



JOHN P. KELLY, CHAIR
BOARD MEETING
AGENDA
May 12, 2025
10:30 AM

Public comments can be made in-person or via a special Zoom meeting link which requires registration in advance at NJTPA@NJTPA.org by Friday, May 9.

- A. Open Public Meetings Act Compliance
 - B. Salute to the Flag
 - C. Roll Call
 - D. Approval of Minutes
 - E. Chair's Remarks
 - F. Executive Director's Report
 - G. Presentation: Priority Issues for NJTPA and the Region - Zoe Baldwin, Vice President, State Programs & New Jersey Director, Regional Plan Association
 - H. Committee Reports/Action Items*
- Project Prioritization – Commissioner Charles Kenny, Chair
 1. Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to the Route 4, Hackensack River Bridge Project in Bergen County (Attachments H.1.a, H.1.b, H.1.c)
 2. Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Align and Increase Federal Funds on the Route 206, Valley Road to Brown Avenue Project in Somerset County (Attachments H.2.a, H.2.b, H.2.c)

3. Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Funds to the Landing Road Bridge Project in Morris County (Attachments H.3.a, H.3.b, H.3.c)

- Planning and Economic Development – Commissioner Bette Jane Kowalski, Vice Chair
- Freight Initiatives Committee - Commissioner Stephen Shaw, Chair

I. Public Participation

J. Time and Place of Next Meeting: The next meeting of the NJTPA is July 14, 2025, at 10:30 a.m. at the Ocean County Library’s Long Beach Island Branch, 217 S. Central Ave, Surf City, NJ 08008. Please use this link for maps and directions: [Long Beach Library](#)

K. Adjournment

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



JOHN P. KELLY, CHAIR

Board Meeting Minutes March 10, 2025

A. Open Public Meetings Act Compliance

First Vice Chair Charles Kenny, Middlesex County, called the meeting to order at 10:30 a.m. Denise Truvillion, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting was forwarded to the Newark Star Ledger, the Asbury Park Press, the Courier News, the Daily Record, the Home News Tribune and the New Jersey Herald. It was also posted on the bulletin board at the Essex County Hall of Records in Newark.

B. Roll Call

Ms. Truvillion called the roll. Twenty voting members were present (Attachment 1)

C. Approval of Minutes

Morris County moved to approve the minutes of the January 13, 2025 meeting, Union County seconded and the motion carried unanimously.

D. Chair's Remarks

First Vice Chair Kenny presented a report on behalf of Chair John Kelly who was unable to attend the meeting. He said that public outreach for *Connecting Communities: The NJTPA's Long Range Transportation Plan* is underway. In the past two months, approximately 1,500 people have completed the online survey. Virtual events on active transportation and transit access have been held, and another event is planned for March 25 on creating vibrant downtowns.

He said outreach efforts will include pop-up events in April and May across the 15 subregions. He encouraged Board members and others to attend events and promote the survey, which closes at the end of the month.

He thanked Morris County Commissioner Stephen Shaw for his efforts to discuss the plan and promote the survey at a recent Morris County Chamber of Commerce event.

He said that NJTPA is partnering with Rutgers' Voorhees Transportation Center to conduct outreach with hard-to-reach populations and engage kids and teens who can participate in the NJTPA On Air multimedia contest. Members of the NJTPA's young adult advisory committee, UpNext North Jersey, and the Outreach Liaisons are also helping gather input for the plan.

He said a key focus of the plan is efforts to improve safety for all travelers, something that has long been a priority for the NJTPA. Eight subregions are working with the NJTPA to create Local Safety Action Plans, which will identify safety needs and strategies for addressing them. The draft plans are being finalized and will be shared later this month. A final round of public outreach is also being scheduled.

The First Vice Chair concluded by mentioning that the New Jersey Department of Transportation (NJDOT) and the NJTPA are accepting applications for Transportation Alternative grants, with pre-application meetings required by April 11th.

He called on the partner agencies to provide updates. Eric Powers, NJDOT, said the department continues to work on the I-80 sinkhole in Morris County. The problem has been declared an emergency to provide the state with the opportunity to seek federal funds. He also reported that NJDOT has been leading and participating in the state's new Target Zero Commission, which has a goal of reaching zero fatalities by 2040. All the MPOs are members and the Commission recently had its first public meeting at NJ TRANSIT headquarters.

Jeremy Colangelo-Bryan, NJ TRANSIT, said a tentative agreement has been reached between NJ TRANSIT and the Brotherhood of Locomotive Engineers and Trainmen, averting a possible strike.

E. Executive Director's Report

NJTPA Executive Director David Behrend said the draft Fiscal Year 2026 Unified Planning Work Program (UPWP) on the Board's agenda includes some changes based on federal guidance and input from national organizations (the Association of Metropolitan Planning Organizations and the National Association of Regional Councils). These changes mostly involve adjustments to descriptions and emphasis without altering the tasks, program, or budget. They are in response to recent presidential executive orders. For example, references to Environmental Justice were removed as federal guidance now no longer requires Environmental Justice screening for federally funded projects, although the NJTPA remains committed to addressing transportation needs for all communities and adhering to non-discrimination statutes.

He said that recent shifts in federal approval processes have caused concern. In late January, a freeze on reimbursements for federally funded programs was announced but was quickly reversed after widespread concerns. On February 26, a policy shift meant planning approvals would be delayed, but that too was reversed the next day, ensuring that planning-level approvals would continue as normal. These approvals are crucial for ensuring that the NJTPA and other agencies can secure funding when the new fiscal year begins on July 1.

He said he attended the Target Zero Commission's first meeting and the group aims to create data-driven safety strategies involving multiple agencies and public input. The NJTPA's safety efforts include Local Safety Action Plans, Street Smart NJ campaigns, and the Local Safety and High Risk

Rural Roads programs, which complement its work on Complete Streets planning. Additionally, the NJTPA has launched an online tool showing routes identified in the Active Transportation Plan that can be upgraded to improve walking and biking safety.

He noted that an updated Board of Trustees Handbook was distributed via email and posted on the website with essential information about the Board and agency operations. Mr. Behrend also reminded the Board that NJTPA will be hosting a booth and is organizing or presenting on a variety of panels at the upcoming New Jersey TransAction Conference April 15-17 in Atlantic City. Topics include the long-range plan, Local Safety Action Plans, and municipal programs. For more details, visit NJTransAction.com.

F. Presentation: Update on Federal Policy and Legislation

Jessica Monahan, a Principal at Cozen O'Connor Strategies, presented on behalf of the National Association of Regional Councils (NARC), where she serves as the group's federal policy advocate. She said that over the last 45 days since the current administration began, Executive Orders have caused confusion for metropolitan planning organizations (MPOs) and other agencies that rely on federal funding. She urged everyone to continue advocating for their interests without overreacting. She said the Department of Government Efficiency (DOGE) is driving many of these changes, causing tension especially in agencies like the Department of Transportation.

With the Infrastructure Investment and Jobs Act (IIJA) law set to expire in September 2026, she said Congress has begun working on reauthorizing surface transportation programs. While IIJA was a huge bill, partly in response to the pandemic, the reauthorization will likely shrink to a more traditional scope. A key challenge remains the Highway Trust Fund, which hasn't seen a gas tax increase since 1993. The Ways and Means Committee, she said, may consider restructuring the fund.

Ms. Monahan said NARC has identified several priorities for the reauthorization. These include increasing metropolitan planning funding, promoting non-metropolitan planning, supporting local decision-making through formula programs, and preserving discretionary grant programs that allow local governments and MPOs to receive federal funds directly. These goals aim to ensure that federal funds are accessible to local governments, not just state DOTs. In conclusion, Ms. Monahan encouraged everyone to continue telling their story and focusing on the value MPOs bring to their communities.

G. Committee Reports/Action Items*

- **Project Prioritization** – Hunterdon County Commissioner Zach Rich, Vice Chair

Commissioner Kenny thanked Commissioner Rich for chairing the meeting in his absence, then called on him to read the report. Commissioner Rich said the Committee considered two action items, which are before the Board for approval, both minor amendments to the FY 2024-2027 Transportation Improvement Program (TIP). He said the adds \$2.2 million in federal funds for the Low Emissions Intermodal Trucks for Healthy Newark Communities Project in Essex County. The \$3.8 million project will replace 20 diesel trucks with low emission propane trucks to improve air quality at the port, while modernizing infrastructure and strengthening supply chains.

The second item adds a \$1.3 million grant from the Federal Transit Administration for a planning study for the Sayreville Waterfront Multimodal Transportation Improvement Project in Middlesex County. This study will explore the feasibility of creating multimodal transportation connectivity between isolated parcels in the Sayreville Waterfront Redevelopment Area and the South Amboy Transit Station and Ferry Terminal.

Action Item 1: Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add the Low Emissions Intermodal Trucks for Healthy Newark Communities Project in Essex County (Attachment 2) [Details here on page 19.](#)

Essex County moved the item, Hudson County seconded, and it carried unanimously.

Action Item 2: Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add the Sayreville Waterfront Multimodal Transportation Improvement Project in Middlesex County (Attachment 3) [Details here on page 26.](#)

Union County moved the item, Morris County seconded, and it carried unanimously.

- **Planning and Economic Development** – Warren County Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski said the Committee considered one action item that is before the Board, approval of the FY 2026 Unified Planning Work Program (UPWP). The draft was issued in December for review and comments from the Board, subregional partners, federal sponsors, and the NJDOT were incorporated into the work program and budget. NJTPA Central Staff revised the wording of some task activities to comply with recent Executive Orders and the revised draft was shared ahead of the meeting.

Board approval is necessary for the NJTPA to receive federal funding for staff, subregional, and Transportation Management Association activities to be conducted in the fiscal year that begins July 1.

He said the meeting also featured a presentation by Darius Sollohub, a professor at NJIT's School of Architecture, on the Newark Airport City Project, which seeks to enhance connections between Newark Liberty International Airport and the Dayton Neighborhood in the city's South Ward. The project is a collaborative effort between the City of Newark, multiple agencies, universities, and community groups. The NJTPA is playing a role through the funding we approved last fall for planning and implementation of this worthy project, and this work will continue in the UPWP before the Board today. More information on the Newark Airport City Project can be found [here](#).

Action Item 3: FY 2026 UPWP Update (Attachment 4) [Details here on page 33.](#)

Sussex County moved the item, City of Newark seconded, and it carried unanimously.

- **Freight Initiatives** – Commissioner Shaw, Chair

Commissioner Shaw said Central Staff provided an update on two ongoing activities. The 2050 Freight Industry Level Forecast update is on track for completion in June. And public involvement plans are being developed, and data is being collected for three studies in the FY 2025 Freight Concept Development Program.

He said the meeting featured two speakers who provided updates on the industrial real estate market. Bill Waxman, Vice Chair of Cushman & Wakefield, reported that vacancies for warehousing space were up in 2024, reflecting a softening in demand for older, less efficient buildings. The demand was focused on smaller buildings of less than 50,000 square feet and some of the larger ones are being broken into smaller units. Mr. Waxman predicts there will be fewer new buildings by 2026, creating upward pressure on pricing, even as the state remains a good location for warehousing and industrial uses.

Ryan Conklin, Assistant Director of Warren County's Planning Department, presented actions the County has taken to manage warehouse development and associated truck traffic. Warren County has identified areas along major roads that were hot spots for crashes, with approximately 10 percent of crashes overall involving trucks.

In reports from Committee members, the NJDOT's representative said the agency is finalizing data analysis for its Truck Parking Study including identifying unmet parking needs, undesignated parking trends and crash clusters involving trucks. The Port Authority reported that 2024 port volumes reached 8.7 million twenty-foot equivalent units (TEUs) handled during the year. Middlesex County reported they are collaborating with Central Staff on their two freight concept development studies. Commissioner Shaw said the third study underway this year is in his home county of Morris.

H. Public Participation

There were no comments from the public.

I. Time and Place of Next Meeting

The next Board meeting o will be held on May 12, 2025, at 10:30 a.m. at the NJTPA's office.

J. Adjournment

Morris County made a motion to adjourn at 11:25 a.m., Port Authority seconded and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: March 10, 2025

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Tom Malavasi	Tanner Thul
Hunterdon County	Hon. Zachary Rich	Bob Hornby Katherine Fullerton
City of Jersey City	Mike Manzella	Elias Guseman
Middlesex County	Hon. Charles Kenny	
Monmouth County	Teri O' Connor	David Schmetterer
Morris County	Hon. Stephen Shaw	John Hayes Kevin Stephens
City of Newark	Dolores Martinez-Wooden	Trevor Howard
Ocean County	Mark Jehnke	Sean Areia
Passaic County	Hon. John Bartlett	Andras Holzmann
Somerset County	Hon. Sara Sooy	Ken Wedeen
Sussex County	Hon. Jack DeGroot	Tom Drabic
Union County	Hon. Bette Jane Kowalski Hon. Michele Delisfort	Kamal Saleh Ricardo Matias
Warren County	Hon. Jason Sarnoski	David Dech Ryan Conklin
Gov's Authorities Unit	Dorian Smith	
NJDOT	Eric Powers	Megan Fackler
NJ TRANSIT	Jeremy Colangelo-Bryan	Robert Palladino
PANYNJ	Jay Shuffield	Mary K. Murphy
Citizens Representative	Charles Burton	
Other Attendees		
Brenda Lamb		
Dan Callas		Avenues in Motion
Denise Nickel		
Gegory Smith		
Jessica Monahan		Cozen O'Connor Strategies
Paul St. Onge		Gibbons Law
Sutapa Bandyopadhyay		FHWA New Jersey Division Office
Tara Shepherd		goHunteron
Ted Del Guercio III		Legal Counsel

Approved March 10, 2025

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024 – 2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE LOW EMISSIONS INTERMODAL TRUCKS
FOR HEALTHY NEWARK COMMUNITIES PROJECT IN
ESSEX 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 2024 – 2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 a project or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the Port Newark Container Terminal has requested a minor amendment to the FY 2024 – 2027 TIP to add the Low Emissions Intermodal Trucks for Healthy Newark Communities project in Essex County with \$2.2 million in federal funds and \$1.6 million in local match funds, totaling \$3.8 million for Capital Acquisition (CAP) work; and

WHEREAS, fiscal constraint is maintained through funds available from the FY 2022 FHWA Reduction of Truck Emissions at Port Facilities Grant Program in the amount of \$2.2 million, and local match funds in the amount of \$1.6 million; and

WHEREAS, this minor amendment does not require an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and does not impact the current conformity determination; and

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

WHEREAS, the FY 2024 – 2027 TIP conforms to federal performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action; and

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 2024 – 2027 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Port Newark Container Terminal, LLC for submission to the Federal Highway Administration.

Approved March 10, 2025

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024 – 2027
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD THE
SAYREVILLE WATERFRONT MULTIMODAL
TRANSPORTATION IMPROVEMENT PROJECT IN
MIDDLESEX 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 2024 – 2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 a project or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the Sayreville Economic & Redevelopment Agency has requested a minor amendment to the FY 2024 – 2027 TIP to add the Sayreville Waterfront Multimodal Transportation Improvement Project in Middlesex County with \$1.316 million in federal funds for Planning Study (PLS) work; and

WHEREAS, fiscal constraint is maintained by adding \$1.316 million of FY 2022 Federal Transit Administration Congressionally Directed Spending Grant Program (DEMO) funds to this project; and

WHEREAS, this minor amendment is exempt from an air quality conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and does not impact the current conformity determination; and

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

WHEREAS, the FY 2024 – 2027 TIP conforms to federal performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action; and

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 2024 – 2027 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Sayreville Economic & Redevelopment Agency for submission to the Federal Transit Administration.

Approved March 10, 2025

DRAFT RESOLUTION: APPROVAL OF THE FY 2026 UNIFIED PLANNING WORK 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 NJTPA, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

WHEREAS, the Fiscal Year 2026 UPWP (July 1, 2025 to June 30, 2026) describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

WHEREAS, the FY 2026 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, any FY 2026 Compensation Plan and salary parameters will be subject to New Jersey Institute of Technology's approved salary rate schedule and bargaining unit agreements; and

WHEREAS, the NJTPA Central Staff may modify the adopted FY 2026 UPWP to update or remove any subtask activities that are no longer eligible or required per the direction of Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), to ensure compliance with recent Executive Orders issued by President Donald J. Trump and ensure timely approval and authorization of federal funds by FHWA and FTA.

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 FY 2026 Unified Planning Work Program for the region.

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.

