



North Jersey Transportation Planning Authority, Inc.

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner John P. Kelly, Chair
Commissioner Sara Sooy, Vice Chair

PROJECT PRIORITIZATION COMMITTEE

Commissioner John W. Bartlett, Chair
Commissioner Jason Sarnoski Vice Chair

June 14, 2021

10:30 AM

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Access Code: 608-865-773

- I. Roll Call
- II. Approval of Minutes
- III. Regional Transportation Advisory Committee (RTAC) Report – Mark Jehnke, Ocean County
- IV. Presentation: Accessibility and Mobility Strategy Synthesis – Eugene McGuinness, Central Staff and Michael Grant, ICF
- V. Action Items

Project Prioritization Committee

- 1. Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add Federal Funds to the Bridge Preventive Maintenance Program as Requested by the New Jersey Department of Transportation – Eve Chamberlain, Central Staff (Attachment PPC-1)
- 2. Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add the Bayonne Commuter Ferry Pier and Dock Improvements Project as Requested by the City of Bayonne – Eve Chamberlain (Attachment PPC-2)

3. Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add Disaster Recovery and Resiliency Program Funds as Requested by the Port Authority of New York and New Jersey – Eve Chamberlain (Attachment PPC-3)
4. Modification to the FY 2020 – 2023 Transportation Improvement Program to Add Federal Funds to the Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Project as Requested by the New Jersey Department of Transportation – Eve Chamberlain (Attachment PPC-4)
5. Approval of the Initial Financial Plan for the Route 80, Route 15 Interchange Improvements Project – Ann Ludwig, Central Staff (Attachment PPC-5)

VI. Information Items

1. Public Comment Period for Plan 2050, the FY 2022 Transportation Improvement Program, and Air Quality Conformity – Ted Ritter, Central Staff
2. Draft FY 2022 – 2025 Transportation Improvement Program Update – Ann Ludwig, Central Staff
3. TNJ Initiative Update – Jeff Perlman, Central Staff
4. Trans-Hudson Update – Dave Behrend, Central Staff
5. Federal Policy Update – Dave Behrend

VII. Written Information Items

1. Subregional Pass-Through Programs Workshop – Blythe Eaman, Central Staff
2. Transportation Applications and Data Research Pilots with NJIT Program 2020-2021 – Rick Cippoletti, Central Staff
3. Planning for Emerging Centers – Jeff Perlman, Keith Hamas and Blythe Eaman, Central Staff
4. Solicitation for FY 2023 Local Capital Project Delivery Program – Sarbjit Kahlon, Central Staff
5. Solicitation for FY 2022 Safe Routes to School Program – Eve Chamberlain

VIII. Other Items

IX. Next Meeting: August 16, 2021, 10:30 AM.

X. Adjournment



North Jersey Transportation Planning Authority, Inc.

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June 14, 2021

VII. Written Information Items

1. Subregional Pass-Through Programs Workshop
Blythe Eaman, Central Staff

Central staff held a workshop following the RTAC meeting on June 7. Topics included TMA coordination with the Subregional Transportation Planning (STP) program; an update on the Cost Tracking System (CTS); Title VI subrecipient monitoring and STP funding activities that meet Title VI requirements; the FY 2023 – FY 2024 Subregional Studies Program (SSP) Solicitation highlights; and a discussion on the challenges and opportunities that arose from COVID-19 and remote work.

2. Transportation Applications and Data Research Pilots with NJIT Program 2020-2021
Rick Cippoletti, Central Staff

For the last four years, NJTPA has collaborated with NJIT's School of Computer Science on transportation applications and data research. This past year, two projects were worked on:

1. The Vehicle Occupancy Project, which uses New Jersey Crash Data to estimate average number of people riding in each vehicle in the NJTPA region. This will help NJTPA and NJDOT calculate the federally required Travel Time Reliability performance measure. Vehicle Occupancy is a key part of the calculation. This application can potentially be used at a corridor level as well as the regional level. Work was done in coordination with the Federal Highway Administration.
2. The Creation of Sidewalk Inventory of the NJTPA region from Color Infrared Orthoimagery - Phase 2 Project is addressing a current data gap by creating a sidewalk GIS layer for the NJTPA region. This project builds off of Phase 1 through enhanced artificial intelligence/machine learning techniques. Also, work in phase 2 restructured existing code to work in a cloud environment and have flexibility to expand to other features, such as crosswalks. The final product will be a cloud-based GIS tool for creating a sidewalk layer for use in the NJTPA region.

3. Planning for Emerging Centers

Jeff Perlman, Keith Hamas and Blythe Eaman, Central Staff

Central staff gave a presentation at the June RTAC meeting on the Planning for Emerging Centers studies ending in June. The Planning for Emerging Centers program provides technical assistance to municipalities to create more sustainable, transit-supportive and walkable communities as well as comprehensive approaches to strategic planning at the local level.

Blythe Eaman presented the Borough of Raritan Sustainable Economic Development Plan. This study developed a plan for Downtown Raritan to expand the existing employment and economic base while identifying land use and mobility strategies to realize these goals. The plan includes a vision that represents the changes people want to see in the next 10 years, an implementation toolbox that details how the plan's vision can be achieved, and a redevelopment plan with updated zoning detailing how the Borough can make regulatory changes to realize the vision and advance the Borough's overall economic and sustainability goals.

Keith Hamas presented the Borough of Keyport Complete Streets Policy and Implementation Plan. This plan advances the Borough's sustainable land use, transportation, economic, and green building planning elements by establishing Complete Streets goals. The study resulted in several documents to achieve these goals including an implementation guide, a design guide and design standards, and a complete streets ordinance. Mr. Hamas also shared photos from the demonstration project created to build support for the plan's recommendations.

4. Solicitation for Local Capital Project Delivery Program FY 2023

Sarbjit Kahlon, Central Staff

The FY 2023 Local Capital Project Delivery (LCPD) Program's Local Concept Development phase solicitation packages will be sent out to the County Engineer's offices on June 30. The applications and all supplemental documentation are due September 21. The Local Capital Project Delivery Program is composed of four phases: Local Concept Development (LCD), Local Preliminary Engineering, Final Design/Right of Way and Construction. During the LCD phase, the project team will identify and compare reasonable alternatives that address the purpose and need statement and select a preliminary preferred alternative. Once a concept development report is completed, the Interagency Review Committee will determine whether the project can be advanced to the next phase.

5. Solicitation for Safe Routes to School Program FY 2022

Eve Chamberlain, Central Staff

The New Jersey Department of Transportation opened a solicitation for the Safe Routes to School (SRTS) Program on May 25. The objectives of the program are:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and

- To facilitate the development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of New Jersey's primary and middle schools, (Grades K-8).

Applications must be submitted online through NJDOT SAGE at:

<https://njsage.intelligrants.com/>

Additional information on the SRTS Program is available at:

<https://njdotlocalaidrc.com/federally-funded-programs/safe-routes-to-school>

Applications are due on or before October 14.

Joint Project Prioritization Committee (PPC) and Planning and Economic Development Committee (PEDC) Virtual Meeting Notice:

The agenda package for the June 14 Joint PPC/PEDC meeting is attached. The meeting will be held via GoToMeeting. The log-in details are below. Please login five or ten minutes early to ensure your connection works. Your options for participation, in order of preference, are:

1. on a computer or tablet without a mic, using your phone to call-in for audio (the app will be downloaded and installed if you don't have it already) *
2. on a computer or tablet with a mic (the app will be downloaded and installed if you don't have it already) **
3. on a smartphone by installing and using the GoToMeeting app (download from Apple store or Playstore)
4. on a phone for audio only (no app required)

* If you use option 1 (computer/tablet and call-in), log-in to your computer first, choose "phone call" to listen/talk, and you will be provided an audio PIN. The PIN allows you to be identified by name to other meeting participants. If not, you will show up as "Caller #" (the PIN # is also in the audio tab of the comment box after you log in)

** If you use option 2 (computer/tablet with mic), choose "computer audio" to listen/talk.

Further information is available on the GoToMeeting **Quick Guide for Attendees at**

<https://www.gotomeeting.com/meeting/resources/gotomeeting-quick-and-helpful-guide-for-attendees>

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

Instructions for calling into the Joint PPC/PEDC Meeting
Monday, June 14, 2021, 10:30 AM - 12:30 PM (EDT)

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

PROJECT PRIORITIZATION COMMITTEE

Commissioner John W. Bartlett – Chair
Commissioner Jason Sarnoski – Vice Chair

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner John P. Kelly – Chair
Commissioner Sara Sooy – Vice Chair

Joint Meeting Minutes April 19, 2021

I. Roll Call of Members

Commissioner John Bartlett, Passaic County, called the meeting to order at 10:30 a.m. Beverly Morris, Central Staff, called the roll. Fourteen members of the Project Prioritization Committee (PPC) and 13 members of the Planning and Economic Development Committee were present.

