



**North Jersey Transportation Planning Authority**

**PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Commissioner Jason Sarnoski, Chair  
Commissioner Bette Jane Kowalski, Vice Chair

**PROJECT PRIORITIZATION COMMITTEE**

Commissioner Charles Kenny, Chair  
Commissioner Susan Soloway, Vice Chair

**Joint Meeting Agenda**

**April 15, 2024**

**10:30 AM**

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Join Zoom Meeting

<https://njtpa->

[org.zoom.us/j/95960054156?pwd=Q3ROaWVEeDR0a1AvUTJGYXZWSepVQT09](https://njtpa-)

Meeting ID: 959 6005 4156

Passcode: 768775

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- 
- I. Roll Call
  - II. Approval of Minutes
  - III. Regional Transportation Advisory Committee (RTAC) Report – David Antonio, Essex County
  - IV. Presentation: NYMTC Palisades Shared Use Path Study – Lois Goldman, Central Staff
  - V. Action Items

**Project Prioritization Committee**

1. Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add the Elizabeth Intermodal Transportation Infrastructure Planning Project in Union County as Requested by the City of Elizabeth – Vanessa Koenigkramer, Central Staff

2. Modification to the FY 2024-2027 Transportation Improvement Program to Advance and Add Federal Funds to the Route 80/15 Interchange Project in Morris County as Requested by the NJDOT – Vanessa Koenigkramer, Central Staff
3. Modification to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to the Route 3 EB, Bridge over Hackensack River and Meadowlands Parkway Project in Bergen and Hudson Counties as Requested by the NJDOT – Vanessa Koenigkramer, Central Staff

VI. Information Items

1. Financial Plan Updates for Two NJDOT Transportation Improvement Program Projects – Vanessa Koenigkramer, Central Staff
  - a. Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange
  - b. Route 206, Valley Road to Brown Avenue
2. Regional Transportation Alternatives Set Aside Program – Sascha Frimpong, Central Staff
3. FY 2024 Safe Streets and Roads for All Notice of Funding Opportunity – Lois Goldman, Central Staff
4. Complete Streets Technical Assistance Program Update – Peter Bilton, Central Staff

VII. Executive Director's Update – Dave Behrend, Central Staff

VIII. Written Information Items

1. Population and Employment Forecasts Update – Eugene McGuinness, Central Staff
2. PRIME 2.0 Users Group – Jeffrey Vernick, Central Staff
3. Regional Capital Investment Strategy Update – Keith Miller, Central Staff

IX. Other Items

X. Next Meeting: June 17, 2024, 10:30 a.m.

XI. Adjournment



**North Jersey Transportation Planning Authority, Inc.**

**PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Commissioner Charles Kenny, Chair  
Commissioner Susan Soloway, Vice Chair

**PROJECT PRIORITIZATION COMMITTEE**

Commissioner John Kelly, Chair  
Commissioner Bette Jane Kowalski, Vice Chair

**April 15, 2024**

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**VIII. Written Information Items**

**1. Population and Employment Forecasts Update**  
Eugene McGuinness, Central Staff

In preparation for the Long Range Transportation Plan (LRTP) update, Central Staff has been collaborating with the New York Metropolitan Transportation Council (NYMTC) on revisions to the region's previously adopted 2050 population, households, and employment forecasts. In February, Central Staff circulated draft county-level forecasts to subregions and partner agencies for review and comment. The revised forecasts were assessed to be reasonable, and Central Staff conveyed this to NYMTC's Forecast Working Group at a March 20 meeting.

With data provided by most subregions and other sources, Central Staff is now in the process of allocating the forecasted county-level growth to municipality and traffic analysis zones. In the coming months, the draft local forecasts will be provided to the subregions for further review and comment. Final forecasts should be completed by fall for use in the LRTP and upcoming air quality conformity analyses.

**2. PRIME 2.0 Users Group**  
Jeffrey Vernick, Central Staff

Staff from Middlesex and Hudson counties, and NJ TRANSIT participated in a PRIME Users Group with Central Staff on March 18. Users shared their experiences with uploading data to the new PRIME 2.0 system and using its research and reporting capabilities. The meeting highlighted techniques for entering study findings and for locating studies, needs, and recommendations of interest in PRIME. A few functional issues were also uncovered, among others that the Michael Baker International consultant team has been addressing during the contract's maintenance period.

Follow-up meetings with PRIME users are anticipated to continue. Central Staff will provide further guidance and assistance as needed. Subregional and partner agencies are encouraged to keep adding content and to make use of the findings in PRIME for their planning and project development activities.

### 3. **Regional Capital Investment Strategy Update**

Keith Miller, Central Staff

The third Technical Advisory Committee (TAC) meeting was held on February 23, with participants from NJTPA Central Staff, the Port Authority of New York and New Jersey, the New Jersey Department of Transportation and subregional partners.

New RCIS categories, core performance outcomes, guidelines, and target allocations were presented to the TAC. The meeting gathered valuable input from TAC members, which is being incorporated into a refined RCIS document. The TAC will be asked to review and comment on the revisions before they are finalized.

The consultant's subsequent task will be to develop a webpage that helps to communicate the RCIS to decision-makers and the public.

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

**VIA ZOOM**

**April 15, 2024, 10:30 a.m.**

**(Agenda Package Attached)**

The agenda package for the April Joint PPC/PEDC meeting is attached, and log-in information follows below. If needed, please refer to the next page for more detailed instructions.

Join Zoom Meeting

<https://njtpa-org.zoom.us/j/95960054156?pwd=Q3ROaWVEeDR0a1AvUTJGYXZWSEpVQT09>

Meeting ID: 959 6005 4156

Passcode: 768775

Dial by your location

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**To participate via computer or smartphone**

- Please click the meeting invite link you received in your email or calendar invitation.
- A pop-up window will prompt you to open or download the application, if it is not already installed on your device.
- Click “Download” to install the application on your device.
- If you want to participate from your web browser without downloading the application, click “cancel.” Then click the “Join from Your Browser” link at the bottom of the page.
- In the pop-up window at the top-left corner of the screen, click “allow” to allow Zoom permission for your microphone and camera.
- In the “Your Name field,” enter a display name.
- (Optional) Select the “remember my name for future meetings” check box.
- Click “Join.”
- You will enter the meeting.

**How to join a meeting by phone only**

- Dial one of the toll-free numbers (Page 1) to call into the meeting.
- You will be prompted to enter the meeting ID followed by #.

- If the meeting has not already started, you are prompted press “#” to wait to enter as a participant.
- You may be prompted to enter your unique participant ID. If you are just calling in, press # to skip this step.
- You may be prompted to enter the meeting passcode, followed by “#.” This passcode is included on Page 1 and in the meeting invite provided by the host.

If you have any questions or concerns, please contact me at [solof@NJTPA.org](mailto:solof@NJTPA.org) or 973-639-8415.



## **PROJECT PRIORITIZATION COMMITTEE**

Commissioner Charles Kenny – Chair  
 Commissioner Susan Soloway – Vice Chair

## **PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE**

Commissioner Jason Sarnoski – Chair  
 Commissioner Bette Jane Kowalski – Vice Chair

### **Joint Meeting Minutes February 20, 2024**

#### **I. Roll Call of Members**

Commissioner Charles Kenny, Middlesex County, called the meeting to order at 10:30 a.m. Ted Ritter, Central Staff, called the roll. Twelve members of the Project Prioritization Committee (PPC) and 11 members of the Planning and Economic Development Committee (PEDC) were present.

#### **II. Approval of Minutes**

A motion to approve the minutes of the December 18, 2024 meeting was made by Passaic County, seconded by Essex County and carried with 14 affirmative votes. Middlesex, Ocean, Somerset and Warren counties abstained.

#### **III. Regional Transportation Advisory Committee (RTAC) Update**

RTAC Chair David Antonio, Essex County, reported on the activities at the December 11, 2024 RTAC meeting. He said the Committee heard a presentation on the new NJTPA database of traffic counts, covering pedestrians, cyclists, and micro-mobility riders at over 400 locations. This tool aims to provide comprehensive data for safety programs, road studies, and traffic signals. Mr. Antonio said, also at the meeting, Central Staff briefed the Committee on various information items such as the Vibrant Communities initiative, Local Safety Action Plans, performance measures targets, the Regional Capital Investment Strategy, and demographic forecasts.

Mr. Antonio said the RTAC was also briefed on the action items to be considered on today's agenda.

## IV. Action Items

### Project Prioritization Committee

1. Minor Amendments to the FY 2024-2027 Transportation Improvement Program (TIP) to Add Two NJDOT Projects
  - a. Portway, Fish House Road/Pennsylvania Avenue, CR 659, Hudson County
  - b. Route 9, Throckmorton Lane/Ticetown Road to Poor Farm Road/Hartle Lane, Middlesex County

John Witsch, Central Staff, said these amendments are necessary due to delays in authorization and the need for additional federal funds for the two projects that were originally authorized in the Federal Fiscal Year (FFY) 2023 TIP. The Portway, Fish House Road project requires an additional \$6.7 million for utilities and construction in FFY 2024, and the Route 9 project needs \$6 million for construction in the same fiscal year.

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

2. FY 2025 Freight Concept Development Program Studies

Jakub Rowinski, Central Staff, said the program aims to advance regional and local freight initiatives identified through planning studies. The NJTPA, in coordination with the RTAC, developed a project intake process to select projects for the program. He said two projects were selected for advancement: the Southern Middlesex County North-South Truck Corridor Project and the Hanover Avenue Bridge Catenary Rail Clearance Project in Morris Plains, Morris County. These projects address recommendations from previous freight movement studies and aim to improve truck traffic and rail clearance issues, respectively. Mr. Rowinsky said, pending board approval, work on these projects is expected to begin in early FY 2025.

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

### Planning and Economic Development Committee

3. Approval of the FY 2025 Unified Planning Work Program

Angellita Young, Central Staff, said the proposed FY 2025 UPWP was distributed to the Board and RTAC in December for review. She said feedback from various stakeholders led to slight budget adjustments. Notable changes include a decrease in the overall budget by one percent, adjustments to labor and non-labor expenses, and updates to contractual costs and administration fees. Ms. Young said the comments focused on expenditure allocation, climate change initiatives, and collaboration with federal land management agencies. Ms. Young said a revised draft of the budget and Chapters 1, 2, and 3 are available for review on the NJTPA [website](#),



while Chapter 4 (Other Regional Transportation Initiatives) is still under development. Board approval of the UPWP will be sought at their May 11 meeting.

A motion to approve the resolution was made by Morris County seconded by Union County and carried unanimously.

## V. Information Items

### 1. Port Authority Bus Terminal Replacement Draft Environmental Impact Statement

Lois Goldman, Central Staff, said the draft Environmental Impact Statement (EIS) for the bus terminal replacement project is open for public comment until March 18. The EIS was released on February 2, and virtual public meetings were set for February 21 and 22 on the Port Authority of New York & New Jersey website. Ms. Goldman said the project is a 10 to 12-year undertaking crucial for the region, due to its impact on daily commuters.