(Attachments H.1.a, H.1.b, H.1.c)

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE ROUTE 4,
HACKENSACK RIVER BRIDGE PROJECT IN BERGEN
COUNTY**

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

WHEREAS, the NJTPA formally adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 are added to a program or project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested a minor amendment to the FY 2024-2027 TIP to add federal funds to the Route 4, Hackensack River Bridge project as requested by the NJDOT (DBNUM 02346); and

WHEREAS, fiscal constraint is maintained through federal funds available from the Bridge Formula Program; and

WHEREAS, the project is exempt from an air quality conformity determination and the change does not impact the current conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127); and

WHEREAS, Congestion Management Process requirements do not apply to these actions; and

WHEREAS, the FY 2024-2027 TIP conforms to federal 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 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 expiration⁰¹⁵

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 amendments to the FY 2024-2027 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the NJDOT for submission to the Federal Highway Administration.

Summary of Action

Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to the Route 4, Hackensack River Bridge Project in Bergen County

Action: Approval of a request from the New Jersey Department of Transportation (NJDOT) to amend the FY 2024-2027 Transportation Improvement Program (TIP) to add federal funds to the Route 4, Hackensack River Bridge Project, as detailed below.

Minor Amendment:

- **Route 4, Hackensack River Bridge, Bergen County DBNUM 02346**

This request is to add \$35.435 million of Bridge Formula Program (BFP) funds for Construction in Federal Fiscal Year (FFY) 2025, increasing the total from \$189.4 million to \$224.835 million. The additional funds are necessary to cover cost increases for accelerated bridge construction, electrical and roadway lighting, and purchasing environmental mitigation credits.

Background: According to the *TIP Memorandum of Understanding*, when a new project is added or funds are added above the specified threshold 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 Board of Trustees. This TIP revision falls within the MOU guidelines to be approved as a minor amendment.

Central Staff and Bergen County have reviewed the request. The project is exempt from an air quality conformity determination and the change does not impact the current conformity determination. Fiscal constraint is maintained through federal funds available from the Bridge Formula Program. Additional funding information is provided in the attached documents.

Justification for Action: Approval of this revision to the FY 2024-2027 TIP will allow the funds to be programmed and the project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25023

Route 4, Hackensack River Bridge

Initiated from the Bridge Management System, this project will reconstruct this structurally deficient and functionally obsolete bridge, built in 1931.

DBNUM: 02346	AQ Code: S19 (Exempt)	Est. Total Project Cost: \$224.835 (Million)	Sponsor: NJDOT
Routes: 4	Mileposts: 5.70 - 6.10	RCIS: Bridges	
County: Bergen		Municipality: Hackensack City Teaneck Twp	

Requested TIP Revision

Action Taken

This request is to add \$35.435 million of Bridge Formula Program (BFP) funds for Construction (CON) in Federal Fiscal Year (FFY) 2025, increasing the total from \$189.400 million to \$224.835 million.

Reason for Change

The additional funds are necessary to cover cost increases for accelerated bridge construction, electrical and roadway lighting, and purchasing environmental mitigation credits.

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from the Bridge Formula Program.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	CON	BFP		189.400			189.400	
		TOTAL (\$ million)		189.400			189.400	

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	CON	BFP		224.835			224.835	
		TOTAL (\$ million)		224.835			224.835	

DATE SUBMITTED: 3/21/2025



State of New Jersey

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

MPO: NJTPA

PROJECT: Route 4, Hackensack River Bridge

DBNUM: 02346

TRACK #: N-02346-3-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases BFP funding for CON in FFY 25 from \$189.400M by \$35.435M to \$224.835M.

REASON FOR CHANGE:

The increased costs are largely associated with the detailed cost estimate provided for the project's Final Design Submission (FDS), which reflects increased costs for the bridge slide-in (accelerated bridge construction), electrical and roadway lighting costs, and updates to address feedback provided by subject matter experts on the project's FDS documents. The updated cost estimate also includes costs associated with the purchase of environmental mitigation credits to comply with the project's environmental permits.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY24-33 Chart 67.

CONFORMITY:

PUBLIC INVOLVEMENT:

(Attachments H.2.a, H.2.b, H.2.c)

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ALIGN AND INCREASE FEDERAL FUNDS ON THE
ROUTE 206, VALLEY ROAD TO BROWN AVENUE
PROJECT IN SOMERSET 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 adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 are added to a project in the TIP above a specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested a minor amendment to the FY 2024-2027 TIP to align and increase federal funds on the Route 206, Valley Road to Brown Avenue (DBNUM 780A) project in Somerset County; and

WHEREAS, funding for construction is increased outside of the fiscally constrained four-year TIP to match the project's updated financial plan; and

WHEREAS, the project is not exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127), but does not require further emissions analysis; and

WHEREAS, Congestion Management Process requirements do not apply to these actions; and

WHEREAS, the FY 2024-2027 TIP conforms to federal 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 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 minor amendment to the FY 2024-2027 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the NJDOT for submission to the Federal Highway Administration.

Summary of Action

Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Align and Increase Federal Funds on the Route 206, Valley Road to Brown Avenue Project in Somerset County

Action: Approval of a request from the New Jersey Department of Transportation (NJDOT) to amend the FY 2024-2027 Transportation Improvement Program (TIP) to align and increase federal funds on the Route 206, Valley Road to Brown Avenue project in Somerset County, as detailed below.

Minor Amendment:

- **Route 206, Valley Road to Brown Avenue, Somerset County DBNUM 780A**
This request is to add \$33.5 million of National Highway Performance Program (NHPP) funds for Construction in Federal Fiscal Year (FFY) 2026, increasing the total from \$87 million to \$120.5 million, and to align anticipated needs by reprogramming these funds as follows: \$3 million in FFY 2027; \$50 million in FFY 2028; \$46 million in FFY 2029; and \$21.5 million in FFY 2030. This change is necessary based on a revised construction schedule and estimate accounting for changes due to inflation, cost increases and potential changes during final design to structural and roadway items, as further explained in the updated financial plan.

Background: According to the *TIP Memorandum of Understanding*, when a new project is added or funds are added above the specified threshold 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 Board of Trustees. This TIP revision falls within the MOU guidelines to be approved as a minor amendment.

Central Staff and Somerset County have reviewed this request. The project is not exempt from an air quality conformity determination and is included in the current approved document. No further air quality conformity work is required at this time. The requested project funding for construction is increased outside of the fiscally constrained four-year TIP to match the project's updated financial plan. Additional information is detailed in the attached documents.

Justification for Action: Approval of this revision to the FY 2024-2027 TIP will allow the funds to be programmed and the referenced project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25020

Route 206, Valley Road to Brown Avenue

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N) (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.

DBNUM: 780A **AQ Code:** 2026M (Non-Exempt) **Est. Total Project Cost:** \$120.500 (Million) **Sponsor:** NJDOT
Routes: 206 **Mileposts:** 67.5-68.6 **RCIS:** Road Expansion
County: Somerset **Municipality:** Hillsborough Twp

Requested TIP Revision

Action Taken

This request is to add \$33.5 million of National Highway Performance Program (NHPP) funds for Construction in Federal Fiscal Year (FFY) 2026, increasing the total from \$87 million to \$120.5 million, and to align anticipated needs by reprogramming these funds as follows: \$3 million in FFY 2027; \$50 million in FFY 2028; \$46 million in FFY 2029; and \$21.5 million in FFY 2030.

Reason for Change

This change is necessary based on a revised construction schedule and estimate accounting for changes due to inflation, cost increases and potential changes during final design to structural and roadway items, as further explained in the updated financial plan.

Fiscal Constraint

The requested project funding for construction is increased outside of the fiscally constrained four-year TIP to match the project's updated financial plan.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
NJTPA	CON	NHPP			87.000		87.000	
		TOTAL (\$ million)			87.000		87.000	

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
NJTPA	CON	NHPP				3.000	3.000	117.500
		TOTAL (\$ million)				3.000	3.000	117.500



State of New Jersey

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

MPO: NJTPA

PROJECT: Route 206, Valley Road to Brown Avenue

DBNUM: 780A

TRACK #: N-780A-1-M-2024

TYPE OF PROJECT CHANGE: Project Phase Slippage, Project Cost increase

ACTION TAKEN: Delays, increases, and multi-year funds \$87M of NHPP funding in FY 26 to \$3M in FY 27, \$50M in FY 28, \$46M in FY 29, and \$21.5M in FY 30.

REASON FOR CHANGE:

Construction (CON) Net Increase of \$28M

Raw construction costs were recalculated in April 2024 when the consultant designer was developing and reviewing alternate structural schemes for the railroad bridge replacement (Norfolk Southern). As a result, the estimated raw construction cost significantly increased to \$67.5 million for structures and \$25 million for roadway items (this is an increase of \$36.5M to the CON funding). The inflation category was removed as the construction contingencies estimate accounts for this aspect (this is a decrease of \$3M from the CON funding). Utility relocation costs were originally built into the CON funding category, but have been broken out as explained in the next section (this is a decrease of \$5.5M from the CON funding).

$\$36.5M - \$3M - \$5.5M = \$28M$ net increase to CON funding

Utility Relocations (PUC) - \$5.5M:

Utility relocation (Public Utility Construction) is being broken out from the total CON funding which was not the case in the last FMP Update from 2023 (see attached comparison). Therefore, it now appears as a cost increase. Based on the current design and the designer's estimate in early 2024, utility relocations costs will still be \$5.5 million.

More information on the cost increase and delay can be found in the Financial Management Plan.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY24-33 Chart 66.

Route U.S. 206 Project

From the Vicinity of Route U.S. 206 Over Pike Run to the Intersection
of Route U.S. 202, N.J. Route 28 and Route U.S. Route 206
(Somerville Circle)

Somerset County, New Jersey



Financial Plan Update No. 6

October 2024



Submitted by the NJ Department of Transportation

**Route U.S. 206 Project
From the Vicinity of Route U.S. 206 Over Pike Run
to the Intersection of Route U.S. 202, N.J. Route 28
and Route U.S. Route 206 (Somerville Circle)**

Financial Plan Update

LETTER OF CERTIFICATION

The New Jersey Department of Transportation (NJDOT) has developed a comprehensive Financial Plan for the Route U.S. 206 Project in Somerset 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, they represent realistic estimates of financial resources available to fund the project as described.

The NJDOT believes that the Financial Plan provides an accurate basis upon which to schedule and fund the Route U.S. 206 Project, and commits to providing Annual Updates according to the schedule outlined in the Financial Plan Update.

To the best of our knowledge and belief, the Financial Plan Update, as submitted herewith, fairly and accurately presents the financial position of the Route U.S. 206 Project cash flows and expected conditions for the project's life cycle. The financial forecasts in the Financial Plan Update 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 Update are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Financial Plan Update and to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate.

Respectfully submitted:

Parth Oza, P.E.

Assistant Commissioner
Capital Program Management

Date

Eric Powers

Assistant Commissioner
Statewide Planning, Safety and Capital Investment

Date

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APPENDIX A – COST ESTIMATES

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Summary

The Route U.S. 206 Project involves improving existing Route U.S. 206 from the vicinity of existing Route U.S. 206 over Pike Run, south of Mountain View Road in Hillsborough Township to the Somerville Circle (junction of Route U.S. 206, U.S. 202 and NJ 28 in Raritan Borough, Somerville Borough and Bridgewater Township, Somerset County). Title 23, Section 106(i) of the United States Code (USC), requires 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 U.S. 206 Project is \$547.0 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 Financial Plan Update 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.
 - Explain the phasing of the Project.
 - 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. 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.

This Financial Plan Update, in accordance with FHWA guidelines, forms 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 2029.

Section 1.0 Project Description

1.1 Project Description

The Route U.S. 206 Project proposes a new roadway alignment/bypass from the vicinity of existing Route U.S. 206 over Pike Run (south of Mountain View Road), to Doctors Way in Hillsborough Township, and widening of existing Route U.S. 206 between Doctors Way and the Somerville Circle in Hillsborough Township, Somerville Borough, Raritan Borough and Bridgewater Township, in Somerset County. The purpose of the project is to improve safety, capacity and level of service through the Route U.S. 206 corridor. The Route U.S. 206 Bypass, between Mountain View Road and Doctors Way will also provide for potential secondary benefits in returning a section of existing Route U.S. 206 to a boulevard within the central business district in Hillsborough Township.

The Preliminary Engineering (PE) and NEPA/Environmental Impact Statement (EIS) were completed and approved for Route U.S. 206 in 7 segments (referred to as Segments IV through X in the EIS). The FHWA issued a Record of Decision for the EIS document on March 20, 1989. Due to fiscal constraints, the NJDOT decided not to build the entire 14-mile length of the Route U.S. 206 Project as one project, but to program the design, right-of-way acquisition, and construction of the improvements in fiscally manageable sections over several years in a series of contracts. Due to a lack of community support, Segments IV and V will not be constructed, so the Route U.S. 206 Project will focus on construction of Segments VI through X. The information in this Financial Plan Update will be presented by the following Segments and phases that comprise the Project. It is the intent to complete each Segment/phase of the project independently. The project has been phased in a manner to allow completed Segments of Route U.S. 206 to be opened to the public and operate effectively until the subsequent and remaining construction has been completed. A Project Location Map is shown in Figure 1.1. Several Segments and contracts of the Route U.S. 206 project have already been completed, as noted below.

- A. PE, Selection of Preliminary Preferred Alternative (PPA), NEPA/EIS and Section 4(f) Evaluation.
- This project included preparation/approval of PE, PPA and EIS/Section 4(f) (Complete).
- B. Segment VI – Route 206 Bypass
- Route U.S. 206 (1990) Bypass Sections 14A & 15A from Hillsborough Road to Amwell Road, Tree and Vegetation Removal Contract (Complete)
This tree clearing contract, from south of Hillsborough Road to north of Amwell Road (CR514), was initiated in advance of Contract A. The tree clearing contract was necessitated due to Indiana Bat regulations that require trees, which are suitable for their habitat, to be cleared between November and April. This contract was completed by April of 2010.
 - Route U.S. 206 (1990) Bypass Sections 14A & 15A from Hillsborough Road to Amwell Road, Contract A (Complete)
Contract A included grading, paving and structures for construction of the Route 206 Bypass from south of Hillsborough Road to north of Amwell Road (CR514). The construction contract was awarded in May of 2010 and finished in October of 2013.
 - Route U.S. 206 (1990) Bypass Sections 14A & 15A from the vicinity of Existing Route U.S. over Pike Run to Hillsborough Road, and from Amwell Road to Old Somerville Road, Contract C (Complete)
Grading and drainage contract for the Route 206 Bypass was completed in October 2014, in advance of Contract B from south of Mountain View Road to south of Hillsborough Road and from north of Amwell Road (CR514) to Old Somerville Road.

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from the vicinity of Existing Route U.S. over Pike Run to Hillsborough Road, and from Amwell Road to Triangle Road, Contract B (Complete)

Contract B completed the remaining portion of the Bypass, which includes the Route 206 Bypass tie-ins to existing Route U.S. 206 at Mountain View Road to south of Hillsborough Road and from just north of Amwell Road (CR514) to Old Somerville Road, including modifications at the Route U.S. 206 and Triangle Road/Falcon Road intersection to provide a U-turn for the Old Somerville Road residents north of Ramp T.

C. Segment VII

- Route 206, Old Somerville Road to Brown Avenue (Section 15N)

The original Section 15N limits were from Old Somerville Road to Brown Avenue. This section was replaced in 2016 with two breakout projects, namely; Route 206, Doctors Way to Valley Road and Route 206, Valley Road to Brown Avenue, as described below.

- Route 206, Doctors Way to Valley Road (Construction Phase)

This breakout of the Route 206, Old Somerville Road to Brown Avenue (Section 15N) project (Southern section) will include widening from two lanes to four lanes, revision of three existing traffic signals, replacement of the Route U.S. 206 Bridge over Royce Brook Trib. C, and construction of a new bridge carrying realigned Valley Road over Royce Brook Trib. C. The project will be bicycle/pedestrian compatible. Construction was temporarily suspended in late April 2023 but has since resumed.

- Route 206, Valley Road to Brown Ave (Final Design)

This breakout of the Route 206, Old Somerville Road to Brown Avenue (Section 15N) project (Northern section) will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern railroad bridge over Route 206. The project will be bicycle/pedestrian compatible. Right-of-Way acquisition and Final Design are currently underway.

D. Segments VIII and IV

- Brooks Boulevard, Hillsborough Township to Somerville Circle, Raritan Borough (Section 15J) (Complete).

