	\$2,500,000
<b>Construction Subtotal</b>	<b>\$17,700,000</b>	<b>\$0</b>	<b>\$17,700,000</b>
<b>TOTAL CONTRACT</b>	<b>\$18,100,000</b>	<b>\$0</b>	<b>\$18,100,000</b>

\*Initial Final Design funds are included in the \$14 Million of Final Design funds shown for the Route 80/15 Interchange (**Before** Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad) project in Table 3.2.

**TABLE 3.4: Route 80/15 Interchange **After** Break Out  
Cost Estimate**  
(As of 5/12/2021 and to complete per Federal Fiscal Year)

Phase	2020 Initial FP Cost Estimate	Expenditures to Date (5/12/2021)	Cost To Complete
<b>Pre-Construction Activities</b>			
Final Design (Consultant)*	\$0	\$0	\$0
Final Design (NJDOT Staff)*	\$0	\$0	\$0
ROW Acquisitions	\$1,200,000	\$0	\$1,200,000
<b>Pre-Construction Subtotal</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$1,200,000</b>
<b>Construction Activities</b>			
Construction	\$84,000,000	\$0	\$84,000,000
Construction Contingencies	\$500,000	\$0	\$500,000
Utility Relocations	\$4,500,000	\$0	\$4,500,000
Construction Engineering & Inspection	\$16,000,000	\$0	\$16,000,000
<b>Construction Subtotal</b>	<b>\$105,000,000</b>	<b>\$0</b>	<b>\$105,000,000</b>
<b>TOTAL CONTRACT</b>	<b>\$106,200,000</b>	<b>\$0</b>	<b>\$106,200,000</b>

\*Initial Final Design funds are included in the \$14 Million of Final Design funds shown for the Route 80/15 Interchange (**Before** Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad) project in Table 3.2.

### 3.2 *COST ESTIMATING METHODOLOGY AND ASSUMPTIONS*

The Project cost estimates utilized the format and methodology developed by the NJDOT, which includes the following major elements of a typical construction project plus project specific elements added as appropriate.

#### Preliminary Engineering and Final Design

The Preliminary Engineering cost was derived from the actual costs for Preliminary Engineering for the Consultant and NJDOT through 5/12/21 and projected to the end of federal fiscal year 2021 (9/30/2021).

The Final Design Cost is estimated based on the detailed Scope of Work that follows the NJDOT Final Design activities and includes Consultant and NJDOT costs. The initial Final Design funding for each project is tied together and shown in the table for Route 80/15 Interchange (UPC: 950442 DB: 93139) – **Before** Break Out of the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work.

#### Right-of-Way Acquisition

The cost for proposed Right-of-Way acquisitions for each project was derived based on the current cost estimate provided by the NJDOT Right-of-Way Unit.

#### Construction Cost

Construction cost estimating for each project was based on the bid data costs as provided in the AASHTOWare Project Cost Estimating System (CES), which is NJDOT's primary tool for construction cost estimating. Unit costs from the CES were reviewed and adjusted where appropriate due to the size and site specific conditions of the Project. Unit prices based on bid data from other complex projects in New Jersey were also considered. Structural costs were derived from an evaluation of structures built over the past few years on NJDOT projects that are similar to the structure types anticipated for this project.

The Construction Cost Estimate includes a contingency to account for inflation cost escalation and for unidentified work items.

#### Utility Relocations

The estimated utility relocations cost is based on the proposed relocation schemes anticipated for each project.

#### Construction Engineering and Inspection

The estimate for construction engineering includes construction inspection and construction support services and is based on the assumption that approximately 10% of the construction costs will be required for construction inspection, 5% of the construction costs will be for Construction Engineering for the consultant, and 5% of the construction costs will be for NJDOT In-house personnel.

### 3.3 *COST CONTAINMENT STRATEGIES*

The Department will consider a number of cost containment strategies that may include the following:

- Liquidated damage clauses.
- A review of project risk based upon documented assumptions.

Documented practices for cost forecasting using programs such as AASHTOware and detailed budget monitoring, combined with reasonable contingencies will be utilized to keep the project costs on target.

## **SECTION 4.0 PROJECT FUNDS**

### ***4.1 FINANCING THE PROJECT***

As shown on Figure 3.1 the project funding demand is \$146.270 Million. Table 4.1 reflects the proposed funding source.

