



North Jersey Transportation Planning Authority, Inc.

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Freeholder John Bartlett, Chair
Freeholder Matthew Holt, Vice Chair

PROJECT PRIORITIZATION COMMITTEE

Freeholder Kathy DeFillippo, Chair
County Executive Joseph DiVincenzo, Vice Chair

Joint Meeting Agenda

**February 19, 2019
10:00 AM**

-
- I. Roll Call of Members
 - II. Salute to Flag
 - III. Approval of Minutes
 - IV. RTAC Update – Mark Jehnke, Ocean County
 - V. Action Items

Project Prioritization Committee

- 1. Modification to the FY 2018-2021 Transportation Improvement Program (TIP) to Add Federal Funds to the Route 34 CR 537 to Washington Avenue Project in Monmouth County as Requested by NJDOT – Eve Chamberlain (Attachment PPC-1)
- 2. Minor Amendments to the FY 2018-2021 TIP as Requested by NJDOT to Add Federal Funds to the Route 22 Bridge over Echo Lake Project in Union County and the Route 33 Business, Bridge over Conrail Freehold Secondary Branch Project in Monmouth County – Eve Chamberlain (Attachment PPC-2)
- 3. Modifications to the FY2018 – 2021 TIP to Add Federal Funds to the Pavement Preservation Program as Requested by the New Jersey Department of Transportation – Eve Chamberlain (Attachment PPC-3)
- 4. Approval of the 2018 Financial Plan Update for the Route 72, Manahawkin Bay Bridges Project – Ann Ludwig, Central Staff (Attachment PPC-4)
- 5. Approval of the 2018 Financial Plan Update for the Route 206 Project – Ann Ludwig (Attachment PPC-5)

Planning and Economic Development Committee

6. Approval of the FY 2020 Unified Planning Work Program – Angel Young, Central Staff (Attachment PEDC-6)

VI. Information Items

1. TIP Development: FY 2020 Project Pool Scores, Ann Ludwig, Central Staff
2. Update on Local Repurposed Earmarks in the NJTPA Region – Ann Ludwig
3. TNJ 2.0 Update – Doug Greenfeld, Central Staff
4. Trans-Hudson Update – Dave Behrend, Central Staff
5. Federal Transportation Policy Update – Dave Behrend
6. 2019 TransAction Conference – Ted Ritter, Central Staff

VII. Written Information Items

1. Local Safety Program Peer Exchange – Sascha Frimpong, Central Staff
2. Transportation Alternatives Set-Aside – Eve Chamberlain
3. Regional Performance Measures Update – Keith Miller, Central Staff
4. Community Disaster Emergency Supplies Procurement and Delivery Simulation – Anne Strauss-Wieder, Central Staff

VIII. Other Items

IX. Next Meeting: April 15, 2019

X. Adjournment



North Jersey Transportation Planning Authority, Inc.

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Freeholder John Bartlett, Chair
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Joint Meeting Agenda

Written Information Items

February 19, 2019

10:00 AM

VIII. Written Information Items

1. Local Safety Program Peer Exchange

Sascha Frimpong, Central Staff

NJDOT and FHWA have partnered as part of the Everyday Counts Initiatives to develop a one-day local safety peer exchange to explore opportunities to maximize safety investment benefits in the region. The goal is to support partner agencies' understanding of New Jersey's Safety Performance Targets along with the relationship between safety design and safety performance. The peer exchange will be held at the NJTPA on March 26, 2019. More information to come shortly.

2. Transportation Alternatives Set-Aside

Eve Chamberlain, Central Staff

Staff met with the statewide technical advisory committee for the Transportation Alternatives Set-Aside (TA Set-Aside) and the Safe Routes to School (SRTS) programs to select a short list of projects for recommendation to the NJDOT Commissioner and the Governor. Sixteen projects totaling \$13.288 million were recommended for TA Set-Aside and 11 projects totaling \$5.8 million were recommended for the SRTS program. Once the recommended projects are approved by NJDOT and the Governor's Office, the full project lists will be presented to the NJTPA Board for endorsement.

3. Regional Performance Measures Update

Keith Miller, Central Staff

The purpose of this project is to develop standardized performance measures for the NJTPA region, supplementing and complementing the required national performance measures. The Technical Advisory Committee (TAC) for this project had its fourth meeting on December 4. At this meeting, the TAC heard about the data collection and analysis that the consultant has performed over the past several months, building on the list of regional performance measures

that were established during the previous TAC meetings. The group also discussed approaches to the voluntary target setting for these measures, along with techniques to visualize the measures and potential targets.

4. Community Disaster Emergency Supplies Procurement and Delivery Simulation

Anne Strauss-Wieder, Central Staff

On April 3 at 1 PM in the Board Room, the NJTPA will host an interactive learning simulation that focuses on the coordination and communication needed to ensure that critical supplies reach the communities that need them in the aftermath of a disaster. Community, transportation, and emergency response organizations and individuals are welcome to participate. This simulation will be run on the American Logistics Aid Network (ALAN), which has been conducting this exercise for agencies and communities throughout the US. A description of the exercise is attached. Each participant should bring a smartphone or tablet with WIFI connectivity. Additional details will be sent out later in February. Please mark your calendars and let interested parties know of this event.

Participate on April 3 at 1 PM at NJTPA in

American Logistics Aid Network's Whole Community Disaster Emergency Supplies Procurement & Delivery Simulation

Overview

How would you respond to a crisis if your business supplied items desperately needed after a disaster? If you worked for a non-profit, could you ensure disaster survivors received everything they needed? What if you were a government employee charged with managing logistics for emergencies?



The American Logistics Aid Network (ALAN) Disaster Simulation uses virtual and live action role playing to simulate post-disaster supply chains for key commodities. Attendees use smart-phones or tablets to play the role of a business, government, or non-profit organizations working in a crisis scenario. Each role has a different objective, requiring players to coordinate and collaborate with their sector, demographic, and geographic partners to fill gaps and reduce overlap to keep supply lines open. Players begin with resources they can sell or donate, and money they can donate or use to acquire additional resources to reach individual and team goals. A three day horizon mimics the critical 72 hour window faced during real-life relief efforts. The session includes visual performance metrics to allow players to review system-wide impacts of their actions, and a hot-wash style discussion reveals strategies for addressing the real world gaps reflected in game-play.

Learning Objectives

The exercise illustrates how differing objectives and perceptions may inhibit effective response, and highlights the need for coordination across sectors. The debrief can be customized to include additional conversations on topics such as:

- Planning vs. execution
- Breaking down silos between and within sectors and jurisdictions
- Leveraging public and private resources to meet community and survivor needs
- Coordination without unity of command
- Synchronization and optimization of disaster relief supply chains
- Effective communications / information sharing
- Cross-sector partnerships
- Team building
- Trust & reputation
- Communication, Cooperation, Collaboration, Coordination, & Competition
- Complexity & adaptation in supply networks



Anticipated Outcomes

Feedback from this simulation indicates that this format of learning is extremely effective at breaking down silos and quickly building camaraderie. The gameplay rewards not just those who are individually effective, but requires all attendees to work together towards a common goal of serving the shelter populations. This experience plants the seeds of trusted relationships critical to effective collaboration during a real emergency event.



PROJECT PRIORITIZATION COMMITTEE

Freeholder Kathy DeFillippo – Chair
County Executive Joseph DiVincenzo – Vice Chair

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Freeholder John Bartlett – Chair
Freeholder Matthew Holt – Vice Chair

**Joint Meeting Minutes
December 10, 2018**

I. Roll Call of Members

Project Prioritization Committee Chair Kathy DeFillippo, Morris County Freeholder, called the meeting to order at 10:00 a.m. Thirteen members of the Project Prioritization Committee 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 October 15, 2018 meeting was made by Middlesex County, seconded by Union County and carried with 16 affirmative votes. Somerset County abstained.

II. Regional Transportation Advisory Committee (RTAC) Update – Mark Jehnke, Ocean County

RTAC Chair Mark Jehnke, Ocean County, reported that, at the December 3 meeting, the RTAC elected him Chair of the committee and Barkha Patel, Jersey City, as Vice Chair. The committee presented outgoing Chair Liza Betz with a certificate of appreciation that acknowledges her leadership during the 2017-2018 term. Also at the meeting, Dan Callas, TransOptions, reported on the activities of the Transportation Management Associations and members of Central Staff provided updates on several ongoing efforts, including a presentation on the development of the Fiscal Year 2020 Unified Planning Work Program.

IV. Development of FY 2020 Unified Planning Work Program (UPWP)

Angel Young, Central Staff, reported that the draft 2020 UPWP was available on the NJTPA website for review and comment. She requested that any comments, revisions, or questions be sent to Central Staff by January 11, 2019 for incorporation into the final draft that will be considered by the Planning & Economic Development Committee at the February joint meeting.

Board adoption is scheduled for March. Ms. Young distributed an overview of the 2020 program, along with a list of proposed consultant-supported activities and a budget summary. She noted five new subregional studies in the UPWP: Somerset County will identify five roadway corridors for safety audits; Monmouth County will examine travel demand management strategies to address traffic related to tourism and large events; and Hudson County will examine opportunities to expand or create new ferry services. Also, two studies from the previous program cycle will continue in 2020: the City of Jersey City Parking Management Plan and the Paterson – Newark Transit Market Study, which is led jointly by Passaic and Essex counties.

V. Action Items - Project Prioritization Committee

1. Minor Amendment to the FY 2018-2021 Transportation Improvement Program (TIP) to Add the Route 4, Hackensack River Bridge Project as Requested by the New Jersey Department of Transportation (NJDOT)

Eve Chamberlain, Central Staff, explained that NJDOT has requested federal funding for this project's Preliminary Engineering and Design phases of work. She said the NJTPA has agreed to use \$5.5 million from its Future Projects line item for Preliminary Engineering in Federal Fiscal Year (FFY) 2019, and NJDOT will provide the funds needed for Design in FFY 2021.