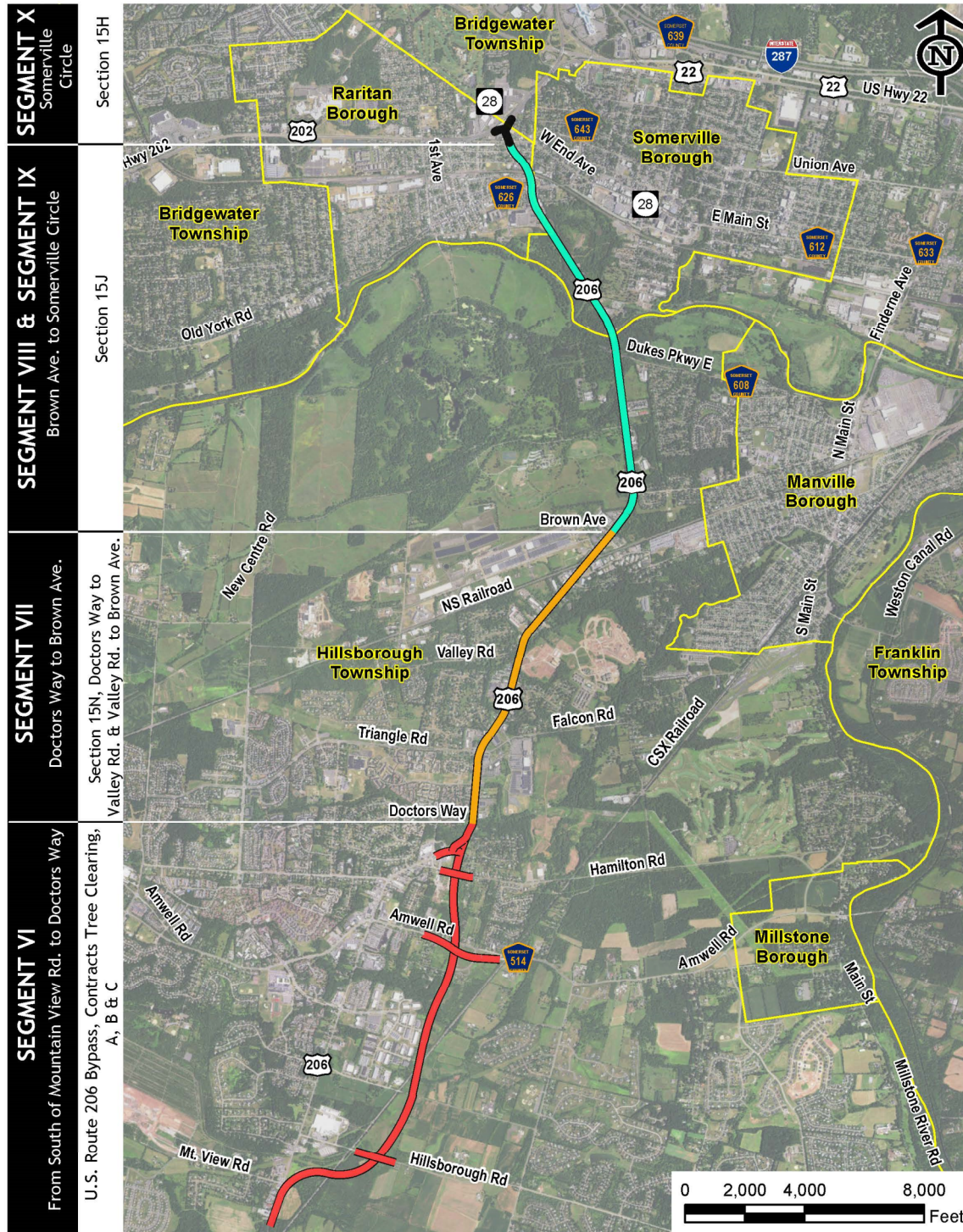
This segment consisted of widening Route 206 on the existing alignment with the addition of jug handles to handle turning movements at major intersections.

E. Segment X

- Somerville Circle (Section 15H) (Complete)

A diamond type interchange with a flyover of Route 202 bridging the rotary with Route 206 and Route 28.

FIGURE 1.1: Project Location Map



Route U.S. 206 Project Location Plan
Hillsborough Township, Somerville Borough, Raritan and
Bridgewater Township, Somerset County, New Jersey

1.2 Project History

November 1974

NJDOT identified the project need and began to perform the environmental studies.

November 1977

NJDOT circulated a Notice of Planned Action (NOPA)

January 1978

NJDOT began preparing the Draft EIS/Section 4(f) evaluation

June 1981

NJDOT conducted a public meeting in Hillsborough Township

April 1982

NJDOT circulated a revised NOPA

August 1985

NJDOT and FHWA circulated the Route U.S. 206 Draft EIS/Section 4(f) evaluation.

September 1985

NJDOT held a Public Hearing for the project.

August 1988

Route U.S. 206 Final Environmental Impact Statement/Section 4(f) Evaluation was signed.

March 1989

The FHWA issued the Record of Decision for this document.

The NJDOT filed an Alignment Preservation Map with Somerset County, the Townships of Hillsborough and Montgomery, and the Boroughs of Raritan and Somerville.

Due to fiscal constraints, the NJDOT decided not to build the entire 14-mile length of Route U.S. 206 as one project, but to program the design, right-of-way acquisition, and construction of the improvements in fiscally manageable sections over several years for Segments VI through X. Due to a lack of community support, Segments IV and V will not be constructed.

May 1994

Route U.S. 206, Segment X – Somerville Circle, Section 15H has been constructed and opened to traffic.

November 2004

Route US 206, Segments VIII and IX, Section 15J, has been constructed and was opened to traffic

February 2007

Segment VI, The Route 206 Bypass project scope went through a “Smart Solutions” process to refine the project design while meeting the needs of all stakeholders, resulting in some adjustments. The northern portion of the project from Amwell Road to Old Somerville Road remained virtually unchanged. The interchange configuration at Amwell Road (CR 514) was altered to consist of a single ramp and signal-controlled service road to reduce impacts. The Route 206 Bypass cross-section was reduced to two lanes with a grass median from south of Amwell Road to its southern terminus where it rejoins existing Route U.S. 206 at Mountain View Road. The southern portion of the project alignment was refined based on the

“Smart Solutions” process, extending from Hillsborough Road in a westerly direction to the southern terminus with existing Route U.S. 206 in the vicinity of Mountain View Road. With this, the portion of the alignment from south of Hillsborough Road to Belle Mead-Griggstown Road and passing through the Pike Run development area in Montgomery Township was eliminated.

April 2010

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Tree Clearing Contract is completed.

October 2013

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Contract A is completed.

October 2014

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Contract C is completed.

2016

Segment VII, the original 15N Section from Old Somerville Road to Brown Avenue Project was replaced by two breakout projects, namely; Route 206, Doctors Way to Valley Road and Route 206, Valley Road to Brown Avenue

July 2017

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Contract B construction funding was changed from State to Federal funding.

January 2018

Contract B Construction was awarded to Konkus Corporation and construction is underway.

May 2019

A new section 4(f) evaluation completed for Route 206, Valley Road to Brown Avenue.

February 26, 2020

Held a PIC for Doctors to Valley Green Acres Application.

June 17, 2020

Doctors Way to Valley D&R Canal Commission Public Hearing.

September 2020

Doctors Way to Valley Road Construction Contract was advertised.

October 2020

Doctors Way to Valley Road Construction was awarded to Konkus Corporation.

June 2021

Segment VI, Route U.S. 206 Bypass Sections 14A & 15A, Contract B is completed.

May 2023

Segment VII, Doctors Way to Valley Road construction was temporarily halted as NJDOT terminated its contract with Konkus Corporation. NJDOT is currently evaluating approach to completion of the contract.

June 2023

Segment VII, Valley Road to Brown Avenue, Railroad Relocation Agreement with NS Railroad was signed by the NJDOT and NS, which allowed resumption of railroad relocation design and coordination with NS.

June 2024

Segment VII, Doctors Way to Valley Road construction reinitiated.

1.3 Current Activities

The following is a summary of the major work activities currently in progress on the Route U.S 206 Project:

A. PE/selection of PPA, NEPA/EIS/Section 4(f) (Complete)

B. Segment VI – Route U.S. 206 Bypass

- Contracts for Tree and Vegetation Removal, Contract A and Contract C (Complete)
- Contract B (Construction Phase)
 - Construction completed in June of 2021.
 - Post Construction activities include, preparing As-built plans, and completing construction phase environmental reports

C. Segment VII

- Route 206, Doctors Way to Valley Road (Construction Phase)
 - Construction started in 2021 and was temporarily suspended in late April 2023 when the NJDOT terminated its contract with Konkus Corporation in May 2023, reinitiated in June 2024 with a new Contractor.
- Route 206, Valley Road to Brown Avenue (Final Design)
 - Final Design and Right of Way acquisitions advancing.

D. Segments VIII, IX

- Route U.S. 206 from Brown Avenue to Somerville Circle Section 15 J (Complete)

E. Segments X

- Somerville Circle (Complete)

Section 2.0 Schedule

2.1 Project Implementation Schedule

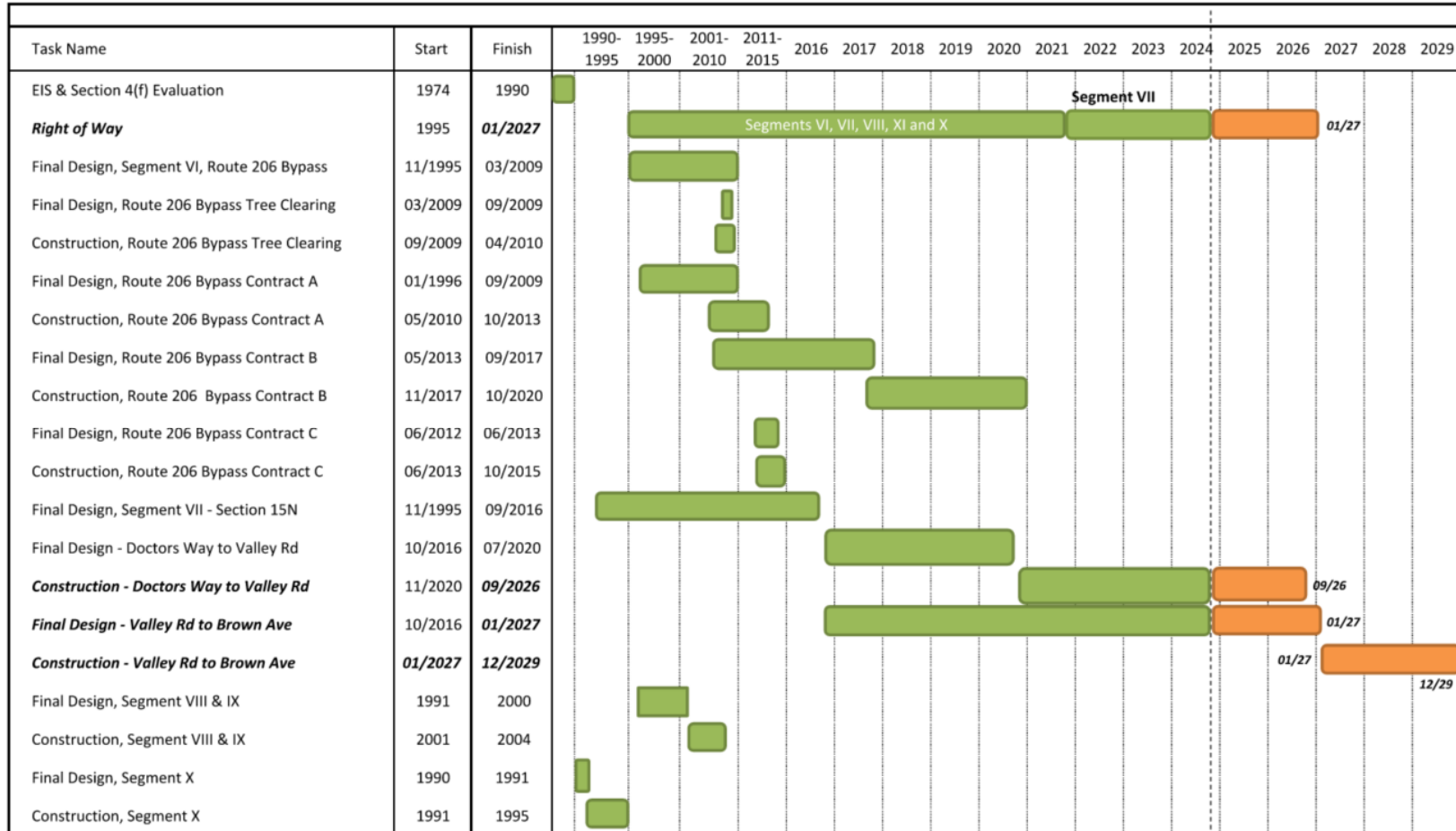
Figure 2.1 on the following page depicts the Project Implementation Schedule for the completed and remaining Segments and Contracts.

The following techniques have been or will be employed to ensure that the schedule is achieved:

- Advanced acquisition of Right of Way.
- Continued implementation of methods to accelerate construction, including:
 - Advance utility relocations
 - Inclusion of utility relocations in construction contracts
 - High Performance Materials.
 - Prefabricated Construction.
 - Alternate Structure Types.
- Electronic Shop Drawing Review.
- Development of a resource-loaded schedule for the construction contracts and an integrated master schedule for the entire Project.
- Disincentives clauses for construction contract milestones to ensure projects are completed on time.

FIGURE 2.1: Project Implementation Schedule

ROUTE U.S. 206 PROJECT IMPLEMENTATION SCHEDULE



Notes: 1. Work to be completed is shown in **italic bold** font.

█ Work Completed
█ Work to be Completed

Section 3.0 Project Cost

3.1 Current Project Estimate

The current estimated cost of the Route U.S. 206 Project is \$547.0 million in year-of-expenditure dollars. Figure 3.1 shows a graphical representation of the Cost Summary for the Route U.S. 206 project for the Initial Cost Estimate, Expenditures to Date, and Cost to Complete. The cost estimate includes all of the completed work to date as shown in Table 3.2 on page 14 as well as Tables 3.3 through 3.8 in Appendix A. The remaining construction costs are divided into the following three (3) Contracts:

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from the vicinity of Existing Route U.S. over Pike Run to Hillsborough Road, and from Amwell Road to Triangle Road, Contract B (Construction completed)
The remaining portion of the Route U.S. 206 Bypass segment which includes the Route 206 Bypass tie ins to existing Route 206 at Mountain View Road to Hillsborough Road and from north of Amwell Road to Old Somerville Road, including Route U.S. 206 and Triangle Road/Falcon Road intersection modifications. See Table 3.4 in Appendix A for project cost estimate.
- Route 206, Doctors Way to Valley Road (Construction)
A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Southern section)” will provide congestion relief, and operation and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals, replacement of the existing Route U.S. 206 Bridge over Royce Brook Trib. C and the construction of a new bridge carrying realigned Valley Road over Royce Brook Trib. C. The project will be bicycle/pedestrian compatible. See Table 3.5 in Appendix A for project cost estimate.
- Route 206, Valley Road to Brown Ave (Final Design)
A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Northern section)” will provide congestion relief, and operation and safety improvements. The project will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern Railroad Bridge over existing Route U.S. 206. The project will be bicycle/pedestrian compatible. See Table 3.5 in Appendix A for project cost estimate.

The estimated costs include the overall cost to build (engineering, Right-of-Way, Public Involvement, inspection and construction). The preliminary design level cost estimates have been escalated to represent year of expenditure dollars. To ensure future costs are reasonable and adequately funded, the NJDOT will annually compare the actual cost incurred to the project cost estimate and adjust the allocations, if needed.

Similar to most large transportation projects, the Route U.S. 206 Project will take a number of years to complete construction. The following factors could affect project costs in the future for the remaining contract in Segment VII:

- *Design Changes/Public Input* – As the project design is advanced, Hillsborough Township, Somerset County, Norfolk Southern Railroad and other stakeholders will likely make recommendations to enhance the quality of the Project and/or to mitigate impacts to their communities.
- *Inflation* – With one remaining construction contract in Segment VII spread over a 6-year period, inflation becomes a consideration in the overall project cost. If inflation for these contracts exceeds the assumed annual escalation rates (5.0%±), the impact on the project cost could be important.

- *Contingencies* – Since one large contract in Segment VII is in the Final Design Phase, there are possibilities for construction cost increases due to current high inflation rate than previous years.

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.

Right-of-Way Acquisition

The cost for Right-of-Way acquisition was derived based on the current cost estimate provided by the NJDOT Right-of-Way Unit.