Although federal regulations require a 4-year Statewide Transportation Improvement Program (STIP), NJDOT produces a 10-year STIP. All of the estimated costs required to complete the Project will be shown within the current FY 2020 STIP and the proposed FY 2022–2031 STIP, which is under development. The Draft FY 2022–2031 STIP (refer to Appendix B) provides the required allocation of funding for the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad and Route 80/15 Interchange projects. Any yearly modifications in the STIP will be reflected in the yearly updates to this Initial Financial Plan. In addition, NJDOT will continually look to accelerate this project where feasible within the 10-year STIP without negatively impacting the ability to deliver other projects that are currently in the program. A summary of the funding by source is presented as follows:

**TABLE 4.1: Project Funding**

Phase	Funding Source	Allocated Prior to FFY 2021	FFY2021	FFY2022	FFY2023	FFY2024	FFY 2025	FFY 2026	FFY2027	FFY2028	FFY2029	FFY2030	FFY2031	TOTAL
<b>Route 80/15 Interchange (UPC 950442, DB 93139) - Before Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad</b>														
<b>Pre-Construction Activities</b>														
Preliminary Engineering & NEPA	Federal	\$7,817,649												\$7,817,649
<b>Pre-Construction Subtotal</b>		<b>\$7,817,649</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,817,649</b>
Utility (PUE)	State	\$152,000												\$152,000
<b>Utilities Subtotal</b>		<b>\$152,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$152,000</b>
Final Design	Federal	\$0	\$14,000,000											\$14,000,000
<b>Final Design Subtotal</b>		<b>\$0</b>	<b>\$14,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,000,000</b>
<b>Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC 218000, DB 93139A)</b>														
Final Design*			\$0											\$0
ROW Acquisitions	Federal			\$400,000										\$400,000
Utility (PUC)						\$800,000								\$800,000
Construction	Federal					\$16,900,000								\$16,900,000
<b>Route 80/15 Interchange (UPC 950442, DB 93139) - After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad</b>														
Final Design*	Federal		\$0											\$0
ROW Acquisitions	Federal				\$1,200,000									\$1,200,000
Utility (PUC)	Federal									\$4,500,000				\$4,500,000
Construction	Federal									\$40,500,000	\$30,000,000	\$30,000,000		\$100,500,000
<b>Construction Subtotal</b>		<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$1,200,000</b>	<b>\$17,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,000,000</b>	<b>\$30,000,000</b>	<b>\$30,000,000</b>	<b>\$124,300,000</b>
<b>TOTAL FUNDING</b>		<b>\$7,969,649</b>	<b>\$14,000,000</b>	<b>\$400,000</b>	<b>\$1,200,000</b>	<b>\$17,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,000,000</b>	<b>\$30,000,000</b>	<b>\$30,000,000</b>	<b>\$146,269,649</b>

\*Initial Final Design funds are included in the \$14 Million of Final Design funds shown for the Route 80/15 Interchange (Before break out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad) project in FFY 2021.

## **SECTION 5.0 FINANCING ISSUES**

### ***5.1 FINANCING THE PROJECT***

The Route 80/ 15 Interchange project is programmed with a combination of federal funds (NHPP) and state funds and is not utilizing any financing for the funding of the project.

## **SECTION 6.0 CASH FLOW**

### ***6.1 FORECASTING PROJECT COST COMPARED TO ALLOCATIONS BY FISCAL YEAR***

The funding reflected for future Fiscal Years is consistent with the draft FY2022-2031 Statewide Transportation Improvement Program (STIP). Through the annual 10-year program updates, allocations will be adjusted as needed to match fiscal year expenditures with annual allocations. Figure 6.1 displays a summary of the projected expenditures versus allocations by year. Actual funds obligated and expenditures are reflected up to May 12, 2021.