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

2. Minor Amendment to the FY 2018 - 2021 TIP to Add the Kearny Riverbank Park Bike Trail Project as Requested by the Town of Kearny

Ms. Chamberlain said the Town of Kearney requested that this construction-ready project be amended into the current TIP with \$1.82 million in state funding made available by the NJTPA through a funding agreement with the State of New Jersey. Lou Millan, NJ TRANSIT, and Lou Venech, Port Authority of New York & New Jersey (PANYNJ) requested copies of the project map.

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

3. Minor Amendments to the FY 2018 - 2021 TIP to Add Federal Funds to Three Locally Sponsored Projects as Requested by the NJTPA on behalf of Monmouth, Morris and Passaic Counties

Ms. Chamberlain said this set of amendments will replace state funding with federal funding for three locally sponsored projects. She said the federal funding is available from the NJTPA Future Projects line item. Project funding details follow:

- County Route 537 Corridor, Section A, NJ Route 33 Business and Gravel Hill Road, Monmouth County - the Design phase of work can advance in FFY 2019 with \$4.2 million in federal funds. This includes an increased cost estimate.

- Openaki Road Bridge, Morris County - the Design phase can advance in FFY 2019 with \$1 million; the right-of-way work in FFY 2020 with \$500,000; and Construction in FFY 2021 with \$6 million.
- Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River, Bergen and Passaic Counties – the Construction phase can advance in FFY 2019 with \$17.5 million.

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

4. Modifications to the FY 2018 – 2021 TIP for Pavement Preservation Programs as Requested by NJDOT

Ms. Chamberlain said that due to increased projects costs the statewide Pavement Preservation Program needs an additional \$12.466 million in federal funding to advance several projects to Construction in FFY 2019. NJDOT has also requested a \$15 million increase in federal funding for the Route 24, Route 287 to Route 78 Pavement Preservation Project in the NJTPA region, also for FFY 2019. Ms. Chamberlain said the funds are available in the NJDOT Fiscal Constraint Bank.

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

5. Modifications to the FY 2018 -2021 TIP for the Halls Mills Road Project as Requested by the NJTPA on Behalf of Monmouth County

Ms. Chamberlain said the project is not ready for authorization at this time. On behalf of Monmouth County, the NJTPA is requesting that \$13.271 in federal funding be reprogrammed in FY 2019. She said the estimated cost of construction has increased, requiring an additional \$14.729 million for the project in FY 2019.

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

6. Modifications to the FY 2018 - 2021 TIP for the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange, and Route 287 Projects as Requested by NJDOT

Ms. Chamberlain said that NJDOT has requested two revisions to the FY 2018-2021 TIP to update programmed funding as follows. Cost estimates for the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County have increased by \$8.709 million, and National Highway Performance Program funds are available for this need. Also, the current construction estimate for the Route 287 NB, Route 202/206 to South Street project in Somerset and Morris Counties has increased by \$7.8 million, and federal funds are available from the NJDOT Fiscal Constraint Bank to fully fund the project in FFY 2019.

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

7. Approval of the 2018 Financial Plan Update for the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project

Ann Ludwig, Central Staff, said financial plans are required for federally funded projects costing \$100 million to \$500 million. The financial plan for this project has been updated annually since 2014. The project cost has increased by \$6 million to \$260 million. Contract A is in Construction and expected to be complete by the summer of 2020. Contract B is in the Design phase, which has been changed to include a full replacement of the Route 46 Bridge over Lower Notch Road.

A motion to approve the financial plan was made by Passaic County, seconded by Bergen County and carried unanimously.

V. Information Items

1. FY 2020 TIP Development, Ann Ludwig FY 2020 TIP Development

Ann Ludwig, Central Staff, said the TIP development process is in the Project Pool phase. NJDOT project managers have prepared sheets showing the scope and status of each project in the unconstrained program. The Capital Programming staff at NJDOT will send the program database to NJTPA staff shortly. Staff will analyze the database and provide the subregions with a list of their projects for a challenge round. The draft TIP will be subject to public review and a conformity determination before the NJTPA Board considers it for approval. The final FY 2020 TIP will begin October 1, 2019.

2. 2020 Local Projects Solicitations

Sascha Frimpong, Central Staff, said the solicitation for the Local Concept Development (LCD) program was issued on December 7, 2018 and responses will be due by February 12, 2019. She noted two programmatic issues this round:

- Movable bridges over navigable waterways have been temporarily suspended from acceptance into the program. Ms. Frimpong explained that the U.S. Coast Guard and the Army Corps of Engineers are new partners on the Interagency Review Committee, and they both must review and approve Concept Development for these projects. She said there currently are four such bridge projects in the LCD program, which are still undergoing federal review. Therefore, the NJTPA will not accept additional movable bridge projects into the program until the next solicitation in approximately two years.
- LCD Program projects are funded with sub-allocated federal Surface Transportation Program Block Grant funds, which can only be used on projects located entirely in urbanized areas. Ms. Frimpong said an interactive map was emailed to the subregions to assist them with assessing their projects in terms of eligible locations.

3. Together North Jersey (TNJ) 2.0 Update

Zenobia Fields, Central Staff, said TNJ continues to advance strategies and actions through the four task forces: Competitive, Efficient, Livable and Resilient. She said the TNJ Training Institute continues to sponsor technical assistance and training activities designed to enhance the capacity of stakeholder organizations to advance the TNJ initiatives. Recent activities included the following:

- The NJTPA hosted a Crime Prevention through Environmental Design workshop on December 5. The well-attended workshop brought together a wide range of participants, including law enforcement, city planners, landscape designers, residents and other stakeholders.
- The NJTPA and the Voorhees Transportation Center at Rutgers University are providing technical assistance to support the advancement of recommendations included in the final reports for the Local Demonstration Project Program, the Local Government Capacity Grant Program, and the NGO Micro Grant program. Through this assistance program, the Urban Essex Corridor Coalition is developing a temporary lighting installation under the Brick Church Station underpass in East Orange. Design will be provided by Rutgers graduate students, and NJ TRANSIT is being consulted on the logistics for the installation
- TNJ is working with New Brunswick Tomorrow to secure funding and management to implement a Ciclovía plan in the city, periodically closing streets to encourage use by walkers and bicyclists.

Upcoming events include the following:

- On January 11, 2019, the NJTPA will host the TNJ Training Institute's Creating a Great Shuttle Service workshop. TMAs will be there to discuss potential funding sources and provide examples of their successful shuttle services.
- On January 31, 2019, the NJTPA will host the next TNJ forum and task force meetings.

4. Trans-Hudson Update

Dave Behrend, Central Staff, reported that New York Governor Cuomo had met with the President to discuss the need for a strong federal financial commitment for the Hudson Tunnel and Portal Bridge Replacement projects. He said the meeting was positive, but it yielded no specific actions or developments so far.

Mr. Behrend said NJ TRANSIT Executive Director Kevin Corbett spoke at a recent Meadowlands Regional Chamber of Commerce event, and he said the agency was informed that the Federal Railroad Administration will complete its review of the Hudson Tunnel project draft

Environmental Impact Statement around April 2019. He said the NJTPA continues to consider this and the Portal Bridge replacement projects top priorities for the region.

Mr. Behrend also reported that the PANYNJ Trans Hudson Rapid Transit Study continues with NJTPA participation.

During a brief ensuing general discussion, it was noted that the Portal Bridge project received a TIGER grant for some early construction activities. Mr. Millan said most of this is utility work. It was also noted that the federal government had previously downgraded its ratings for the Hudson Tunnel and Portal Bridge projects, citing concerns about local funding commitments. Since that time, however, the State of New Jersey has approved \$600 million in bonds for the Portal Bridge, issued through the New Jersey Economic Development Authority.

5. Federal Transportation Policy

Mr. Behrend said a continuing resolution that will fund the federal government through December 21 is in place, preventing a government shutdown until at least that date. He said DC observers are optimistic that a funding agreement will take place before the deadline.

Mr. Behrend said Representative Peter DeFasio of Oregon, will assume leadership of the House Transportation & Infrastructure Committee. He noted that it is Mr. DeFasio's opinion that while public/private partnerships play an important role in funding infrastructure, they are only suited to a very small percentage of projects. Mr. DeFasio has discussed the need to eventually move the nation to a Vehicle Miles Traveled tax rather than a gasoline tax. Mr. Behrend said that Oregon has had a successful VMT pilot program, and Mr. DeFasio has said he will encourage a similar nationwide pilot program. Mr. Behrend noted that, as gas powered cars become more efficient, they use less gasoline, thereby decreasing revenues for the Federal Highway Trust Fund, which faces worsening fiscal challenges.

Mr. Behrend reported also that the Senate continues to work on a bill that would set up a regulatory framework for governing automated vehicles. The House passed its own version, but the Senate is taking more time to consider safety standards, privacy and related issues.

VII. Next Meeting: February 19, 2019

IX. Adjournment

At 11:45 a.m., a motion to adjourn was made by Middlesex County, seconded by Union County and carried unanimously.

**JOINT COMMITTEE MEETING
ATTENDANCE
December 10, 2018**

Project Prioritization Committee

VOTING MEMBERS	
Hon. Kathy DeFillippo (Chair)	Morris County
Hon. John Bartlett	Passaic County
Hon. Angel Estrada	Union County
Chris Helms	Bergen County
Tom Malavasi	Hudson County
Barbara Vogel	Hunterdon County
George Ververides	Middlesex County
Inkyung Englehart	Monmouth County
Tom Drabic	Sussex County
Lauren LaRusso	Governor's Authorities Unit
Eric Powers	NJDOT
Lou Millan	NJ TRANSIT
Jared Rodriguez	Citizens' Representative

Planning and Economic Development Committee

VOTING MEMBERS	
Hon. John Bartlett	Passaic County
Hon. Virginia Haines	Ocean County
Hon. Angel Estrada	Union County
Barbara Vogel	Hunterdon County
Barkha Patel	Jersey City
Ken Wedeen	Somerset County
Lauren LaRusso	Governor's Authorities Unit
Eric Powers	NJDOT
Lou Millan	NJ TRANSIT
Lou Venech	PANYNJ
Jared Rodriguez	Citizens' Representative

Also In Attendance	
Bob Werkmeister	GPI
Jeremy Farrell	LeFrak
Ryan Adams	Michael Baker Intl.
Gerald Rohsler	Morris County
Frank Scarantino	Mott MacDonald
Trevor Howard	Newark
Mark Jehnke	Ocean County

Mike Lysicatos	Passaic County
Liza Betz	Union County
Various members of Central Staff	NJTPA

Summary of Action

Modification to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 34, CR 537 to Washington Avenue, Pavement Project as Requested by the New Jersey Department of Transportation

Action: In order to advance the following project, the New Jersey Department of Transportation (NJDOT) has requested revising the FY 2018 – 2021 TIP to update the programmed funding as detailed below.