Construction Cost

Construction cost estimating was based on the bid data costs as provided in the AASHTOWare Project Estimation software module, which is NJDOT's primary tool for construction cost estimating. Unit costs from it 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.

Utility Relocations

For Contract in Segment VII, the estimates are based on a comparison of utility relocation costs from other projects.

Escalation

A 3.4% inflation rate is used for Segment VII for Valley Road to Brown Avenue Contract due to uncertainties of future construction costs.

Construction Inspection

The estimate is based on the assumption that approximately 5.7% of the construction costs will be required for construction inspection.

Construction Support Services

The estimate is based on the assumption that approximately 4.0% of the construction costs will be required for construction support services.

Construction Change Orders

The estimate is based on the assumption that 1.1% of the construction costs will be required for construction change orders.

On the following pages, the Cost Summary Chart along with Cost Estimates Summary for each Segment/phase of the project are presented.

FIGURE 3.1: Cost Estimate Summary Chart

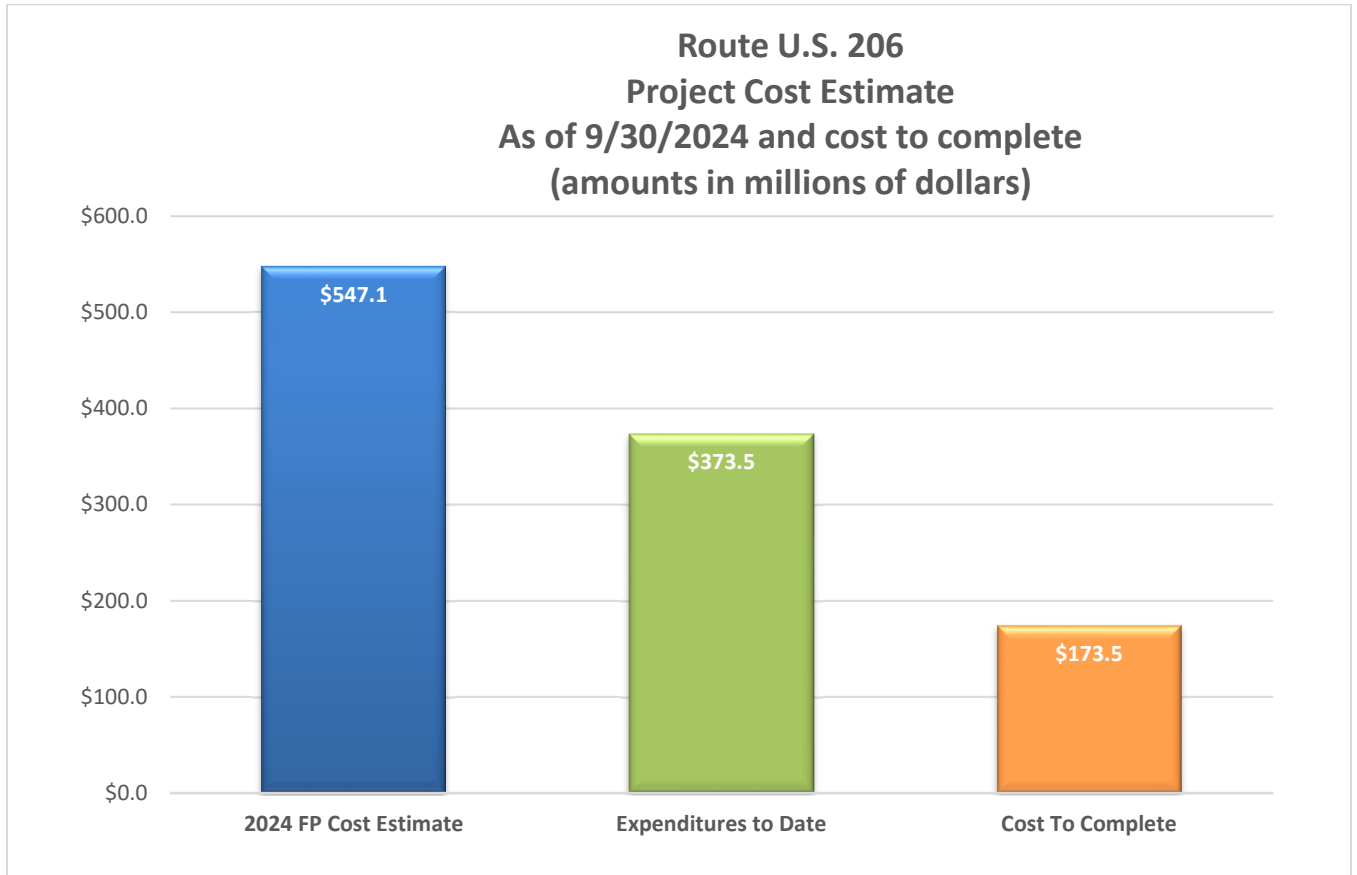


TABLE 3.2: Cost Estimate Summary

As of 9/30/2024 and to complete per Federal Fiscal Year

Phase	2023 Updated FP Cost Estimate	2024 FP Updated Cost Estimate	Net Change Since 2023 Estimate	Expenditures to Date (9/30/2024)	Cost To Complete
FEIS & Section 4(f) Evaluation					
Preliminary Engineering (PE)	\$2,602,379.24	\$2,602,379.24	\$0.00	\$2,602,379.24	\$0.00
ROW Acquisitions (ROW)	\$2,500.00	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Planning (PL)	\$6,843.71	\$6,843.71	\$0.00	\$6,843.71	\$0.00
Subtotal	\$2,611,722.95	\$2,611,722.95	\$0.00	\$2,611,722.95	\$0.00
Segment VI - U.S. 206 Bypass					
Final Design (DES)	\$27,922,182.93	\$28,012,436.02	\$90,253.09	\$28,012,436.02	\$0.00
ROW Acquisitions (ROW)	\$34,968,626.89	\$34,968,626.89	\$0.00	\$34,968,626.89	\$0.00
Utilities	\$11,401,569.81	\$11,401,569.81	\$0.00	\$10,571,485.60	\$830,084.21
Contract A	\$55,849,302.54	\$55,849,302.54	\$0.00	\$55,849,302.54	\$0.00
Contract B	\$55,184,841.24	\$51,975,512.31	-\$3,209,328.93	\$49,318,174.43	\$2,657,337.88
Contract C	\$7,285,456.17	\$7,285,456.17	\$0.00	\$7,285,456.17	\$0.00
Claims (CLM)	\$143,720.77	\$143,720.77	\$0.00	\$143,720.77	\$0.00
Subtotal	\$192,755,700.35	\$189,636,624.51	-\$3,119,075.84	\$186,149,202.42	\$3,487,422.09
Segment VII - 15 N					
Final Design (DES)	\$4,969,179.11	\$4,969,179.11	\$0.00	\$4,969,179.11	\$0.00
ROW Acquisitions (ROW)	\$8,623,061.71	\$8,623,061.71	\$0.00	\$8,623,061.71	\$0.00
Utility Relocations (PUR)	\$2,168.56	\$2,168.56	\$0.00	\$2,168.56	\$0.00
Subtotal	\$13,594,409.38	\$13,594,409.38	\$0.00	\$13,594,409.38	\$0.00
Segment VII - Doctors Way to Valley Road					
Final Design (DES)	\$5,696,471.03	\$5,696,471.03	\$0.00	\$5,696,471.03	\$0.00
ROW Acquisitions (ROW)	\$7,937,062.73	\$7,937,062.73	\$0.00	\$7,293,886.89	\$643,175.84
Utilities	\$5,731,641.50	\$6,241,968.93	\$510,327.43	\$1,627,143.97	\$4,614,824.96
Construction (CON)	\$63,135,198.84	\$63,135,313.32	\$114.48	\$28,558,338.25	\$34,576,975.07
Claims (CLM)	\$0.00	\$791,523.00	\$791,523.00	\$33,227.50	\$758,295.50
Subtotal	\$82,500,374.10	\$83,802,339.01	\$1,301,964.91	\$43,209,067.64	\$40,593,271.37
Segment VII - Valley Road to Brown Ave					
Final Design (DES)	\$4,918,382.05	\$4,918,382.05	\$0.00	\$1,727,079.32	\$3,191,302.73
ROW Acquisitions (ROW)	\$5,759,145.50	\$5,759,145.50	\$0.00	\$16,995.96	\$5,742,149.54
Utility Relocations (PUC)	\$0.00	\$5,500,000.00	\$5,500,000.00	\$0.00	\$5,500,000.00
Construction (CON)	\$87,000,000.00	\$115,000,000.00	\$28,000,000.00	\$0.00	\$115,000,000.00
Subtotal	\$97,677,527.55	\$131,177,527.55	\$33,500,000.00	\$1,744,075.28	\$129,433,452.27
Segment VIII and IX - Brown Ave to Somerville Circle (Section 15J)					
Final Design (DES)	\$7,809,495.88	\$7,809,495.88	\$0.00	\$7,809,495.88	\$0.00
ROW Acquisitions (ROW)	\$19,977,688.11	\$19,977,688.11	\$0.00	\$19,977,688.11	\$0.00
Utility Relocations (PUR)	\$14,938,507.10	\$14,938,507.10	\$0.00	\$14,938,507.10	\$0.00
Construction (CON)	\$47,714,512.68	\$47,714,512.68	\$0.00	\$47,714,512.68	\$0.00
Subtotal	\$90,440,203.77	\$90,440,203.77	\$0.00	\$90,440,203.77	\$0.00
Segment X - Somerville Circle (Section 15H)					
Final Design (DES)	\$1,927,364.82	\$1,927,364.82	\$0.00	\$1,927,364.82	\$0.00
Preliminary Engineering (PE)	\$13,245.64	\$13,245.64	\$0.00	\$13,245.64	\$0.00
ROW Acquisitions (ROW)	\$13,304,971.16	\$13,304,971.16	\$0.00	\$13,304,971.16	\$0.00
Utility Relocations (PUR)	\$1,511,630.00	\$1,511,630.00	\$0.00	\$1,511,630.00	\$0.00
Construction (CON)	\$16,668,407.71	\$16,668,407.71	\$0.00	\$16,668,407.71	\$0.00
Subtotal	\$33,425,619.33	\$33,425,619.33	\$0.00	\$33,425,619.33	\$0.00
Wetlands Mitigation	\$2,359,600.00	\$2,359,600.00	\$0.00	\$2,359,600.00	\$0.00
TOTAL PROJECT	\$515,365,157.43	\$547,048,046.50	\$31,682,889.07	\$373,533,900.77	\$173,514,145.73

3.3 Cost Containment Strategies

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

- Incentive and Disincentive clauses.
- A thorough review of project risk based upon documented assumptions.

Documented practices for cost forecasting 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

The total funding necessary to complete the Route U.S. 206 Project is currently projected to be \$547.0 Million. There is currently a total of \$547.0 Million of funding identified and/or committed for this project.

A summary of the funding by source is presented as follows:

TABLE 4.1: Project Funding for FEIS and Section 4(f) Evaluation

Phase	Funding Source	Allocated
Preliminary Engineering (PE)	Federal	\$1,808,880.22
	State	\$793,499.02
ROW Acquisitions (ROW)	Federal	\$0.00
	State	\$2,500.00
Planning (PL)	State	\$6,843.71
Total Funding		\$2,611,722.95

TABLE 4.2: Project Funding for Segment VI Route 206 Bypass

Phase	Funding Source	Allocated
Final Design (DES)	State	\$28,012,436.02
ROW Acquisitions (ROW)	Federal	\$29,976,745.20
	State	\$4,991,881.69
Utility Relocations (PUE)	Federal	\$0.00
	State	\$276,000.00
Utility Relocations (PUR)	Federal	\$155,453.17
	State	\$6,871,830.06
Utility Relocations (PUC)	Federal	\$0.00
	State	\$4,098,286.58
Contract A	State	\$55,849,302.54
Contract B	Federal	\$46,039,868.80
	State	\$5,935,643.51
Contract C	State	\$7,285,456.17
Claims (CLM)	State	\$143,720.77
Total Funding		\$189,636,624.51

TABLE 4.3: Project Funding for Segment VII – Route 206, Old Somerville Road to Brown Avenue – Section 15N

Phase	Funding Source	Allocated
Final Design (DES)	Federal	\$4,453,861.28
	State	\$515,317.83
ROW Acquisitions (ROW)	Federal	\$469,107.78
	State	\$8,153,953.93
Utility Relocations (PUR)	Federal	\$1,977.57
	State	\$190.99
Total Funding		\$13,594,409.38

TABLE 4.4: Annual Project Funding for Segment VII – Route 206, Doctor’s Way to Valley Road

Phase	Funding Source	Allocated	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Final Design (DES)	Federal	\$5,668,580.60	\$0.00	\$0.00	\$0.00	\$0.00	\$5,668,580.60
	State	\$27,890.43	\$0.00	\$0.00	\$0.00	\$0.00	\$27,890.43
ROW	Federal	\$7,923,005.86	\$0.00	\$0.00	\$0.00	\$0.00	\$7,923,005.86
	State	\$14,056.87	\$223.76	\$0.00	\$0.00	\$0.00	\$14,056.87
Utility (PUE)	State	\$173,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$173,200.00
Utility (PUC)	Federal	\$5,065,051.50	\$510,327.43	\$0.00	\$0.00	\$0.00	\$5,575,378.93
	State	\$493,390.00	\$0.00	\$0.00	\$0.00	\$0.00	\$493,390.00
CON	Federal	\$61,531,768.82	\$6,915,672.83	\$0.00	\$0.00	\$0.00	\$61,531,768.82
	State	\$1,603,430.02	\$114.48	\$0.00	\$0.00	\$0.00	\$1,603,544.50
Claims (CLM)	State	\$0.00	\$791,523.00	\$0.00	\$0.00	\$0.00	\$791,523.00
Total Funding							\$83,802,339.01

TABLE 4.5: Annual Project Funding for Segment VII Route 206, Valley Road to Brown Avenue

Phase	Funding Source	Allocated	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	Total
Final Design (DES)	Federal	\$4,918,382.05	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,918,382.05
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ROW	Federal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$5,759,145.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,759,145.50
Utility (PUC)	Federal	\$0.00	\$0.00	\$0.00	\$5,500,000.00	\$0.00	\$0.00	\$0.00	\$5,500,000.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CON	Federal	\$0.00	\$0.00	\$0.00	\$115,000,000.00	\$0.00	\$0.00	\$0.00	\$115,000,000.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Funding									\$131,177,527.55

TABLE 4.6: Project Funding for Segment VIII and IX – Brown Ave to Somerville Circle-Section 15J

Phase	Funding Source	Allocated
Final Design (DES)	Federal	\$3,818,242.27
	State	\$3,991,253.61
ROW Acquisitions (ROW)	Federal	\$17,493,219.84
	State	\$2,484,468.27
Utility Relocations (PUR)	Federal	\$71,537.04
	State	\$14,866,970.06
Construction (CON)	State	\$47,714,512.68
Total Funding		\$90,440,203.77

TABLE 4.7: Project Funding for Segment X – Somerville Circle- Section 15H

Phase	Funding Source	Allocated
Final Design (DES)	Federal	\$1,586,371.28
	State	\$340,993.54
Preliminary Engineering (PE)	Federal	\$0.00
	State	\$13,245.64
ROW Acquisitions (ROW)	Federal	\$11,213,585.56
	State	\$2,091,385.60
Utility Relocations (PUR)	Federal	\$1,281,224.96
	State	\$230,405.04
Construction (CON)	Federal	\$14,101,861.80
	State	\$2,566,545.91
Total Funding		\$33,425,619.33

TABLE 4.8: Project Funding for Wetlands- All Projects

Phase	Funding Source	Allocated
Wetlands Mitigation	State	\$2,359,600.00
Total Funding		\$2,359,600.00

Section 5.0 Financing Issues

5.1 Financing the Project

The Route U.S. 206 Project is programmed with a combination of federal funds (NHPP, STP, NHS) and state funds and is not utilizing any financing for the funding of the project.