### 2. Regional Capital Investment Strategy (RCIS) Refinement and Strategy Effectiveness Project Update

Keith Miller, Central Staff, said the Regional Capital Investment Strategy (RCIS) update project is progressing. The consultant has completed the first two out of four tasks, involving a review of the existing RCIS and a literature review on the effectiveness of various transportation improvement strategies. The focus is on revising the RCIS by refining categories, principles, guidelines, and target allocations to make it more comprehensive. The goal is to enhance the connection between investments and desired outcomes aligned with regional goals. The project will soon develop a website to communicate the RCIS to decision-makers and the public. Mr. Miller said the updates will be discussed in detail at a Technical Advisory Committee meeting on February 23.

### 3. Local Safety Action Plan Development

Ms. Goldman said Local Safety Grants have been awarded to four counties - Hudson, Essex, Monmouth, and Union - along with the Sports and Exhibition Authority, and they are working on developing Local Safety Action Plans. Also, there are 15 municipal grants in various counties. Ms. Goldman said the NJTPA is collaborating with eight counties who are creating Local Safety Action Plans: Bergen, Hunterdon, Morris, Ocean, Passaic, Somerset, Sussex and Warren.

Keith Hamas, Central Staff, said coordination with RTAC members in the participating counties is underway to establish Local Implementation Committees comprised of not only county staff but also a diverse set of safety and community stakeholders. Their role is to guide the plan, development, and implementation. They will focus on data analysis, identifying priority areas, and achieving broad consensus on actions to reduce injuries and fatalities. Their work will encompass infrastructure, enforcement, environmental design, education, and equitable resource

allocation. The Local Implementation Committees meetings will begin in March, with the aim of completing plans by June 30, 2025 and issuing first drafts by the end of 2024.

## VI. Executive Director's Update

NJTPA Executive Director David Behrend said the Gateway Development Commission GDC has awarded its first heavy construction contract for the Hudson River Ground Stabilization Project. He said this \$284 million phase of work is a critical component of the overall Hudson Tunnel Project, and it involves injecting a mix of soil, concrete, and water to stabilize the riverbed in 1,200 feet of the river shallows on the Manhattan side to ensure that the tunnel boring machine can excavate the new tunnel while protecting the riverbed from disruption. Work on this phase is expected to begin this spring.

Mr. Behrend said that NJTPA staff, as well as counterparts at New York Metropolitan Transportation Council in New York City recently coordinated with the GDC and the Federal Transit Administration to make technical corrections to their Long Range Transportation Plans to ensure that they accurately reflect funding and schedule details for the project.

## VII. Written Information Items

The Committees received five written information items in their agenda packages:

1. Vibrant Communities Initiative – Blythe Eaman, Central Staff
2. Climate Pollution Reduction Grants – Priority Climate Action Plan Update - Zenon Tech-Czarny, Central Staff
3. Hudson County Local Safety Program Update – Aimee Jefferson, Central Staff
4. Local Concept Development Program Update – Sarbjit Kahlon, Central Staff
5. NJ TransAction Update – Ted Ritter, Central Staff

There were no comments or questions on the written agenda items.

## VIII. Other Item

Commissioner Kenny and Commissioner Sarnoski, chairs of the Project Prioritization and Planning and Economic Development committees asked for feedback from committee members on the format of future meetings. The possibility of having one or two in-person meetings annually had been discussed. The options include an annual in-person meeting in June or two meetings in April and October. Committee members expressed openness to in-person meetings, with considerations for specific months. The consensus is to meet at least once, possibly twice a year in-person. The plan is to coordinate and schedule these meetings based on members' availability, and the flexibility to switch to virtual meetings was acknowledged, especially during weather concerns.

IX. Next Virtual Meeting: April 15, 10:30 a.m.

X. Adjournment

At 11:15 a.m., a motion to adjourn was made by Morris County, seconded by Hunterdon County and carried unanimously.

**JOINT COMMITTEE MEETING  
ATTENDANCE  
February 20, 2024**

**Project Prioritization Committee**

VOTING MEMBERS	
Hon. Charles Kenny (Chair)	Middlesex County
Hon. Susan Soloway (Vice Chair)	Hunterdon County
Hon. John Bartlett	Passaic County
Hon. Jason Sarnoski	Warren County
Joseph Baladi	Bergen County
Tom Malavasi	Hudson County
Shilpa Bhojappa	Monmouth County
Mark Jehnke	Ocean County
Tom Drabic	Sussex County
Sam Kovach-Orr	Governor's Authorities Unit
Sudir Joshi	NJDOT
Megan Massey	NJ TRANSIT

**Planning and Economic Development Committee**

VOTING MEMBERS	
Hon. Stephen Shaw	Morris County
Hon. Sara Sooy	Somerset County
Hon. Bette Jane Kowalski	Union County
Hon. Jason Sarnoski	Warren County
Dolores Martinez-Wooden	City of Newark
Mark Jehnke	Ocean County
David Antonio	Essex County
Elias Guseman	Jersey City
Sam Kovach-Orr	Governor's Authorities Unit
Sudhir Joshi	NJDOT
Megan Massey	NJ TRANSIT

Also, in Attendance	
Frank Bell	Hunterdon County
Katherine Fullerton	Hunterdon County
Andrew Lappitt	Middlesex County
Linda Weber	Middlesex County
Mike Dannemiller	Middlesex County
John Hayes	Morris County

Kevin Stephens	Morris County
Trevor Howard	City of Newark
Farzana Ahmed	NJDOT
Tavainya Smith	NJDOT
Various members of Central Staff	NJTPA
Adam Bradford	Passaic County
Adam Bradford	Passaic County
Andras Holzmann	Passaic County
Walter Lane	Somerset County
Liza Betz	Union County
Ryan Conklin	Warren County
L Lo. Sontag	
Ward Kradjel	

Attachment PPC-1

**DRAFT RESOLUTION:   MINOR AMENDMENT TO THE FY 2024 – 2027  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD THE ELIZABETH INTERMODAL TERMINAL  
TRANSPORTATION PLANNING PROJECT IN UNION  
COUNTY AS REQUESTED BY THE CITY OF ELIZABETH**

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

**WHEREAS**, the NJTPA formally adopted the FY 2024 – 2027 Transportation Improvement Program (TIP) on September 12, 2023; and

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

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

**WHEREAS**, according to the MOU when a project or program with federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

**WHEREAS**, the City of Elizabeth has requested a minor amendment to the FY 2024 – 2027 TIP to add the Elizabeth Intermodal Transportation Infrastructure Planning Project in Union County (DBNUM NDFT2401) with \$5 million in federal funding for planning study work; and

**WHEREAS**, fiscal constraint is maintained by adding \$5 million of US Department of Transportation RAISE Discretionary Grant Program funds to this project; and

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

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

**WHEREAS**, the FY 2024 – 2027 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the City of Elizabeth for submission to the Federal Transit Administration.



## Summary of Action

### **Minor Amendment to the FY 2024 – 2027 Transportation Improvement Program to Add the Elizabeth Intermodal Transportation Infrastructure Planning Project in Union County as Requested by the City of Elizabeth**

**Action:** Approval of a request from the City of Elizabeth to amend the FY 2024 – 2027 Transportation Improvement Program (TIP) by adding the Elizabeth Intermodal Transportation Infrastructure Planning Project, as detailed below.

**Background:** According to the *Memorandum of Understanding for Statewide Procedures for TIP/STIP Revisions between the NJTPA, NJDOT and NJ TRANSIT* (MOU), when a project or program that uses Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds is required to be added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees. The following TIP revision falls within the MOU guidelines to be approved as a minor amendment.

The requested revision has been reviewed by Central Staff and the County of Union. The project is exempt from an air quality conformity determination and does not impact the current conformity determination. Fiscal constraint is maintained. Funds are available for this project from the Federal Fiscal Year (FFY) 2022 US Department of Transportation RAISE Discretionary Grant Program. Additional information is provided in the attached documents.

#### **Minor Amendment:**

- **Elizabeth Intermodal Transportation Infrastructure Planning Project, Union County, DBNUM NDFT2401**

The City of Elizabeth has been awarded a \$5 million RAISE grant from the FTA and has requested that this project be added to the TIP. The project will be programmed with \$5 million of RAISE funds for Planning Study (PLS) work in FFY 2024. This planning study will examine, identify, and assess the feasibility of construction of a ferry terminal and incorporation of a ferry service from Elizabeth to Manhattan. It will explore viable service locations at the municipality's waterfront, required infrastructure and supportive services, as well as transportation alternatives to promote energy efficiency and effectiveness, such as through the use of an electric ferry. Inclusion of this planning project in the NJTPA TIP is a requirement of the FTA to complete the funding authorization process for the City of Elizabeth.

**Justification for Action:** Approval of this revision to the FY 2024 – 2027 TIP will allow the federal grant funds 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 2024 - 2027**
**Routes:** **Mileposts:** **DBNUM:** NDFT2401

**Name:** Elizabeth Intermodal Transportation Infrastructure Planning Project

This planning study will examine, identify, and assess the feasibility of construction of a ferry terminal and incorporation of a ferry service from Elizabeth to Manhattan. It will explore viable service locations at the municipality's waterfront, required infrastructure and supportive services, as well as transportation alternatives to promote energy efficiency and effectiveness, such as through the use of an electric ferry. The total project cost is \$5 million, which is funded with a federal discretionary grant awarded from the FY 2022 US Department of Transportation RAISE Program. Inclusion of this Planning Project in the NJTPA TIP is a requirement of the FTA to complete the funding authorization process for the City of Elizabeth.

The scope of work includes the exploration and development of a system, which reduces commuter travel time, alleviates road congestion, attracts tourists into the municipality, creates jobs within the City of Elizabeth, and provides residents with alternative affordable transportation to New York City, increasing access and the ability to compete for higher paid positions. Furthermore, this project will provide support and resiliency to current legacy transportation options, which rely on aged infrastructure and are increasingly vulnerable to climate change.

**Counties:** Union

**Municipalities:** City of Elizabeth

**AQ Code:** O10a (Exempt)

**RCIS Category:** Transit Expansion

**Sponsor:** City of Elizabeth

**Est. Total Project Cost:** (Million) \$5.000

**TIP:**
*PENDING*
**FY 2024 - 2027 TIP Cost:** (Million) \$5.000

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	PLS	RAISE	\$5.000				
TOTAL			\$5.000				

**DATE SUBMITTED:** 3/4/2024



# CITY OF ELIZABETH, NEW JERSEY

## Department of Administration

50 Winfield Scott Plaza, Elizabeth, NJ 07201-2462

Phone (908) 820-4280 Fax (908) 820-0112

### DIVISIONS/BUREAUS:

ADMINISTRATION  
EMPLOYEE BENEFITS  
EMS BILLING  
INFORMATION TECHNOLOGY  
PERSONNEL  
PUBLIC INFORMATION  
PURCHASING  
RENT CONTROL  
WEIGHTS & MEASURES

**J. CHRISTIAN BOLLWAGE**

*Mayor*

**BRIDGET S. ANDERSON**

*Business Administrator*

**MARIE T. KRUPINSKI**

*Asst. Business Administrator*

March 4, 2024

Mr. David W. Behrend  
Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17<sup>th</sup> Floor  
Newark, NJ 07102

Dear Mr. Behrend:

Please let this letter serve as the City of Elizabeth's request to include the municipality's Intermodal Transportation Infrastructure Planning Project within the North Jersey Transportation Planning Authority's (NJTPA) Transportation Improvement Program (TIP).