Background: According to the *TIP Memorandum of Understanding*, when funds at a specified threshold are added to a project, the request requires action by the NJTPA Project Prioritization Committee. The following requested action is within that threshold. If the Committee approves this modification, no further action will be required. **Funding Revision:**

- **Route 34, CR 537 to Washington Avenue, Pavement, Monmouth and Middlesex Counties DB# 11307**

NJDOT has requested to increase National Highway Performance Program funding for Preliminary Engineering in Federal Fiscal Year (FFY) 2019 for this project. The revised estimate has increased by \$5.5 million from \$2 million to \$7.5 million. Funds are available from prior year unobligated balances.

Justification for Action: Approval of this revision to the FY 2018 – 2021 TIP will allow the funds to be secured and the project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 34

Mileposts: 13.2 - 26.79

DBNUM: 11307

Name: Route 34, CR 537 to Washington Ave., Pavement

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.

Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.

Counties: Monmouth Middlesex

Municipalities: Various

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$8.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	DEMO-R		\$.801			
NJTPA	PE	NHPP		\$1.199			
NJTPA	DES	NHPP			\$6.000		
NJTPA	ROW	NHPP					\$1.000
NJTPA	CON	NHPP					\$90.000
				\$2.000	\$6.000		\$91.000

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$13.500

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	DEMO-R		\$.801			
NJTPA	PE	NHPP		\$6.699			
NJTPA	DES	NHPP			\$6.000		
NJTPA	ROW	NHPP					\$1.000
NJTPA	CON	NHPP					\$90.000
				\$7.500	\$6.000		\$91.000



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 34, CR 537 to Washington Ave., Pavement**

DBNUM: 11307

TRACK #: N-11307-3-M-2018

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for PE in FFY 19 from \$1.199 by \$5.5M to \$6.699M.

REASON FOR CHANGE:

The original PE estimate was programmed prior to CD, while the revised PE estimate is based on information from the CD phase.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #29

CONFORMITY:

PUBLIC INVOLVEMENT:

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM AS REQUESTED BY THE NEW JERSEY
DEPARTMENT OF TRANSPORTATION TO ADD
FEDERAL FUNDS TO THE ROUTE 22 BRIDGE OVER
ECHO LAKE PROJECT IN UNION COUNTY AND THE
ROUTE 33 BUSINESS, BRIDGE OVER CONRAIL
FREEHOLD SECONDARY BRANCH PROJECT IN
MONMOUTH COUNTY**

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

WHEREAS, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU the addition of a federal funds to a project where State funds are currently programmed and the change does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the NJDOT is requesting that the *Route 22, Bridge over Echo Lake* project (DB# 14330) and the *Route 33 Business, Bridge over Conrail Freehold Secondary Branch* project (DB# 12379) be reprogrammed with federal funds; and

WHEREAS, fiscal constraint is maintained because funds have been made available for these projects through the use of unobligated prior year funds; and

WHEREAS, these minor amendments are exempt from an air quality conformity determination and do not impact the current conformity determination; and

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

WHEREAS, the FY 2018 – 2021 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of 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 amendments to the FY 2018 – 2021 Transportation Improvement Program.

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

Summary of Action

Minor Amendments to the FY 2018 - 2021 Transportation Improvement Program As Requested by NJDOT to Add Federal Funds to the Route 22 Bridge over Echo Lake project in Union County and to Add Federal Funds to the Route 33 Business, Bridge over Conrail Freehold Secondary Branch project in Monmouth County

Action: In order to advance the following projects, the New Jersey Department of Transportation (NJDOT) has requested revising the FY 2018 – 2021 Transportation Improvement Program (TIP) to update programmed funding as detailed below.

Background: According to the *TIP Memorandum of Understanding* when federal funds are added to a project that is currently programmed with State funds, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. These amendments are for the federalization of projects that are currently programmed with State funds. Financial information is detailed on the attached documents.

Minor Amendments:

- **Route 22, Bridge over Echo Lake, Union County DB# 14330**
This project is part of a federal solicitation list and, therefore, Preliminary Engineering (PE) and Design must be federally funded. The Design phase will be programmed with National Highway Performance Program (NHPP) funds in Federal Fiscal Year (FFY) 2019 for \$0.450 M. Funds are available from prior year unobligated funds.
- **Route 33 Business, Bridge over Conrail Freehold Secondary Branch, Monmouth County DB# 12379**
This project is part of a federal solicitation list and, therefore, PE and Design must be federally funded. The PE phase will be funded with NHPP funds in FFY 2019 for \$1.250 M. The Design phase will be programmed with NHPP funds in FFY 2021 for \$2.5 M. Funds are available from to prior year unobligated funds.

Justification for Action: Approval of these minor amendments to the FY 2018 – 2021 TIP will allow the funds to be secured and the projects to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 22

Mileposts: 50.74-50.74

DBNUM: 14330

Name: Route 22, Bridge over Echo Lake

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1929.

Counties: Union

Municipalities: Mountainside Boro

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$2.877

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$2.110

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE	\$.450				
NJTPA	ROW	NHPP		\$.050			
NJTPA	CON	STATE				\$1.610	
			\$.450	\$.050		\$1.610	

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$2.110

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	NHPP		\$.450			
NJTPA	ROW	NHPP		\$.050			
NJTPA	CON	STATE				\$1.610	
				\$.500		\$1.610	



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 22, Bridge over Echo Lake**

DBNUM: 14330

TRACK #: N-14330-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Slippage, Change of funding source

ACTION TAKEN: Changes \$.450M of STATE funding for DES in FFY 18 to NHPP.

Delays NHPP funding for DES in the amount of \$.450M from FFY 18 to FFY 19.

REASON FOR CHANGE:

Project is part of a federal solicitation list, therefore PE and DES must be federally funded. Funding reflects the 2019 Capital Program.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #29

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 33 **Mileposts:** 4.300 - 4.400 **DBNUM:** 12379

Name: Route 33 Business, Bridge over Conrail Freehold Secondary Branch

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

Counties: Monmouth

Municipalities: Freehold Twp

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$3.300

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$.800				
NJTPA	DES	STATE			\$2.000		
NJTPA	ROW	STATE				\$.500	
NJTPA	CON	NHPP					\$9.200
			\$.800		\$2.000	\$.500	\$9.200

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$4.250

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP		\$1.250			
NJTPA	DES	NHPP				\$2.500	
NJTPA	ROW	STATE				\$.500	
NJTPA	CON	NHPP					\$9.200
				\$1.250		\$3.000	\$9.200



State of New Jersey

DEPARTMENT OF TRANSPORTATION
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MPO: **NJTPA**

PROJECT: **Route 33 Business, Bridge over Conrail Freehold Secondary Branch**

DBNUM: 12379

TRACK #: N-12379-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Slippage, Project Cost increase, Change of funding source

ACTION TAKEN: Changes \$0.8M of STATE funding for PE in FFY 18 to NHPP.
Delays NHPP funding for PE in the amount of \$.8M from FFY 18 to FFY 19.
Increases NHPP funding for PE in FFY 19 from \$.8M by \$.45M to \$1.250M.
Changes \$2M of STATE funding for DES in FFY 20 to NHPP.
Delays NHPP funding for DES in the amount of \$2M from FFY 20 to FFY 21
Increases NHPP funding for DES in FFY 21 from \$2M by \$.5M to \$2.5M.

REASON FOR CHANGE:

Project was part of a federal solicitation, meaning PE and DES must be federally authorized, therefore a TIP MOD is needed to federalize these phases. PE and DES are adjusted based on the updated cost and schedule reflected in this project's pool sheet.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #29

CONFORMITY:

PUBLIC INVOLVEMENT:

Summary of Action

Modifications to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to Pavement Preservation Programs as Requested by the New Jersey Department of Transportation

Action: In order to advance the following projects, the New Jersey Department of Transportation (NJDOT) has requested revising the FY 2018 – 2021 TIP to update programmed funding as detailed below.

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

Funding Needs:

- **Pavement Preservation, NJTPA DB# X51B**
NJDOT has requested an increase in National Highway Performance Program (NHPP) funding in Federal Fiscal Year (FFY) 2019 of \$41.44 million in order to advance the construction phase of the following pavement preservation projects:
 - Route 18, Route 27 to Buckingham Drive, *Middlesex County* (\$2.30 M)
 - Route 33, CR 527 (Millhurst Road/Sweetmans Lane) to Howell Rd, *Monmouth County* (\$6.23 M)
 - Route 35, CR 4 (Holmdel Road/Main Street) to Route 9, *Monmouth and Middlesex Counties* (\$3.41 M)
 - Route 78, Union Avenue to NJ Turnpike Exit 58, *Union and Essex Counties* (\$13.84 M)
 - Route 80, Fox Hill Road to Route 46 (EB)/Route 280 & CR 57 (S Summit Ave) to Route 95, *Bergen and Morris Counties* (\$15.66 M)

- **Pavement Preservation DB# X51**
NJDOT has requested an increase in NHPP funding in FFY 2019 of \$28.570 million in order to advance the construction phase of the following pavement preservation projects:
 - Route 55, Leaming Mill Road (CR 684) to Ellis Mill Road (CR 641), *Cumberland, Salem, and Gloucester Counties* (\$23.47 M)
 - Route 72, Route 70 to Savoy Boulevard and Stevens Road to Ash Road, *Burlington and Ocean Counties* (\$5.10 M)

Funding Resources: FFY 2019 funding for this request is available from the following projects, whose schedules have been delayed to later fiscal years:

- **Route 46, Bergen Boulevard to Main Street, Bergen County DB# 12428**
Funding for Construction is being reprogrammed in FFY 2020 and increased to \$7.550 M.
- **Route 23, Alexander Road to Maple Lake Road, Morris County DB# 11424**
Funding for Construction is being reprogrammed in FFY 2020 and increased to \$17.200 M.
- **Route 19, Colfax Ave (CR 609) to Marshall Street, Passaic County DB# 12419**
Funding for Construction is being reprogrammed in FFY 2021 for \$5.300 M.
- **Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement, Ocean County DB# 11418**
Funding for Construction is being reprogrammed in FFY 2022 and reduced to \$36.700 M.