**Route 80/15 Interchange  
Cash Flow Table**

Description	Phase	Job Number	Federal Cost Sharing Agreement Number	Funding Source	Funding Type	Cumulative FMIS Total through 9/30/2020	FFY 21 Current			FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	Total
							YTD	Estimate to End of FFY 2021	Total												
							5/12/2021														
<b>Available Resources</b>																					
<b>Route 80/15 Interchange (UPC 950442, DB 93139) - Before Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work</b>																					
Preliminary Engineering	PE	1413518	Z0010080315	Federal	NHPP	\$7.627	\$0.191	\$0.000	\$0.191												\$7.818
<b>Preliminary Engineering Subtotal</b>	PE					\$7.627	\$0.191	\$0.000	\$0.191	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.818
Preliminary Utility Engineering	PUE	1413519		State		\$0.152	\$0.000	\$0.000	\$0.000												\$0.152
<b>Preliminary Utility Engineering Subtotal</b>	PUE					\$0.152	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.152
Final Design	DES			Federal	NHPP	\$0.000	\$0.000	\$14.000	\$14.000												\$14.000
<b>Final Design Subtotal</b>	DES					\$0.000	\$0.000	\$14.000	\$14.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.000
<b>Route 80/15 Interchange Before Rt 15 NB Bridge Break Out Total (Fiscal Year)</b>						\$7.779			\$14.191	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$21.970
<b>Route 80/15 Interchange Before Rt 15 NB Bridge Break Out Total (Cumulative)</b>						\$7.779			\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970

**Route 80/15 Interchange  
Cash Flow Table**

Description	Phase	Job Number	Federal Cost Sharing Agreement Number	Funding Source	Funding Type	Cumulative FMIS Total through 9/30/2020	FFY 21 Current			FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	Total
							YTD	Estimate to End of FFY 2021	Total												
							5/12/2021														
<b>Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC 218000, DB 93139A)</b>																					
Final Design*	DES			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000												\$0.000
ROW Acquisitions	ROW			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.400											\$0.400
Utilities	PUC			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000			\$0.800									\$0.800
Construction	CON			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000			\$16.900									\$16.900
<b>Route 15 NB Bridge Break Out Project Subtotal (Fiscal Year)</b>						\$0.000			\$0.000	\$0.400	\$0.000	\$17.700	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$18.100
<b>Route 15 NB Bridge Break Out Project Total (Cumulative)</b>						\$0.000			\$0.000	\$0.400	\$0.400	\$18.100	\$18.100	\$18.100	\$18.100	\$18.100	\$18.100	\$18.100	\$18.100	\$18.100	\$18.100
<b>Route 80/15 Interchange (UPC 950442, DB 93139) - After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work</b>																					
Final Design*	DES			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000												\$0.000
ROW Acquisitions	ROW			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$1.200											\$1.200
Utilities	PUC			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000							\$4.500					\$4.500
Construction	CON			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000							\$40.500	\$30.000	\$30.000			\$100.500
<b>Route 80/15 Interchange After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work Subtotal (Fiscal Year)</b>						\$0.000			\$0.000	\$0.000	\$1.200	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$45.000	\$30.000	\$30.000	\$0.000	\$106.200
<b>Route 80/15 Interchange After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work Total (Cumulative)</b>						\$0.000			\$0.000	\$0.000	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$1.200	\$46.200	\$76.200	\$106.200	\$106.200	\$106.200
<b>Total Project Available Resources (Fiscal Year)</b>						\$7.779			\$14.191	\$0.400	\$1.200	\$17.700	\$0.000	\$0.000	\$0.000	\$0.000	\$45.000	\$30.000	\$30.000	\$0.000	\$146.270
<b>Total Project Available Resources (Cumulative)</b>						\$7.779			\$21.970	\$22.370	\$23.570	\$41.270	\$41.270	\$41.270	\$41.270	\$41.270	\$86.270	\$116.270	\$146.270	\$146.270	\$146.270

\*Initial Final Design Funds are included in the \$14 M of Final Design funds shown for the Route 80/15 Interchange (before Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad) project.