This Planning Project, which has been designated for a \$5,000,000.00 award from the Federal Transit Administration (FTA), will examine, identify and assess the feasibility of construction of a ferry terminal and incorporation of a ferry service from Elizabeth, New Jersey to Manhattan. The study will explore viable service locations at the municipality's waterfront, required infrastructure and supportive services, as well as transportation alternatives to promote energy efficiency and effectiveness, such as through the use of an electric ferry. Inclusion of this Planning Project in the NJTPA's TIP is a requirement of the FTA to complete the funding authorization process for the City of Elizabeth.

Pertaining to this request for inclusion of this project as a NJTPA Planning Study (PLS), please find the following requested information:

Contact name for the Project: Bridget Anderson, Business Administrator

Project Total Cost: \$5,000,000.00, award notice attached.

Source of Local Match Funds: There are no matching funds required as this project is a Planning Study.

Schedule for Authorization of Federal Funds: The City of Elizabeth continues to work with the FTA pertaining to onboarding requirements and anticipates authorization of funding by May 2024.

Funding Table: Upon notification of authorization to spend Federal funds, the City of Elizabeth will retain a consultant to develop a Request for Proposal, which will be posted and made available in accordance with public procurement laws, to interested parties for the purpose of conducting the Planning Study. The City of Elizabeth anticipates awarding the Professional Service contract to develop the RFP in June 2024. Anticipated receipt of responses, evaluation of proposals and award of contract for the Planning Study is anticipated to occur by November 2024.

Description of Work: The project scope involves integrating the supporting infrastructure for a zero emissions transportation system that supports electric ferry service into the constraining features and layout of an existing historic city. The scope involves the challenging task of planning for an electric passenger ferry terminal service between major points of interests as well as a parking infrastructure, which would fit into a historic city with a thriving community. While addressing critical transportation

needs through innovative green technology, the Project also responsibly and simultaneously addresses several important factors for resiliency, equity and environmental considerations.

These factors include, but are not limited to, the exploration and development of a system, which reduces commuter travel time, alleviates road congestion, attracts tourists into the municipality, creates jobs within the City of Elizabeth and provides residents with alternative affordable transportation to New York City, increasing access and the ability to compete for higher paid positions. Furthermore, this project will provide support and resiliency to current legacy transportation options, which rely on aged infrastructure and are increasingly vulnerable to climate change.

Geographic Area: This Planning Study project includes the City of Elizabeth, New Jersey, which is the Union County Seat. The municipality is located within Congressional District 8.

The City of Elizabeth appreciates your review and consideration of this project. If you have any questions or additional information is needed, please do not hesitate to contact me.

Sincerely,



Bridget S. Anderson  
Business Administrator

Enc.

cc: John Witsch, Principal Project Information Specialist, NJTPA  
Vanessa Koenigkramer, NJTPA  
Uzoma Anukwe, FTA



**U.S. Department of Transportation**

1200 New Jersey Avenue SE  
Washington, DC 20590

**Project Name: Intermodal Transportation Infrastructure Planning Project**

**Applicant: City of Elizabeth**

**RAISE Grant Funding: \$5,000,000**

**Estimated Total Project Costs: \$5,000,000**

**Project Description:** This planning grant will examine, identify and assess the feasibility of construction of a ferry terminal and incorporation of a ferry service from Elizabeth, NJ to Manhattan. The study will explore viable service locations at the municipality's waterfront, required infrastructure and supportive services, as well as includes alternatives to promote energy efficiency and effectiveness, such as through the use of an electric ferry.

**Congratulations!** The project above was selected to receive an FY 2022 RAISE grant.

The USDOT Operating Administration overseeing your project will contact you in September regarding next steps to complete the relevant requirements before executing a grant agreement.

This letter DOES NOT authorize the applicant to incur costs to carry out the project. The execution of the grant agreement will obligate RAISE grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to that obligation of funds for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. This letter DOES NOT authorize pre-award costs to be eligible. The Department expects all RAISE funding be obligated by September 30, 2026 and expended by September 30, 2031.

If you have any questions about this award, please contact the RAISE Grants Team at [raisegrants@dot.gov](mailto:raisegrants@dot.gov)

Sincerely,

A handwritten signature in black ink, reading "John Augustine".

John Augustine

Director, Office of Infrastructure Finance and Innovation  
Office of the Secretary

Attachment PPC-2

## Summary of Action

### **Modification to the FY 2024 – 2027 Transportation Improvement Program to Advance and Add Federal Funds to the Route 80/15 Interchange Project in Morris County as Requested by the NJDOT**

**Action:** Approval of a request from the New Jersey Department of Transportation (NJDOT) to revise the FY 2024 – 2027 Transportation Improvement Program (TIP) by updating programmed funding for the Route 80/15 Interchange project in Wharton Borough and Rockaway Township as detailed below.

**Background:** According to the *Memorandum of Understanding for Statewide Procedures for TIP/STIP Revisions* between the NJTPA, NJDOT and NJ TRANSIT (MOU), 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 following requested revision falls within the MOU guidelines and specified threshold to be approved by the Project Prioritization Committee.

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 prior to the first federal construction authorization. The total cost and federal funds programmed for the Route 80/15 Interchange project warrants a financial plan. The initial financial plan was prepared in 2021 and is required to be updated annually. An annual 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, or a fundable phase of the project, as planned. Updates should identify and resolve each of the nine sections in the initial plan and include additional reasons and trends associated with these changes.

The most recent update – the Financial Plan Update as of September 30, 2023 – reflects a current total project cost of \$208.585 million, an overall increase of \$14.638 million from the 2022 update. This cost estimate includes prior costs and escalation, and contingencies to account for potential changes during final design and construction as outlined in the plan. Funding changes are mainly due to increased construction costs reflecting inflation and current economic conditions. The project is in final design and is being programmed and advanced in two stages. The project has expended \$11.187 million or 5.4 percent of the current project estimate. There are minor schedule changes for the two construction contracts programmed for this project. Construction for the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad project (DBNUM 93139A) is scheduled to start in September 2025 and be completed March 2028. Construction for the Route 80/15 Interchange project (DBNUM 93139) is anticipated to begin in April 2028 and be completed in December 2032.

Central Staff and Morris County have reviewed the requested revision and 2023 Financial Plan Update. The requested project funding for construction is increased outside of the fiscally constrained four-year TIP to match the updated financial plan, which provides a reasonable

assurance that funding will be available to complete the project. The project is exempt from an air quality conformity determination and does not impact the current conformity determination. Additional information is provided in the attached documents.

**Modification:**

- **Route 80/15 Interchange, *Morris County* DBNUM 93139**

This request is to add \$11.131 million of National Highway Performance Program (NHPP) funds for Construction (CON) in Federal Fiscal Year (FFY) 2030, increasing the total from \$144.500 million to \$155.631 million, and to advance the funds as follows: \$55.631 million in FFY 2028; \$50 million in FFY 2029; and \$50 million in FFY 2030. These changes align with the current needs of the project, which have been outlined in its 2023 Financial Plan Update. The increased cost estimate is the result of unit price increases due to inflation; supply chain issues; and higher costs for labor, materials, fuel, and asphalt.

**Justification for Action:** Approval of this revision to the FY 2024 – 2027 TIP will reconcile the programmed amounts with the total construction funding need outlined in the 2023 Financial Plan Update and allow the referenced project to advance.

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



*PENDING ACTION***NJTPA****Transportation Improvement Program Fiscal Years 2024 - 2027****Routes:** 80 / 15**Mileposts:** Rt 80: 33.04 -  
34.07, Rt 15: 1.53 -  
2.95**DBNUM:** 93139**Name:** Route 80/15 Interchange

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

**Counties:** Morris**Municipalities:** Wharton Boro Rockaway Twp**Project Type:** Road Enhancement**RCIS Category:** Road Enhancement**Sponsor:** NJDOT**Est. Total Project Cost:** (Million) \$208.585**AQ Code:** S19 (Exempt)**TIP:*****CURRENT*****FY 2024 - 2027 TIP Cost:** (Million) \$4.000**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ROW	NHPP		\$4.000			
NJTPA	CON	NHPP					\$144.500
TOTAL				\$4.000			\$144.500

***PENDING*****FY 2024 - 2027 TIP Cost:** (Million) \$4.000**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	ROW	NHPP		\$4.000			
NJTPA	CON	NHPP					\$155.631
TOTAL				\$4.000			\$155.631

**DATE SUBMITTED:** 2/15/2024



## State of New Jersey

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

**MPO:** NJTPA

**PROJECT:** Rt 80/15 Interchange

**DBNUM:** 93139

**TRACK #:** N-93139-1-M-2024

**TYPE OF PROJECT CHANGE:** Project Phase Advance, Project Cost increase

**ACTION TAKEN:** Advances and Increases NHPP funding for CON in FFY 30 from \$144.500M to \$55.631M in FFY 28, \$50M in FFY 29, and \$50M in FFY 30  
Increases NHPP for CON by \$11.131M.

**REASON FOR CHANGE:**

The start of CON programming is advanced to FFY 28 and increased in cost to align with the project needs outlined in the most recent FMP. The CON cost estimate increase is due to unit price increases due to inflation caused by economic conditions, higher labor and material costs, higher fuel and asphalt costs and supply chain issues.

A more detailed look at the project schedule impacts and potential cost increase risks can be found in the FMP.

**MPO ACTION REQUIRED:** Committee

**FISCAL CONSTRAINT:**

**Comments:** See NJTPA FY 24-33 Chart 6

**CONFORMITY:**

**PUBLIC INVOLVEMENT:**

**FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**New Jersey Department of Transportation**

(AFTER)

<b>TRACK #:</b> N-93139-1-M-2024		<b>REVISION #:</b> 1		<b>DATE:</b> 2/15/24 1:20:26PM	
<b>PROJECT NAME:</b> Rt 80/15 Interchange					
<b>DBNUM:</b> 93139		<b>UPC:</b> 950442		<b>MILEPOST(S):</b> 33.04-34.07	
<b>COUNTY:</b> Morris					
<b>MUNICIPALITY:</b> Wharton Boro		Rockaway Twp			

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

**ASSET MANAGEMENT CATEGORY:** Congestion Relief-Highway Operational Improvements **SPONSOR:** NJDOT

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

**FINANCIAL PLAN REQUIREMENT:**

LEGISLATIVE DISTRICT:			25	26	STRUCTURE NO.:								1404151	1404156	1412176	1412177
MPO	PHASE	FUND	Amounts in Millions of Dollars													
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033				
NJTPA	ROW	NHPP		4.000												
NJTPA	CON	NHPP					55.631	50.000	50.000							

# FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

## New Jersey Department of Transportation

(BEFORE)

**Rt 80/15 Interchange**

**DBNUM:** 93139 **UPC:** 950442 **MILEPOST(S):** 33.04-34.07

**COUNTY:** Morris

**MUNICIPALITY:** Wharton Boro Rockaway Twp

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

**ASSET MANAGEMENT CATEGORY:** Congestion Relief-Highway Operational Improvements**SPONSOR:** NJDOT**AIR QUALITY CODE (NON-EXEMPT / EXEMPT):****FINANCIAL PLAN REQUIREMENT:****LEGISLATIVE DISTRICT:** 25 26 **STRUCTURE NO.:** 1404151 1404156 1412176 1412177

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
NJTPA	ROW	NHPP		4.000								
NJTPA	CON	NHPP							144.500			

## New Jersey Department of Transportation

**Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad****DBNUM:** 93139A**UPC:** 218000**MILEPOST(S):** 2.30 - 2.30**COUNTY:** Morris**MUNICIPALITY:** Wharton Boro

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.