- **Route 94, Pleasant Valley Drive to Maple Grange Road, Sussex County DB# 15391**
Funding for Construction is being reprogrammed in FFY 2020 for \$6.000 M.
- **Route 27, Dehart Place to Route 21, Union and Essex Counties DB# 15371**
Funding for Construction is being reprogrammed in FFY 2020 for \$13.264 M.
- **Unobligated Prior Year Funds**
To support the needs of the Pavement Preservation (DB# X51) NHPP funds are available from unobligated Prior Year Funds in the amount of \$28.570 million.

Justification for Action: Approval of these revisions to the FY 2018 – 2021 TIP will allow the funds to be secured and the referenced projects to advance under the pavement preservation program.

Staff Recommendation: Central Staff recommends approval of these actions.

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: Mileposts: N/A DBNUM: X51

Name: Pavement Preservation

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

Counties: Various

Municipalities: Various

Project Type: Roadway Preservation

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$90.803

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
Statewide	EC	HWYINF	\$7.830	\$7.713			
Statewide	EC	NHPP	\$15.204	\$24.589	\$10.000	\$10.000	\$60.000
Statewide	EC	STBGP	\$.467	\$5.000	\$5.000	\$5.000	\$30.000
			\$23.501	\$37.302	\$15.000	\$15.000	\$90.000

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$119.373

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
Statewide	EC	HWYINF	\$7.830	\$7.713			
Statewide	EC	NHPP	\$15.204	\$53.159	\$10.000	\$10.000	\$60.000
Statewide	EC	STBGP	\$.467	\$5.000	\$5.000	\$5.000	\$30.000
			\$23.501	\$65.872	\$15.000	\$15.000	\$90.000



State of New Jersey

DEPARTMENT OF TRANSPORTATION
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MPO: **Statewide**

PROJECT: **Pavement Preservation**

DBNUM: X51

TRACK #: SW-X51-6-M-2018

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for EC in FFY 19 from \$24.589M by \$28.570M to \$53.159M.

REASON FOR CHANGE:

Pavement Preservation (X51) increase of \$28.570M in FY 19 to fund CON for the following pavement preservation projects:

[UPC: 193350] Rt 55, Leaming Mill Rd (CR 684) to Ellis Mill Rd (CR 641) (\$23.47M) {Cumberland, Salem, Gloucester}

[UPC: 193340] Rt 72, Rt 70 to Savoy Blvd & Stevens Rd to Ash Rd (\$5.10M) {Burlington, Ocean County}

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 18-27 FC Chart #18

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: Mileposts: N/A DBNUM: X51B

Name: Pavement Preservation, NJTPA

This program will allow NJDOT to accomplish eligible federal pavement preservation activities, in the NJTPA region, on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

Counties: Various

Municipalities: Various

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$81.088

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	EC	NHPP	\$56.123	\$15.000			
NJTPA	EC	STBGP	\$9.965				
			\$66.088	\$15.000			

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$122.528

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	EC	NHPP	\$56.123	\$56.440			
NJTPA	EC	STBGP	\$9.965				
			\$66.088	\$56.440			



State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
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MPO: **NJTPA**

PROJECT: **Pavement Preservation, NJTPA**

DBNUM: X51B

TRACK #: N-X51B-3-M-2018

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for CON in FFY 19 from \$15.0M by \$41.440M to \$56.440M.

REASON FOR CHANGE:

Pavement Preservation, NJTPA (X51B) increase of \$41.440M in FY 19 to fund CON for the following pavement preservation projects:

[UPC: 193290] Rt 18, Rt 27 to Buckingham Drive (\$2.30M)

[UPC: 193300] Rt 33, CR 527 (Millhurst Rd/Sweetmans Lane) to Howell Rd (\$6.23M)

[UPC: 193310] Rt 35, CR 4 (Holmdel Rd/Main St) to Rt 9 (\$3.41M)

[UPC: 193190] Rt 78, Union Ave to NJ Turnpike Exit 58 (\$13.84M)

[UPC: 193160] Route 80, Fox Hill Road to Route 46 (EB)/Route 280 & CR 57 (S Summit Ave) to Route 95 (\$15.66M)

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #30

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 46

Mileposts: 66.95 - 69.18

DBNUM: 12428

Name: Route 46, Bergen Boulevard to Main Street

Initiated from the Pavement Management System, this project will resurface within the project limits.

Counties: Bergen

Municipalities: Lodi Boro Hasbrouck Heights Boro
Teterboro Boro South Hackensack Twp

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$7.550

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$6.673

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	NHPP		\$6.673			
				\$6.673			

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$7.550

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	NHPP			\$7.550		
					\$7.550		



State of New Jersey

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MPO: **NJTPA**

PROJECT: **Route 46, Bergen Boulevard to Main Street**

DBNUM: 12428

TRACK #: N-12428-1-M-2018

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

ACTION TAKEN: Delays NHPP funding for CON in the amount of \$6.673M from FFY 19 to FFY 20.

Increases NHPP funding for CON in FFY 20 from \$6.673M by \$0.877M to \$7.550M.

REASON FOR CHANGE:

Delayed per Capital Project Management to assist in funding FY 19 Pavement Preservation efforts:

Pavement Preservation, NJTPA (X51B) increase of \$41.440M and Pavement Preservation (X51) increase of \$28.570M

Project's CON cost increase per FY20-29 project pool sheet.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #30

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 23

Mileposts: 10.2 - 16.8

DBNUM: 11424

Name: Route 23, Alexander Road to Maple Lake Road

Initiated from the Pavement Management System, this project will resurface within the project limits. ADA upgrades and guiderail repair will be included.

Counties: Morris

Municipalities: Pequannock Twp Riverdale Boro
Kinnelon Boro Butler Boro

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$17.858

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$11.683

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	NHPP		\$11.683			
				\$11.683			

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$17.200

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	NHPP			\$17.200		
					\$17.200		



State of New Jersey

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MPO: **NJTPA**

PROJECT: **Route 23, Alexander Road to Maple Lake Road**

DBNUM: 11424

TRACK #: N-11424-2-M-2018

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

ACTION TAKEN: Delays NHPP funding for CON in the amount of \$11.683M from FFY 19 to FFY 20.
Increases NHPP funding for CON in FFY 20 from \$11.683M by \$5.517M to \$17.20M.

REASON FOR CHANGE:

Delayed per Capital Project Management to assist in funding FY 19 Pavement Preservation efforts:
Pavement Preservation, NJTPA (X51B) increase of \$41.440M and Pavement Preservation (X51) increase of \$28.570M
Project's CON cost increase per FY20-29 project pool sheet.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #30

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 19

Mileposts: NB 0.0-1.16 & 2.3-2.9; SB 0.0-2.9 **DBNUM:** 12419

Name: Route 19, Colfax Ave (CR 609) to Marshall Street

Initiated from the Pavement Management System, this project will resurface within the project limits.

Counties: Passaic

Municipalities: Clifton City Paterson City

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$5.634

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$5.300

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	NHPP		\$5.300			
				\$5.300			

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$5.300

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	NHPP				\$5.300	
						\$5.300	



State of New Jersey

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MPO: **NJTPA**

PROJECT: **Route 19, Colfax Ave (CR 609) to Marshall Street**

DBNUM: 12419

TRACK #: N-12419-2-M-2018

TYPE OF PROJECT CHANGE: Project Phase Slippage

ACTION TAKEN: Delays NHPP funding for CON in the amount of \$5.3M from FFY 19 to FFY 21.

REASON FOR CHANGE:

Delayed per Capital Project Management to assist in funding FY 19 Pavement Preservation efforts:

Pavement Preservation, NJTPA (X51B) increase of \$41.440M and Pavement Preservation (X51) increase of \$28.570M

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #30

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 9

Mileposts: 94.5 - 101.7

DBNUM: 11418

Name: Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement

Initiated from the Pavement Management System, this project will resurface within the project limits. Project will include safety improvements and Federal ADA compliance.

Counties: Ocean

Municipalities: Toms River Twp Lakewood Twp

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$53.450

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE	\$2.000				
NJTPA	ROW	STATE		\$.750			
NJTPA	CON	NHPP			\$11.700	\$39.000	
			\$2.000	\$.750	\$11.700	\$39.000	

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$2.750

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE	\$2.000				
NJTPA	ROW	STATE		\$.750			
NJTPA	CON	NHPP					\$36.700
			\$2.000	\$.750			\$36.700



State of New Jersey

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MPO: **NJTPA**

PROJECT: **Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement**

DBNUM: 11418

TRACK #: N-11418-1-M-2018

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

ACTION TAKEN: Delays NHPP funding for CON in the amount of \$11.7M from FFY 20 to FFY 22.
Delays NHPP funding for CON in the amount of \$39.0M from FFY 21 to FFY 22.
Reduces NHPP funding for CON in FFY 22 from \$50.7M by \$14.0M to \$36.70M.

REASON FOR CHANGE:

CON delay frees up fiscal constraint of overall first 4 years of the STIP so that Pavement Preservation, NJTPA (X51B) TIP MOD (increase of \$41.440M) can be completed.

The increase to Pavement Preservation, NJTPA (X51B) will fund CON for 5 different pavement preservation projects in the NJTPA region.