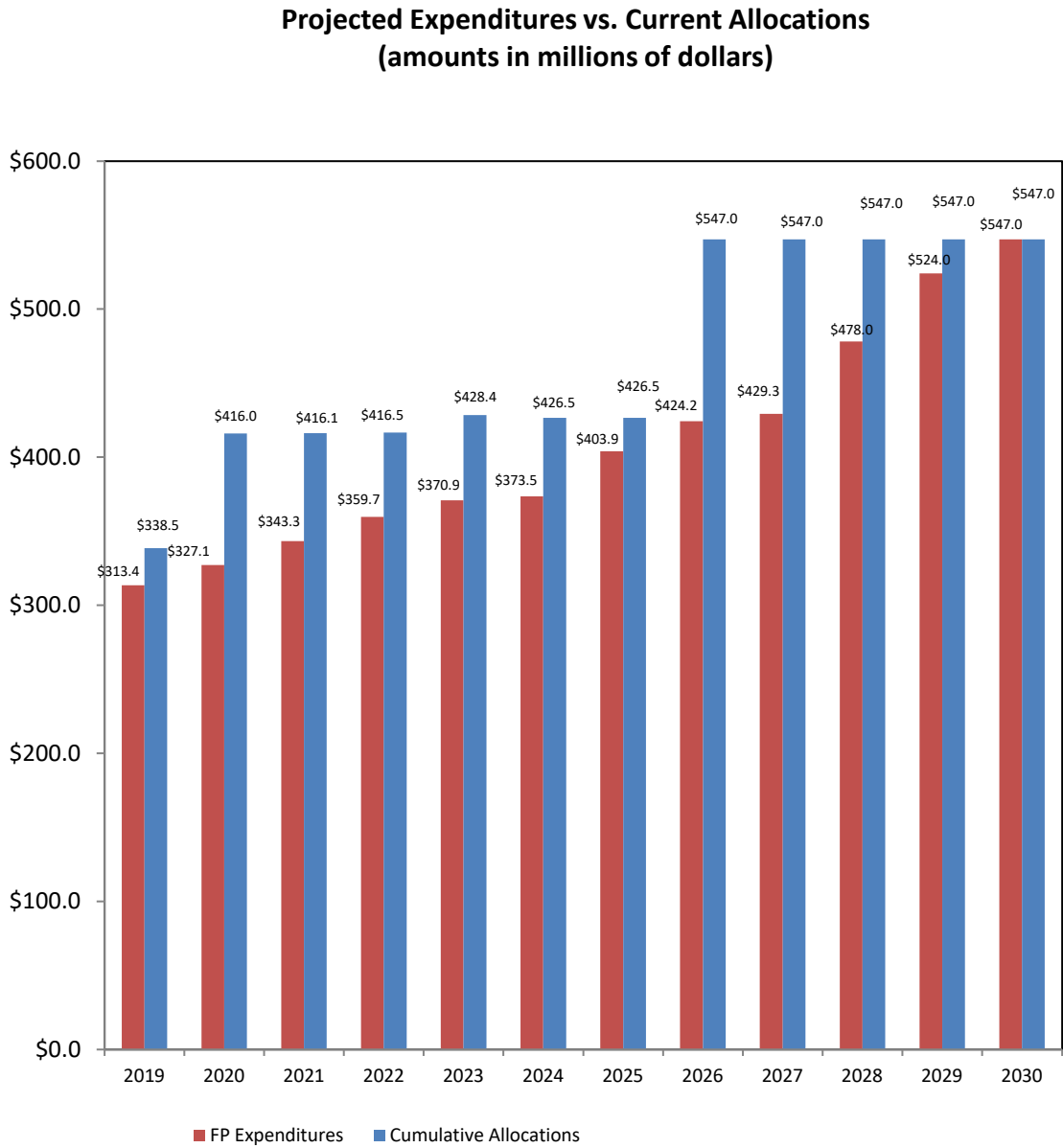
Section 6.0 Cash Flow

6.1 Forecasting Project Cost Compared to Allocations by Fiscal Year

The funding reflected for future Fiscal Years is consistent with the FY 2024-2033 Statewide Transportation Improvement Program (STIP)/TIP. Through the annual 10-year program update, allocations will be adjusted as needed to attempt 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 September 30, 2024.

FIGURE 6.1: Projected Expenditures vs. Allocations



Please see the following pages for Cash Flow Table 6.1.

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION

DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT JOB REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 23	FFY 24 Incurred	Cumulative Total Incurred Through FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	TOTAL EXPENDITURES				
Route US 206 Section [5] Final Environmental Impact Statement (FEIS) & Section 4[f] Evaluation	Route 206 (5) UPC 960587; DBNUM N/A	PE	1810301	FEDERAL	01000035100	PA20	1,042,209.74	0.00	1,042,209.74							1,042,209.74				
				STATE			452,963.49	0.00	452,963.49						452,963.49					
				FEDERAL	03200035100		136,403.82	0.00	136,403.82						136,403.82					
				STATE			65,201.46	0.00	65,201.46						65,201.46					
				FEDERAL	07300035100		596,429.13	0.00	596,429.13						596,429.13					
				STATE			260,639.95	0.00	260,639.95						260,639.95					
				FEDERAL	12400035100		33,837.53	0.00	33,837.53						33,837.53					
				STATE			14,694.12	0.00	14,694.12						14,694.12					
				Sub-Total for 1810301							2,602,379.24	0.00	2,602,379.24	0.00	0.00	0.00	0.00	0.00	2,602,379.24	
				ROW	1810507		FEDERAL	10200035130	PA20	0.00	0.00	0.00								
	STATE		2,500.00			0.00	2,500.00										2,500.00			
	Sub-Total for 1810507							2,500.00		0.00	2,500.00					2,500.00				
	Metropolitan Planning UPC 960017; DBNUM N/A	PL	1810514	STATE	N/A	PA17	6,843.71	0.00	6,843.71								6,843.71			
				Sub-Total for 1810514							6,843.71	0.00	6,843.71	0.00	0.00	0.00	0.00	6,843.71		
Route US 206 Section [5] FEIS & Section 4[f] Subtotal							2,611,722.95	0.00	2,611,722.95	0.00	0.00	0.00	0.00	0.00	2,611,722.95					
FEIS Segment VI Route 206 Bypass	Rt 206 Bypass, Contract B Sec 14A 15A UPC 960597; DBNUM 779	FD (DES)	1810524	STATE	N/A	PA17	27,922,182.93	90,253.09	28,012,436.02								28,012,436.02			
				Sub-Total for 1810514							27,922,182.93	90,253.09	28,012,436.02	0.00	0.00	0.00	0.00	0.00	28,012,436.02	
				1810522	STATE		N/A	PA17	4,617,109.08	0.00	4,617,109.08	0.00								4,617,109.08
		Sub-Total for 1810522							4,617,109.08	0.00	4,617,109.08	0.00	0.00	0.00	0.00	0.00	4,617,109.08			
		ROW	1810528	FEDERAL	L05E0035152	PA20	1,945,006.00	0.00	1,945,006.00									1,945,006.00		
				STATE			150,000.00	0.00	150,000.00									150,000.00		
				FEDERAL	L0500035152		7,554,389.11	0.00	7,554,389.11									7,554,389.11		
				STATE			48,430.45	0.00	48,430.45										48,430.45	
				FEDERAL	Q0500035152		15,727,816.46	0.00	15,727,816.46										15,727,816.46	
				STATE			12,314.23	0.00	12,314.23										12,314.23	
				FEDERAL	Q2400035152		4,749,533.63	0.00	4,749,533.63										4,749,533.63	
				STATE			164,027.93	0.00	164,027.93										164,027.93	
				Sub-Total for 1810528							30,351,517.81	0.00	30,351,517.81	0.00	0.00	0.00	0.00	0.00	30,351,517.81	
				PUR	1810533		FEDERAL	Q7600035160	PA20	155,453.17	0.00	155,453.17								
		Sub-Total for 1810533							195,453.17	0.00	195,453.17	0.00	0.00	0.00	0.00	0.00	195,453.17			
		PUE	1810547	STATE	N/A	PA17	146,431.97	0.00	146,431.97	129,568.03								276,000.00		
		Sub-Total for 1810547							146,431.97	0.00	146,431.97	129,568.03	0.00	0.00	0.00	0.00	0.00	276,000.00		
		PUC	1810556	STATE	N/A	PA17	3,397,770.40	0.00	3,397,770.40	700,516.18								4,098,286.58		
		Sub-Total for 1810556							3,397,770.40	0.00	3,397,770.40	700,516.18	0.00	0.00	0.00	0.00	0.00	4,098,286.58		
		CON	1810557	FEDERAL	RPF90206321	PA20	166,989.00	0.00	166,989.00									166,989.00		
				STATE			10.90	0.00	10.90									10.90		
				FEDERAL	RPS90206321		1,204,676.00	0.00	1,204,676.00									1,204,676.00		
				STATE			78.62	0.00	78.62									78.62		
				FEDERAL	Z0010206321		41,688,200.60	56,874.26	41,745,074.86	2,589,971.94								44,335,046.80		
				STATE			5,890,351.71	8,725.50	5,899,077.21									5,899,077.21		
				FEDERAL	Y0010206321		0.00	0.00	0.00	48,900.70								48,900.70		
				STATE			0.00	0.00	0.00									0.00		
				FEDERAL	Z0020206321		265,791.06	0.00	265,791.06	18,465.24								284,256.30		
				STATE			36,476.78	0.00	36,476.78									36,476.78		
		Sub-Total for 1810557							49,252,574.67	65,599.76	49,318,174.43	2,657,337.88	0.00	0.00	0.00	0.00	51,975,512.31			
Rt 206 Bypass, Contract A Hillsborough Rd to Amwell Rd UPC 098006; DBNUM 779A	PUR	1810541	STATE	N/A	PA17	6,651,740.48	0.00	6,651,740.48								6,651,740.48				
			Sub-Total for 1810541							6,651,740.48	0.00	6,651,740.48	0.00	0.00	0.00	0.00	6,651,740.48			

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION

DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NIDOT JOB REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 23	FFY 24 Incurred	Cumulative Total Incurred Through FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	TOTAL EXPENDITURES		
FEIS Segment VI Route 206 Bypass	Rt 206 Bypass, Contract A Hillsborough Rd to Amwell Rd UPC 098006; DBNUM 779A	CON	1810540	STATE	N/A	PA17	55,536,931.46	0.00	55,536,931.46							55,536,931.46		
			Sub-Total for 1810540						55,536,931.46	0.00	55,536,931.46	0.00	0.00	0.00	0.00	0.00	0.00	55,536,931.46
			1810542	STATE	N/A	PA17		312,371.08	0.00	312,371.08								312,371.08
		Sub-Total for 1810542						312,371.08	0.00	312,371.08	0.00	0.00	0.00	0.00	0.00	0.00	312,371.08	
		CLM	8899333	STATE	N/A	PA17		0.00	0.00	0.00								0.00
			Sub-Total for 8899333						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1810545		STATE	N/A	PA17		180,089.58	0.00	180,089.58								180,089.58	
	Rt 206 Bypass, Contract C UPC 133110; DBNUM 779B	PUR	Sub-Total for 1810545						180,089.58	0.00	180,089.58	0.00	0.00	0.00	0.00	0.00	0.00	180,089.58
			1810546	STATE	N/A	PA17		7,285,456.17	0.00	7,285,456.17								7,285,456.17
			Sub-Total for 1810546						7,285,456.17	0.00	7,285,456.17	0.00	0.00	0.00	0.00	0.00	7,285,456.17	
		CLM	8899348	STATE	N/A	PA17		143,720.77	0.00	143,720.77								143,720.77
			Sub-Total for 8899348						143,720.77	0.00	143,720.77	0.00	0.00	0.00	0.00	0.00	0.00	143,720.77
			FEIS SEGMENT VI (Route 206 Bypass) Sub-Total						185,993,349.57	155,852.85	186,149,202.42	3,487,422.09	0.00	0.00	0.00	0.00	0.00	189,636,624.51
	FEIS Segment VIII Route 206 Section 15N	Rt 206 Sec 15N UPC 960605; DBNUM 780	FD (DES)	1810520	FEDERAL	H0500035149	PA20	22,224.81	0.00	22,224.81							22,224.81	
STATE						0.00		0.00	0.00						0.00			
FEDERAL					L0500035149	39,049.17		0.00	39,049.17								39,049.17	
STATE						36.36		0.00	36.36								36.36	
FEDERAL					Q0500035149	1,580,459.01		0.00	1,580,459.01									1,580,459.01
STATE						272,902.74		0.00	272,902.74									272,902.74
FEDERAL					31500035149	2,674,349.58		0.00	2,674,349.58									2,674,349.58
STATE						226,906.01		0.00	226,906.01									226,906.01
FEDERAL			31700035149	137,778.71	0.00	137,778.71									137,778.71			
STATE				15,472.72	0.00	15,472.72									15,472.72			
Sub-Total for 1810520						4,969,179.11	0.00	4,969,179.11	0.00	0.00	0.00	0.00	0.00	4,969,179.11				
ROW			1801529	FEDERAL	L0500035153	PA20	0.00	0.00	0.00									0.00
				STATE			0.00	0.00	0.00								0.00	
				FEDERAL	Q0500035153		0.00	0.00	0.00									0.00
		STATE			0.00		0.00	0.00									0.00	
		FEDERAL		17700035153	469,107.78		0.00	469,107.78									469,107.78	
		STATE			330.27		0.00	330.27									330.27	
Sub-Total for 1801529						469,438.05	0.00	469,438.05	0.00	0.00	0.00	0.00	0.00	469,438.05				
1810530		STATE	N/A	PA17		8,153,623.66	0.00	8,153,623.66								8,153,623.66		
Sub-Total for 1810530						8,153,623.66	0.00	8,153,623.66	0.00	0.00	0.00	0.00	0.00	0.00	8,153,623.66			
PUR		1810525	FEDERAL	33D00035150	PA20	1,977.57	0.00	1,977.57									1,977.57	
			STATE			190.99	0.00	190.99									190.99	
Sub-Total for 1810525						2,168.56	0.00	2,168.56	0.00	0.00	0.00	0.00	0.00	0.00	2,168.56			
FD (DES)		1810551	FEDERAL	L12R0206312	PA20	1,272,229.27	0.00	1,272,229.27									1,272,229.27	
			STATE			2,699.81	0.00	2,699.81									2,699.81	
			FEDERAL	M24E0206312		4,396,351.33	0.00	4,396,351.33									4,396,351.33	
			STATE			25,190.62	0.00	25,190.62									25,190.62	
Sub-Total for 1810551						5,696,471.03	0.00	5,696,471.03	0.00	0.00	0.00	0.00	0.00	0.00	5,696,471.03			
ROW		1810552	FEDERAL	M24E0206313	PA20	7,003,887.91	275,942.11	7,279,830.02	643,175.84								7,923,005.86	
			STATE			14,056.87	0.00	14,056.87										14,056.87
Sub-Total for 1810552						7,017,944.78	275,942.11	7,293,886.89	643,175.84	0.00	0.00	0.00	0.00	0.00	7,937,062.73			
PUE		1810555	STATE	N/A	PA17		94,198.72	0.00	94,198.72								94,198.72	
			Sub-Total for 1810555						94,198.72	0.00	94,198.72	79,001.28	0.00	0.00	0.00	0.00	173,200.00	