II. Approval of Minutes

A motion to approve the minutes of the February 16, 2021 meeting was made by Warren County, seconded by Middlesex County and carried unanimously.

III. Regional Technical Advisory Committee Update

RTAC Chair Mark Jehnke, Ocean County, reported on the activities of the April 12 virtual RTAC meeting. He said members heard a presentation by NJDOT and consultant, ConSys Tec, on the updated New Jersey ITS Architecture. Also at the meeting, Central Staff provided updates on several ongoing activities and briefed the Committee on the PPC action items for this meeting. Mr. Jehnke noted that NJDOT staff will provide an update on crash data as part of their Safety Voyager software at a May 17 teleconference.

IV. Presentation

Peter Bilton, Central Staff, said the NJTPA is partnering with Sustainable Jersey, the Voorhees Transportation Center at Rutgers University (VTC), and Together North Jersey (TNJ) on the Complete Streets Technical Assistance Program. He said the TNJ plan identified a need to assist municipalities in implementing Complete Streets policy. The project selection process considers strength and clarity of municipality request, opportunity for public engagement, strength of the municipal project team, presence of high crash locations, and extent of the local environmental justice population.

Mr. Bilton said technical assistance services include Walkable Community workshops, bicycle corridor or network plans, demonstration project guidance, conceptual renderings and Crime Prevention through Environmental Design (CPTED).

Keith Hamas, Central Staff, focused on CPTED, a new addition to the Complete Streets Technical Assistance program that helps complement traffic safety considerations with personal safety. He gave the example of a project at Naaman Williams Park in Franklin Township, Somerset County, where a multi-disciplinary team performed an assessment of a park that residents consider unsafe and developed recommendations for improvements that address crime, accessibility and walkability. The team was composed of planners, police, engineers, elected officials, residents and municipal staff.

Mr. Hamas said a third round of the successful Complete Streets Technical Assistance Program is planned, tentatively, for the fall. “Streets for Everyone,” a public education video on Complete Streets policy is available on the NJTPA Complete Streets [web page](#) and on [YouTube](#). Final reports for Complete Streets projects are also available on the Complete Streets web page.

V. PPC Action Items

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

Eve Chamberlain, Central Staff, said this locally-sponsored project will be funded with \$12.4 million in Surface Transportation Block Grant Program (STBGP) funds from the NJTPA Future Projects Program line item in Fiscal Years (FYs) 2021-2025 for the Preliminary Engineering, Design, Right-of-Way and Construction phases of work.

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

Eve Chamberlain said this locally-sponsored project will be funded with \$51.5 million in STBGP funds from the NJTPA Future Projects Program line item in FYs 2021-2028 for the Preliminary Engineering, Design, Right-of-Way and Construction phases of work.

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

Ms. Chamberlain said this locally-sponsored project will be funded with \$8.6 million in STBGP funds from the NJTPA Future Projects Program line item in FYs 2021-2026 for the Preliminary Engineering, Design, Right-of-Way and Construction phases of work.

A motion to approve the three resolutions was made by Morris County, seconded by Middlesex County and carried unanimously.

4. Modifications to the FY 2020 – 2023 Transportation Improvement Program to Add Federal Discretionary Grant Funding to Three Programs as requested by NJ TRANSIT
 - Bus Support Facilities and Equipment (DB# T08) - \$14.67 million to support the Wayne Bus Garage modernization in Passaic County.
 - Bus Acquisition (DB# T111) - \$24.35 million to support the acquisition of articulated buses to be deployed from garages serving Bergen, Essex and Hudson counties and up to eight 40-foot Hilton Bus Garage battery-electric buses to expand service in Newark and Irvington, in Essex County.
 - Ferry Program (DB# T700) - \$4.25 million to support the Underwater Hoboken Ferry project to modernize compromised harbor piles supporting the Hoboken Ferry Terminal in Hudson County

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

5. Modifications to the FY 2020 – 2023 Transportation Improvement Program to Add Funding to Two Programs as Requested by NJ TRANSIT
 - NEC Improvements (DB# T44) – Adds \$53.9 million in FY 2021 to maintain state of good repair, increase capacity, and improve efficiency.
 - Hudson Bergen and Newark LRT System (DB# T87) – Adds \$4.827 million in FY 2021 to support the HBLRT Weehawken Tunnel Repairs project.

Ms. Chamberlain said the funding will be reallocated from the Preventative Maintenance-Rail, Rail Rolling Stock Procurement program, and three Transit Enhancements programs. In answer to a question from Jared Rodriguez, Citizens' Representative, Lori Thompson, NJ TRANSIT, said that the agency would not be able to position the funding as a local match in a larger Gateway project negotiation, because the funds are to be used for capital lease payments to Amtrak (\$108 million annually).

A motion to approve the modification was made by the Citizens' Representative, seconded by Middlesex County and carried unanimously.

6. Approval of Projects for the 2020 Transportation Alternatives Set-Aside Program

Ms. Chamberlain said the July solicitation yielded 71 eligible applications, which were reviewed by a Technical Review Committee. Ten projects totaling \$8.8 million were selected for implementation with Board approval.

A motion to approve the list of projects was made by NJDOT, seconded by Middlesex County and carried unanimously.

VI. Information Items

1. Draft FY 2022 Transportation Improvement Program Development: Capital Program

Ann Ludwig, Central Staff, said that staff received the draft FY 2022 Transportation Capital Program (TCP) from NJDOT and a database of the full ten years of the draft FY 2022 Transportation Improvement Program (TIP). She said the subregions will be provided with a comparison report on the current and proposed TIP by April 26 and will work with them during a review and negotiation period to compile a listing of outstanding TCP issues.

2. TNJ Initiative Update

Jeff Perlman, Central Staff, said the TNJ task forces (Resilient, Efficient, Livable and Resilient), in coordination with VTC, continue to refresh the focus areas, strategies and actions in the TNJ plan. The Resilient task force met on March 30 to discuss updating the energy and resiliency focus areas with a new focus on material and recycling. The Livable task force met February 8 to discuss place-making and connections between housing and access. The Efficient task force met on April 9 to discuss transportation technology and locations of transit assets. The Competitive task force will meet on April 22. Mr. Perlman said the updated TNJ focus areas and strategies are expected by end of June.

Mr. Perlman said outreach and analysis work on two Local Technical Assistance Program projects are in progress. The projects are a Dover downtown business guide and a guide for public arts engagement along the Morris Canal Greenway in Passaic County.

Mr. Perlman said transit hub planning projects are in progress at the Fanwood and Hackensack train stations. The transit hub program is part of the New Jersey Chapter of the APA's Local Assistance Planning Program.

Mr. Perlman said the TNJ Institute is developing a workshop on workforce development.

Jared Rodriguez, Citizens' Representative, commented that in the energy and climate change focus areas, TNJ should address the potential for using transportation rights-of-way to create districtwide shared heating systems for residential buildings. He said requirements for creating such shared systems align with the residential density of transit oriented development or TOD. New Jersey he said is a leader in TOD and could do the same in supporting low carbon shared heating systems.

3. Trans-Hudson Update

Dave Behrend, Central Staff, said the Federal Railroad Administration announced that the Environmental Impact Statement on the Gateway Program is nearing completion and a final record of decision for the project will be issued by May 28.

Mr. Behrend said the federal government approved New York City's Congestion Pricing Plan and will conduct an environmental impact review. He said the plan calls for a once-a-day toll on any motor vehicle entering Manhattan's central business district. Mr. Rodriguez said this increase in the cost of driving to the city presents an opportunity to reconsider the Secaucus Loop and reactivation of the West Shore Railroad as far north as Newberg, NY.

4. Federal Policy Update

Mr. Behrend said the House Energy and Commerce Committee, which is chaired by New Jersey Congressman Frank Pallone, introduced the Leading Infrastructure for Tomorrow's America (LIFT America) Act, a \$312 billion proposal focused on clean energy infrastructure investments.

Mr. Behrend said that a portion of the proposed American Jobs Act calls for \$621 billion in transportation infrastructure investments including modernizing 20,000 miles of highways, roads, and main streets. He noted that funding for this legislation would exceed what is authorized in the regular surface transportation legislation (currently the FAST Act).

Mr. Behrend said a proposed reauthorization of the FAST Act may be issued as soon as Memorial Day and will include the re-introduction of "project priorities" to be submitted by individual members of Congress. He said submission of a project that is not already in the TIP will require a letter from the NJTPA stating that the proposed project can be added to the TIP. Mr. Behrend recommended that subregions contact him if they are working with a member of Congress to advance their priority projects. Mr. Behrend responded to a number of questions relating to this process and recent developments.

VII. Next Meeting: June 14, 2021

VIII. Adjournment

At 12:05 p.m., a motion to adjourn was made by Morris County, seconded by Ocean County and carried unanimously.