Programmed CON is reduced per the submitted FY20-29 project pool sheet.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #30

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 94

Mileposts: 38.0-43.0

DBNUM: 15391

Name: Route 94, Pleasant Valley Drive to Maple Grange Road

Federal Resurfacing/Rehab project. MP 38.0-40.5, 40.9-43.0

Counties: Sussex

Municipalities: Vernon Twp

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$8.000

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$6.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	STBGP		\$6.000			
				\$6.000			

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$6.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	STBGP			\$6.000		
					\$6.000		



State of New Jersey

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MPO: **NJTPA**

PROJECT: **Route 94, Pleasant Valley Drive to Maple Grange Road**

DBNUM: 15391

TRACK #: N-15391-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Slippage

ACTION TAKEN: Delays STBGP funding for CON in the amount of \$6.0M from FFY 19 to FFY 20.

REASON FOR CHANGE:

Delayed per Capital Project Management to assist in funding FY 19 Pavement Preservation efforts:

Pavement Preservation, NJTPA (X51B) increase of \$41.440M and Pavement Preservation (X51) increase of \$28.570M

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #30

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 27

Mileposts: 33.4-38.53

DBNUM: 15371

Name: Route 27, Dehart Place to Route 21

Initiated by the Pavement Management System, the project will mill 3" depth and resurface with 3" thick asphalt on the North and South Bound Route 27 mainline and shoulder. The Route 27 ramps, both North and South Bound will also mill 3" and resurface with asphalt 3". A construction of ADA compliant curb ramps at each corner of an intersection where a sidewalk exists will be built at all 33 signalized intersections and 34 un-signalized intersections. Damaged sidewalks will be repaired and drainage grate inlets will be replaced with bicycle safe grates. Right-of-Way is required for the construction of ADA compliant curb ramps.

Counties: Union Essex

Municipalities: Elizabeth City Newark City

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$14.668

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$14.715

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	ROW	NHPP	\$1.451				
NJTPA	CON	NHPP		\$13.264			
			\$1.451	\$13.264			

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$14.715

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	ROW	NHPP	\$1.451				
NJTPA	CON	NHPP			\$13.264		
			\$1.451		\$13.264		



State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
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MPO: **NJTPA**

PROJECT: **Route 27, Dehart Place to Route 21**

DBNUM: 15371

TRACK #: N-15371-2-M-2018

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Delays NHPP funding for CON in the amount of \$13.264M from FFY 19 to FFY 20.

REASON FOR CHANGE:

Delayed per Capital Project Management to assist in funding FY 19 Pavement Preservation efforts:

Pavement Preservation, NJTPA (X51B) increase of \$41.440M and Pavement Preservation (X51) increase of \$28.570M

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #30

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment PPC-4

Summary of Action

Approval of the 2018 Financial Plan Update for the Route 72, Manahawkin Bay Bridges Project

Action: The New Jersey Department of Transportation (NJDOT) is requesting approval of the proposed Financial Plan Update for the Route 72, Manahawkin Bay Bridges project. The updated financial plan reflects an increase in total project cost of \$8.102 million to \$319.623 million, mainly due to increased utility relocations and updated cost estimates. Funding changes will be reflected in the upcoming FY 2020-2023 Transportation Improvement Program. According to the *TIP Memorandum of Understanding*, Annual Financial Plan updates are approved by the Project Prioritization Committee and require no further action.

Background:

Financial Plans

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

- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a P3 to deliver the project.

The Route 72 Manahawkin Bay Bridges Initial Financial Plan was approved by the NJTPA Board of Trustees in September 2012 and must be updated annually. The Annual Update should identify and resolve any cost and funding changes that have occurred since the previous

submission. This would include changes in project scope that impact the cost estimate and completion schedule of the project.

Project Description

The Route 72, Manahawkin Bay Bridges project in Ocean County involves construction of a new parallel structure adjacent to the existing Manahawkin Bay Bridge, rehabilitation of the existing Bay Bridge, and rehabilitation of three other trestle bridges over Hilliards Thorofare and the East and West Thorofares, located in Stafford Township and Ship Bottom Borough in Ocean County. The project also includes the Route 72 and Marsha Drive intersection improvements.

The project has been separated into seven contracts: *Contract 1A* is the Route 72 and Marsha Drive intersection improvements and *Contract 1B* includes operational and safety improvements in Ship Bottom Borough on Long Beach Island (DB# 11385); *Contract 2* (DB# 00357A) is construction of a new parallel structure over Manahawkin Bay to the south of the existing bridge structure, with a 55-foot vertical clearance over the navigation channel and a curb-to-curb width of 49 feet; *Contract 3* (DB# 00357B) is rehabilitation of two structures over West Thorofare and East Thorofare. The bridge decks will be reconfigured to provide two 11-foot lanes, a 1-foot inside shoulder and a 6-foot outside shoulder that can accommodate bicycles in each direction, and a 6-foot sidewalk in the westbound direction; *Contract 4* (DB# 00357C) is rehabilitation of the bridge over Manahawkin Bay and the bridge over Hilliards Thorofare; *Contract 5* (DB# 00357D) is the construction of various environmental mitigation components to comply with environmental permit conditions; and *Contract 5A* (DB# 00357D1) is the implementation of Submerged Aquatic Vegetation (SAV) within the Barnegat Bay.

The projected cost of this project is \$319.623 million. Construction began in May 2013.

Justification for Action: The Financial Plan Update has been reviewed for consistency based on the elements listed above. The project is identified in the Regional Transportation Plan and the FY 2018 – FY 2021 TIP.

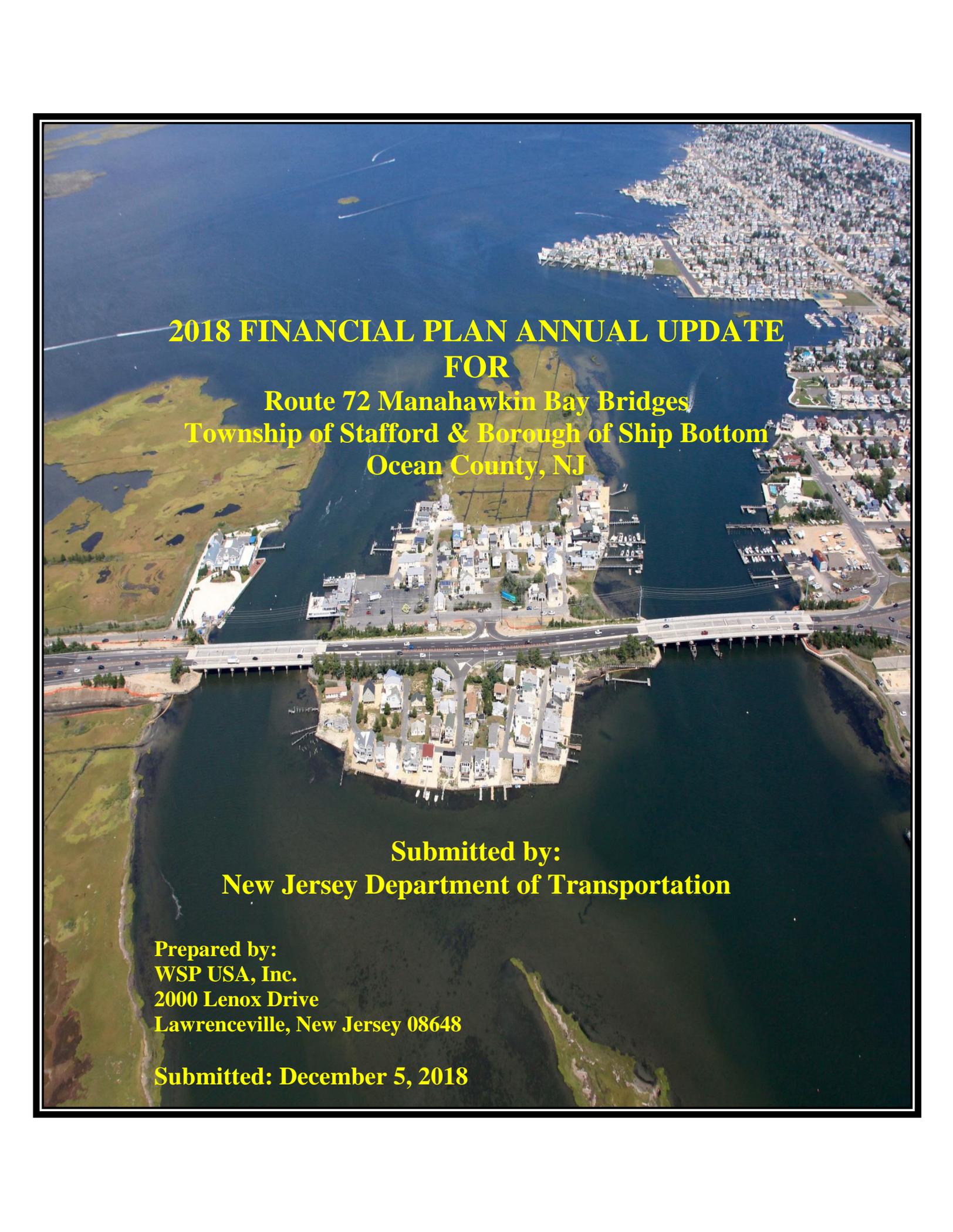
By approving the Financial Plan Update, the project will be in compliance with federal guidelines, allowing NJDOT to request additional authorization for the construction phase of this project.

Staff Recommendation: Central Staff recommends approval of this action.