**Route 80/15 Interchange  
Cash Flow Table**

Description	Phase	Job Number	Federal Cost Sharing Agreement Number	Funding Source	Funding Type	Cumulative FMIS Total through 9/30/2020	FFY 21 Current			FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	Total
							YTD	Estimate to End of FFY 2021	Total												
							5/12/2021														
<b>Projected Expenditures</b>																					
<b>Route 80/15 Interchange (UPC 950442, DB93139) - Before Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work</b>																					
Preliminary Engineering	PE	1413518	Z0010080315	Federal	NHPP	\$6.481	\$0.786	\$0.551	\$1.337												\$7.818
<b>Preliminary Engineering</b>						\$6.481			\$1.337	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.818
Preliminary Utility Engineering	PUE	1413519		State		\$0.000	\$0.000	\$0.000	\$0.000	\$0.050	\$0.050	\$0.052									\$0.152
<b>Preliminary Utility Engineering Subtotal</b>						\$0.000			\$0.000	\$0.050	\$0.050	\$0.052	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.152
Final Design	DES			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$2.500	\$3.500	\$3.000	\$3.000	\$2.000							\$14.000
<b>Final Design Subtotal</b>	DES					\$0.000			\$0.000	\$2.500	\$3.500	\$3.000	\$3.000	\$2.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.000
<b>Route 80/15 Interchange Before Rt 15 NB Bridge Break Out Total Expenditures (Fiscal Year)</b>						\$6.481			\$1.337	\$2.550	\$3.550	\$3.052	\$3.000	\$2.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$21.970
<b>Route 80/15 Interchange Before Rt 15 NB Bridge Break Out Total Expenditures (Cumulative)</b>						\$6.481			\$7.818	\$10.368	\$13.918	\$16.970	\$19.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970	\$21.970
<b>Route 80/15 Interchange Before Rt 15 NB Bridge Break Out Cumulative Budget Surplus / (Deficit)</b>						\$1.298			\$14.152	\$11.602	\$8.052	\$5.000	\$2.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	

**Route 80/15 Interchange  
Cash Flow Table**

Description	Phase	Job Number	Federal Cost Sharing Agreement Number	Funding Source	Funding Type	Cumulative FMIS Total through 9/30/2020	FFY 21 Current			FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	Total
							YTD	Estimate to End of FFY 2021	Total												
							5/12/2021														
<b>Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC 218000, DB 93139A)</b>																					
Final Design*	DES			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000												\$0.000
ROW Acquisitions	ROW			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.400											\$0.400
Utilities	PUC			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000			\$0.800									\$0.800
Construction	CON			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000			\$6.000	\$8.200	\$2.700							\$16.900
<b>Route 15 NB Bridge Break Out Total Project Expenditures (Fiscal Year)</b>						<b>\$0.000</b>			<b>\$0.000</b>	<b>\$0.400</b>	<b>\$0.000</b>	<b>\$6.800</b>	<b>\$8.200</b>	<b>\$2.700</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$18.100</b>
<b>Route 15 NB Bridge Break Out Total Project Expenditures (Cumulative)</b>						<b>\$0.000</b>			<b>\$0.000</b>	<b>\$0.400</b>	<b>\$0.400</b>	<b>\$7.200</b>	<b>\$15.400</b>	<b>\$18.100</b>	<b>\$18.100</b>	<b>\$18.100</b>	<b>\$18.100</b>	<b>\$18.100</b>	<b>\$18.100</b>	<b>\$18.100</b>	<b>\$18.100</b>
<b>Route 15 NB Bridge Break Out Cumulative Budget Surplus / (Deficit)</b>						<b>\$0.000</b>			<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$10.900</b>	<b>\$2.700</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Route 80/15 Interchange (UPC 950442, DB 93139) - After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work</b>																					
Final Design*	DES			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000												\$0.000
ROW Acquisitions	ROW			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000			\$0.600	\$0.600								\$1.200
Utilities	PUC			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000							\$0.500	\$2.000	\$2.000			\$4.500
Construction	CON			Federal	NHPP	\$0.000	\$0.000	\$0.000	\$0.000							\$20.000	\$32.500	\$33.000	\$15.000		\$100.500
<b>Route 80/15 Interchange After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work Expenditures (Fiscal Year)</b>						<b>\$0.000</b>			<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.600</b>	<b>\$0.600</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$20.500</b>	<b>\$34.500</b>	<b>\$35.000</b>	<b>\$15.000</b>		<b>\$106.200</b>
<b>Route 80/15 Interchange After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work Expenditures (Cumulative)</b>						<b>\$0.000</b>			<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.600</b>	<b>\$1.200</b>	<b>\$1.200</b>	<b>\$1.200</b>	<b>\$21.700</b>	<b>\$56.200</b>	<b>\$91.200</b>	<b>\$106.200</b>		<b>\$106.200</b>
<b>Route 80/15 Interchange After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work Cumulative Budget Surplus \ (Deficit)</b>						<b>\$0.000</b>			<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.200</b>	<b>\$1.200</b>	<b>\$0.600</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$24.500</b>	<b>\$20.000</b>	<b>\$15.000</b>	<b>\$0.000</b>		<b>\$0.000</b>