**ASSET MANAGEMENT CATEGORY:** Congestion Relief - Highway Operational Improvements**SPONSOR:** NJDOT**AIR QUALITY CODE (NON-EXEMPT / EXEMPT):****FINANCIAL PLAN REQUIREMENT:****STRUCTURE NO.:** 1403152**LEGISLATIVE DISTRICT:** 25*Amounts in Millions of Dollars***MPO      PHASE      FUND****FY 2024   FY 2025   FY 2026   FY 2027   FY 2028   FY 2029   FY 2030   FY 2031   FY 2032   FY 2033**

NJTPA      CON      BFP

\$25.000

# **Route 80/15 Interchange**

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



## **Financial Plan Update As of September 30, 2023**



*Submitted by the NJ Department of Transportation*

## Route 80/15 Interchange

### Financial Plan Update

#### Letter of Certification

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

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

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

Respectfully submitted:

**Parth Oza, P.E.**

Assistant Commissioner  
Capital Program Management

\_\_\_\_\_  
Date

**Eric Powers, AICP, PP**

Assistant Commissioner  
Statewide Planning, Safety and Capital Investment

\_\_\_\_\_  
Date

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**APPENDIX A: COST ESTIMATES**

**APPENDIX B: CONSTRUCTION SCHEDULE**

**APPENDIX C: STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

**APPENDIX D: FMIS REPORTS**

## SUMMARY

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

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

The current total estimated cost of the Route 80/15 Interchange project is \$208.308 million in year of expenditure dollars. This cost estimate includes prior costs as well as escalation and contingencies to account for potential changes during Final Design. The construction costs contain contingencies as outlined within this plan. The NJDOT is submitting this Financial Plan Update to define the methodology, resources and time schedule of the work completed and the remaining work to finish the proposed improvements. This plan details the following topics:

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

## 9. Annual Update Cycle

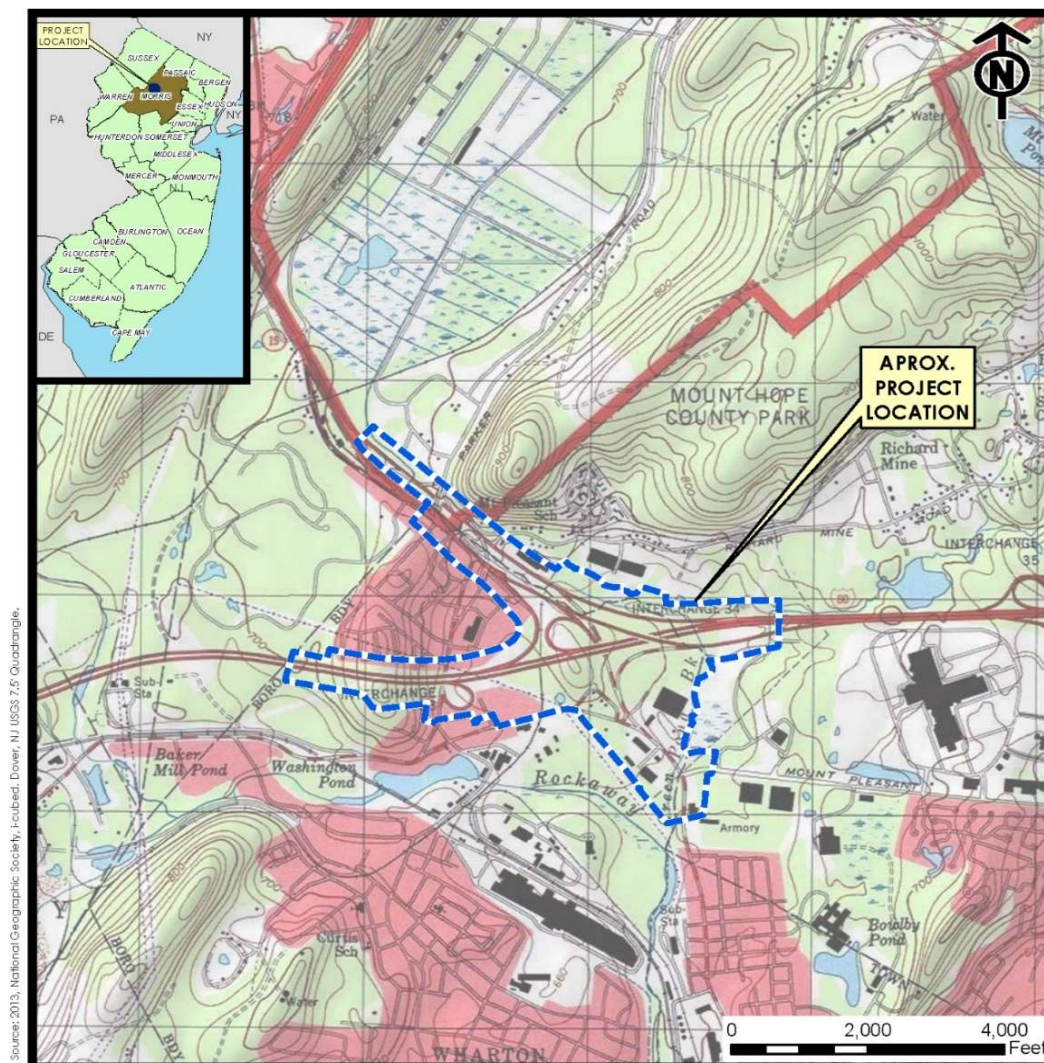
- Provides cost and revenue history and apparent trends.
- Summarizes significant cost reductions and increases.

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

## SECTION 1.0 PROJECT DESCRIPTION

### 1.1 PROJECT DESCRIPTION

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



**Figure 1.1: USGS Project Location Map**

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



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.



Picatinny Arsenal (U.S. Army facility) is located along Route 15 northbound, just north of I-80, is part of the NJ STRAHNET (Strategic Highway Network) routes map, which is a system of roads deemed necessary for emergency mobilization and peacetime movements to support U.S. military operations. STRAHNET Coordination is an FHWA Emphasis Area.



## ***1.2. PROJECT HISTORY***

The Route 80/15 Interchange project is currently in the Final Design Phase. A brief chronology and key milestones of the Project are as follows:

### May 2009

Purpose and Need Report was prepared.

### November 2010

Concept Development Scope Team meeting was held.

### June 2012

The Local Officials Briefing was held with Rockaway Township on June 15, 2012.

### August 2012

The Local Officials Briefing was held with Wharton Borough on August 8, 2012.

### September 2012

The Local Officials Briefing was held with Dover Town on September 24, 2012.

### October 2012

Value Engineering Workshop was held.

### December 2013

Second Local Officials Briefing was held with Rockaway, Wharton and Dover Town on December 10, 2013.

### April 2014

Public Information Center during the Concept Development phase was held on April 23, 2014.

### June 2014

Resolution of support was received from the Borough of Wharton.

### July 2014

Resolution of support was received from Morris County.

May 2015

Resolution of support was received from Rockaway Township.

August 2016

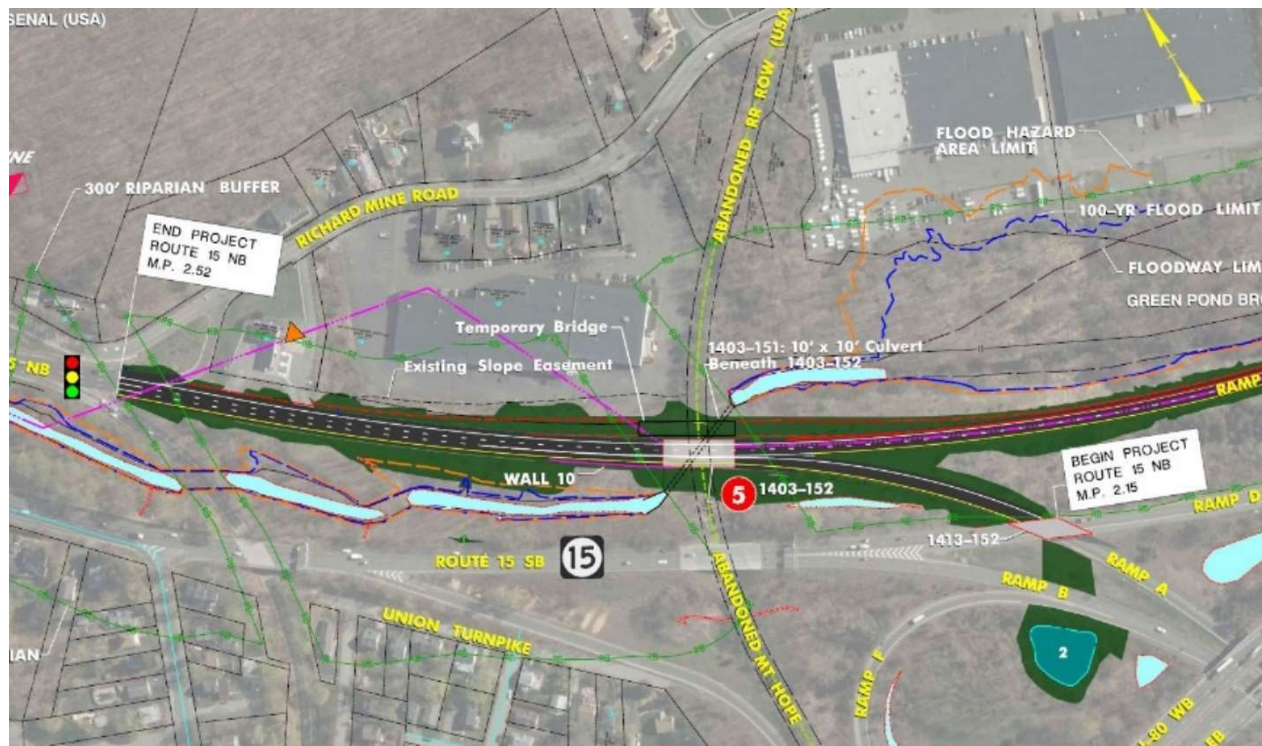
Preliminary Engineering (PE) phase was initiated.