Route 72, Manahawkin Bay Bridges
Financial Plan Comparison (2017 and 2018)
(\$ millions)

Project Segment	Financial Plan Update (2017)	Financial Plan Update (2018)	Change (2017-2018)	Comments
Contract 1A & 1B	\$ 37.068	\$ 45.873	\$ 8.805	Updated costs due to increased utility relocations and associated costs. All unit costs were updated for all items. Costs were updated to reflect the costs from NJDOT FMIS data.
Contract 2	\$120.211	\$116.579	(\$ 3.632)	Construction completed. Updated costs from NJDOT FMIS data.
Contract 3	\$ 36.089	\$ 39.971	\$ 3.882	Updated costs from NJDOT FMIS data. Change orders were also added.
Contract 4	\$ 87.166	\$ 87.499	\$ 0.333	Updated costs from NJDOT FMIS data.
Contract 5	\$ 15.004	\$ 13.204	(\$ 1.800)	Construction completed. Updated costs from NJDOT FMIS data.
Contract 5A	\$ 3.821	\$ 3.839	\$ 0.018	Updated costs from NJDOT FMIS data.
ROW Acquisition	\$ 1.301	\$ 1.301	\$ 0.000	
Preliminary Engineering Design Cost NJDOT In-House	\$ 10.634	\$ 10.634	\$ 0.000	
Preliminary Engineering Utility Cost for all Contracts	\$ 0.227	\$ 0.723	\$ 0.496	Updated costs from NJDOT FMIS data.
Total	\$311.521	\$319.623	\$ 8.102	

Source: Route 72 Manahawkin Bay Bridges, Financial Plan Update, 2018, p.14.

An aerial photograph of a coastal town, likely Manahawkin, New Jersey. The town is built on a peninsula and is surrounded by water. A large bridge, identified as the Route 72 Manahawkin Bay Bridge, spans across the water, connecting the town to the mainland. The bridge has multiple lanes and is supported by several piers. The town features numerous houses, streets, and a parking lot. The water is dark blue, and there are some green areas on the peninsula. The overall scene is a mix of urban development and natural coastal features.

**2018 FINANCIAL PLAN ANNUAL UPDATE
FOR
Route 72 Manahawkin Bay Bridges
Township of Stafford & Borough of Ship Bottom
Ocean County, NJ**

**Submitted by:
New Jersey Department of Transportation**

**Prepared by:
WSP USA, Inc.
2000 Lenox Drive
Lawrenceville, New Jersey 08648**

Submitted: December 5, 2018

Route 72 Manahawkin Bay Bridges
Township of Stafford & Borough of Ship Bottom
Ocean County, New Jersey

**2018 FINANCIAL PLAN ANNUAL UPDATE
LETTER OF CERTIFICATION**

The New Jersey Department of Transportation (NJDOT) has developed a comprehensive annual update to the Route 72 Manahawkin Bay Bridges Initial Financial Plan in accordance with the requirements of Section 106, Title 23, and the Financial Plan guidance issued by the Federal Highway Administration. The plan provides detailed cost estimates to complete the project and the estimates of financial resources to be utilized to fully finance the project.

The expenditure data in this Financial Plan Annual Update provides an accurate accounting of costs incurred to date and includes a realistic estimate of future costs based on engineer's estimates and expected construction cost escalation factors. While the estimates of financial resources rely upon assumptions regarding future economic conditions and demographic variables, they represent realistic estimates of available monies to fully fund the project. Additionally, this annual update addresses the MAP-21 Legislation.

We believe the Financial Plan provides an accurate basis upon which to schedule and fund the Route 72 Manahawkin Bay Bridges Project. The Department will review and update the Financial Plan on an annual basis in the form of an Annual Update (AU).

To the best of our knowledge and belief, the 2018 Financial Plan as submitted herewith, fairly and accurately presents the financial position of the Route 72 Manahawkin Bay Bridges Project, cash flows, and expected conditions for the project's life cycle. The financial forecasts in the Financial Plan Update are based on our judgment of the expected project conditions and our expected course of action. We believe that the assumptions underlying 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:

Snehal Patel PE, PMP
State Transportation Engineer
Capital Program Management

Date

Lewis Daidone
Assistant Commissioner
Finance and Administration

Date

**Route 72 Manahawkin Bay Bridges
Annual Financial Plan Update**

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SUMMARY

The New Jersey Department of Transportation (NJDOT) in coordination with the Federal Highway Administration (FHWA) has proposed to construct a new parallel structure adjacent to the existing Manahawkin Bay Bridge, rehabilitate the existing Bay Bridge as well as three trestle bridges over Hilliards Thorofare and the East and West Thorofares, located in Stafford Township and Ship Bottom Borough, Ocean County, New Jersey.

This Financial Plan serves as the Annual Update to the Route 72 Manahawkin Bay Bridges Initial Financial Plan (IFP), which was approved in September 2012 and updated in October 2013, September 2014, January 2016, October 2017 and October 2018. Contained in this document are project estimate, expenditure, funding, and schedule data as of October 3, 2018.

As of October 3, 2018, the total cost to complete the Route 72 Manahawkin Bay Bridges project is \$319.623 million, an increase of \$8.102 million from the \$311.521 million baseline budget presented in the project's 2017 Financial Plan Update.

Up to October 3, 2018, the project has expended \$235.737 million, or 73.8% of the current project estimate.

When compared to the Financial Plan Update 2017, the sources of funding and contribution from those sources have remained relatively unchanged. This financial plan update summarizes the projected cash flow requirement and acknowledges that the State will have the necessary funding in place to meet those cash flows.

This document is submitted as the Route 72 Manahawkin Bay Bridges Project Financial Plan Annual Update, as agreed upon by the Federal Highway Administration. This detailed Financial Plan Annual Update is being submitted by the NJDOT in order to define the methodology, resources, schedule of work completed and the work remaining to complete the project. The following topics are discussed within this financial plan:

1. Background

- Provides a description of the project.
- Details the project's history.
- Explains the current project activities.

2. Cost Estimate

- Identifies the key cost components.
- Explains the cost estimating methodology and assumptions.
- Identifies funds already expended and funds needed to complete the project.

3. Implementation Plan

- Presents the project's implementation schedule.

4. Project Financing

- Lists the committed and programmed project funding sources to date.
- Discusses the project's remaining anticipated funding requirements.
- Presents the projected cash expenditures and available fiscal year funding.

5. Public Private Partnership Issues

6. Phasing Plan

7. Risk Identification and Mitigation Factors

- Discusses the cost increase risks.
- Discusses revenue sufficiency risks.

8. Annual Updates

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

This Financial Plan demonstrates and outlines the Department's commitment to the sound financial planning and its commitment to providing the resources needed to complete the Project as per the approved schedule.

This project is not a Major Project as defined by the Federal Highway Administration (FHWA). However, the Map 21 legislation requires that projects with total costs between \$100 million - \$500 million submit financial plans. The total estimated cost of this project is \$319.623 million. Construction activities began on May 3, 2013.

SECTION 1 - BACKGROUND

The Route 72 Manahawkin Bay Bridges project, between Mileposts 25.38 and 28.74, involves construction of a new parallel structure adjacent to the existing Manahawkin Bay Bridge, rehabilitation of the existing Bay Bridge, and rehabilitation of three trestle bridges over Hilliards Thorofare and the East and West Thorofares, located in Stafford Township and Ship Bottom Borough, Ocean County, New Jersey. All four existing bridges were structurally deficient, and/or functionally obsolete. All the bridges exhibited severe deterioration on various structural elements. The existing Manahawkin Bay Bridge over the Intracoastal Waterway had an inherent fatigue sensitive detail in the original design, which resulted in numerous cracks in the floor beams and in the bracket connections to the main girders. The existing Manahawkin Bay Bridge is now closed to the public. Traffic and repairs to the superstructure are no longer needed as all four lanes are temporarily carried by the new bridge. To date, the State had addressed the fatigue issues by drilling holes at the ends of the cracks to prevent further propagation of the cracks. The existing bridge girders exhibited major issues with pack rust between the flanges of all girders; this condition severely limited the remaining life of the existing superstructure and the superstructure has now been taken out of service. The three trestle bridges all exhibited problems with the bearing seat on the pier caps under the existing stringers, where spalling has been occurring due to lack of confinement reinforcement around the anchor bolts. The State has been spending significant amounts of funds to perform ongoing repairs to maintain these deteriorating bridge components.

Route 72 is the only vehicular route from Long Beach Island (LBI) to the mainland. Route 72 is the sole emergency evacuation route off of LBI and thus is a vital lifeline to the island. During the summer months, the estimated population of LBI is approximately 100,000.

LBI is an important summer tourist destination for the region and thus is vital to the economic viability of the region. All LBI economic activity and EMS services depend upon the availability and efficient functioning of Route 72. The viability of most of the businesses on LBI depends upon the business carried out during the summer months. Four lanes of traffic must be maintained during the LBI summer tourist season along Route 72 during construction. No traffic detour is possible. No alternative means of transportation, such as a ferry service, is available.

The bridges did not provide accommodations for bicycles and pedestrians. Even though there were no accommodations on the bridges, some pedestrians and bicycles did cross the bridges on a regular basis using substandard safety walks, raising safety concerns.

The project includes the Route 72 and Marsha Drive Intersection improvements. Marsha Drive is a local road connecting Bay Avenue to Route 72 and to a housing development (Beach Haven West) on the south side of Route 72. During the summer months, Marsha Drive southbound traffic turning left onto Route 72 towards LBI queues to Bay Avenue, causing long traffic delays. As a part of this project, the State will make improvements to this intersection to reduce these delays.

The project also includes the Route 72 Ship Bottom Drainage and Intersection Improvements. Operational deficiencies, drainage issues and capacity constraints exist along 8th Street and 9th Street (Route 72). During the summer months, traffic flow on and off the island is very poor, resulting in excessive delays and queues. The purpose of the Ship Bottom portion of the project

is to improve the drainage system along 8th and 9th Streets, maintain access/egress for LBI during heavy rainfall and high tide events, and maintain and improve traffic flow along Route 72 as well as the north-south traffic on Long Beach Boulevard and Central Avenue within the Borough of Ship Bottom.

The final design and construction of this project was advanced as six construction contracts. The preliminary design was completed as a single project.