**JOINT COMMITTEE MEETING
ATTENDANCE
April 19, 2021**

Project Prioritization Committee

VOTING MEMBERS	
Hon. John Bartlett (Chair)	Passaic County
Hon. Jason Sarnoski (Vice Chair)	Warren County
Hon. Zach Rich	Hunterdon County
Hon. Charles Kenny	Middlesex County
Hon. Kathy DeFillippo	Morris County
Hon. Bette Jane Kowalski	Union County
Joseph Baladi	Bergen County
Byron Nicholas	Hudson County
Inkyung Englehart	Monmouth County
Tom Drabic	Sussex County
Lauren LaRusso	Governor's Authorities Unit
Jim Lewis	NJDOT
Megan Massey	NJ TRANSIT
Jared Rodriguez	Citizens' Representative

Planning and Economic Development Committee

VOTING MEMBERS	
Hon. John Kelly (Chair)	Ocean County
Hon. Kathy DeFillippo	Morris County
Hon. John Bartlett	Passaic County
Hon. Bette Jane Kowalski	Union County
Elias Guseman	Jersey City
Phillip Scott	Newark
Tom Drabic	Somerset County
David Antonio	Essex County
Lauren LaRusso	Governor's Authorities Unit
Jim Lewis	NJDOT
Megan Massey	NJ TRANSIT
Jay Shuffield	PANYNJ
Jared Rodriguez	Citizens' Representative

Also In Attendance	
Anna Aleynick	AECOM
Peter Kortright	Bergen County
Sharon Young	CCAPSLY
Bob Werkmeister	GPI
Carrie Fellows	Hunterdon County

Katherine Fullerton	Hunterdon County
Barkha Patel	Jersey City
Doug Greenfeld	Middlesex County
Solomon Caviness	Middlesex County
Vijayant Rajvanshi	Middlesex County
Shilpa Bhojappa	Monmouth County
Dede Murray	Morris County
John Hayes	Morris County
Trevor Howard	Newark
Lori Thompson	NJ TRANSIT
Lou Millan	NJ TRANSIT
Brian Leckie	NJDOT
Various members of Central Staff	NJTPA
Mark Jehnke	Ocean County
John Ernst	Ocean County
Michael Lysicatos	Passaic County
Andras Holzmann	Passaic County
Sal Presti	Passaic County
Paul Drake	Somerset County
Ken Wedeen	Somerset County
Liza Betz	Union County
David Dech	Warren County
Denise Chaplick	
Denise Nickel	
Paul St. Onge	
Benjamin Peacock	



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

PROJECT PRIORITIZATION COMMITTEE

Commissioner John W. Bartlett – Chair
Commissioner Jason Sarnoski – Vice Chair

Special Meeting Minutes June 1, 2021

I. Roll Call of Members

Commissioner John W. Bartlett, Passaic County called the meeting to order at 10:30 a.m. Twelve members of the Project Prioritization Committee were present.

II. Action Item: Minor Amendment to the Fiscal Year 2020 – 2023 Transportation Improvement Program to Add Federal Funds to the Rumson Road over the Shrewsbury River, CR 520 Project as requested by Monmouth County

Eve Chamberlain, Central Staff, said Monmouth County has requested an additional \$16.5 million to cover increased costs for the project's construction phase of work in Fiscal Year 2021. She said federal Highway Infrastructure Program funds are available for this purpose pursuant to the United States Department of Transportation Appropriations Acts of 2019 and 2020. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

There were no questions or comments.

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

III. Next Meeting

Commissioner Bartlett said the next regularly scheduled virtual joint meeting of the Project Prioritization Committee and Planning and Economic Development Committee will be held on June 14, 2021.

IV. Adjournment

At 10:40 a.m., a motion to adjourn was made by Monmouth County, seconded by Middlesex County and carried unanimously.

**PROJECT PRIORITIZATION COMMITTEE SPECIAL MEETING
ATTENDANCE
June 1, 2021**

VOTING MEMBERS	
Hon. John Bartlett (Chair)	Passaic County
Hon. Zach Rich	Hunterdon County
Hon. Charles Kenny	Middlesex County
Hon. Kathy DeFillippo	Morris County
Hon. Bette Jane Kowalski	Union County
Peter Botsolas	Bergen County
Teri O'Connor	Monmouth County
Tom Drabic	Sussex County
Lauren Nathan-LaRusso	Governor's Authorities Unit
Andrew Swords	NJDOT
Jeremy Colangelo-Bryan	NJ TRANSIT
Jared Rodriguez	Citizens' Representative
OTHER ATTENDEES	
Hon. Sara Sooy	Somerset County
Peter Botsolas	Bergen County
Joseph Baladi	Bergen County
David Antonio	Essex County
Carrie Fellows	Hunterdon County
Barkha Patel	Jersey City
Elias Guseman	Jersey City
Doug Greenfeld	Middlesex County
Vijayant Rajvanshi	Middlesex County
Joseph Ettore	Monmouth County
Shilpa Bhojappa	Monmouth County
Inkyung Englehart	Monmouth County
John Hayes	Morris County
Dede Murray	Morris County
Eric Powers	NJDOT
Lou Millan	NJ TRANSIT
Various members of Central Staff	NJTPA
Phillip Scott	City of Newark
Trevor Howard	City of Newark
John Ernst	Ocean County
Mark Jehnke	Ocean County
Michael Lysicatos	Passaic County

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

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

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

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

WHEREAS, the TIP may be revised any time; and

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

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

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

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

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

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

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

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

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

Summary of Action

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

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

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

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

Minor Amendment Funding Need:

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

Minor Amendment Funding Resources:

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

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

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: Mileposts: N/A DBNUM: 13323

Name: Bridge Preventive Maintenance

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

Counties: Various

Municipalities: Various

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

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

Unconstrained
Information Year

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

PENDING

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

Unconstrained
Information Year

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

DATE SUBMITTED: 5/18/2021



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Bridge Preventive Maintenance**

DBNUM: 13323

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

TYPE OF PROJECT CHANGE: Project Cost increase

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

REASON FOR CHANGE:

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

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

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

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

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 20-29 FC Chart 15

CONFORMITY:

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

PUBLIC INVOLVEMENT:

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

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: Mileposts: N/A DBNUM: 17357

Name: Bridge Maintenance Fender Replacement

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

Counties: Various

Municipalities: Various

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

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

Unconstrained
Information Year

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

PENDING

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

Unconstrained
Information Year

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

DATE SUBMITTED: 5/18/2021



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Bridge Maintenance Fender Replacement**

DBNUM: 17357

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

TYPE OF PROJECT CHANGE: Project Cost decrease

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

REASON FOR CHANGE:

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

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

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

CONFORMITY:

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

PUBLIC INVOLVEMENT:

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

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: Mileposts: N/A DBNUM: 17358

Name: Bridge Maintenance Scour Countermeasures

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

Counties: Various

Municipalities: Various

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

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

Unconstrained
Information Year

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

PENDING

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

Unconstrained
Information Year

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

DATE SUBMITTED: 5/18/2021



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Bridge Maintenance Scour Countermeasures**

DBNUM: 17358

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

TYPE OF PROJECT CHANGE: Project Cost decrease

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

REASON FOR CHANGE:

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

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 20-29 FC Chart 15

CONFORMITY:

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

PUBLIC INVOLVEMENT:

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

Maintenance Bridge Painting Contract 2020-1

Four (04) Bridges

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

Rockaway Borough, Mount Olive Township and Parsippany-Troy Hills

Morris County

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

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

Maintenance Bridge Painting Contract 2020-2

Eleven (11) Bridges

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

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

Mercer, Monmouth & Ocean Counties

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

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

Maintenance Bridge Painting Contract 2020-3

Eight (08) Bridges

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

Camden City, Maple Shade Township and Pennsauken Township

Burlington and Camden Counties

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

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

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

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

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

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

WHEREAS, the TIP may be revised any time; and

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

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

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

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

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

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

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

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

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

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

Summary of Action

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

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

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

Minor Amendment:

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

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

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

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

Name: Bayonne Commuter Ferry Pier and Dock Improvements

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

Counties: Hudson

Municipalities: Bayone City

Project Type:

RCIS Category: Transit Enhancement

Sponsor: City of Bayonne

Est. Total Project Cost: (Million)

TIP:

PENDING

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

**Unconstrained
Information Year**

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

DATE SUBMITTED: 5/18/2021



State of New Jersey

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

MPO: **NJTPA**

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

DBNUM: N1904

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

TYPE OF PROJECT CHANGE: Project Phase Addition

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

REASON FOR CHANGE:

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

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Section 5307 Passenger Ferry Grant funds

CONFORMITY:

PUBLIC INVOLVEMENT:



OFFICE OF THE MAYOR

CITY OF BAYONNE

630 AVENUE C • BAYONNE, NEW JERSEY 07002-3898

TEL. (201) 858-6010 • FAX (201) 436-2413

JAMES DAVIS, MAYOR



5/19/2021

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

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

Dear Ms. Ameen,

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

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

Project Costs:

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

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

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

Project Location:

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

Project Partnerships

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

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

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

Project Description

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

Project Schedule:

The project will be programmed for construction in FY

2022. Authorization summer 2021

Construction 60 days Fall 2021

Initiation of Service: Late fall 2021, early

Spring 2022

Project Contacts:

Suzanne Mack, PP, AICP. CTP FITE. City Planner City of Bayonne
bayonneplanner@gmail.com 201-344-7599

Andrew Raichle, PE Special Projects Engineer, Matrix Engineering,
araichle@matrixnewworld.com

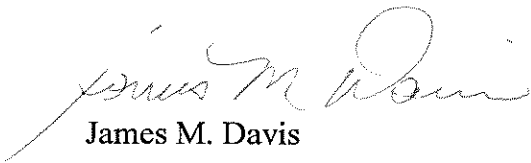
Summary

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

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

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

Sincerely,

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

James M. Davis

Mayor

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

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

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

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

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

WHEREAS, the TIP may be revised any time; and

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

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

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

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

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

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

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

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

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

Summary of Action

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

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

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

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

Minor Amendment Funding Needs:

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

Minor Amendment Funding Resources:

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

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

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

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

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: Mileposts: N/A DBNUM: PA1424

Name: Concrete Sea Wall East of Harrison Car Maintenance Facility

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

Counties: Hudson

Municipalities: Harrison Town

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

CURRENT

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

Unconstrained
Information Year

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

PENDING

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

Unconstrained
Information Year

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

DATE SUBMITTED: 5/18/2021



State of New Jersey

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

MPO: **NJTPA**

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

DBNUM: PA1424

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

TYPE OF PROJECT CHANGE: Project Cost increase

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

REASON FOR CHANGE:

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

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

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

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

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

Name: Harrison Car Maintenance Facility Automatic Flood Barrier

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

Counties: Hudson

Municipalities: Harrison Town

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

PENDING

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

**Unconstrained
Information Year**

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

DATE SUBMITTED: 5/18/2021



State of New Jersey

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

MPO: **PANYNJ**

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

DBNUM: PA1423

TRACK #: -PA1423-0-A-2020

TYPE OF PROJECT CHANGE: Project Cost increase

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

REASON FOR CHANGE:

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

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

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

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: Mileposts: N/A DBNUM: PA1410

Name: Priority Protective Measures

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

Counties: Hudson Essex

Municipalities: Hoboken City Harrison Twp Jersey City

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

CURRENT

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

Unconstrained
Information Year

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

PENDING

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

Unconstrained
Information Year

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

DATE SUBMITTED: 5/18/2021



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Priority Protective Measures**

DBNUM: PA1410

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

TYPE OF PROJECT CHANGE: Project Cost decrease

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

REASON FOR CHANGE:

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

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

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

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: Mileposts: N/A DBNUM: PA1411

Name: Priority Protective Measures with Potential Environmental Impacts

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

Counties: Hudson

Municipalities: Harrison Twp Jersey City

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

CURRENT

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

Unconstrained
Information Year

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

PENDING

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

Unconstrained
Information Year

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



State of New Jersey

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

MPO: **NJTPA**

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

DBNUM: PA1411

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

TYPE OF PROJECT CHANGE: Project Cost decrease

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

REASON FOR CHANGE:

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

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

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

CONFORMITY:

PUBLIC INVOLVEMENT:

Summary of Action

Modification to the FY 2020 - 2023 Transportation Improvement Program to Add Federal Funds to the Route 4, Bridge Over Palisade Avenue, Windsor Road and CSX Railroad project as Requested by the New Jersey Department of Transportation

Action: In order to advance the following project, the New Jersey Department of Transportation (NJDOT) has requested revising the FY 2020 – 2023 Transportation Improvement Program (TIP) to update the programmed funding as detailed below.

Background: According to the *TIP Memorandum of Understanding*, when federal funds at a specified threshold are added to a project or program the request requires action by the NJTPA Project Prioritization Committee, with no further action required by the full Board of Trustees. The requested revision detailed below is within that threshold.

Funding Need:

- **Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad, Bergen County DB# 065C**

This request is to utilize federal National Highway Performance Program (NHPP) funds for the Design phase of work rather than State funds as had been programmed. (Adding NHPP funds in Federal Fiscal Year 2021 in the amount of \$4.3 million for DES)

Funding Resources: Funding for this request is available from Unobligated Prior Year balances and NHPP funds that were released from projects whose funding source changed.

Justification for Action: Approval of this revision to the FY 2020 – 2023 TIP will allow the fund to be secured and the referenced project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: 4

Mileposts: 6.80 - 7.20

DBNUM: 065C

Name: Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad

Initiated from the Bridge Management System, this project will replace the bridge, built in 1931. Approach roadway work and improvement of the Belle Avenue intersection will be included.

Counties: Bergen

Municipalities: Teaneck Twp

Project Type: Bridge and Roadway Preser

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$52.696

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$27.600

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ROW	NHPP		\$1.500			
NJTPA	UTI	NHPP			\$3.000		
NJTPA	CON	NHPP				\$23.100	\$23.000
				\$1.500	\$3.000	\$23.100	\$23.000

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$31.900

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	DES	NHPP		\$4.300			
NJTPA	ROW	NHPP		\$1.500			
NJTPA	UTI	NHPP			\$3.000		
NJTPA	CON	NHPP				\$23.100	\$23.000
				\$5.800	\$3.000	\$23.100	\$23.000

DATE SUBMITTED: 3/26/2021



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad**

DBNUM: 065C

TRACK #: N-065C-2-M-2020

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds NHPP funding for DES in FFY 21 in the amount of \$4.3M.

REASON FOR CHANGE:

STATE DES funds were appropriated in the 18 CP, however the design consultant for the PE phase was selected utilizing the federal procurement process, therefore a TIP MOD is needed to add DES so that a federal authorization may take place.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 FC Chart 38

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment PPC-5

DRAFT RESOLUTION:

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

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

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

WHEREAS, a Financial Plan addresses the following elements:

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

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

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

WHEREAS, the New Jersey Department of Transportation (NJDOT) has submitted an Initial Financial Plan for the Route 80, Route 15 Intersection Improvements project, with total costs of approximately \$146.079 million; and

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

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

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

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

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

Summary of Action

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

Action: The New Jersey Department of Transportation (NJDOT) is requesting approval of the proposed Initial Financial Plan for the Route 80, Route 15 Interchange Improvements project. The initial financial plan reflects a total project cost of \$146.079 million. The NJTPA Project Prioritization Committee and the NJTPA Board reviews and approves initial financial plans.

Background:

Financial Plans

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

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

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

Project Description

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

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

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

Construction will be carried out in two stages and is scheduled to begin in February 2024 for the Route 15 northbound bridge replacement breakout project, which will be completed in July 2026. Construction for the balance of the Route 80, Route 15 project is anticipated to begin in April 2027 and be completed in July 2031. The projected total cost of the project is estimated at \$146.079 million. This cost estimate includes prior costs as well as escalation and contingencies to account for potential changes during Final Design. The project is currently in the Preliminary Engineering phase and has expended \$6.4 million or approximately 4.4 percent of the current project estimate.

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

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

Staff Recommendation: Central Staff recommends approval of this action.

DRAFT

**Route 80, Route 15
Interchange Improvements**

Wharton Borough, Rockaway Township, and
Dover Town

Morris County, NJ

**Initial Financial Plan
April 2021**



Submitted by the NJ Department of Transportation

Route 80, Route 15 Interchange Improvements

Initial Financial Plan

Letter of Certification

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

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

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

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

Respectfully submitted:

Snehal Patel, P.E., PMP

Assistant Commissioner
Capital Program Management

Date

Lewis Daidone

Assistant Commissioner
Finance and Administration

Date

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SUMMARY

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

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

The current total estimated cost of the Route 80, Route 15 Interchange Project is \$146.079 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 to define the methodology, resources and time schedule of the work completed and the remaining work to finish the proposed improvements. This plan details the following topics:

1. Project Description
 - Provides a description of the Project.
 - Details the Project's history.
 - Explains the current Project activities.
2. Schedule
 - Presents the Project's phase implementation schedule.
3. Project Cost
 - Provides the Project's cost estimate schedule, including cost to complete.
 - Reviews increases to original cost estimates and factors that could affect future project costs.
 - Explains the cost estimating methodology and cost containment strategies.
4. Project Funds
 - Lists the committed Federal funding sources to date.
 - Identifies committed State funding sources.
 - Discusses the Project's remaining anticipated Federal funding requirements.
 - Describes the State's commitment to fund the remainder of the Project.
5. Financing Issues
 - Addresses issuance costs, interest costs and other aspects of borrowing funds.
6. Cash Flow
 - Analyzes anticipated funding in relation to projected obligation requirements.
 - Demonstrates funding needs will be satisfied.
7. 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

Route 80, Route 15 Interchange Improvements
Initial Financial Plan

- Provides anticipated approach and schedule for annual updates.