July 2020

A Virtual Public Information Center for the PE phase was held from July 15, 2020 to July 28, 2020.

July 2020

An assessment identified the worsening condition of the existing bridge deck carrying Route 15 NB over the Abandoned Mount Hope Mineral Railroad (Structure 1403-152). Since the bridge substructure is near the end of its service life, NJDOT determined that a separate break out project would be established to expedite replacement of this bridge. The break out project was established after completion of the project's environmental document and at the end of the PE phase. The limits of work for the break out project are shown on Figure 1.3 below.



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

March 2021

Categorical Exclusion Document (CED) was approved by the FHWA for the project on March 8, 2021.

November 2021

Final Design phase of the project was initiated.

January 2023

Constructability-Risk Analysis Workshop was held on January 26, 2023.

Right of Way

Right of Way parcels for the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad advanced contract have been authorized and right of way acquisition is underway. Two temporary construction easements are required for the project.

For the Route 80/15 Interchange Contract, right of way authorization is anticipated in FFY 2025.

Utilities

The following entities have utility facilities within the project limits:

Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad has the following entities:

- JCP&L (Electric)
- Verizon – Telephone
- Cablevision of Morris
- Picatinny Arsenal DPW

Route 80/15 Interchange has the following entities:

- JCP&L (Electric)
- New Jersey Natural Gas
- Verizon – Telephone
- Cablevision of Morris
- Wharton Borough DPW - Water
- Wharton Borough DPW - Sewer
- Rockaway Valley Regional Sewerage Authority
- Cross River Fiber LLC
- Picatinny Arsenal DPW

Environmental Documents/Permits

- The Categorical Exclusion Document (CED) was approved by FHWA on March 8, 2021. The CED covered the entire Interchange Project, however, due to the Bridge 5 condition survey, it was decided to prepare an advanced contract to replace this structure.



- For the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad advanced contract, the NJDEP Freshwater Wetlands General Permit No. 11 and Flood Hazard Area Individual Permit application documents were submitted to the NJDEP on March 17, 2023. NJDEP issued Permits on November 8, 2023.
- The 80/15 Interchange contract NJDEP Freshwater Wetlands and Flood Hazard Area Permits will be prepared as the Final Design phase is advanced.

### ***1.3 CURRENT ACTIVITIES***

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

#### Final Design Phase

- Initiated Final Design and held kick off meetings with NJDOT and the design team.
- Advanced the supplemental survey, preparation of Access and ROW documents, Geotechnical Boring Program, Roadway Plans, Drainage Design and Final Bridge Analysis for the Interchange contract.

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

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

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

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

## SECTION 2.0 SCHEDULE

### 2.1 PROJECT IMPLEMENTATION SCHEDULE

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

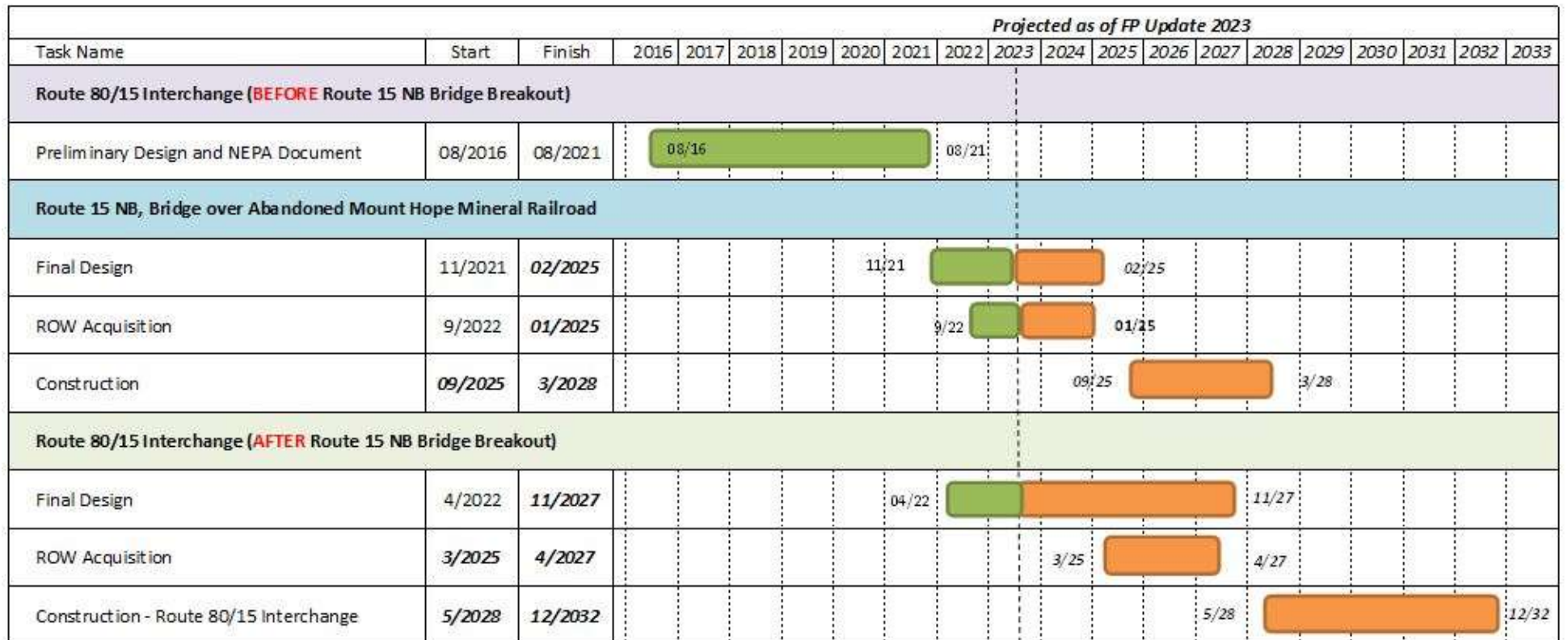
- Accelerated acquisition of Right of Way.
- Continued implementation of methods to accelerate construction, including:
  - Ground Improvements to remediate voids from existing mines.
  - High Performance Materials.
  - Prefabricated Construction.
- Electronic Shop Drawing Review.
- Development of a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



Due to the change in funding years, there are minor schedule changes for the Route 80/15 Interchange contract since last year's Financial Plan Update. The Final Design phase of the Route 80/15 Interchange contract is scheduled to be completed by November of 2027. There are no funds for Construction in FFY 2028 for the current FY 2024 to 2033 STIP. It is anticipated that the project will be advertised for construction when funding is available in FFY 2028 after the proposed TIP modification is approved.

There have been minor schedule revisions for the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad contract to accommodate additional time for NJDEP to review permit applications and issue permits. Construction will now start in September 2025.

**FIGURE 2.1: Project Implementation Schedule**

**ROUTE 80/15 INTERCHANGE**



 Work Completed  
 Work to be Completed

## SECTION 3.0 PROJECT COST

### 3.1 CURRENT PROJECT ESTIMATE

The current estimated cost of the overall Route 80/15 Interchange project is \$208.585 million in year-of-expenditure dollars. Figure 3.1 shows a graphical representation of the Overall Project Cost Estimate for the previous Cost Estimate, Current Cost Estimate, Net Increase from the Previous Cost Estimate, Expenditures to Date, and Cost to Complete. The Overall Project Cost Estimate includes all of the completed work to date as documented in Table 3.1. As explained in Section 1.3, Tables 3.2, 3.3 and 3.4 show the cost estimates for three projects to cover the financial history before and after the break out of the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work, respectively:

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

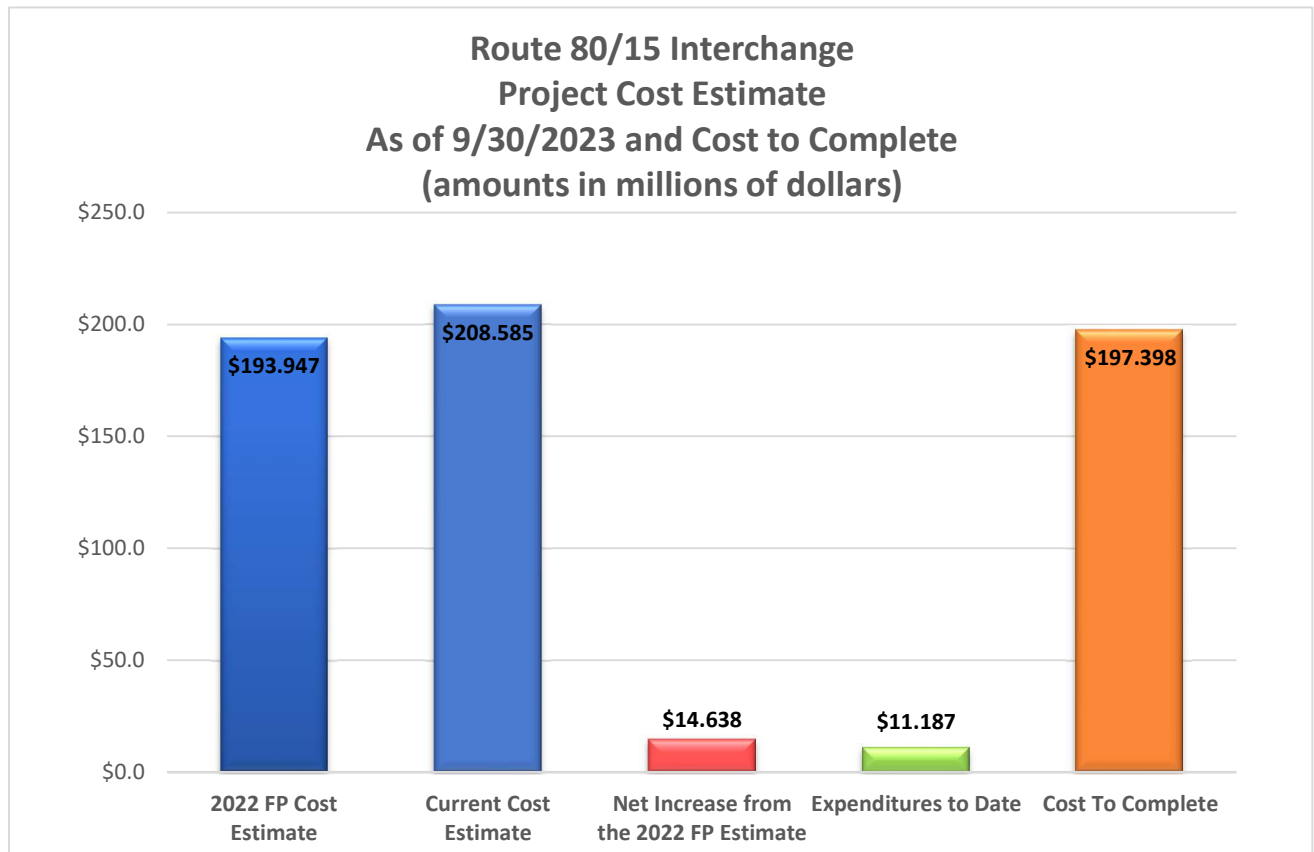
The estimated costs include the overall cost to build (Engineering, Right-of-Way, Inspection and Construction). The preliminary design cost estimate for the Route 80/15 Interchange contract has been escalated to represent year of expenditure dollars. To ensure future costs are reasonable and adequately funded, the Department will annually compare the actual cost incurred to the project cost estimate and adjust the allocations, if needed.

The Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad contract cost is based on the Final Design construction cost estimate using the NJDOT AASHTOWare program.

As of September 30, 2023, \$11.187 M has been expended so far, which is 5.36% of the current total project costs.

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

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



**TABLE 3.1: Total Project Cost Estimate**  
(As of 9/30/2023 and to complete per Federal Fiscal Year)

Phase	2022 FP Cost Estimate	Current Cost Estimate	Net Change Since 2022 Estimate	Expenditures to Date (9/30/2023)	Cost To Complete
<b>Pre-Construction Activities</b>					
Preliminary Engineering (PE) and NEPA (Consultant) Job Number 1413518	\$7,036,797	\$7,036,797	\$0	\$7,036,797	\$0
Preliminary Engineering (PE) and NEPA (NJDOT Staff) Job Number 1413518	\$780,852	\$780,852	\$0	\$780,852	\$0
Final Design (DES) (Consultant) Job Number 1413518	\$12,087,078	\$12,087,078	\$0	\$3,043,046	\$9,044,032
Final Design (DES) (NJDOT Staff) Job Number 1413518	\$2,011,204	\$2,011,204	\$0	\$276,451	\$1,734,753
Public Utility Engineering (PUE) Job Numbers 1403509 & 1413519	\$177,000	\$184,000	\$7,000	\$982	\$183,018
Right of Way Acquisitions (ROW) Job Number 1403508	\$5,854,295	\$5,854,295	\$0	\$49,077	\$5,805,218
<b>Pre-Construction Subtotal</b>	<b>\$27,947,226</b>	<b>\$27,954,226</b>	<b>\$7,000</b>	<b>\$11,187,205</b>	<b>\$16,767,021</b>
<b>Construction Activities</b>					
Construction (CON)	\$142,000,000	\$153,631,000	\$11,631,000	\$0	\$153,631,000
Construction Contingencies (CON)	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000
Utility Relocations (PUC)	\$7,900,000	\$7,900,000	\$0	\$0	\$7,900,000
Construction Engineering & Inspection (CON)	\$15,100,000	\$18,100,000	\$3,000,000	\$0	\$18,100,000
<b>Construction Subtotal</b>	<b>\$166,000,000</b>	<b>\$180,631,000</b>	<b>\$14,631,000</b>	<b>\$0</b>	<b>\$180,631,000</b>
<b>TOTAL PROJECT</b>	<b>\$193,947,226</b>	<b>\$208,585,226</b>	<b>\$14,638,000</b>	<b>\$11,187,205</b>	<b>\$197,398,021</b>

Route 80/15 Interchange  
Financial Plan Update

**TABLE 3.2: Route 80/15 Interchange Before Break Out Cost Estimate**  
(As of 9/30/2023 and to complete per Federal Fiscal Year)

Phase	2022 Initial FP Cost Estimate	Current Cost Estimate	Net Change Since 2022 Estimate	Expenditures to Date (6/30/2023)	Cost To Complete
<b>Pre-Construction Activities</b>					
Preliminary Engineering (PE) and NEPA (Consultant) Job Number 1413518	\$7,036,797	\$7,036,797	\$0	\$7,036,797	\$0
Preliminary Engineering (PE) and NEPA (NJDOT Staff) Job Number 1413518	\$780,852	\$780,852	\$0	\$780,852	\$0
Public Utility Engineering (PUE) Job Numbers 1403509 & 1413519	\$152,000	\$152,000	\$0	\$982	\$151,018
Final Design (DES) (Consultant) Job Number 1413518	\$12,087,078	\$12,087,078	\$0	\$3,043,046	\$9,044,032
Final Design (DES) (NJDOT Staff) Job Number 1413518	\$2,011,204	\$2,011,204	\$0	\$276,451	\$1,734,753
<b>Pre-Construction Subtotal</b>	<b>\$22,067,931</b>	<b>\$22,067,931</b>	<b>\$0</b>	<b>\$11,138,128</b>	<b>\$10,929,803</b>
<b>TOTAL</b>	<b>\$22,067,931</b>	<b>\$22,067,931</b>	<b>\$0</b>	<b>\$11,138,128</b>	<b>\$10,929,803</b>

**TABLE 3.3: Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad  
Cost Estimate**

(As of 9/30/2023 and to complete per Federal Fiscal Year)

Phase	2022 FP Update Cost Estimate	Current Cost Estimate	Net Change Since 2022 Estimate	Expenditures to Date (9/30/2023)	Cost To Complete
<b>Pre-Construction Activities</b>					
Final Design (DES) (Consultant)	\$0	\$0	\$0	\$0	\$0
Final Design (DES) (NJDOT Staff)	\$0	\$0	\$0	\$0	\$0
Public Utility Engineering (PUE) Job Number 1403509	\$25,000	\$32,000	\$7,000	\$0	\$32,000
Right of Way Acquisitions (ROW)	\$1,854,295	\$1,854,295	\$0	\$49,077	\$1,805,218
<b>Pre-Construction Subtotal</b>	<b>\$1,879,295</b>	<b>\$1,886,295</b>	<b>\$7,000</b>	<b>\$49,077</b>	<b>\$1,837,218</b>
<b>Construction Activities</b>					
Construction (CON)	\$17,500,000	\$21,000,000	\$3,500,000	\$0	\$21,000,000
Construction Contingencies (CON)	\$500,000	\$500,000	\$0	\$0	\$500,000
Utility Relocations (PUC)	\$900,000	\$900,000	\$0	\$0	\$900,000
Construction Engineering & Inspection (CON)	\$2,600,000	\$2,600,000	\$0	\$0	\$2,600,000
<b>Construction Subtotal</b>	<b>\$21,500,000</b>	<b>\$25,000,000</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$25,000,000</b>
<b>TOTAL CONTRACT</b>	<b>\$23,379,295</b>	<b>\$26,886,295</b>	<b>\$3,507,000</b>	<b>\$49,077</b>	<b>\$26,837,218</b>

\*Note - Initial Final Design funds are included in the \$14.098 Million of Final Design funds shown for the Route 80/15 Interchange (**Before** Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad) project in Table 3.2.



**TABLE 3.4: Route 80/15 Interchange **After** Break Out  
Cost Estimate**  
(As of 9/30/2023 and to complete per Federal Fiscal Year)

Phase	2022 Initial FP Cost Estimate	Current Cost Estimate	Net Change Since 2022 Estimate	Expenditures to Date (9/30/2023)	Cost To Complete
<b>Pre-Construction Activities</b>					
Final Design (DES) (Consultant) *	\$0	\$0	\$0	\$0	\$0
Final Design (DES) (NJDOT Staff) *	\$0	\$0	\$0	\$0	\$0
Right of Way Acquisitions (ROW)	\$4,000,000	\$4,000,000	\$0	\$0	\$4,000,000
<b>Pre-Construction Subtotal</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>
<b>Construction Activities</b>					
Construction (CON)	\$124,500,000	\$132,631,000	\$8,131,000	\$0	\$132,631,000
Construction Contingencies (CON)	\$500,000	\$500,000	\$0	\$0	\$500,000
Utility Relocations (PUC)	\$7,000,000	\$7,000,000	\$0	\$0	\$7,000,000
Construction Engineering & Inspection (CON)	\$12,500,000	\$15,500,000	\$3,000,000	\$0	\$15,500,000
<b>Construction Subtotal</b>	<b>\$144,500,000</b>	<b>\$155,631,000</b>	<b>\$11,131,000</b>	<b>\$0</b>	<b>\$155,631,000</b>
<b>TOTAL CONTRACT</b>	<b>\$148,500,000</b>	<b>\$159,631,000</b>	<b>\$11,131,000</b>	<b>\$0</b>	<b>\$159,631,000</b>

\*Note - Initial Final Design funds are included in the \$14.098 Million of Final Design funds shown for the Route 80/15 Interchange (**Before** Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad) project in Table 3.2.

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

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

#### Preliminary Engineering and Final Design

The Preliminary Engineering cost was derived from the actual costs for Preliminary Engineering for the Consultant and NJDOT through the end of the 2023 federal fiscal year (9/30/2023).

The Final Design Cost is based on the actual allocated amounts and includes Consultant and NJDOT costs. The initial Final Design funding for each project is tied together and shown in the table for Route 80/15 Interchange (UPC: 950442 DB: 93139) – **Before** Break Out of the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad Work. To determine the Final Design Estimate, the current cost is reduced by the actual Preliminary Engineering costs of \$7,036,797 and \$780,852, respectively.

#### Right-of-Way Acquisition

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

#### Construction Cost

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

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

#### Utility Relocations

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

#### Construction Engineering and Inspection

The estimate for construction engineering includes construction inspection and construction support services for both the Consultant and NJDOT In-house forces. The estimate takes into account the total contract price and duration and calculated anticipated hours per year based on experience with similar complex projects for the duration of the construction.

### **3.3 *COST CONTAINMENT STRATEGIES***

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

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

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

## **SECTION 4.0 PROJECT FUNDS**

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

The total funding necessary to complete the Route 80/15 Interchange project is currently projected to be \$208.585 million. Table 4.1 reflects the proposed funding source.

Although federal regulations require a 4-year Statewide Transportation Improvement Program (STIP), NJDOT produces a 10-year STIP. All of the estimated costs required to complete the Project will be shown within the FY 2024–2033 STIP. The FY 2024–2033 STIP (refer to Appendix C) provides the funding needed for the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad and Route 80/15 Interchange contracts. A committee modification is planned to be taken to the NJTPA Project Prioritization Committee meeting on April 15, 2024, to advance and increase funding for the Route 80/15 Interchange Contract into FFY 2028.