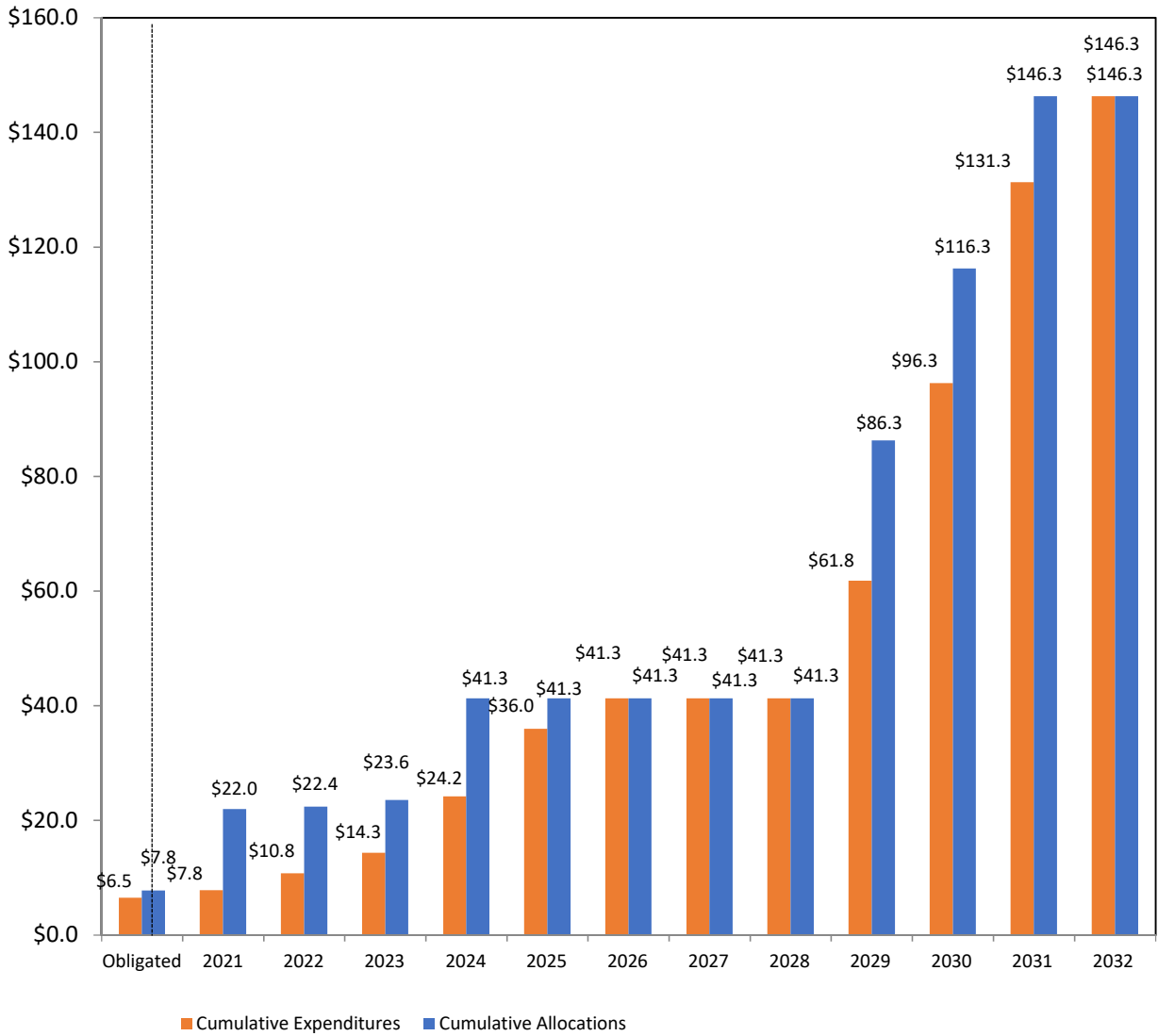
**Route 80/15 Interchange  
 Cash Flow Table**