The major elements of the six proposed construction projects are tabulated as follows:

Contract	Route 72 Mileposts (MP)	Description
Contract 1A & 1B	MP 25.38 to MP 26.08 MP 28.24 to MP 28.74	The Route 72 and Marsha Drive intersection improvements will be constructed. This contract will include operational and safety improvements in Ship Bottom Borough, on Long Beach Island. Approximately 3000 feet of Route 72 (locally known as 8th and 9th Streets) and three cross roads (Barnegat Avenue, Central Avenue and Long Beach Boulevard) will be widened. Two-way traffic will be restored along Central Avenue and Long Beach Boulevard. Five traffic signals will be reconstructed. A new traffic signal will be installed at the intersection of 8th Street and Long Beach Boulevard. In order to reduce frequent flooding along Route 72 and the intersections, a new storm drainage system will be installed.
Contract 2	MP 26.46 to MP 27.75	Construction of a new parallel structure over Manahawkin Bay to the south of the existing bridge structure, with a 55-foot vertical clearance over the navigation channel and a curb to curb width of 49 feet. The width will accommodate two 11-foot lanes in each direction with a divider during rehabilitation of the existing bridge in Contract 4. The final configuration will have two 12-foot lanes, a 12-foot left shoulder, and a 13-foot right shoulder all oriented in the eastbound direction. This contract has been completed.
Contract 3	MP 27.75 to MP 28.24	Rehabilitation of two structures over West Thorofare and East Thorofare. Work includes pier cap rehabilitation, bearing retrofits, piling protection system, repairing and resurfacing the bridge decks, removal of existing parapets and safety walks and replacement with new parapets including a separate barrier for pedestrians, and deck joint replacement. The bridge decks will be reconfigured to provide two 11 ft. lanes, a 1 ft. inside shoulder and a 6 ft. outside shoulder that can accommodate bicycles in each direction, and a 6 ft. sidewalk in the westbound direction. The project will also include the widening/reconstruction of bridge approach roadways, new

Route 72 Manahawkin Bay Bridges Project
Financial Plan Update 2018

Contract	Route 72 Mileposts (MP)	Description
		<p>drainage systems, highway lighting, piling protection system, fender system repairs and bulkhead improvements.</p> <p>Scour countermeasures at Hilliards, West and East Thorofare bridge abutments have been installed as part of this contract to protect against storm surges in the bay.</p>
Contract 4	MP 26.08 to MP 27.50	<p>Rehabilitation of two structures, the existing bridge over Manahawkin Bay and the bridge over Hilliards Thorofare. Major Rehabilitation on the existing bridge over Manahawkin Bay required the shifting of all traffic to the new parallel structure during the rehabilitation work. The entire existing superstructure will be removed and replaced, while retaining and rehabilitating the existing substructure. The new superstructure will have a 55-foot vertical clearance over the navigation channel that has been determined in consultation with the U.S. Coast Guard. The superstructure width will be reduced from existing since it will primarily be used for one-way westbound traffic. The width will accommodate two 12-foot lanes, a 12-foot left shoulder, a 13-foot right shoulder and a 6-foot sidewalk in the westbound direction in the final configuration separated by a crash worthy parapet.</p> <p>Rehabilitation of the existing Route 72 Bridge over Hilliards Thorofare includes pier cap rehabilitation, bearing retrofits, repairing and resurfacing of the bridge deck, removal of existing parapets and safety walks and replacement with new parapets, and deck joint replacement. The bridge deck will be reconfigured to provide two 11 ft. lanes, a 1 ft. inside shoulder and a 6 ft. outside shoulder that can accommodate bicycles in each direction, and a 6 ft. sidewalk in the westbound direction separated from traffic by a concrete barrier. The project also includes the widening/reconstruction of bridge approach roadways, retaining walls, new storm drainage systems, public access improvements (parking, sidewalks etc.), highway lighting and bulkhead repairs.</p>
Contract 5	MP 26.92 to MP 27.88	<p>Contract 5 will include the construction of various environmental mitigations needed to comply with the environmental permit conditions. The project includes the following components: (1) wetland creation on Cedar Bonnet Island, within the existing NJDOT right-of-way, on the south side of Route 72 for Section 404 impacts; (2) mitigation for freshwater wetlands, intertidal/subtidal shallows and riparian impacts on Edwin Forsythe National Wildlife Refuge on Cedar Bonnet Island; (3) mitigation for impacts to submerged aquatic vegetation in Manahawkin Bay; (4) retrofit of two existing stormwater basins within the Barnegat Bay watershed to comply with the NJDEP Stormwater Rules – both basins</p>

Contract	Route 72 Mileposts (MP)	Description
		are located along Route 70 in Brick Township; and (5) public access improvements (parking, sidewalks, pavilions, pedestrian trails etc).
Contract 5A	MP 26.46 to MP 27.75	Contract 5A will include the implementation of Submerged Aquatic Vegetation (SAV) mitigation requirements in the Manahawkin Bay to comply with the environmental permit conditions. The overall goal of this work is to offset losses to SAV through a combination of adaptive management and research to establish and enhance SAV beds within the Barnegat Bay. The research element will include monitoring of existing SAV beds to measure recovery post Sandy and the adaptive management component will include establishing and/or enhancing up to 10 acres of new or existing beds to facilitate recovery efforts and promote resiliency.

1.1 Project History

The current plan to improve the Route 72 corridor between Stafford Township and the Borough of Ship Bottom began with the 1991 filing of a Regional Transportation Problem Statement. The problem statement documented flooding and traffic issues on Long Beach Island within the Borough of Ship Bottom and was the official trigger to improve this vital link. By 1994, all six of the municipal governments located on Long Beach Island formally endorsed the problem statement.

Also in 1991, NJDOT performed extensive repairs on the Causeway bridges. By 1998, NJDOT inspectors found that fatigue cracks on the Bay Bridge had worsened and the pier caps on the trestle bridges had deteriorated. These structural problems added to the need to improve the corridor, which was defined as extending from Marsha Drive in Stafford Township to Long Beach Boulevard in the Borough of Ship Bottom. In 2001, NJDOT completed the Concept Development phase, which identified improvement concepts to be studied in more detail. These concepts included traffic improvements on Long Beach Island, capacity improvements to the Marsha Drive intersection, and major rehabilitation or replacement of the bridges along the Causeway.

In June 2005, the NJDOT convened a Smart Scoping Team (SST) to perform a Value Engineering review for this project to minimize the scope of work in order to stay within the available funding. The NJDOT-SST made the following recommendations to reduce the scope of the project:

- Existing Manahawkin Bay Bridge to be rehabilitated – steel girders and substructure to remain, replace deck and floor beams
- Construct a new parallel bridge across Manahawkin Bay
- Three (3) trestle bridges to be *rehabilitated*, not replaced
- Reduce the scope of the Route 72 bridge approach roadway reconstruction

The NJDOT-Capital Program Management (CPM) unit performed extensive community outreach during the year 2006 to investigate the feasibility of revising the Initially Preferred Alternative

(IPA) to implement the NJDOT-SST recommendations. The proposed IPA revisions were presented to the local officials, the regulatory agencies and NJDOT's Subject Matter Experts (SME's). Additional engineering investigations were performed to address the stakeholder comments. The local officials and regulatory agencies supported the revised IPA, with the recommendation that shoulders, needed for emergency use, be included in the design for the trestle bridge structures. In 2007, NJDOT completed the Feasibility Assessment process.

At the end of Feasibility Assessment, NJDOT concluded that there was a compelling public need for the project. The Feasibility Assessment selected the Initially Preferred Alternative, confirmed there is strong public support, and validated that the project would qualify for federal funding. The project advanced into the next stage of the project development process—Preliminary Design and Environmental Assessment (EA).

In accordance with NJDOT procedures and guidelines for the Federal National Environmental Policy Act (NEPA) process, an EA was prepared for the Route 72 Manahawkin Bay Bridges Project. The draft EA documentation was provided for review and comment to the public and regulatory agencies in May 2010. The EA was subsequently revised due to comments received and a substantial design change to replace the girders and revise potential constructability methods of the existing Bay Bridge. In 2010, an inspection to determine the necessary repairs to the existing bridge determined that the pack rust on the Bay Bridge was extensive and getting worse which would force NJDOT to replace the girders during any major rehabilitation effort. Additionally, NJDOT reached out to the US Coast Guard for their approval to reduce the clearance over the Intracoastal Waterway to 55 feet. A lower bridge would reduce both cost and permanent environmental impacts. These changes to the project scope were included in a Revised EA, submitted in October 2010.

In the aftermath of Superstorm Sandy, the NJDOT is taking additional steps to reinforce the existing bridges over Hilliards, West and East Thorofares as part of the Route 72 Manahawkin Bay Bridges project, to safeguard the travelling public in the event of a future storm event. To accomplish this, additional scour protection is proposed at each Thorofare bridge. Also proposed along the corridor are additional improvements to accommodate public access to the waterfront including minor revisions to the parking facilities on Bonnet Island and replacement of a deteriorated bulkhead on the northeast corner of the existing Manahawkin Bay Bridge. These public access improvements are part of the project's overall design to improve bicycle and pedestrian access along the corridor and to make better facilities available to the public for recreational activities. In 2016, NJDOT prepared an Addendum to the Environmental Assessment (EA), *Thorofare Bridges Scour Countermeasures and Public Waterfront Access Improvements* describing the proposed activities.

The EA was approved by the FHWA. The FHWA approved the Finding of No Significant Impact (FONSI) in August 2011. Environmental permits were approved by February 2013.

In 2016 the pump station was eliminated from the project. The NJDOT performed an alternatives analysis for Long Beach Island (LBI) in 2006. The Preliminary Preferred Alternative selected in

2006 included the installation of a pump station and a new storm drainage system to reduce frequent flooding along Route 72 and the intersections. Since 2011 there have been new developments in the LBI area. The NJDOT performed the resurfacing of various roadways in the project area after Superstorm Sandy. Also, the NJDOT cleaned some of the existing storm drainage systems, which were functioning better and the roadway flooding incidents have been reduced. The LBI area is not listed in the NJDOT Management Systems Database of New Jersey's flooding problem areas. Some of the local officials were questioning if the proposed pump station is a viable solution at this location. The NJDOT reviewed the scope of improvements proposed in LBI as well as several storm-drainage improvements alternatives. The NJDOT concluded the roadway improvements including widening can be adequately drained with storm-drainage improvements and without installing a pump station. The LBI municipalities of Barnegat Light, Beach Haven, Harvey Cedars, Ship Bottom and Surf City have all issued a resolution of support for the NJDOT conclusion in 2016.