Any yearly modifications in the STIP will be reflected in the yearly updates to this Financial Plan Update. The NJDOT will continually look to accelerate this project where feasible within the 10-year STIP without negatively impacting the ability to deliver other projects that are currently in the program. A summary of the funding by source is presented as follows:

TABLE 4.1: Project Funding

Phase	Funding Source	Allocated	FFY2024	FFY2025	FFY2026	FFY 2027	FFY2028	FFY2029	FFY2030	FFY2031	FFY2032	TOTAL
Route 80/15 Interchange (UPC 950442, DB 93139) - Before Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad												
Pre-Construction Activities												
Preliminary Engineering (PE) and NEPA Job Number 1413518	Federal	\$7,817,649										\$7,817,649
Pre-Construction Subtotal		\$7,817,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,817,649
Public Utility Engineering (PUE) Job Number 1413519	State	\$152,000										\$152,000
Utilities Subtotal		\$152,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,000
Final Design (DES) Job Number 1413518	Federal	\$14,098,282	\$0									\$14,098,282
Final Design Subtotal		\$14,098,282	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,098,282
Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad (UPC 218000, DB 93139A)												
Final Design (DES)*		\$0										\$0
ROW Acquisitions (ROW)	Federal	\$1,854,295										\$1,854,295
Public Utility Engineering (PUE) Job Number 1403509	State	\$32,000										\$32,000
Utility Relocations (PUC)	Federal			\$900,000								\$900,000
Construction (CON)	Federal			\$24,100,000								\$24,100,000
Route 80/15 Interchange (UPC 950442, DB 93139) - After Break Out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad												
Final Design*	Federal											\$0
ROW Acquisitions (ROW)	Federal				\$4,000,000							\$4,000,000
Utility Relocations (PUC)	Federal						\$7,000,000					\$7,000,000
Construction (CON)	Federal		\$0	\$0	\$0	\$0	\$48,631,000	\$50,000,000	\$50,000,000	\$0	\$0	\$148,631,000
Construction Subtotal		\$1,886,295	\$0	\$25,000,000	\$4,000,000	\$0	\$55,631,000	\$50,000,000	\$50,000,000	\$0	\$0	\$183,017,295
TOTAL FUNDING		\$23,954,226	\$0	\$25,000,000	\$4,000,000	\$0	\$55,631,000	\$50,000,000	\$50,000,000	\$0	\$0	\$208,585,226

\*Initial Final Design funds are included in the \$14.098 Million of Final Design funds shown for the Route 80/15 Interchange (Before break out of Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad) project.

## **SECTION 5.0 FINANCING ISSUES**

### **5.1 FINANCING THE PROJECT**

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

## **SECTION 6.0 CASH FLOW**

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

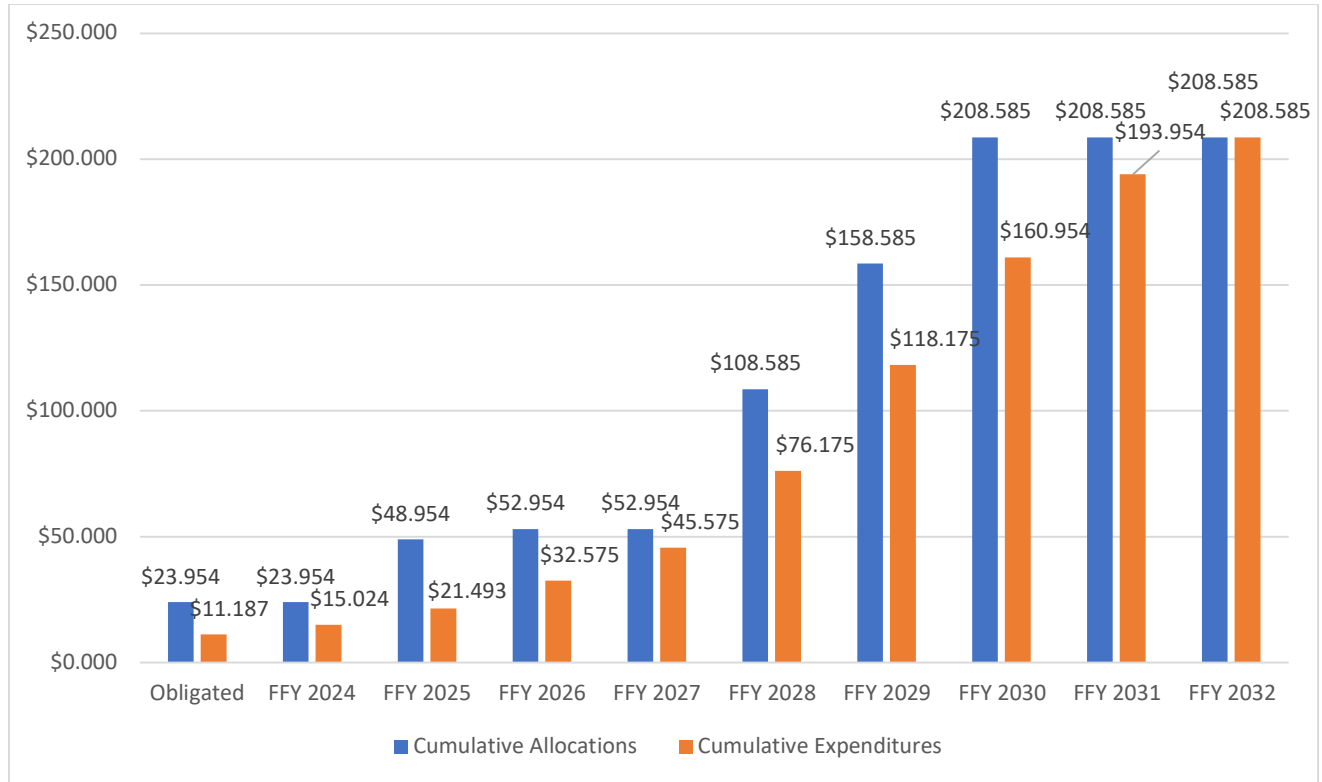
The funding reflected for future Fiscal Years is consistent with the FY 2024-2033 Statewide Transportation Improvement Program (STIP). Through the annual 10-year program updates, allocations will be adjusted as needed to match fiscal year expenditures with annual allocations.

Figure 6.1 displays a summary of the projected expenditures versus allocations by year. Actual funds obligated and expenditures are reflected up to September 30, 2023.

It is anticipated that the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad contract will be fully funded prior to advertisement.

The Department intends to enter into a contract for the advancement of the Route 80/15 Interchange project pursuant to N.J.S.A. 27:1B-21.6 and USC (United States Code) Title 23 Section 115. Payment under the Contract will be restricted to the amounts appropriated for each federal fiscal year (FFY). The Contractor cannot expend or cause to be expended any sum in excess of the amount allocated in the federal fiscal year's Capital Program specified. The Department will notify the Contractor when additional funding has been appropriated. Any expenditure by the Contractor which exceeds the amount appropriated is at the Contractor's risk and the Contractor waives its right to recover costs in excess of that appropriated amount.

**FIGURE 6.1: Projected Expenditures vs. Allocations**  
(Amounts in millions of dollars)



Allocations shown above include the current STIP, as amended by the STIP modification request.

Please see the following pages for the Cash Flow Table.

Placeholder for Cash Flow Table

Placeholder for Cash Flow Table



Placeholder for Cash Flow Table

Placeholder for Cash Flow Table

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

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

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

The current project does not result in a revenue stream for the State of New Jersey. Potential revenue streams such as Tax Increment Financing (TIF) or tolling are not feasible. The potential option for a revenue stream for the Route 80/15 Interchange project would be from taxes on new development that may occur as a result of the project. The project does not introduce any new development potential so this is not a viable revenue stream. With the total project cost of approximately \$208.585 million, the needed investment versus potential return does not appear lucrative for a public private partnership. The ability to attract investors is very low.

#### State-level Legislative Authorizations

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

#### Concluding Statement

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

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

### **8.1 RISK FACTORS**

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

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

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

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

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

Mitigation Option:

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

Mitigation Option:

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

Mitigation Options:

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

Mitigation Options:

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

Mitigation Option:

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

## **8.2 FINANCIAL RISKS**

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

### **8.2.1 Cost Increase Risks**

#### *Risk that bids will exceed program funding levels for construction:*

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

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

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

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

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

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

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

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

### **8.2.2 Revenue Sufficiency Risks**

The Project Financing section of this plan outlines National Highway Performance Program (NHPP) funds as the current primary funding source for this project. The funding plan extends over eight years starting in Federal Fiscal Year 2022 and ending in Federal Fiscal Year 2030.

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill and originally in the House as the INVEST in America Act (H.R. 3684), is a United States federal statute enacted by the 117th United States Congress and signed into law by the President on November 15, 2021. The IIJA will provide additional funds to New Jersey for road and bridge project over the next five years, and will be in effect through end of FFY 2026.

### 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 beyond Federal Fiscal Year 2026.

The NJDOT assumes that should new federal surface transportation funding not be in place by the end of Federal Fiscal Year 2026, Congress and the President would authorize Continuing Resolutions to ensure that projects such as this one are not impacted, until such time that a new funding bill is in place.

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

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

### Responsibilities

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

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

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

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

## **SECTION 9.0      ANNUAL UPDATE CYCLE**

The annual updates of the 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 needs and the financial adjustments necessary to assure completion of the project.

Each Annual Update of the 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 reasons for these significant changes will be provided. Any required adjustments to the cost estimate will be computed in a manner consistent with the methodology established in the Initial Financial Plan.

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

## SECTION 10.0 SUMMARY OF COST CHANGES SINCE LAST FINANCIAL PLAN

The following table represents cost changes since the FFY 2022 Financial Plan Update, followed by a discussion for each of these changes. NJDOT will continue to monitor cost growth.

**Table 10.1**

### Financial Plan Cost Comparison (FFY 2022 and FFY 2023)

(\$ millions)

Phase	2022 FP Update Cost Estimate	Current Cost Estimate	Net Change Since 2022 Estimate
Preliminary Engineering (PE) and NEPA (Consultant)	\$7,036,797	\$7,036,797	\$0
Preliminary Engineering (PE) and NEPA (NJDOT Staff)	\$780,852	\$780,852	\$0
Final Design (DES) (Consultant)	\$12,087,078	\$12,087,078	\$0
Final Design (DES) (NJDOT Staff)	\$2,011,204	\$2,011,204	\$0
Public Utility Engineering (PUE)	\$177,000	\$184,000	\$7,000
ROW Acquisitions (ROW)	\$5,854,295	\$5,854,295	\$0
Construction (CON)	\$142,000,000	\$153,631,000	\$11,631,000
Construction Contingencies (CON)	\$1,000,000	\$1,000,000	\$0
Utility Relocations (PUC)	\$7,900,000	\$7,900,000	\$0
Construction Engineering & Inspection (CON)	\$15,100,000	\$18,100,000	\$3,000,000
<b>TOTAL PROJECT</b>	<b>\$193,947,226</b>	<b>\$208,585,226</b>	<b>\$14,638,000</b>



### Public Utility Engineering (PUE)

Preliminary Utility Engineering (PUE) increase of \$7,000 was required to fund Cablevision of Morris utility engineering design for the relocation of several utility poles and wires for the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad project.

### Construction (CON)

Construction Cost Estimate increase of \$11,631,000 is due to unit price increases due to inflation caused by economic conditions, higher labor and material costs, higher fuel and asphalt costs and supply chain issues.