Description	Phase	Job Number	Federal Cost Sharing Agreement Number	Funding Source	Funding Type	Cumulative FMIS Total through 9/30/2020	FFY 21 Current			FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	Total
							YTD	Estimate to End of FFY 2021	Total												
							5/12/2021														
<b>Total Project Expenditures (Fiscal Year)</b>						\$6.481			\$1.337	\$2.950	\$3.550	\$9.852	\$11.800	\$5.300	\$0.000	\$0.000	\$20.500	\$34.500	\$35.000	\$15.000	<b>\$146.270</b>
<b>Total Project Expenditures (Cumulative)</b>						<b>\$6.481</b>			<b>\$7.818</b>	<b>\$10.768</b>	<b>\$14.318</b>	<b>\$24.170</b>	<b>\$35.970</b>	<b>\$41.270</b>	<b>\$41.270</b>	<b>\$41.270</b>	<b>\$61.770</b>	<b>\$96.270</b>	<b>\$131.270</b>	<b>\$146.270</b>	<b>\$146.270</b>

\*Initial Final Design Funds are included in the \$14 M of Final Design funds shown for the Route 80/15 Interchange (Before Break Out of Route 15 NB , Bridge over Abandoned Mount Hope Mineral Railroad) project.

**FIGURE 6.1: Projected Expenditures vs. Allocations**

**Projected Expenditures vs. Allocations  
(amounts in millions of dollars)**



## **SECTION 7.0 PUBLIC PRIVATE PARTNERSHIP (P3) ASSESSMENT**

### **7.1 PUBLIC PRIVATE PARTNERSHIP (P3) ISSUES**

#### Effectiveness to Leverage the Revenue Stream for the Project

The current project does not result in a revenue stream for the State of New Jersey. Potential revenue streams such as Tax Increment Financing (TIF) or tolling are not feasible. The potential option for a revenue stream for the Route 80/15 Interchange project would be from taxes on new development that may occur as a result of the project. The project does not introduce any new development potential so this is not a viable revenue stream. With the total project cost over \$145 million, the needed investment versus potential return does not appear lucrative for a public private partnership. The ability to attract investors is very low.

#### State-level Legislative Authorizations

NJ legislation has approved public private partnerships. While some state agencies do allow for this type of procurement, the NJDOT does not have any plan to utilize this type of funding mechanism.

#### Concluding Statement

The Route 80/15 Interchange project is not a viable candidate for a P3 delivery model as there is no revenue stream, and tolling of the highways would induce significant public opposition.

## **SECTION 8.0 RISK AND RESPONSE STRATEGIES**

### **8.1 RISK FACTORS**

The NJDOT is responsible to deliver the project on time and at a reasonable cost. There are many challenges that may be encountered in delivering such a large and complex project that could have an impact on the project, both operationally and functionally. This section of the Financial Plan addresses the funding plan for this project, identifies risks that could impact this plan, and outlines mitigation measures to provide reasonable assurance that funds will be available to deliver the project through construction.

Risk identification and mitigation planning are an essential part of this Financial Plan. These components are critical to the successful completion of this project. Project risk may be technical, operational, management or resource-based and within or beyond the control of the project team. The NJDOT has a vested interest in the establishment of policies and programs addressing risk management, while at the same time, not sacrificing safety. NJDOT manages risk during the design by identifying potential risks early, developing strategic mitigation plans and contingencies, and monitor risk.

The magnitude and complexity of the Route 80/15 Interchange project deserves serious consideration towards the allocation and management of risk. The NJDOT is firmly convinced that effective management of risk is one way to increase the chances of delivering a successful project on time and within budget without sacrificing quality or safety.

#### **8.1.1 Design and Construction Cost Increase Risk**

- a. ROW Availability – There are several ROW acquisitions necessary for this project. The potential risk lies in the possible delay to construction if the ROW required is not available prior to advertisement.

Mitigation Option:

- Secure ROW well in advance of contract advertisement.
- b. Permits –Multiple environmental permits are required for the project. However, early and continuous coordination with the regulatory agencies should reduce the risk associated with permit approvals.

Mitigation Option:

- Secure permits well in advance of contract advertisement.
- c. Utility Coordination – Relocation of existing utilities is a risk that can adversely affect the schedule and scope. Relying on work to be performed by other entities not directly under the control of the NJDOT or the Contractor can have an adverse effect on the schedule in both design and construction. The potential risks lie in the availability of funds for utility work, execution of the utility agreements, and the commitment of utility owners to accomplish their work within the timeframes stipulated in the contract documents.

Mitigation Options:

- Identify all activities being performed by utility companies to complete the project and closely monitor schedules to have work completed in advance of need.
  - Look for opportunities to advance utility relocations.
  - Develop a clear schedule for work by utility companies.
- d. Specialized Work –As a result of the presence of abandoned mine workings, mine remediation work by a specialty contractor will be required. Potential risks include delay due to the timeframes associated with the design, review and processing of the mine remediation shop drawings, and subsequent monitoring and performance of the work during construction.