In accordance with FHWA guidelines, this initial Financial Plan establishes the base cost and schedule estimate to which all future Financial Plan updates will be compared. This plan demonstrates and outlines the Department's commitment to sound financial planning and providing the resources needed to complete the Project by July of 2031.

SECTION 1.0 PROJECT DESCRIPTION

1.1 PROJECT DESCRIPTION

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

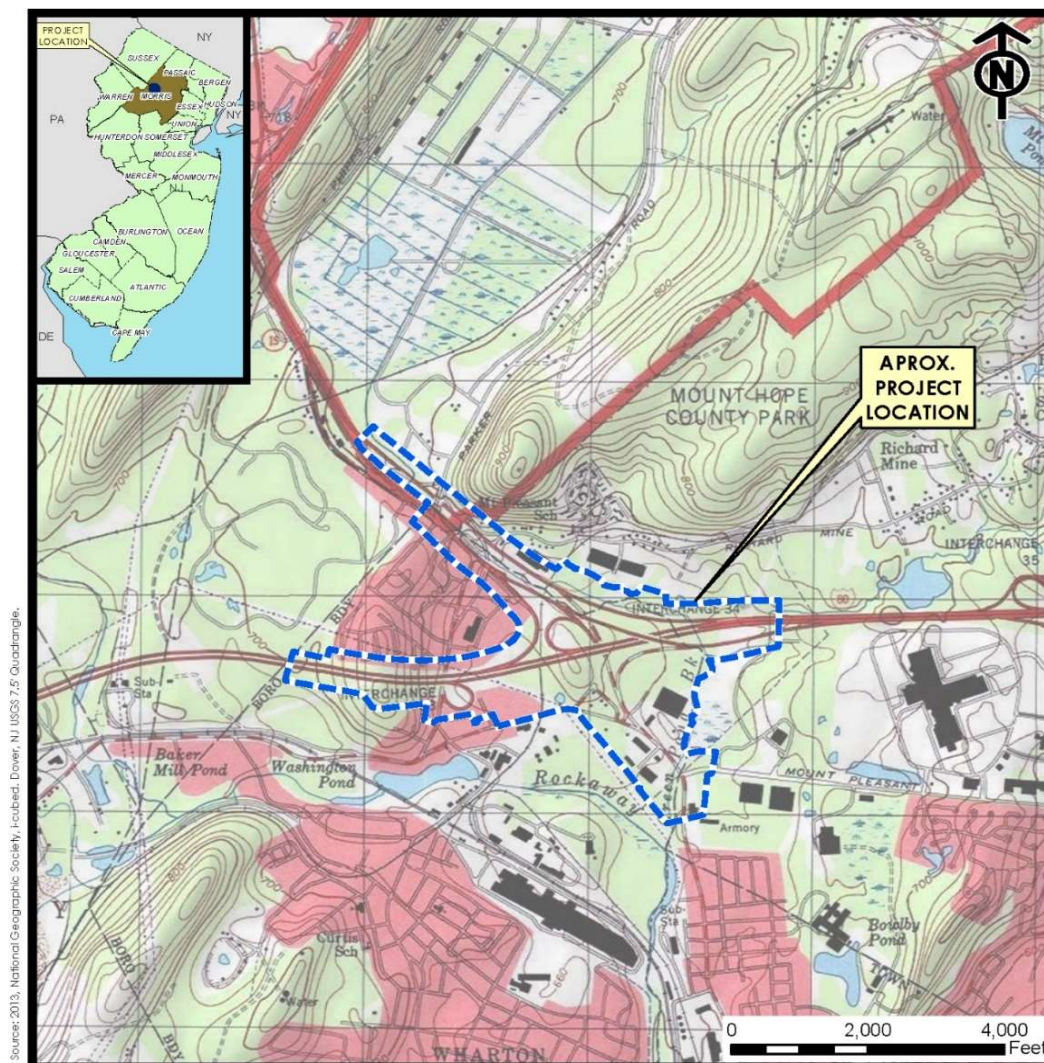


Figure 1.1: USGS Project Location Map

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

Route 80, Route 15 Interchange Improvements Initial Financial Plan

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

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



Figure 1.2: New Ramps G and H

1.2. PROJECT HISTORY

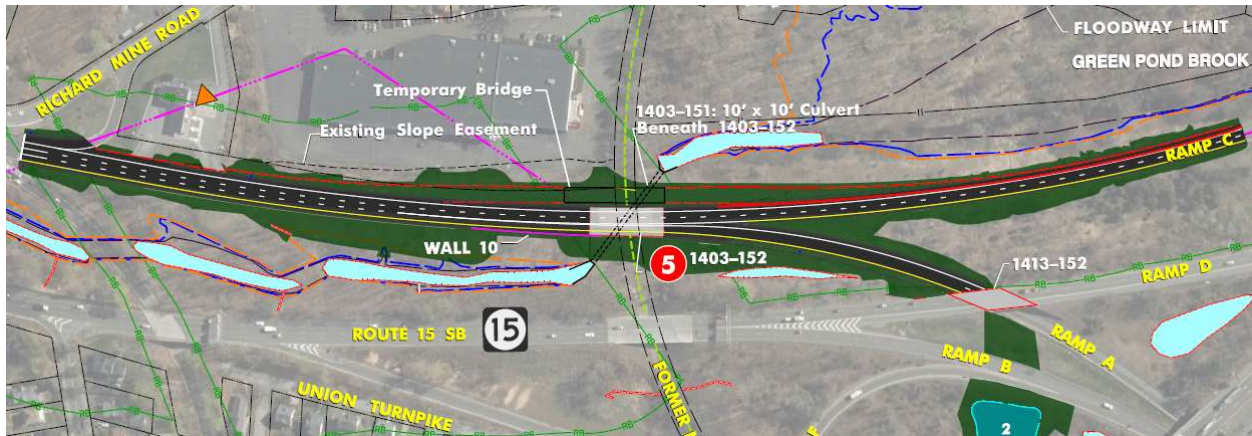
August 2016
Preliminary Engineering phase was initiated.

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

In September 2020
Categorical Exclusion Document (CED) was submitted by the NJDOT to FHWA.

On March 8, 2021
CED was approved by the FHWA.

February 2021
Based on a recent assessment that identified the worsening condition of the existing bridge carrying Route 15 NB over the Abandoned Mount Hope Mineral Railroad (Structure 1403-152), NJDOT determined that a separate breakout project will be established to expedite replacement of this bridge. The limits of work for this breakout project are shown on Figure 1.3.



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

1.3 CURRENT ACTIVITIES

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

Preliminary Engineering Phase

- Resolved FHWA comments on the Draft Preliminary Engineering Report and preparing to resubmit.
- Design Exception Report has been approved by NJDOT and is being circulated for signature.
- Designer's Final Design proposal is under review by FHWA.
- Finalizing remaining Utility Agreements.

SECTION 2.0 SCHEDULE

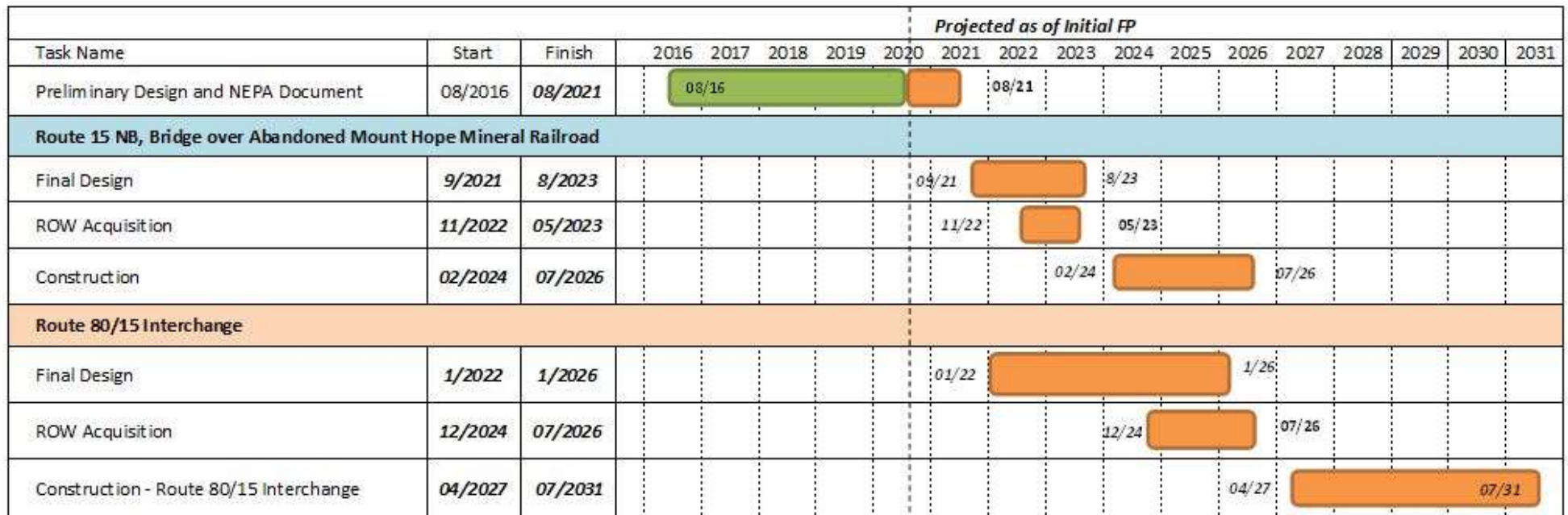
2.1 PROJECT IMPLEMENTATION SCHEDULE

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

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

FIGURE 2.1: Project Implementation Schedule

ROUTE 80, ROUTE 15 INTERCHANGE



Work Completed
 Work to be Completed

SECTION 3.0 PROJECT COST

3.1 CURRENT PROJECT ESTIMATE

The current estimated cost of the Route 80, Route 15 Interchange Project is \$146.079 million in year-of-expenditure dollars. Figure 3.1 below shows a graphical representation of the Cost Summary for the 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 documented in Table 3.1, as shown on the next page.