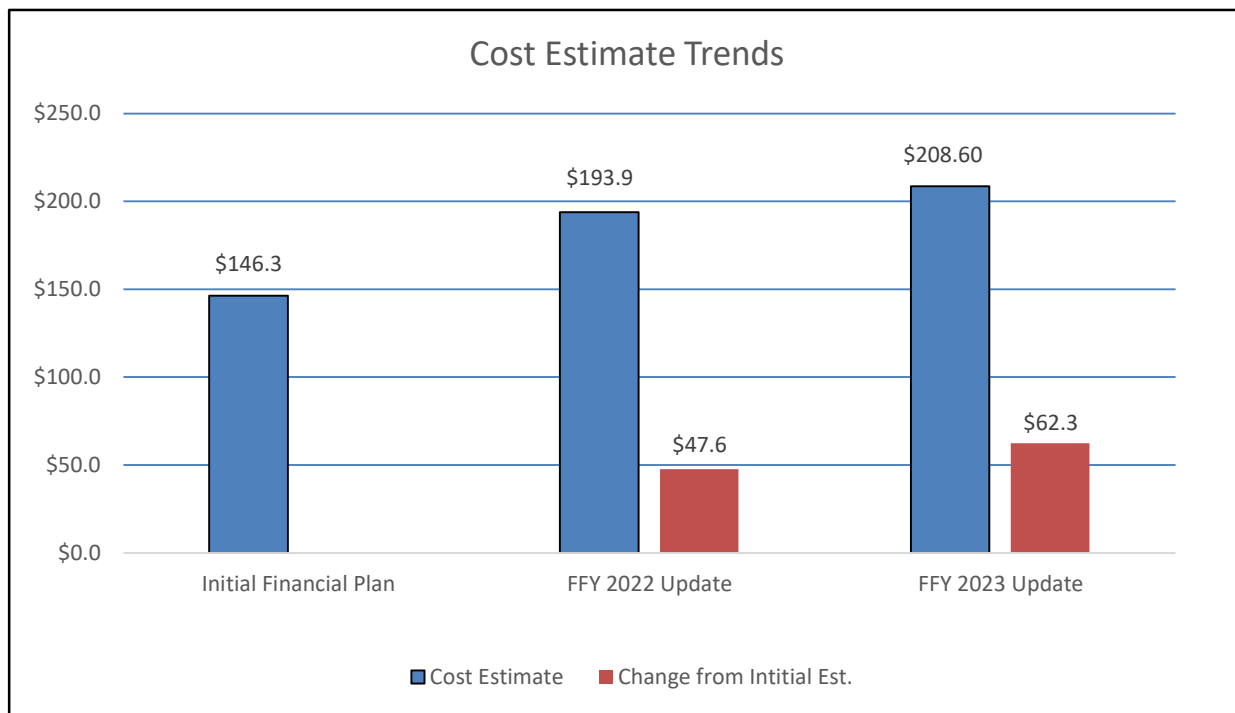
### Construction Engineering & Inspection (CON)

Construction Engineering & Inspection (CON) cost increase of \$3,000,000 reflects the increased construction cost estimate for the Interchange contract.

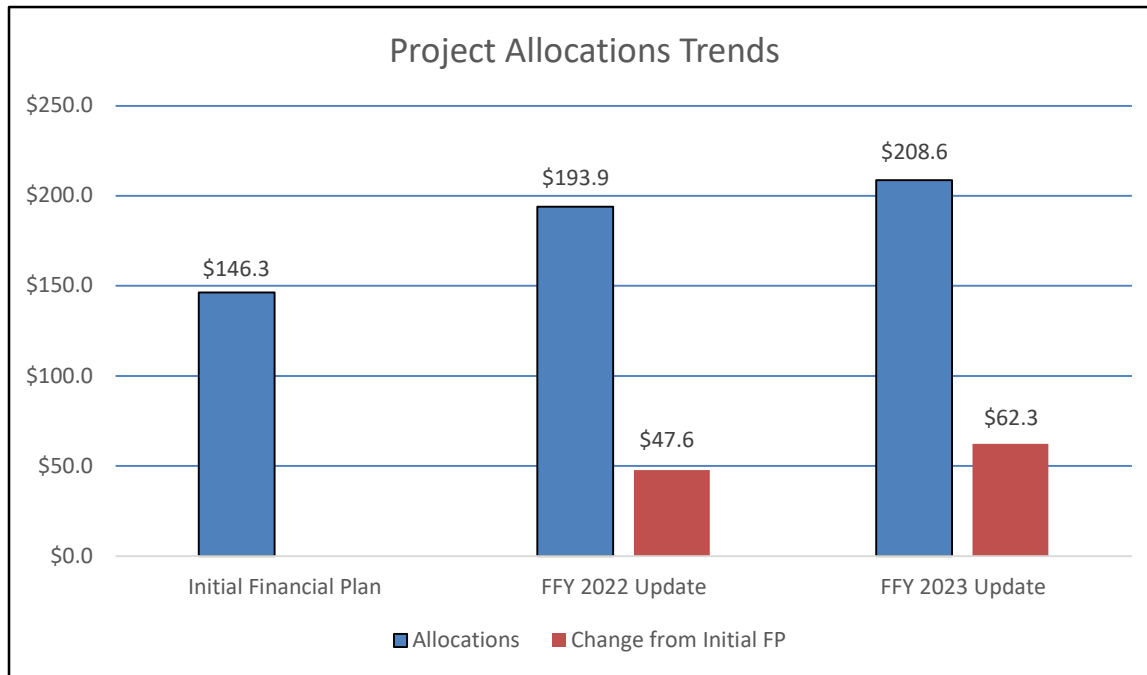
## SECTION 11.0 COST AND FUNDING TRENDS SINCE INITIAL FINANCIAL PLAN

As shown in Figure 11.1, the cost estimate has increased by \$62.3 million since the FFY 2021 Initial Financial Plan. The cost estimate has increased by 14.7 million since the previous Financial Plan Update. Please refer to Section 10 for explanation of cost changes.

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



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



As shown in Figure 11.2, the funding has increased a total of \$62.3 million since the Initial Financial Plan.

Funding for Route 80/15 Interchange increased due to the ROW funding increase from \$400,000 in the Initial Financial Plan to the allocated amount of \$1,854,295 for the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad advanced contract. Final Design allocations increased by \$98,000.

ROW funding for the Route 80/15 Interchange project increased by \$2.8 M.

Public Utility Engineering funding increased by \$7,000 for Cablevision of Morris facilities.

The Route 15 NB Bridge Advanced Contract Construction funding increased by \$3.8 M in the 2022 STIP modification and will be increased by \$3.5 M in the 2024 STIP modification. The Interchange Contract Construction funding increased by \$39.5 M in the 2023 STIP modification. The Interchange Contract Construction funding increased by \$11.131M in the 2024 STIP modification.

The Interchange Contract Construction Engineering and Inspection funding increased by \$3.0 M in the 2024 STIP modification.

## **SECTION 12.0 SUMMARY OF SCHEDULE CHANGES SINCE LAST FINANCIAL PLAN**

There are minor schedule changes for the Route 80/15 Interchange project since last year's Initial Financial Plan. The Final Design phase of the Route 80/15 Interchange project is scheduled to be completed by November of 2027. It is assumed that the STIP will be modified to be aligned with the current project schedule to allow construction to start in April of 2028.

There is a minor change of a few months for the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad project, Construction will now start in September of 2025.

## **SECTION 13.0 SCHEDULE TRENDS SINCE INITIAL FINANCIAL PLAN**

The start of construction of the Route 15 NB, Bridge over Abandoned Mount Hope Mineral Railroad project is delayed approximately one year, due to additional coordination time required to secure rights from Picatinny Arsenal (US Army) for the State's contractor to temporarily occupy federal lands to replace the deteriorating bridge.



## Summary of Action

### **Modification to the FY 2024 – 2027 Transportation Improvement Program to Add Federal Funds to the Route 3 EB, Bridge over Hackensack River and Meadowlands Parkway Project in Bergen and Hudson Counties as Requested by the NJDOT**

**Action:** Approval of a request from the New Jersey Department of Transportation (NJDOT) to revise the FY 2024 – 2027 Transportation Improvement Program (TIP) by updating programmed funding for the Route 3 EB, Bridge over Hackensack River and Meadowlands Parkway project as detailed below.

**Background:** According to the *Memorandum of Understanding for Statewide Procedures for TIP/STIP Revisions between the NJTPA, NJDOT and NJ TRANSIT* (MOU), 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 following requested revision falls within the MOU guidelines and specified threshold to be approved by the Project Prioritization Committee.

NJTPA Central Staff and Bergen and Hudson counties have reviewed the requested revision. The project is exempt from an air quality conformity determination and does not impact the current conformity determination. Fiscal constraint is maintained through Federal Highway Administration Bridge Formula Program (BFP) funding appropriated from the General Fund for Highway Infrastructure Programs. Additional information is provided in the attached documents.

#### **Modification:**

- **Route 3 EB, Bridge over Hackensack River and Meadowlands Parkway,  
Bergen and Hudson Counties DBNUM 15430**

This request is to add \$2.5 million of BFP funds for Preliminary Engineering (PE) in Federal Fiscal Year (FFY) 2024, increasing the PE total from \$4.5 million to \$7 million. The cost estimate increase is due to inflation and additional activities needed to complete an Environmental Assessment.

**Justification for Action:** Approval of this modification to the FFY 2024 – 2027 TIP will allow the funds to be programmed and the project to advance.

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

*PENDING ACTION***NJTPA****Transportation Improvement Program Fiscal Years 2024 - 2027****Routes:** 3**Mileposts:** 8.5**DBNUM:** 15430**Name:** Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1934 and modified in 1963.

**Counties:** Bergen Hudson**Municipalities:** East Rutherford Boro Secaucus Town**AQ Code:** S19 (Exempt)**RCIS Category:** Bridges**Sponsor:** NJDOT**Est. Total Project Cost: (Million)** \$155.100**TIP:*****CURRENT*****FY 2024 - 2027 TIP Cost: (Million)** \$4.500**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	PE	BFP	\$4.500				
NJTPA	DES	NHPP					\$6.000
NJTPA	ROW	NHPP					\$2.100
NJTPA	CON	NHPP					\$140.000
TOTAL			\$4.500				\$148.100

***PENDING*****FY 2024 - 2027 TIP Cost: (Million)** \$7.000**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	PE	BFP	\$7.000				
NJTPA	DES	NHPP					\$6.000
NJTPA	ROW	NHPP					\$2.100
NJTPA	CON	NHPP					\$140.000
TOTAL			\$7.000				\$148.100

**DATE SUBMITTED:** 3/22/2024



## State of New Jersey

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

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**MPO:** NJTPA

**PROJECT:** Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

**DBNUM:** 15430

**TRACK #:** N-15430-1-M-2024

**TYPE OF PROJECT CHANGE:** Project Cost increase

**ACTION TAKEN:** Increases BFP funding for PE in FFY 24 from \$4.5M by \$2.5M to \$7M

**REASON FOR CHANGE:**

PE cost estimate increased due to PE activities needed to complete an Environmental Assessment as well as inflation.

**MPO ACTION REQUIRED:** Committee

**FISCAL CONSTRAINT:**

**Comments:** See NJTPA FY 24-33 Chart 9

**CONFORMITY:**

**PUBLIC INVOLVEMENT:**