Mitigation Options:

- Define the required mine remediation work limits during the Final Design phase.
  - Consider an advanced contract for the Mine Remediation work.
- e. Construction Change Orders – Change orders could increase the overall cost of the project.

Mitigation Option:

- Control scope changes. Only implement changes that are absolutely necessary.

## **8.2 FINANCIAL RISKS**

The financial risks for construction completion fall under two broad risk categories: cost increase risks and revenue sufficiency risks. Cost increase risks include such items as fuel price increases and addressing differing site conditions, whereas revenue sufficiency risks are comprised of funding availability and funding delays.

### **8.2.1 Cost Increase Risks**

Risk that bids will exceed program funding levels for construction:

Bids have been fairly stable and predictable for the last five or so years; however, the construction industry has been impacted by the recent COVID-19 pandemic, which has a significant effect on the cost of materials and the labor supply.

A significant increase in construction costs would impact the project and require a shift in funds from another project or delay to the start of construction for the project. To mitigate the risk of receiving high bids, NJDOT will consider the following strategy:

- Ensure that the programmed construction costs include contingency funds to address this risk.

*Risk that unanticipated site conditions will increase project cost:*

Construction projects of all types and sizes will inevitably encounter unanticipated site conditions. To minimize this possibility and the subsequent cost increases, the following mitigation strategies will be utilized.

- An in-depth subsurface investigation program will be performed during the Final Design phase to obtain additional information on mine working locations and soil data.
- A subsurface utility engineering contractor will be utilized to obtain additional information during the Final Design phase in order to more accurately define the horizontal and vertical location of underground utilities.

*Risk that unanticipated fuel and asphalt price increases will increase project cost:*

In order to mitigate the risk that fuel price increases will increase the project cost, the bid proposal can include a lump sum line item to provide compensation to the contract holder for fluctuations in the fuel price over the life of the project. Using the award date as the base point, fuel price adjustments can be paid monthly during months when fuel prices change by 5% or more. During periods of decline in the fuel price, the State will be compensated and likewise during periods of increase, the Contractor will be compensated. Compensation will be made through the use of a weighted formula provided in the project specifications.

The NJDOT estimates the total fuel price adjustment by multiplying a pro-rated volume of the fuel intensive construction activities by the duration of project and increases this cost utilizing 10% inflation per year. Assuming the actual increases stay within this estimate, no additional project costs will be realized. According to the specifications, should the fuel price adjustment exceed 50%, fuel intensive construction activities are to cease pending approval by the Executive Director of Regional Operations.

### **8.2.2 Revenue Sufficiency Risks**

The Project Financing section of this plan outlines National Highway Performance Program (NHPP) funds as the current primary funding source for this project. The funding plan extends over nine years starting in Federal Fiscal Year 2020 and ending in Federal Fiscal Year 2030.

*Major Financing Risks*

There are several major financing risks associated with this project's funding plan.

- Risk that new federal surface transportation funding is not in place at the end of Federal Fiscal Year 2021 because the extension of the current Fixing America's Surface Transportation (FAST), expires at the end of Federal Fiscal year 2021.

The NJDOT assumes that should new federal surface transportation funding not be in place by the end of Federal Fiscal Year 2021, Congress and the President would authorize Continuing Resolutions to ensure that projects such as this one are not impacted, until such time that a new funding bill is in place.

- Risk that costs increase due to change orders during construction.

Typically, the NJDOT funds change orders through supplemental federal authorizations or through a State funded Unanticipated Design, Right-of-Way and Construction Expenses line item. Funding change orders through supplemental authorizations may utilize releases from federal obligations or if necessary, may take obligation authority from current programmed unobligated federal items.

### Responsibilities

The NJDOT Division of Capital Investment and Program Coordination is responsible for developing the Statewide Transportation Improvement Program (STIP), which will program funding for this project. NJDOT will work in conjunction with the North Jersey Transportation Planning Authority (NJTPA) to develop the region's portion of the STIP. NJTPA is the federally designated Metropolitan Planning Organization for the 13-county northern New Jersey region. The Route 80/15 Interchange project (DB: 93139) is categorized as congestion relief – highway operational improvements. The Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (DB: 93139A) is categorized as a bridge replacement project.