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 Department will annually compare the actual cost incurred to the project cost estimate and adjust the allocations, if needed.

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

FIGURE 3.1: Cost Estimate Summary Chart

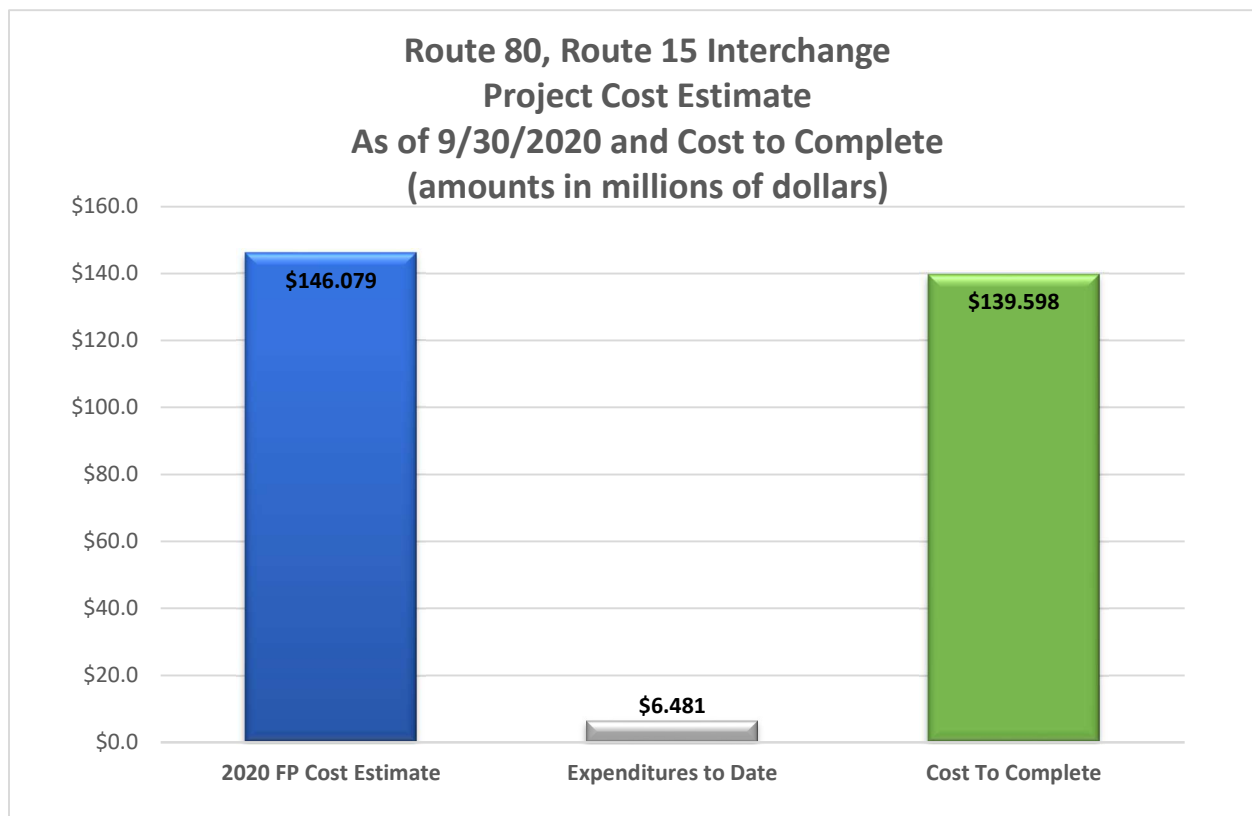


TABLE 3.1: Cost Estimate Summary
(As of 9/30/2020 and to complete per Federal Fiscal Year)

Phase	2020 Initial FP Cost Estimate	Expenditures to Date (9/30/2020)	Cost To Complete
Pre-Construction Activities			
Preliminary Design and NEPA (Consultant)	\$7,036,797	\$5,924,181	\$1,112,616
Preliminary Design and NEPA (NJDOT Staff)	\$590,080	\$556,589	\$33,491
Final Design (Consultant)	\$10,950,000	\$0	\$10,950,000
Final Design (NJDOT Staff)	\$3,050,000	\$0	\$3,050,000
Utilities Preliminary Engineering	\$152,000	\$0	\$152,000
ROW Acquisitions	\$1,600,000	\$0	\$1,600,000
Pre-Construction Subtotal	\$23,378,877	\$6,480,770	\$16,898,107
Construction Activities			
Construction	\$87,835,863	\$0	\$87,835,863
Utility Relocations	\$4,800,000	\$0	\$4,800,000
Construction Contingencies	\$4,373,345	\$0	\$4,373,345
Inflation	\$12,190,792	\$0	\$12,190,792
Construction Support Services (Consultant)	\$4,455,000	\$0	\$4,455,000
Construction Inspection	\$9,045,000	\$0	\$9,045,000
Construction Subtotal	\$122,700,000	\$0	\$122,700,000
TOTAL PROJECT	\$146,078,877	\$6,480,770	\$139,598,107

TABLE 3.2: Route 80/15 Interchange Cost Estimate
(As of 9/30/2020 and to complete per Federal Fiscal Year)

Phase	2020 Initial FP Cost Estimate	Expenditures to Date (6/30/2020)	Cost To Complete
Pre-Construction Activities			
Final Design (Consultant)	\$0	\$0	\$0
Final Design (NJDOT Staff)	\$0	\$0	\$0
Pre-Construction Subtotal	\$0	\$0	\$0
Construction Activities			
Construction (Roadway)	\$33,947,786	\$0	\$33,947,786
Construction (Structures)	\$32,655,750	\$0	\$32,655,750
Utility Relocations	\$4,000,000	\$0	\$4,000,000
Contract Items	\$8,113,894	\$0	\$8,113,894
Construction Contingencies	\$3,673,159	\$0	\$3,673,159
Inflation	\$11,109,411	\$0	\$11,109,411
Construction Support Services (Consultant)	\$3,795,000	\$0	\$3,795,000
Construction Inspection (NJDOT Staff)	\$7,705,000	\$0	\$7,705,000
Construction Subtotal	\$105,000,000	\$0	\$105,000,000
TOTAL CONTRACT	\$119,000,000	\$0	\$119,000,000

**TABLE 3.3: Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad
Cost Estimate**
(As of 9/30/2020 and to complete per Federal Fiscal Year)

Phase	2020 Initial FP Cost Estimate	Expenditures to Date (6/30/2020)	Cost To Complete
Pre-Construction Activities			
Final Design (Consultant)	\$0	\$0	\$0
Final Design (NJDOT Staff)	\$0	\$0	\$0
Pre-Construction Subtotal	\$0	\$0	\$0
Construction Activities			
Construction (Roadway)	\$6,547,230	\$0	\$6,547,230
Construction (Structures)	\$5,074,500	\$0	\$5,074,500
Utility Relocations	\$800,000	\$0	\$800,000
Contract Items	\$1,496,703	\$0	\$1,496,703
Construction Contingencies	\$700,186	\$0	\$700,186
Inflation	\$1,081,381	\$0	\$1,081,381
Construction Support Services (Consultant)	\$660,000	\$0	\$660,000
Construction Inspection (NJDOT Staff)	\$1,340,000	\$0	\$1,340,000
Construction Subtotal	\$17,700,000	\$0	\$17,700,000
TOTAL CONTRACT	\$17,700,000	\$0	\$17,700,000

3.2 ***COST ESTIMATING METHODOLOGY AND ASSUMPTIONS***

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

Preliminary and Final Design

The cost was derived from the actual costs of the Contract Modifications for Preliminary Design including NJDOT costs.

The Final Design Cost is estimated based on the detailed Scope of Work that follows the NJDOT Final Design activities.

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

Utility Relocations

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

Construction Inspection

The estimate is based on the assumption that 10% of the construction costs will be required for construction inspection.

Construction Support Services

The estimate is based on the assumption that 3 to 5% of the construction costs will be required for construction support services.