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION

DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT JOB REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 23	FFY 24 Incurred	Cumulative Total Incurred Through FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	TOTAL EXPENDITURES		
FEIS Segment VII Route 206 Section 15N	Rt 206, Doctor's Way to Valley Rd UPC 108022; DBNUM 780B	PUC	1810559	FEDERAL	Z0010206330	PA20	538,708.59	508,785.55	1,047,494.14	1,550,000.00	1,550,000.00	20,459.36				4,167,953.50		
				STATE			0.00	0.00	0.00						0.00			
				FEDERAL	Y0010206330		220,481.40	263,794.47	484,275.87	412,822.13						897,098.00		
				STATE			0.00	0.00	0.00							0.00		
				FEDERAL	Y0300206330		0.00	0.00	0.00	510,327.43						510,327.43		
		STATE		0.00	0.00	0.00							0.00					
		Sub-Total for 1810559							759,189.99	772,580.02	1,531,770.01	2,473,149.56	1,550,000.00	20,459.36	0.00	0.00	0.00	5,575,378.93
		PUC	1810561	STATE	N/A		PA17	1,175.24	0.00	1,175.24	492,214.76							493,390.00
				Sub-Total for 1810561							1,175.24	0.00	1,175.24	492,214.76	0.00	0.00	0.00	0.00
		CON	1810560	FEDERAL	Z0010206328	PA20	25,804,031.70	426,188.30	26,230,220.00	15,000,000.00	12,610,569.73							53,840,789.73
				STATE			1,065,980.02	114.48	1,066,094.50							1,066,094.50		
				FEDERAL	M0E20206328	0.00	0.00	0.00	44,000.00									44,000.00
				STATE		0.00	0.00	0.00										0.00
				FEDERAL	M0400206328	0.00	0.00	0.00	40,227.62									40,227.62
				STATE		0.00	0.00	0.00										0.00
				FEDERAL	Y0010206328	411,871.79	692,487.05	1,104,358.84	3,500,000.00	2,958,142.63								7,562,501.47
				STATE		29,687.30	22,602.28	52,289.58	14,160.42									66,450.00
		FEDERAL	Z0E20206328	0.00	0.00	0.00	44,250.00									44,250.00		
		STATE		105,375.33	0.00	105,375.33	200,000.00	165,624.67								471,000.00		
		Sub-Total for 1810560							27,416,946.14	1,141,392.11	28,558,338.25	18,842,638.04	15,734,337.03	0.00	0.00	0.00	0.00	63,135,313.32
	CLM	8899402	STATE	N/A		PA17	0.00	33,227.50	33,227.50	758,295.50							791,523.00	
			Sub-Total for 8899402							0.00	33,227.50	33,227.50	758,295.50	0.00	0.00	0.00	0.00	791,523.00
	Rt 206, Valley Rd to Brown Ave UPC 108021 DBNUM 780A	DES	1810549	FEDERAL	Z0010206327	PA20	1,431,072.08	257,851.59	1,688,923.67	1,300,000.00	700,000.00	431,556.89					4,120,480.56	
				STATE			0.00	0.00	0.00								0.00	
				FEDERAL	Y0010206327		6,914.59	31,241.06	38,155.65	100,000.00	100,000.00	42,761.95						280,917.60
				STATE			0.00	0.00	0.00									0.00
				FEDERAL	17700206327		0.00	0.00	0.00	200,000.00	200,000.00	116,983.89						516,983.89
		STATE		0.00	0.00	0.00										0.00		
		Sub-Total for 1810549							1,437,986.67	289,092.65	1,727,079.32	1,600,000.00	1,000,000.00	591,302.73	0.00	0.00	0.00	4,918,382.05
		ROW	7223342	FEDERAL	Z0010206329		PA20	16,776.75	219.21	16,995.96	2,000,000.00	2,000,000.00	1,742,149.54					5,759,145.50
				STATE		0.00	0.00	0.00										0.00
		Sub-Total for 7223342							16,776.75	219.21	16,995.96	2,000,000.00	2,000,000.00	1,742,149.54	0.00	0.00	0.00	5,759,145.50
		PUC	1810558	FEDERAL	TBD		PA17	0.00	0.00	0.00			2,750,000.00	2,750,000.00				5,500,000.00
				STATE		0.00	0.00	0.00										0.00
	Sub-Total for 1810558							0.00	0.00	0.00	0.00	0.00	2,750,000.00	2,750,000.00	0.00	0.00	5,500,000.00	
	CON	TBD	FEDERAL	TBD		N/A	0.00	0.00	0.00					46,000,000.00	46,000,000.00	23,000,000.00	115,000,000.00	
			STATE		0.00	0.00	0.00										0.00	
	Sub-Total for 1810XXX							0.00	0.00	0.00	0.00	0.00	0.00	46,000,000.00	46,000,000.00	23,000,000.00	115,000,000.00	
	FEIS SEGMENT VII (Route 206 Section 15N) Sub-Total							56,035,098.70	2,512,453.60	58,547,552.30	26,888,474.98	20,284,337.03	5,103,911.63	48,750,000.00	46,000,000.00	23,000,000.00	228,574,275.94	
	FEIS Segments VIII & IX Route 206 Section 15J	FD	1810506	FEDERAL	31500035129	PA20	640,800.32	0.00	640,800.32								640,800.32	
STATE					3,408,942.38		0.00	3,408,942.38								3,408,942.38		
FEDERAL				17700035129	3,177,441.95		0.00	3,177,441.95								3,177,441.95		
STATE					582,311.23		0.00	582,311.23									582,311.23	
Sub-Total for 1810506							7,809,495.88	0.00	7,809,495.88	0.00	0.00	0.00	0.00	0.00	7,809,495.88			
ROW		1810517	FEDERAL	17700035143	PA20	4,065,079.75	0.00	4,065,079.75									4,065,079.75	
			STATE			63,257.30	0.00	63,257.30									63,257.30	
			FEDERAL	31500035143		13,428,140.09	0.00	13,428,140.09									13,428,140.09	
			STATE			47,836.69	0.00	47,836.69									47,836.69	
			Sub-Total for 1810517							17,604,313.83	0.00	17,604,313.83	0.00	0.00	0.00	0.00	0.00	17,604,313.83
1810527	STATE	N/A		PA 17	2,373,374.28	0.00	2,373,374.28								2,373,374.28			
Sub-Total for 1810527							2,373,374.28	0.00	2,373,374.28	0.00	0.00	0.00	0.00	0.00	0.00	2,373,374.28		

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION

DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT JOB REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 23	FFY 24 Incurred	Cumulative Total Incurred Through FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	TOTAL EXPENDITURES		
FEIS Segments VIII & IX Route 206 Section 15J	Rt 206 Sec 15J UPC 960602 DBNUM 579	PUR	1810510	FEDERAL	17700035136	PA20	71,537.04	0.00	71,537.04							71,537.04		
				STATE			12,624.19	0.00	12,624.19							12,624.19		
			Sub Total For 1810510							84,161.23	0.00	84,161.23	0.00	0.00	0.00	0.00	0.00	84,161.23
		CON	1810532	FEDERAL	N/A	PA 17	14,854,345.87	0.00	14,854,345.87									14,854,345.87
				STATE			14,854,345.87	0.00	14,854,345.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,854,345.87	
			Sub Total For 1810532							14,854,345.87	0.00	14,854,345.87	0.00	0.00	0.00	0.00	0.00	14,854,345.87
			1810531	FEDERAL	N/A	PA17	47,714,512.68	0.00	47,714,512.68									
STATE	47,714,512.68	0.00		47,714,512.68			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	47,714,512.68			
Sub Total For 1810531							47,714,512.68	0.00	47,714,512.68	0.00	0.00	0.00	0.00	0.00	0.00	47,714,512.68		
FEIS SEGMENTS VIII & IX (Route 206 Section 15J) Subtotal							90,440,203.77	0.00	90,440,203.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90,440,203.77	
FEIS Segment X Route 206 Section 15H	UPC for Old Closed Capital Projects UPC 960099; DBNUM: N/A	FD (DES)	8710508	FEDERAL	17700035125	PA20	1,586,371.28	0.00	1,586,371.28							1,586,371.28		
				STATE			340,993.54	0.00	340,993.54							340,993.54		
			Sub Total For 8710508							1,927,364.82	0.00	1,927,364.82	0.00	0.00	0.00	0.00	0.00	1,927,364.82
	PE	1805501	FEDERAL	17700035135	PA20	0.00	0.00	0.00									0.00	
			STATE			13,245.64	0.00	13,245.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,245.64		
		Sub Total For 1805501							13,245.64	0.00	13,245.64	0.00	0.00	0.00	0.00	0.00	13,245.64	
		ROW	1808503	FEDERAL	17700035127	PA20	11,213,585.56	0.00	11,213,585.56									11,213,585.56
	STATE			2,091,385.60			0.00	2,091,385.60									2,091,385.60	
	Sub Total For 1808503							13,304,971.16	0.00	13,304,971.16	0.00	0.00	0.00	0.00	0.00	0.00	13,304,971.16	
	UTI	1808504	FEDERAL	17700035126	PA20	1,281,224.96	0.00	1,281,224.96									1,281,224.96	
			STATE			230,405.04	0.00	230,405.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	230,405.04		
	Sub Total For 1808504							1,511,630.00	0.00	1,511,630.00	0.00	0.00	0.00	0.00	0.00	0.00	1,511,630.00	
	CON	1808505	FEDERAL	17700035126	PA20	14,101,861.80	0.00	14,101,861.80									14,101,861.80	
			STATE			2,566,545.91	0.00	2,566,545.91									2,566,545.91	
Sub Total For 1808505							16,668,407.71	0.00	16,668,407.71	0.00	0.00	0.00	0.00	0.00	0.00	16,668,407.71		
FEIS SEGMENT X (Route 206 Section 15H) Sub-Total							33,425,619.33	0.00	33,425,619.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33,425,619.33	
Route 206 Wetlands Mitigation	Rt 206 Wetland Preservation UPC 023480; DBNUM 02348	ROW	1416510	FEDERAL	N/A	PA17	2,359,600.00	0.00	2,359,600.00							2,359,600.00		
				STATE			2,359,600.00	0.00	2,359,600.00	0.00	0.00	0.00	0.00	0.00	0.00	2,359,600.00		
			Route 206 Wetlands Mitigation Sub-Total							2,359,600.00	0.00	2,359,600.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL PROJECT EXPENDITURES (Annual)							370,865,594.32	2,668,306.45	373,533,900.77	30,375,897.07	20,284,337.03	5,103,911.63	48,750,000.00	46,000,000.00	23,000,000.00	547,048,046.50		
TOTAL PROJECT EXPENDITURES (Cumulative)							370,865,594.32	373,533,900.77	373,533,900.77	403,909,797.84	424,194,134.87	429,298,046.50	478,048,046.50	524,048,046.50	547,048,046.50	547,048,046.50		

AVAILABLE FY FUNDING ALLOCATIONS

DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT JOB REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 2023	FFY 2024 Current	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	TOTAL ALLOCATIONS				
Route US 206 Section [5] Final Environmental Impact Statement (FEIS) & Section 4[f] Evaluation	Route 206 (5) UPC 960587; DBNUM N/A	PE	1810301	FEDERAL	01000035100	PA20	1,042,209.74	0.00							1,042,209.74				
				STATE			452,963.49	0.00							452,963.49				
				FEDERAL	03200035100		136,403.82	0.00							136,403.82				
				STATE			65,201.46	0.00							65,201.46				
				FEDERAL	07300035100		596,429.13	0.00							596,429.13				
				STATE			260,639.95	0.00							260,639.95				
				FEDERAL	12400035100		33,837.53	0.00							33,837.53				
				STATE			14,694.12	0.00							14,694.12				
		Sub-Total for 1810301							2,602,379.24	0.00	0.00	0.00	0.00	0.00	0.00	2,602,379.24			
		ROW	1810507	FEDERAL		10200035130	PA20	0.00	0.00								0.00		
				STATE				2,500.00	0.00								2,500.00		
				Sub-Total for 1810507							2,500.00	0.00	0.00	0.00	0.00	0.00	2,500.00		
		Metropolitan Planning UPC 960017; DBNUM N/A	PL	1810514	STATE	N/A	PA17	6,843.71	0.00								6,843.71		
				Sub-Total for 1810514							6,843.71	0.00	0.00	0.00	0.00	0.00	6,843.71		
		Route US 206 Section [5] FEIS & Section 4[f] Sub-Total							2,611,722.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,611,722.95		
FEIS Segment VI Route 206 Bypass	Rt 206 Bypass, Contract B Sec 14A 15A UPC 960597; DBNUM 779	FD (DES)	1810524	STATE	N/A	PA17	27,922,182.93	90,253.09							28,012,436.02				
		Sub-Total for 1810524							27,922,182.93	90,253.09	0.00	0.00	0.00	0.00	0.00	28,012,436.02			
		ROW	1810522	STATE		N/A	PA17	4,617,109.08	0.00								4,617,109.08		
				Sub-Total for 1810522							4,617,109.08	0.00	0.00	0.00	0.00	0.00	4,617,109.08		
				1810528	FEDERAL		L05E0035152	PA20	1,945,006.00	0.00								1,945,006.00	
					STATE				150,000.00	0.00								150,000.00	
					FEDERAL		L0500035152		7,554,389.11	0.00								7,554,389.11	
					STATE				48,430.45	0.00									48,430.45
					FEDERAL		Q0500035152		15,727,816.46	0.00									15,727,816.46
					STATE				12,314.23	0.00									12,314.23
		FEDERAL		Q2400035152	4,749,533.63	0.00									4,749,533.63				
		STATE			164,027.93	0.00										164,027.93			
		Sub-Total for 1810528							30,351,517.81	0.00	0.00	0.00	0.00	0.00	0.00	30,351,517.81			
		PUR	1810533	FEDERAL		Q7600035160	PA20	155,453.17	0.00								155,453.17		
				STATE				40,000.00	0.00								40,000.00		
		Sub-Total for 1810533							195,453.17	0.00	0.00	0.00	0.00	0.00	0.00	195,453.17			
		PUE	1810547	STATE		N/A	PA17	276,000.00	0.00								276,000.00		
		Sub-Total for 1810547							276,000.00	0.00	0.00	0.00	0.00	0.00	0.00	276,000.00			
		PUC	1810556	STATE		N/A	PA17	4,098,286.58	0.00								4,098,286.58		
		Sub-Total for 1810556							4,098,286.58	0.00	0.00	0.00	0.00	0.00	0.00	4,098,286.58			
		CON	1810557	FEDERAL		RPF90206321	PA20	166,989.00	0.00								166,989.00		
				STATE				10.90	0.00								10.90		
				FEDERAL		RPS90206321		1,204,676.00	0.00								1,204,676.00		
				STATE				78.62	0.00									78.62	
				FEDERAL		Z0010206321		47,553,101.23	-3,218,054.43									44,335,046.80	
				STATE				5,890,351.71	8,725.50									5,899,077.21	
				FEDERAL		Y0010206321		48,900.70	0.00										48,900.70
STATE					0.00	0.00											0.00		
FEDERAL				Z0020206321	284,256.30	0.00											284,256.30		
STATE					36,476.78	0.00											36,476.78		
Sub-Total for 1810557							55,184,841.24	-3,209,328.93	0.00	0.00	0.00	0.00	0.00	51,975,512.31					
Rt 206 Bypass, Contract A Hillsborough Rd to Amwell Rd UPC 098006; DBNUM 779A	PUR	1810541	STATE	N/A	PA17	6,651,740.48	0.00								6,651,740.48				
		Sub-Total for 1810540							6,651,740.48	0.00	0.00	0.00	0.00	0.00	6,651,740.48				

AVAILABLE FY FUNDING ALLOCATIONS

DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NIDOT JOB REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 2023	FFY 2024 Current	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	TOTAL ALLOCATIONS	
FEIS Segment VI Route 206 Bypass	Rt 206 Bypass, Contract A Hillsborough Rd to Amwell Rd UPC 098006; DBNUM 779A	CON	1810540	STATE	N/A	PA17	55,536,931.46	0.00							55,536,931.46	
			Sub-Total for 1810541					55,536,931.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	55,536,931.46
			1810542	STATE	N/A	PA17	312,371.08	0.00								312,371.08
		Sub-Total for 1810542					312,371.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	312,371.08	
		CLM	8899333	STATE	N/A	PA17	0.00	0.00								0.00
			Sub-Total for 8899333					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Sub-Total for 1810545					180,089.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	180,089.58		
	Rt 206 Bypass, Contract C UPC 133110; DBNUM 779B	PUR	1810545	STATE	N/A	PA17	180,089.58	0.00							180,089.58	
			Sub-Total for 1810545					180,089.58	0.00	0.00	0.00	0.00	0.00	0.00	180,089.58	
			1810546	STATE	N/A	PA17	7,285,456.17	0.00								7,285,456.17
		Sub-Total for 1810546					7,285,456.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7,285,456.17	
		CLM	8899348	STATE	N/A	PA17	143,720.77	0.00								143,720.77
			Sub-Total for 8899333					143,720.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	143,720.77
	FEIS SEGMENT VI (Route 206 Bypass) Sub-Total							192,755,700.35	-3,119,075.84	0.00	0.00	0.00	0.00	0.00	189,636,624.51	
FEIS Segment VII Route 206 Section 15N	Rt 206 Sec 15N UPC 960605; DBNUM 780	FD (DES)	1810520	FEDERAL	H0500035149	PA20	22,224.81	0.00							22,224.81	
				STATE			0.00	0.00					0.00			
			FEDERAL	L0500035149	39,049.17		0.00							39,049.17		
			STATE		36.36		0.00							36.36		
			FEDERAL	Q0500035149	1,580,459.01		0.00							1,580,459.01		
			STATE		272,902.74		0.00							272,902.74		
			FEDERAL	31500035149	2,674,349.58		0.00							2,674,349.58		
			STATE		226,906.01		0.00							226,906.01		
			FEDERAL	31700035149	137,778.71		0.00							137,778.71		
		STATE		15,472.72	0.00							15,472.72				
		Sub-Total for 1810520							4,969,179.11	0.00	0.00	0.00	0.00	0.00	4,969,179.11	
		ROW	1810529	FEDERAL	L0500035153	PA20	0.00	0.00								0.00
				STATE			0.00	0.00							0.00	
				FEDERAL	Q0500035153		0.00	0.00							0.00	
				STATE			0.00	0.00							0.00	
	FEDERAL			17700035153	469,107.78		0.00							469,107.78		
	STATE			330.27	0.00							330.27				
	Sub-Total for 1810529							469,438.05	0.00	0.00	0.00	0.00	0.00	469,438.05		
	1810530	STATE	N/A	PA17	8,153,623.66	0.00									8,153,623.66	
		Sub-Total for 1810530							8,153,623.66	0.00	0.00	0.00	0.00	0.00	8,153,623.66	
		Sub-Total for 1810525							2,168.56	0.00	0.00	0.00	0.00	0.00	2,168.56	
	PUR	1810525	FEDERAL	33D00035150	PA20	1,977.57	0.00								1,977.57	
			STATE			190.99	0.00						190.99			
		Sub-Total for 1810525							2,168.56	0.00	0.00	0.00	0.00	0.00	2,168.56	
	Rt 206, Doctor's Way to Valley Rd UPC 108022; DBNUM 780B	FD (DES)	1810551	FEDERAL	L12R0206312	PA20	1,272,229.27	0.00							1,272,229.27	
				STATE			2,699.81	0.00						2,699.81		
			FEDERAL	M24E0206312	4,396,351.33		0.00						4,396,351.33			
			STATE		25,190.62		0.00						25,190.62			
			Sub-Total for 1810551							5,696,471.03	0.00	0.00	0.00	0.00	0.00	5,696,471.03
		ROW	1810552	FEDERAL	M24E0206313	PA20	7,923,005.86	0.00								7,923,005.86
				STATE			14,056.87	0.00						14,056.87		
			Sub-Total for 1810552							7,937,062.73	0.00	0.00	0.00	0.00	0.00	7,937,062.73
		PUE	1810555	STATE	N/A	PA17	173,200.00	0.00								173,200.00
Sub-Total for 1810555							173,200.00	0.00	0.00	0.00	0.00	0.00	173,200.00			