It is critical that these organizations continue to work cooperatively to help ensure that an adequate amount of funding is programmed and made available for this project.

The NJDOT Division of Project Management is responsible for management of the project, identifying risks of project cost increase, and implementing containment strategies to keep costs from inflating.

Any changes in planned funding needs must be raised immediately by the NJDOT Division of Project Management to the NJDOT Capital Investment and Program Coordination and the NJTPA.

## **SECTION 9.0 ANNUAL UPDATE CYCLE**

The annual updates of this Initial Financial Plan will provide information on the actual cost, expenditure, and revenue performance in comparison to initial estimates as well as updated estimates of future year obligations and expenditures. The annual updates provide information on cost and revenue trends, summaries of cost reductions and increases, current and potential funding shortfalls and the financial adjustments necessary to assure completion of the project.

Each Annual Update of this Financial Plan will be presented in actual cost-to-date and cost-to-complete estimates shown in year of expenditure dollars. These updates will use the same project elements to present the cost and revenues used in the Initial Financial Plan estimate. Any significant change in the total project cost or revenue since the last estimate will be clearly presented and the major reasons for these significant changes will be provided. Any required adjustments to the cost estimate will be computed in a manner consistent with the methodology established in this Initial Financial Plan.

For annual updates, the Route 80/15 Interchange project team will consider the Federal fiscal year (October 1-September 30) as the project's fiscal year. Annual updates to the Financial Plan will be submitted to FHWA within 90 days following the end of the Federal fiscal year.

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
(STIP) SHEETS**

**DRAFT FY 2022-2031**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**New Jersey Department of Transportation Project Descriptions**  
(\$ millions)

**Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad**

*DBNUM: 93139A / UPC: 218000*

Route 15 NB Bridge over the abandoned Mount Hope Mineral Railroad bridge broke out of the Route 80, Route 15 Interchange project scope of work and advanced as a separate bridge replacement project.

**COUNTY:** Morris

**LEGISLATIVE DISTRICT:** 25, 26

**MUNICIPALITY:** Wharton Boro

**SPONSOR:** NJDOT

**MILEPOSTS:** 2.3

**STRUCTURE NO.:** 1403152

**FINANCIAL PLAN REQUIREMENT:** This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial management plan is required to be prepared.

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):**

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Fund	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
NJTPA	ROW	NHPP	\$0.400	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.400
NJTPA	CON	NHPP	\$0.000	\$0.000	\$17.700	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$17.700

**DRAFT FY 2022-2031**  
**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**New Jersey Department of Transportation Project Descriptions**  
(\$ millions)

**Rt 80/15 Interchange**

*DBNUM: 93139 / UPC: 950442*

This project will: provide the missing Rt. 15 Northbound/Southbound to I-80 Eastbound/Westbound ramp to reduce congestion within Wharton and to provide direct access to the interstate; improve the acceleration lane from Rt.15 to I-80 Westbound to improve its safety and operation; reconstruct the intersection of Rt. 15 & Dewey Ave. to improve its level of service; improve the weaving length between North Main St. & Ramp “K”; improve the geometry of Ramp “I” to enhance truck movements; and improve the lane width and add shoulders at the merge of Rt. 15 Northbound and I-80 Westbound to improve its operation and safety. Along with the four structures listed, Structure # 1413152 is also a part of this project

**COUNTY:** Morris

**LEGISLATIVE DISTRICT:** 25, 26

**MUNICIPALITY:** Wharton Boro, Rockaway Twp

**SPONSOR:** NJDOT

**MILEPOSTS:** Rt 80: 33.04 - 34.07, Rt 15: 1.53 - 2.95

**STRUCTURE NO.:** 1404151, 1404156, 1412176, 1412177

**FINANCIAL PLAN REQUIREMENT:** This project is part of a project with a total cost between \$100 and \$500 million programmed to receive federal financial assistance and an annual financial management plan is required to be prepared.

**AIR QUALITY CODE (NON-EXEMPT/EXEMPT):** NR3 (Exempt)

**ASSET MANAGEMENT CATEGORY:** Mobility and Congestion Relief (Congestion Relief: Highway Operational Improvements)

MPO	Phase	Fund	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
NJTPA	ROW	NHPP	\$0.000	\$1.200	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.200
NJTPA	CON	NHPP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$45.000	\$30.000	\$30.000	\$105.000