Construction Change Orders

The estimate is based on the assumption that 3% of the construction costs will be required for construction change orders.

3.3 *COST CONTAINMENT STRATEGIES*

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

- Liquidated damage 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

As shown on Figure 3.1 the project funding demand is \$146.079 Million. Table 4.1 below reflects the proposed funding source.

Although federal regulations require a 4-year STIP/TIP, NJDOT produces a 10-year STIP. All of the estimated costs required to complete the Project are shown within the 10-year STIP. The currently proposed NJDOT STIP for this project is included in Appendix C. Any yearly modifications in the STIP/TIP will be reflected in the yearly updates to this Financial Plan. In addition, NJDOT will continually look to accelerate this project where feasible within the 10-year program without negatively impacting the ability to deliver other projects that are currently in the program. A summary of the funding by source is presented as follows:

TABLE 4.1a: Project Funding (Through 2025)

Phase	Funding Source	Allocated	2021	2022	2023	2024	2025
Pre-Construction Activities							
Preliminary Design & NEPA	Federal	\$7,627,000					
Pre-Construction Subtotal		\$7,627,000	\$0	\$0	\$0	\$0	\$0
Utilities Preliminary Engineering	State	\$152,000					
Utilities Subtotal		\$152,000	\$0	\$0	\$0	\$0	\$0
Final Design	Federal	\$0	\$14,000,000				
Final Design Subtotal		\$0	\$14,000,000	\$0	\$0	\$0	\$0
Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC 218000, DB 93139A)							
Final Design	Federal		\$0				
ROW Acquisitions	Federal			\$400,000			
Construction	Federal					\$17,700,000	
Route 80/15 Interchange (UPC 950442, DB 93139)							
Final Design	Federal		\$0				
ROW Acquisitions	Federal				\$1,200,000		
Utilities	Federal						
Construction	Federal						
Construction	Federal	\$0	\$0	\$0	\$0	\$0	
Construction Subtotal		\$0	\$0	\$0	\$1,200,000	\$0	\$0
TOTAL CONTRACT		\$7,779,000	\$14,000,000	\$400,000	\$1,200,000	\$17,700,000	\$0

Route 80, Route 15 Interchange Improvements
Initial Financial Plan

TABLE 4.1b: Project Funding (2026 to 2030)

Phase	Funding Source	2026	2027	2028	2029	2030	TOTAL
Pre-Construction Activities							
Preliminary Design and NEPA	Federal						\$7,627,000
Pre-Construction Subtotal		\$0	\$0	\$0	\$0	\$0	\$7,627,000
Utilities Preliminary Engineering	State						\$152,000
Utilities Subtotal		\$0	\$0	\$0	\$0	\$0	\$152,000
Final Design	Federal	\$0	\$0				
Final Design Subtotal		\$0	\$0	\$0	\$0	\$0	\$14,000,000
Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC 218000, DB 93139A)							
Final Design							\$0
ROW Acquisitions	Federal						\$400,000
Construction	Federal						\$17,700,000
Route 80/15 Interchange (UPC 950442, DB 93139)							
Final Design	Federal						\$14,000,000
ROW Acquisitions	Federal						\$1,200,000
Utilities	Federal						\$0
Construction	Federal						\$0
Construction	Federal	\$0	\$26,000,000	\$28,000,000	\$28,000,000	\$23,000,000	\$105,000,000
Construction Subtotal		\$0	\$26,000,000	\$28,000,000	\$28,000,000	\$23,000,000	\$138,300,000
TOTAL CONTRACT		\$0	\$26,000,000	\$28,000,000	\$28,000,000	\$23,000,000	\$146,079,000

SECTION 5.0 FINANCING ISSUES

5.1 FINANCING THE PROJECT

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

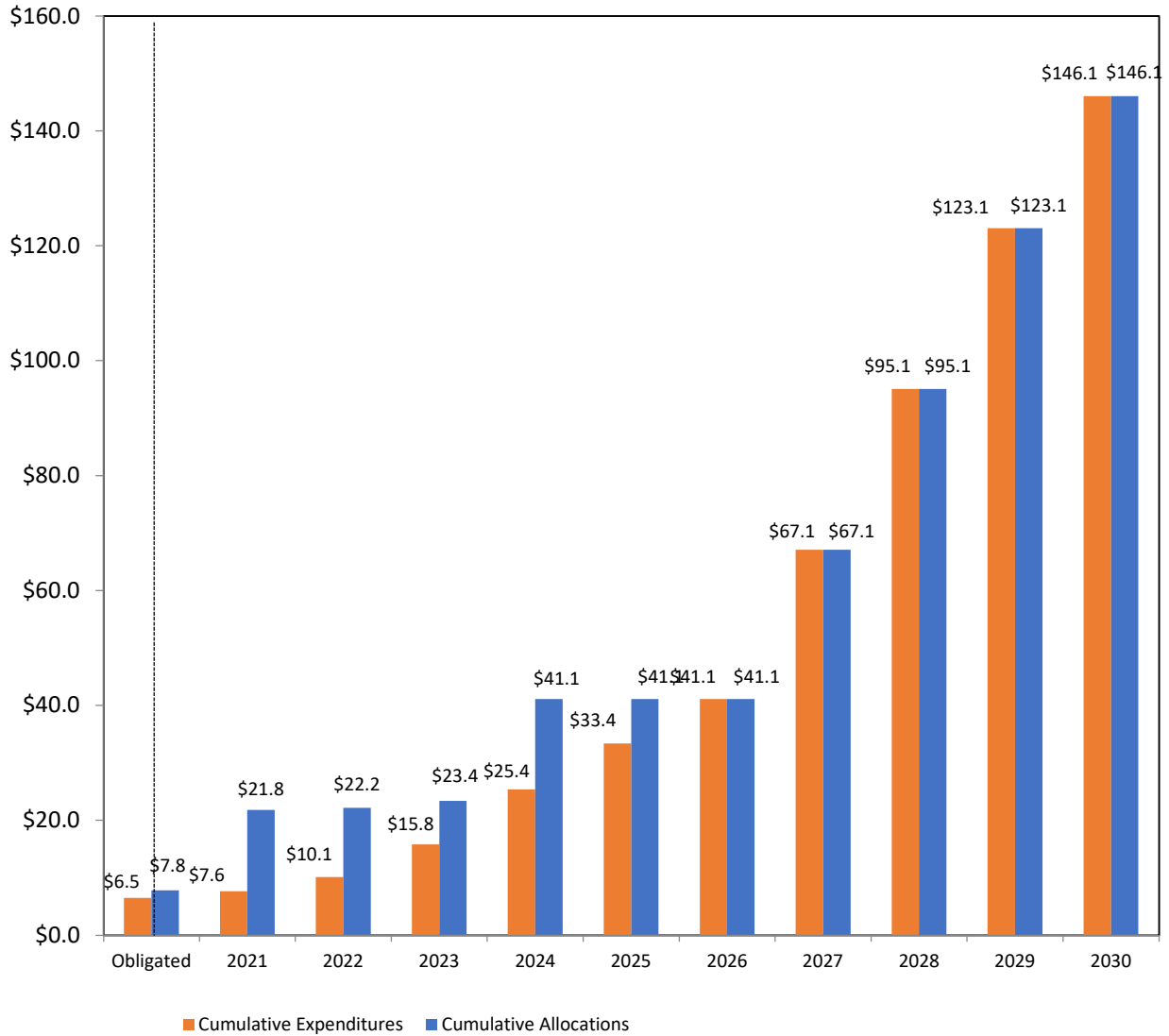
SECTION 6.0 CASH FLOW

6.1 FORECASTING PROJECT COST COMPARED TO ALLOCATIONS BY FISCAL YEAR

The funding reflected for future Fiscal Years is consistent with the FY2020-2029 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, 2020. Please see Appendix D for the project's Cash Flow Table.

FIGURE 6.1: Projected Expenditures vs. Allocations

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



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 option for a revenue stream for the Route 80, Route 15 Interchange Project would be from taxes on new development potential from the project. The project does not introduce any new development potential so this is not a viable revenue stream. With the total project cost over \$145 million, the needed investment versus potential return does not appear lucrative for a public private partnership. The ability to attract investors is very low.

State-level Legislative Authorizations

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

Concluding Statement

The Route 80, Route 15 Interchange Project is not a viable candidate for a P3 delivery model as the project is significantly advanced, 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 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 80, Route 15 Interchange Project deserves serious consideration towards the allocation and management of risk. The NJDOT is firmly convinced that effective management of risk is one way to increase the chances of delivering a successful project on time and within budget without sacrificing quality or safety.

8.1.1 Design and Construction Cost Increase Risk

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

Mitigation Options:

- Continue coordination with representatives of the Picatinny Arsenal, U.S. Army/DoD property.
- Continue negotiations with each property owner.
- Secure ROW in advance of contract award.