AVAILABLE FY FUNDING ALLOCATIONS

DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT JOB REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 2023	FFY 2024 Current	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	TOTAL ALLOCATIONS			
FEIS Segment VII Route 206 Section 15N	Rt 206, Doctor's Way to Valley Rd UPC 108022; DBNUM 780B	PUC	1810559	FEDERAL	Z0010206330	PA20	4,167,953.50	0.00							4,167,953.50			
				STATE			0.00	0.00						0.00				
				FEDERAL	Y0010206330		897,098.00	0.00							897,098.00			
				STATE			0.00	0.00							0.00			
				FEDERAL	Y0300206330		0.00	510,327.43							510,327.43			
				STATE			0.00	0.00							0.00			
		Sub-Total for 1810559							5,065,051.50	510,327.43	0.00	0.00	0.00	0.00	0.00	0.00	5,575,378.93	
		PUC	1810561	STATE	N/A	PA17	493,390.00	0.00									493,390.00	
							Sub-Total for 1810561							493,390.00	0.00	0.00	0.00	0.00
		CON	1810560	FEDERAL	Z0010206328	PA20	53,840,789.73	0.00									53,840,789.73	
							STATE		1,065,980.02	114.48							1,066,094.50	
				FEDERAL	M0E20206328		44,000.00	0.00										44,000.00
							STATE		0.00	0.00								0.00
				FEDERAL	M0400206328		40,227.62	0.00										40,227.62
	STATE							0.00	0.00								0.00	
	FEDERAL			Y0010206328	7,562,501.47		0.00											7,562,501.47
					STATE			66,450.00	0.00									66,450.00
	FEDERAL			Z0E20206328	44,250.00		0.00											44,250.00
					STATE			471,000.00	0.00									471,000.00
	Sub-Total for 1810560							63,135,198.84	114.48	0.00	0.00	0.00	0.00	0.00	63,135,313.32			
	CLM	8899402	STATE	N/A	PA17	0.00	791,523.00									791,523.00		
						Sub-Total for 8899402							0.00	791,523.00	0.00	0.00	0.00	0.00
	Rt 206, Valley Rd to Brown Ave UPC 108021 DBNUM 780A	DES	1810549	FEDERAL	Z0010206327	PA20	4,120,480.56	0.00								4,120,480.56		
							STATE		0.00	0.00							0.00	
				FEDERAL	Y0010206327		280,917.60	0.00										280,917.60
							STATE		0.00	0.00								0.00
				FEDERAL	1770020637		516,983.89	0.00										516,983.89
							STATE		0.00	0.00								0.00
Sub-Total for 1810549							4,918,382.05	0.00	0.00	0.00	0.00	0.00	4,918,382.05					
ROW		7223342	FEDERAL	Z0010206329	PA20	5,759,145.50	0.00								5,759,145.50			
						STATE		0.00	0.00							0.00		
Sub-Total for 7223342							5,759,145.50	0.00	0.00	0.00	0.00	0.00	0.00	5,759,145.50				
PUC		1810558	STATE	TBD	PA20	0.00	0.00			5,500,000.00						5,500,000.00		
						0.00	0.00									0.00		
Sub-Total for 1810558							0.00	0.00	0.00	5,500,000.00	0.00	0.00	0.00	5,500,000.00				
CON		TBD	FEDERAL	TBD	PA20	0.00	0.00			115,000,000.00						115,000,000.00		
	0.00					0.00									0.00			
Sub-Total for 1810XXX							0.00	0.00	0.00	115,000,000.00	0.00	0.00	0.00	115,000,000.00				
FEIS SEGMENT VII (Route 206 Section 15N) Sub-Total							106,772,311.03	1,301,964.91	0.00	120,500,000.00	0.00	0.00	0.00	0.00	228,574,275.94			
FEIS Segments VIII & IX Route 206 Section 15J	FD	1810506	FEDERAL	31500035129	PA20	640,800.32	0.00								640,800.32			
						STATE		3,408,942.38	0.00							3,408,942.38		
			FEDERAL	17700035129		3,177,441.95	0.00										3,177,441.95	
						STATE		582,311.23	0.00								582,311.23	
			Sub-Total for 1810506							7,809,495.88	0.00	0.00	0.00	0.00	0.00	7,809,495.88		
			ROW	1810517		FEDERAL	17700035143	PA20	4,065,079.75	0.00								4,065,079.75
	STATE				63,257.30				0.00							63,257.30		
	FED	31500035143			13,428,140.09	0.00										13,428,140.09		
					STATE		47,836.69		0.00							47,836.69		
	Sub-Total for 1810517							17,604,313.83	0.00	0.00	0.00	0.00	0.00	17,604,313.83				
1810527	STATE	N/A	PA17	2,373,374.28	0.00									2,373,374.28				
				Sub-Total for 1810527							2,373,374.28	0.00	0.00	0.00	0.00	0.00	2,373,374.28	

AVAILABLE FY FUNDING ALLOCATIONS																	
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NIDOT JOB REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 2023	FFY 2024 Current	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	TOTAL ALLOCATIONS		
FEIS Segments VIII & IX Route 206 Section 15J	Rt 206 Sec 15J UPC 960602 DBNUM 579	PUR	1810510	FEDERAL	17700035136	PA20	71,537.04	0.00							71,537.04		
				STATE			12,624.19	0.00							12,624.19		
			Sub-Total for 1810510			84,161.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	84,161.23	
		CON	1810532	FEDERAL	N/A	PA17	14,854,345.87	0.00									14,854,345.87
				STATE			14,854,345.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
			Sub-Total for 1810532			47,714,512.68	0.00										47,714,512.68
			Sub-Total for 1810531			47,714,512.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	47,714,512.68
FEIS SEGMENTS VIII & IX (Route 206 Section 15J) Sub-Total							90,440,203.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90,440,203.77		
FEIS Segment X Route 206 Section 15H	UPC for Old Closed Capital Projects UPC 960099; DBNUM: N/A	FD (DES)	8710508	FEDERAL	17700035125	PA20	1,586,371.28	0.00							1,586,371.28		
				STATE			340,993.54	0.00							340,993.54		
			Sub-Total for 8710508			1,927,364.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,927,364.82	
	PE	1805501	FEDERAL	17700035135	PA20	0.00	0.00								0.00		
			STATE			13,245.64	0.00								13,245.64		
	Sub-Total for 1805501			13,245.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,245.64		
	ROW	1808503	FEDERAL	17700035127	PA20	11,213,585.56	0.00									11,213,585.56	
			STATE			2,091,385.60	0.00									2,091,385.60	
	Sub-Total for 1808503			13,304,971.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,304,971.16		
	UTI	1808504	FEDERAL	17700035126	PA20	1,281,224.96	0.00									1,281,224.96	
			STATE		PA17	230,405.04	0.00									230,405.04	
	Sub-Total for 1805504			1,511,630.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,511,630.00		
	CON	1808505	FEDERAL	17700035134	PA20	14,101,861.80	0.00									14,101,861.80	
			STATE			2,566,545.91	0.00									2,566,545.91	
	Sub-Total for 1805505			16,668,407.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16,668,407.71		
FEIS SEGMENT X (Route 206 Section 15H) Sub-Total							33,425,619.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33,425,619.33		
Route 206 Wetlands Mitigation	Rt 206 Wetland Preservation UPC 023480; DBNUM 02348	ROW	1416510	STATE	N/A	PA17	2,359,600.00	0.00	0.00						2,359,600.00		
							Sub-Total for 1416510			2,359,600.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Route 206 Wetlands Mitigation Sub-Total							2,359,600.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,359,600.00		
															0.00		
TOTAL PROJECT ALLOCATIONS (Annual)							428,365,157.43	-1,817,110.93	0.00	120,500,000.00	0.00	0.00	0.00	0.00	0.00	547,048,046.50	
TOTAL PROJECT ALLOCATIONS (Cumulative)							428,365,157.43	426,548,046.50	426,548,046.50	547,048,046.50	547,048,046.50	547,048,046.50	547,048,046.50	547,048,046.50	547,048,046.50	547,048,046.50	
CUMULATIVE BUDGET SURPLUS (DEFICIT)							54,831,256.66	53,014,145.73	22,638,248.66	122,853,911.63	117,750,000.00	69,000,000.00	23,000,000.00	0.00	0.00		

Section 7.0 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 only options for a revenue stream from the Route 206 project would be from taxes on new development potential from the project or from tolling the facility. The project does not introduce any new development potential so this is not a viable revenue stream. Currently, the Route 206 corridor is not tolled. The potential for tolling Route 206 would have significant public opposition.

With the total project cost over \$100 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 U.S. 206 Project is not a viable candidate for a P3 delivery model as the project is significantly advanced, enabling legislation is not in place, there is no revenue stream and tolling 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 Update 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, establishing impact contingencies, communicating frequently and tracking progress.

The magnitude and complexity of the Route U.S. 206 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 Risks

1. ROW Availability – As stated previously in this report, there are several ROW acquisitions necessary in Segment VII for the advancement of this project. The potential risk lies in the possible delay to construction if the ROW required for a specific contract is not available prior to advertisement.

Mitigation Options:

- Continue negotiations with each property owner.
 - Secure ROW in advance of contract award.
2. Permits – Permits required for Doctors Way to Valley Road in Segment VII are secured. Multiple environmental permits are required for Valley Road to Brown Avenue in Segment VII. Early and continuous coordination with the regulatory agencies since the EIS phase should make this a low risk item.

Mitigation Options:

- Secure permits in advance of construction operations.
 - Maintain ongoing coordination with the NJDEP.
3. 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 which are not 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, complexity of managing three remaining contracts, and the scheduling and execution of the remaining utility agreements.

Mitigation Options:

- Identify all activities being performed by others required to complete the project and closely monitor schedules to have work completed in advance of need.
 - Look for opportunities for advance utility relocations.
 - Provide allowance in the contract packages into which these activities fall.
 - Develop a clear schedule for work by outside parties.
4. Tight Work Areas/Accelerated Construction – The reconstruction of the existing roadway and bridges will require construction stages and will often require the contractor to be working in restricted work zone areas. In addition, to minimize impact on the travelling public, many of the critical stages will need to be done on an accelerated schedule. Traffic Control Plans have been developed in concert with the construction schedule, which may require night-time and weekend work, and work during the winter months. In addition, multiple crews will be required during many stages of construction. All of the above could lead to delays and claims.

Mitigation Options:

- Well-coordinated staging and construction schedules.
 - Specific wording in the Plans and Special Provisions to alert the contractor to such conditions before making his bid.
 - Include Contract milestones in the Special Provisions.
 - Disincentive clauses will be identified for specific stages/milestones of construction.
5. Final Design funding for the remaining contract, as additional design funding may be necessary.

Mitigation Options:

- Discussions have been held with FHWA on grandfathering current design standards if future changes in standards would significantly impact the project.
6. The design of the Segment VII Valley Road to Brown Avenue are in the Final Design phase, so there are some outstanding design issues to be resolved. This has the potential to increase construction cost in this contract.

Mitigation Options:

- Use lessons learned from earlier contracts to keep costs down in later contracts.

7. Construction change orders could increase the overall cost of the project.

Mitigation Options:

- Control scope creep. Ensure changes 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 and steel price increases and unknown 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:

Funding for construction in Segment VII, Valley Road to Brown Avenue represents approximately 81% of the total project cost; therefore, a significant increase in construction costs would impact the program and require a shift in funds from another project or delay the Project. To mitigate the risk of receiving high bids, NJDOT will consider the following strategy:

- Continue to plan for 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 were utilized.

- An in-depth subsurface investigation program was performed to obtain soil data and develop foundation design criteria.
- In order to more accurately define the horizontal and vertical location of underground utilities, a subsurface utility engineering contractor was utilized.

Risk that unanticipated fuel 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 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 times 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 NJDOT Resident Engineer.

Risk that unanticipated steel price increases will increase project cost:

Similar to fuel price, the NJDOT recently introduced steel price adjustment to adjust the paid steel price according to market conditions. Compensation will be made through the use of a weighted formula provided in the specifications.

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 2022 and ending in Federal Fiscal Year 2031.

On November 15, 2021, the U.S. President signed the Infrastructure Investment and Jobs Act (H.R. 3684), This Act provides \$944 billion in total spending over five years, totaling \$550 billion in new spending.

Major Financing Risks

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

- 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.

- Bids have been higher than Engineers Estimates recently due to higher inflation and shortage of construction materials which has resulted in a significant increase on the cost of materials and the labor supply.

Responsibilities

The NJDOT Division of Capital Investment & Program Coordination is responsible for developing the State Capital Plan and federal Statewide Transportation Improvement Program (STIP), both of which will provide funding for this project. NJDOT will work in conjunction with the North Jersey Transportation Planning Authority to develop the region’s portion of the STIP. The North Jersey Transportation Planning Authority is the federally designated Metropolitan Planning Organization for 13 counties in the northern part of New Jersey that includes Somerset County.

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 Capital Program Management area is responsible for management of project construction activities, identifying project cost increase risks, and implementing containment strategies to keep costs from inflating.

Any changes in planned funding needs must be raised by the NJDOT Capital Project Management area to the NJDOT Capital Investment & Program Management and the North Jersey Transportation Planning Authority for action.

Section 9.0 Annual Update Cycle

The annual updates of the Initial Financial Plan 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 the Initial Financial Plan.

For annual updates, the Route U.S. 206 Project Management Team will consider 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.

Section 10.0 Summary of Cost Changes since Last Year's Financial Plan

The table on the following page represents cost changes since the 2023 Financial Plan Update along with explanations for these changes. NJDOT will continue to monitor cost growth.

Table 10.1
Route 206 Project in Somerset County
Financial Plan Cost Comparison (2023 and 2024)
(\$ millions)

Project Segment	Updated Financial Plan 2023	Financial Plan Update 2024	Change 2023- 2024	Comments
Route US 206 Section [5] Final Environmental Impact Statement (FEIS) & Section 4[f] Evaluation	\$2.612	\$2.612	\$0.000	
FEIS Segment VI Route 206 Bypass	\$192.756	\$189.637	(\$3.119)	Decrease in costs is a result of Construction cost decreases.
FEIS Segment VII Route 206 Section 15N	\$193.772	\$228.574	\$34.802	Additional costs are for ROW, Design, and Construction cost increases.
FEIS Segments VIII & IX Route 206 Section 15J	\$90.440	\$90.440	\$0.000	
FEIS Segment X Route 206 Section 15H	\$33.426	\$33.426	\$0.000	
Route 206 Wetlands Mitigation	\$2.360	\$2.360	\$0.000	
TOTAL PROJECT	\$515.365	\$547.048	\$31.683	

Section 11.0 Cost and Funding Trends since FY 2023 Financial Plan Update

As shown in Figure 11.1, the cost estimate has increased \$31.6 Million since the 2023 Financial Plan Update. Please refer to Table 10.1 for explanations of cost changes.