- b. Permits – Multiple environmental permits are required for the project. However, early and continuous coordination with the regulatory agencies should reduce the risk associated with permit approvals.

Mitigation Options:

- Secure permits in advance of construction operations.
- Maintain ongoing coordination with the NJDEP, and other regulatory agencies.

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

Mitigation Options:

- Identify all activities being performed by others required to complete the project and closely monitor schedules to have work completed in advance of need.
- Look for opportunities to advance utility relocations.
- Provide allowance in the contract packages into which these activities fall.
- Develop a clear schedule for work by outside parties.

- d. Specialized Work – As a result of the presence of abandoned mine workings, mine remediation work by a specialty contractor will be required. Potential risks include delay due to the timeframes associated with the design, review and processing of the mine remediation shop drawings, and subsequent monitoring and performance of the work during construction.

Mitigation Options:

- Include specific wording in the Plans and Special Provisions to inform the Contractor of the items of work included under these Pay Items and the requirements for the design and construction of the mine remediation.
- Consider an advanced contract for the Mine Remediation work.

- e. Construction Change Orders – 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 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:

A significant increase in construction costs would impact the Project 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:

- Include contingency funds to address this risk.

Risk that unanticipated site conditions will increase project cost:

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

- An in-depth subsurface investigation program was performed to obtain mine working locations, 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 and increases this cost utilizing 10% inflation per year. Assuming the actual increases stay within this estimate, no additional project costs will be realized. According to the specifications, should the fuel price adjustment exceed 50%, fuel intensive construction activities are to cease pending approval by the Executive Director of Regional Operations.

8.2.2 Revenue Sufficiency Risks

The Project Financing section of this plan outlines National Highway Performance Program (NHPP) funds as the current primary funding source for this project. The funding plan extends over nine years starting in Federal Fiscal Year 2020 and ending in Federal Fiscal Year 2028.

Major Financing Risks

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

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

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

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

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

Responsibilities

The NJDOT Division of Capital Investment and Program Coordination is responsible for developing the State Capital Plan and federal Statewide Transportation Improvement Program (STIP), both of which will program funding for this project. NJDOT will work in conjunction with the North Jersey Transportation Planning Authority (NJTPA) to develop the region's portion of the STIP. NJTPA is the federally designated Metropolitan Planning Organization for 6.7 million people in the 13-county northern New Jersey region. The Route 80, Route 15 Interchange Project (DB #93139) is categorized as congestion relief – highway operational improvements.

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 office is responsible for management of the project, identifying risks of project cost increase, and implementing containment strategies to keep costs from inflating.

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

SECTION 9.0 ANNUAL UPDATE CYCLE

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

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

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

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

Rt 80/15 Interchange

DBNUM: 93139 / UPC: 950442

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

COUNTY: Morris

LEGISLATIVE DISTRICT: 25, 26

MUNICIPALITY: Wharton Boro, Rockaway Twp

SPONSOR: NJDOT

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

STRUCTURE NO.: 1404151, 1404156, 1412176, 1412177

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

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

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

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

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

Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad

DBNUM: 93139A / UPC: 218000

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

COUNTY: Morris

LEGISLATIVE DISTRICT: 25, 26

MUNICIPALITY: Wharton Boro

SPONSOR: NJDOT

MILEPOSTS: 2.3

STRUCTURE NO.: 1403152

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

AIR QUALITY CODE (NON-EXEMPT/EXEMPT):

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

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

Route 80, Route 15 Interchange

Cash Flow Table

Description	Phase	Job Number	Project Ref #	Source	Fund Type	FFY 20 Final	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	Total
<u>Available Resources</u>																	
Route 80 / 15 Interchange (UPC 950442, DB93139) - Before Breakout of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work																	
Preliminary Engineering	PE	1413518	Z0010080315	Federal	NHPP	\$7.627											\$7.627
Preliminary Engineering Subtotal	PE					\$7.627	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.627
Preliminary Utility Engineering	PUE	1413519		State		\$0.152											\$0.152
Preliminary Utility Engineering Subtotal	PUE					\$0.152	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.152
Final Design	DES			Federal	NHPP	\$0.000	\$14.000										\$14.000
Final Design Subtotal	DES					\$0.000	\$14.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.000
Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC 218000, DB 93139A)																	
Final Design	DES			Federal	NHPP	\$0.000											\$0.000
ROW Acquisitions	ROW			Federal	NHPP	\$0.000		\$0.400									\$0.400
Utilities	PUR			Federal	NHPP	\$0.000				\$0.800							\$0.800
Construction	CON			Federal	NHPP	\$0.000				\$16.900							\$16.900
Route 15 NB Bridge Breakout Project Subtotal						\$0.000	\$0.000	\$0.400	\$0.000	\$17.700	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$18.100

Route 80, Route 15 Interchange
Cash Flow Table

Description	Phase	Job Number	Project Ref #	Source	Fund Type	FFY 20 Final	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	Total
Route 80/15 Interchange (UPC 950442, DB 93139) - After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work																	
Final Design	DES			Federal	NHPP	\$0.000											\$0.000
ROW Acquisitions	ROW			Federal	NHPP	\$0.000			\$1.200								\$1.200
Utilities	PUR			Federal	NHPP	\$0.000											\$0.000
Construction	CON			Federal	NHPP	\$0.000							\$26.000	\$28.000	\$28.000	\$23.000	\$105.000
Route 80/15 Interchnage Subtotal						\$0.000	\$0.000	\$0.000	\$1.200	\$0.000	\$0.000	\$0.000	\$26.000	\$28.000	\$28.000	\$23.000	\$106.200
Total Available Resources (Fiscal Year)						\$7.779	\$14.000	\$0.400	\$1.200	\$17.700	\$0.000	\$0.000	\$26.000	\$28.000	\$28.000	\$23.000	\$146.079
Total Available Resources (Cumulative)						\$7.779	\$21.779	\$22.179	\$23.379	\$41.079	\$41.079	\$41.079	\$67.079	\$95.079	\$123.079	\$146.079	

Route 80, Route 15 Interchange

Cash Flow Table

Description	Phase	Job Number	Project Ref #	Source	Fund Type	FFY 20 Final	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	Total
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Projected Expenditures

Route 80 / 15 Interchange (UPC 950442, DB93139) - Before Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work																	
Preliminary Engineering	PE	1413518	Z0010080315	Federal	NHPP	\$6.481	\$1.146										\$7.627
Preliminary Engineering						\$6.481	\$1.146	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.627
Preliminary Utility Engineering	PUE	1413519		State		\$0.000	\$0.000	\$0.096	\$0.056								\$0.152
Preliminary Utility Engineering Subtotal						\$0.000	\$0.000	\$0.096	\$0.056	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.152
Final Design	DES			Federal	NHPP	\$0.000	\$0.000	\$2.000	\$5.000	\$4.000	\$3.000						\$14.000
Final Design Subtotal	DES					\$0.000	\$0.000	\$2.000	\$5.000	\$4.000	\$3.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.000
Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC 218000, DB 93139A)																	
Final Design	DES			Federal	NHPP	\$0.000	\$0.000										\$0.000
ROW Acquisitions	ROW			Federal	NHPP	\$0.000		\$0.400									\$0.400
Utilities	PUR			Federal	NHPP	\$0.000											\$0.000
Construction	CON			Federal	NHPP	\$0.000				\$5.000	\$5.000	\$7.700					\$17.700
Route 15 NB Bridge Subtotal						\$0.000	\$0.000	\$0.400	\$0.000	\$5.000	\$5.000	\$7.700	\$0.000	\$0.000	\$0.000	\$0.000	\$18.100

Route 80, Route 15 Interchange
Cash Flow Table

Description	Phase	Job Number	Project Ref #	Source	Fund Type	FFY 20 Final	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	Total
Route 80/15 Interchange (UPC 950442, DB 93139) - After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work																	
Final Design	DES			Federal	NHPP	\$0.000											\$0.000
ROW Acquisitions	ROW			Federal	NHPP	\$0.000			\$0.600	\$0.600							\$1.200
Utilities	PUR			Federal	NHPP	\$0.000											\$0.000
Construction	CON			Federal	NHPP	\$0.000							\$26.000	\$28.000	\$28.000	\$23.000	\$105.000
Route 80/15 Interchnage Subtotal						\$0.000	\$0.000	\$0.000	\$0.600	\$0.600	\$0.000	\$0.000	\$26.000	\$28.000	\$28.000	\$23.000	\$106.200
Total Project Expenditures (Fiscal Year)						\$6.481	\$1.146	\$2.496	\$5.656	\$9.600	\$8.000	\$7.700	\$26.000	\$28.000	\$28.000	\$23.000	\$146.079
Total Project Expenditures (Cumulative)						\$6.481	\$7.627	\$10.123	\$15.779	\$25.379	\$33.379	\$41.079	\$67.079	\$95.079	\$123.079	\$146.079	
Projected Status (Cumulative)						\$1.298	\$14.152	\$12.056	\$7.600	\$15.700	\$7.700	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	