FIGURE 11.1: Cost Estimate Changes (in Millions of Dollars)

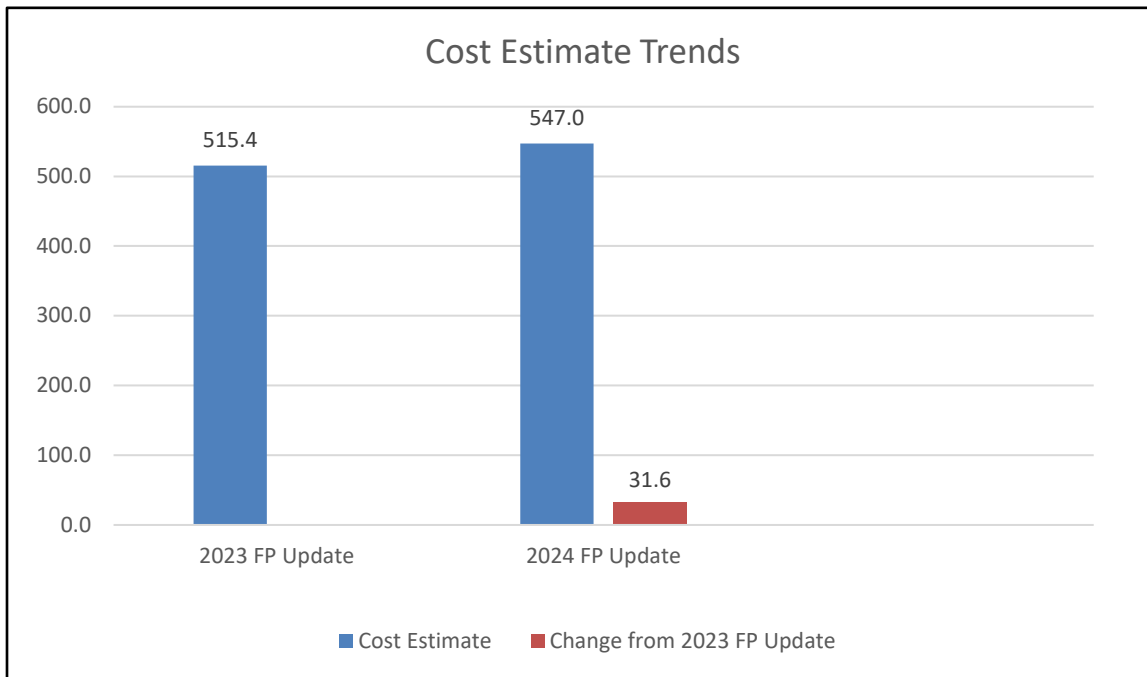
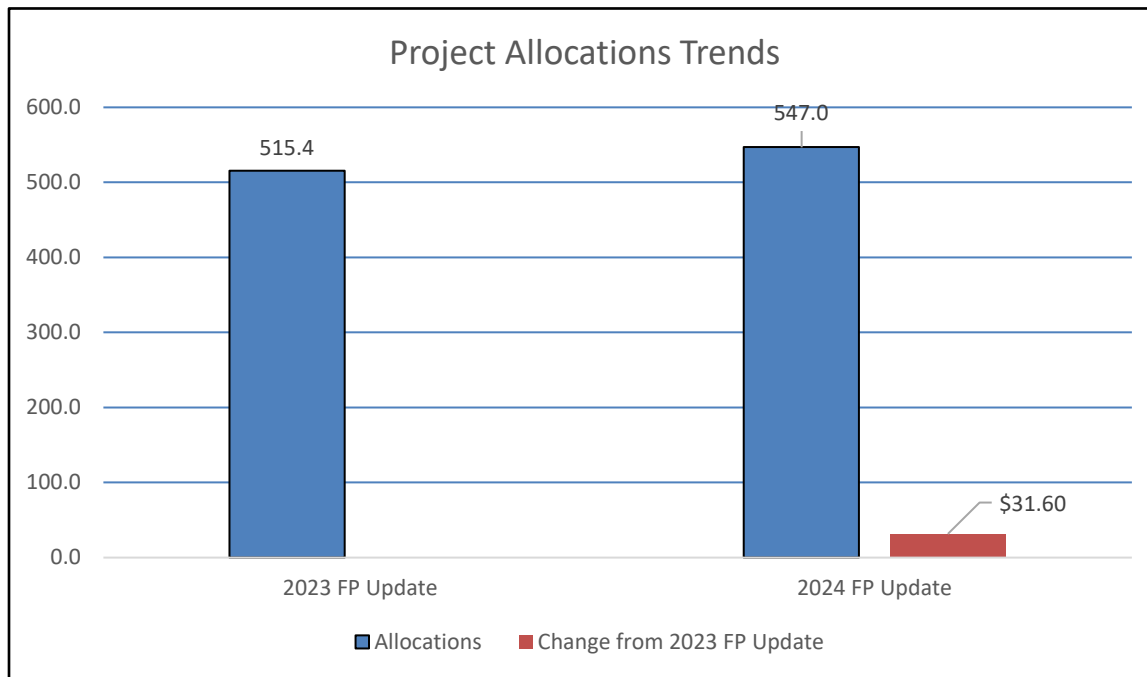


FIGURE 11.2: Funding Allocation Trends (in Millions of Dollars)



As shown in Figure 11.2, the funding was increased by \$31.6 Million since the 2023 Financial Plan Update.

Section 12.0 Summary of Schedule Changes since Last Year's Financial Plan

Schedule for Route 206 Doctors Way to Valley Road construction has been extended by one-year due to temporary construction suspension. Schedule for Route 206 Valley Road to Brown Avenue has been extended by 15 months due to the evaluation of additional structural alternatives requested by Norfolk Southern. The schedules for these projects will be monitored closely in an effort to keep them on track.

Section 13.0 Schedule Trends since Initial Financial Plan

The trend will be the same as discussed in Section 12.0.

Attachments H.3.a, H.3.b, H.3.c

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FUNDS TO THE LANDING ROAD BRIDGE
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 adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 *Exchange of Program Funds MOU*, STATE-NJTPA Transportation Trust Fund funding shall follow the actions prescribed in the *MOU for Statewide Procedures for TIP/STIP Revisions*, and when funds are added to a new project or added above the specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Morris County has requested a minor amendment to the FY 2024-2027 TIP to add state funds to the Landing Road Bridge Over Morristown Line, CR 631 project; and

WHEREAS, fiscal constraint is maintained through the NJTPA, Future Projects program line item; and

WHEREAS, the project is not exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127), but does not require further emissions analysis; and

WHEREAS, Congestion Management Process requirements do not apply to these actions; and

WHEREAS, the FY 2024-2027 TIP conforms to federal 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 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 minor amendment to the FY 2024-2027 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the NJDOT for submission to the Federal Highway Administration.

Summary of Action

Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Funds to the Landing Road Bridge Project in Morris County

Action: Approval of a request from Morris County to amend the FY 2024-2027 Transportation Improvement Program (TIP) to add funds to the Landing Road Bridge Over Morristown Line, CR 631 project, as detailed below.

Minor Amendment:

- Landing Road Bridge Over Morristown Line, CR 631, Morris County, DBNUM NS9708**
Morris County is requesting \$18 million be added for Construction (CON) in Fiscal Year (FY) 2025, increasing the total from \$22 million to \$40 million. This project is one of several in the TIP that is advancing with STATE-NJTPA Transportation Trust Fund (TTF) funding, rather than federal funding. Morris County is seeking authorization for construction of the new bridge. The bid documents' construction estimate reflects the complexity of this project, design changes, inflation and rising costs. This action is necessary to cover increases to construction costs in recent years, additional night-time work and flagmen to accommodate NJ TRANSIT rail operations, and the incorporation of several significant structural design features, including a lane for left-turns and a shared-use shoulder for bicyclists, micro pile foundations, enhanced safety features, and the Lake Hopatcong wall restoration.
- NJTPA, Future Projects, Regionwide, DBNUM N063**
This program line item has funds available for the needs outlined above (DBNUM NS9708).

Background: According to the *Memorandum of Understanding for Exchange of Program Funds* approved by the NJTPA Board, it was agreed that STATE-NJTPA TTF funding would follow the actions prescribed in the *Memorandum of Understanding for Statewide Procedures for TIP/STIP Revisions*. When funds are added to a new project or added above the specified threshold 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 Board of Trustees. This TIP revision falls within the MOU guidelines to be approved as a minor amendment.

Central Staff has reviewed this request. The project is not exempt from an air quality conformity determination and is included in the current approved document. No further air quality conformity work is required at this time. Fiscal constraint is maintained through state funds available from the NJTPA, Future Projects program line item. Additional funding information is provided in the attached documents.

Justification for Action: Approval of this revision to the FY 2024-2027 TIP will allow the funds to be programmed and the referenced project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25022

Landing Road Bridge Over Morristown Line, CR 631

Landing Road Bridge crosses over NJ Transit railroad tracks in the Township of Roxbury. Structural deterioration, along with substandard deck geometry, makes this bridge a good candidate for replacement. A larger structure is required due to the current and projected traffic volumes traversing from Sussex County to I-80 in Morris County. The existing bridge superstructure and substructure exhibit severe spalling and medium to wide cracks with large areas of leaching and efflorescence. Structurally deteriorated bridge along with substandard deck geometry, inadequate to carry current traffic volumes, requires bridge replacement. The county proposes to replace the old bridge on a new alignment. This would enable construction for a four lane structure and not impact traffic.

DBNUM: NS9708 **AQ Code:** 2024M-NRS (Non-Exempt) **Est. Total Project Cost:** \$40.000 (Million) **Sponsor:** *Morris County*
Routes: CR 631 **Mileposts:** 1.37 **RCIS:** Bridges
County: Morris **Municipality:** Roxbury Twp

Requested TIP Revision

Action Taken

This request is to add \$18 million of STATE-NJTPA funds for Engineering, Right of Way, and Construction (ERC) in Fiscal Year (FY) 2025, increasing the total from \$22 million to \$40 million.

Reason for Change

This action is necessary to cover recent increases to construction costs, additional night-time work and flagmen to accommodate NJ TRANSIT rail operations, and the incorporation of several significant structural design features, including a lane for left-turns and a shared-use shoulder for bicyclists, micro pile foundations, enhanced safety features, and the Lake Hopatcong wall restoration.

Fiscal Constraint

Fiscal constraint is maintained through funds available from the NJTPA Future Projects Program Line Item.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
NJTPA	CON	STATE-NJTPA		22.000			22.000	
TOTAL (\$ million)				22.000			22.000	

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
NJTPA	CON	STATE-NJTPA		40.000			40.000	
TOTAL (\$ million)				40.000			40.000	

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25022

NJTPA, Future Projects

This program provides funding for unanticipated project needs associated with the design, right-of-way or construction of NJTPA selected local projects.

DBNUM: N063 AQ Code: S3 (Exempt) Est. Total Project Cost: \$268.475 (Million) Sponsor: *NJTPA*
 Routes: Mileposts: N/A RCIS: Other
 County: Various Municipality: Various

Requested TIP Revision

Action Taken

This request is to remove \$18 million of STATE-NJTPA funds in FY 2025, decreasing the total from \$65.932 million to \$47.932 million.

Reason for Change

This line item must be balanced to meet the funding needs outlined in the Landing Road Bridge Over Morristown Line, CR 631 (DBNUM NS9708) request.

Fiscal Constraint

Fiscal constraint is maintained through federal funds available from the NJTPA, Future Projects Program Line Item.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
NJTPA	ERC	HWIZ919-ALLEN	0.033				0.033	
NJTPA	ERC	HWIZ919-NY/NWK	1.627				1.627	
NJTPA	ERC	HWIZ919-PGH/NWB	0.011				0.011	
NJTPA	ERC	STATE-NJTPA		65.932			65.932	
NJTPA	ERC	STBGP-ALLEN	0.563	0.574	0.586	0.598	2.321	3.845
NJTPA	ERC	STBGP-NY/NWK	72.091	3.387	19.550	1.210	96.238	58.734
NJTPA	ERC	STBGP-PGH/NWB	0.195	0.199	0.203	0.207	0.803	1.331
TOTAL (\$ million)			74.520	70.092	20.339	2.014	166.965	63.910

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
NJTPA	ERC	HWIZ919-ALLEN	0.033				0.033	
NJTPA	ERC	HWIZ919-NY/NWK	1.627				1.627	
NJTPA	ERC	HWIZ919-PGH/NWB	0.011				0.011	
NJTPA	ERC	STATE-NJTPA		47.932			47.932	
NJTPA	ERC	STBGP-ALLEN	0.563	0.574	0.586	0.598	2.321	3.845
NJTPA	ERC	STBGP-NY/NWK	72.091	3.387	19.550	1.210	96.238	58.734
NJTPA	ERC	STBGP-PGH/NWB	0.195	0.199	0.203	0.207	0.803	1.331
TOTAL (\$ million)			74.520	52.092	20.339	2.014	148.965	63.910

DATE SUBMITTED: 3/20/2025

COUNTY OF MORRIS
DEPARTMENT OF PUBLIC WORKS
DIVISION OF ENGINEERING & TRANSPORTATION

P.O. Box 900
Morristown, New Jersey 07963-0900



Board of County Commissioners
Commissioner Director
Tayfun Selen

Commissioner Deputy Director
Stephen H. Shaw

Douglas R. Cabana
John Krickus
Thomas J. Mastrangelo
Christine Myers
Deborah Smith

County Administrator
Deena Leary

*Director of Public Works &
County Engineer*
Christopher J. Vitz, P.E.
973-285-6750
Fax: 973-539-3141
cvitz@co.morris.nj.us

Assistant County Engineer
Roslyn C. Khurdan, P.E.

March 20, 2025

Ms. Sarbjit Kahlon
Manager, Local Capital Project Delivery
North Jersey Transportation Planning Authority
One Newark Center, 17th Floor
Newark, NJ 07102

**RE: MORRIS COUNTY LANDING ROAD BRIDGE NO. 1400-073 OVER NJ TRANSIT AND MORRIS CANAL
IN THE TOWNSHIP OF ROXBURY – 7TH CONGRESSIONAL DISTRICT**

Dear Ms. Kahlon,

The County previously requested a TIP modification for CONSTRUCTION to FY 2025 in the amount of \$40,000,000. Since receipt of sites council approval in December 2024, the County's Consultant has been finalizing the bid documents for submittal for Construction Authorization along with the state Comptroller review and approval. Currently we are coordinating with NJ Transit on their requirements needed during construction, to be incorporated in the bid documents. The DEP permit review comments have been received and are being addressed.

FY	Phase	Estimated Cost
2025	CON	\$40,000,000.00

Construction costs have increased significantly over the past few years, in addition the following structural features have been added to the design as outlined below.

The wider structure design and the need for micro pile foundations due to the low bearing capacity of the surrounding soil (Morris Canal) has increased the construction cost. An additional lane was added over the bridge to accommodate the left turn into the NJ Transit parking lot. The need for a shared use shoulder for bicyclists was also added, increasing the bridge width. The additional night construction work required to work around the NJ Transit rail operations and flagmen needed during construction boosted the construction costs significantly. Working on the Lake Hopatcong wall restoration as requested by the Township and incorporating the additional safety features has become quite costly. The historical light fixtures proposed to be mounted on the bridge along with the stamped concrete sidewalks and decorative fencing all add to the construction cost. These were items the Township Gateway Committee proposed during design. There is Archaeological monitoring required by the MOA during

Offices located in 30 Schuyler Place, 3rd Floor, Morristown, New Jersey 07960

excavation which can lead to many unknown variables at the site and can lead to future change orders as the project progresses. An additional traffic signal at Kings Highway intersection has been added for safety for traffic making a left turn crossing 3 lanes of oncoming traffic.

The need for construction inspection for this 2-year construction project has also increased the construction value of this project, in addition to the construction support/management during construction.

We appreciate your consideration in providing Morris County with a TIP modification.

Please review at your earliest convenience. Please feel free to contact me at 973-829-8616 with any questions or Meghan Paccione at mpaccione@co.morris.nj.us.

Very truly yours,



Roslyn C. Khurdan,

Assistant County Engineer