All major design activities related to the Preliminary Design Phase for all contracts have been completed and were approved in August of 2011. Final Design Activities for Contracts 2, 3, 4 & 5 have been completed and approved. Final Design for Contract 1 is in progress.

1.2 Current Project Activities

The project is currently under construction and in the Final Design Phase. The project has been divided into six construction contracts. The contract status is listed below.

Construction Phase:

Contract 2 construction began in May 2013. Project Construction was completed in July 2016.

Contract 3 has been under construction since February 7th, 2015. Project Construction was approximately 95% complete up to October 3, 2018. Scour countermeasures at Hilliard's, West and East Thorofares have been constructed as part of Contract 3.

Contract 4 was awarded in November of 2016. Construction is approximately 65% complete up to October 3, 2017. For the rehabilitation of the existing Manahawkin Bay Bridge, work to build up the pier caps to align the old bridge with the newly constructed bridge was completed last year, and this year all the new steel girders spanning the piers have been set. After the girders were placed, the deck forms and galvanized reinforcement steel for the deck were set during the spring and summer of 2018 and the concrete deck pours for all 17 spans of the bridge were completed in the summer. Parapet and railing work is currently on-going on the bridge, to be followed by the surface finishing and bridge lighting installation. The Primary bridge work activities are anticipated to be completed by the Spring of 2019.

For the Hilliards Thorofare Bridge, the north side deck has been demolished and replaced. Along with this deck work, a sidewalk and rail system to separate motorists from pedestrians to improve pedestrian safety was provided on the north side of the bridge. Final joint work and overlay material will be placed by the Spring of 2019 to create a smooth final riding surface on both sides of the structure. Two lanes of traffic in each direction were restored on Hillards Thorofare Bridge this year for the 2018 summer season.

Contract 5 has been under construction since February 25th, 2015. Project Construction was approximately 100% complete up to October 3, 2017.

Contract 5A SAV mitigation began in March of 2017. The approximate completion is scheduled for December 2023.

Final Design Phase:

Contracts 1A and 1 B are currently in the Final Design Phase.

Right of Way Acquisition: The NJDOT has completed the ROW map review for Section 7 (Contracts 1A, 2, 3 & 4 - covering the project area in Stafford Township) and the NJDOT ROW Division is has acquired ROW for this Section. The ROW acquisition for ROW Section 8 (Contract 1B - covering the projects area in Ship Bottom Borough) is anticipated to begin in November 2018. A summary of ROW parcels required for this project is as follows:

Parcel Description	ROW Section 7 (Contracts 1A, 2, 3, & 4)	ROW Section 8 (Contract 1B)
Riparian Parcels	17	0
ROW Parcels (In-Fee)	3	2
Easement Parcels	0	33
Business Displacements	0	0
Residential Displacements	0	0

Jurisdictional Maps and Agreements: The Preliminary Jurisdictional Maps and Agreements have been submitted and are being reviewed by the NJDOT.

Utility Relocation Agreements: Utility Checklists have been approved by the utility companies for the project area, with the exception of the Ship Bottom project area. Utility Agreement Plans and Modification Agreements have been processed for Contracts 2, 3 and 4. No utility relocations are required for Contracts 5 and 5A. Utility Agreement plans and modification agreements for Contract 1 will be processed during the final design phase. The following utility companies have facilities within the project limits:

Utility Company
Atlantic City Electric (Electric Distribution)
PECO Holdings (A.C.Electric) (Electric Transmission)
New Jersey Natural Gas Co. (Gas)
Verizon (Telephone)
Comcast (Cable TV)
Stafford Water and Sewer Utility Dept. (Water and Sanitary Sewer)
Ship Bottom Borough M.U.A. (Water and Sanitary Sewer)
Ocean County Utility Authority (Sanitary Force Main)

UPDATE Environmental Permits: The following environmental permits have been approved.

Environmental Permit	Date
NJDEP Waterfront Development Permit	26-Oct-12
NJDEP CAFRA Permit	26-Oct-12
NJDEP Coastal Wetlands Permit	26-Oct-12
NJDEP Freshwater Wetlands Individual Permit	26-Oct-12
NJDEP Water Quality Certificate	26-Oct-12
USACE Individual Permit	17-Jan-13
USCG Bridge Permit Authorization and Supplemental Conditions	20-Feb-13
NJDEP General Permit #29	30-Jul-14
NJDEP Freshwater Wetlands General Permit #16	30-Jul-14
USFWS Special Use Permit	31-Jul-14
NJDEP Tidelands License for CBI Year 1	04-Aug-14
NJDEP Permit Modification	20-Aug-14
USACE Permit Modification	08-Sept-14
NJDEP Tidelands License for CBI Year 2	04-Aug-15
NJDEP Permit Modification	11-Dec-15
USACE Permit Modification	07-Jul-16
NJDEP Waterfront Development Permit for Scour Countermeasures	27-Jul-16
NJDEP Permit Modification	29-Jul-16
NJDEP Tidelands License for CBI Year 3	04-Aug-16
NJDEP Contract 3 Drainage Field Change Notification	23-Sept-16
NJDEP Tidelands License for CBI Year 4	13-Sept-17
NJDEP In-Water & Freshwater Wetlands Individual Permit	26-Feb-18
NJDEP Tidelands License for Contract 4	07-Oct-18

Community Involvement: A comprehensive community involvement program has been implemented to keep the community informed about the project and, when possible, to be part of the decision-making process. As construction continues, the outreach program will remain active to alert residents/motorists of the pending construction. A project website has been developed on NJDOT’s “In the Works” section to notify the public of project issues and status. To date, the following community outreach activities have been held.

Route 72 Manahawkin Bay Bridges Project
Financial Plan Update 2018

Meeting	Date
Initial Strategy Meeting - Established a Steering Committee and Community Partnering Team	1-Jun-06
Rt. 72 Core Group Meeting	12-Jul-06
Steering Committee Meeting No. 1	1-Aug-06
Initial Community Partnering Team (CPT) Meeting	8-Sep-06
Steering Committee Meeting No. 2	3-Oct-06
Emergency Evacuation Plan Kick-off Meeting	6-Nov-06
Emergency Evacuation Plan Review Meeting	11-Dec-06
Environmental Team Agency Meeting No. 1- NJDOT Trenton	19-May-09
STAC Meeting - Toms River Yacht Club	11-Aug-09
Local Officials Briefing - Stafford Township	16-Nov-09
Local Officials Briefing - Borough of Ship Bottom	16-Nov-09
BBNEP Coordination Meeting - Watershed Based Mitigation Planning	8-Dec-09
Presentation to the Southern Ocean County Chamber of Commerce	13-Jan-10
Public Hearing and Information Center -Stafford Township Municipal Building	26-May-10
Local Officials Meeting - Borough of Ship Bottom	19-Jan-11
Pump Station Maintenance Coordination Meeting - Ocean County	19-Apr-11
Rotary Club Presentation - Long Beach Island	25-Aug-11
Local Officials Briefing - Stafford Township	17-Apr-12
Press Conference - Stafford Township	30-Jan-13
Public Information Center - Surf City Fire Department	16-May-13
Public Information Center -Stafford Township Municipal Building	23-May-13
Long Beach Island Fire/EMS Captains - Surf City Fire Department	19-Jun-13
Elected Officials Briefing-Fork River District 9 Office	19-March-14
Long Beach Island Rotary Club, Kubels Too, Long Beach Island	14-Aug-14
Public Information Center-Ship Bottom Borough Hall and Stafford Township, Municipal Building	9-Feb-15
Surf City Fire/Emergency Medical Services (EMS) and Surf City Fire Department	11-Feb-15
Public Information Center for Loveladies Property Owners Association	23-August-15
Presentation to Southern Ocean County Chamber of Commerce Manahawkin	13-October-15
Presentation to District 9-Forked River District 9 Office	20-October-15
Public Information Center-Ship Bottom Borough Hall and Stafford Township, Municipal Building	23-March-16
Local Officials Briefing- Ship Bottom Borough Hall	13-Dec-16
Public Information Center-Ship Bottom Borough Hall and Stafford Township, Municipal Building	15-Dec-16
Stafford Township Water and Sewer Meeting	17-May-18
Local Officials Briefing- Ship Bottom Borough Hall	25-May-18

SECTION 2 – COST ESTIMATE

2.1 Project Cost Estimate

As of September 30, 2018, the total cost to complete the Route 72 Manahawkin Bay Bridge Project is estimated at \$319.623 million dollars, expressed in year of expenditure (2018). The total cost includes all design, right-of-way acquisition, and demolition, utility relocations by the utility companies, construction, construction engineering, construction inspection, environmental mitigation and contingencies for the six contracts. These major project element costs are summarized below and include both incurred and future costs in \$ millions. Project cost details are located on sheet A in Appendix C.

<u>Contracts 1A & 1B</u>		<u>Contract 2</u>	
Construction	\$ 29.262	Construction	\$ 87.029
Utilities	\$ 7.000	Utilities	\$ 3.845
Consultant (CE & CI)	\$ 4.450	Consultant (CE & CI)	\$ 14.235
In-House	\$ 0.791	In-House	\$ 5.592
Design	\$ 4.370	Design	\$ 5.878
Subtotal	\$ 45.873	Subtotal	\$ 116.579
<u>Contract 3</u>		<u>Contract 4</u>	
Construction	\$ 30.283	Construction	\$ 64.063
Utilities	\$ 0.025	Utilities	\$ 4.650
Consultant (CE & CI)	\$ 4.049	Consultant (CE & CI)	\$ 10.317
In-House	\$ 3.444	In-House	\$ 3.250
Design	\$ 2.170	Design	\$ 5.219
Subtotal	\$ 39.971	Subtotal	\$ 87.499
<u>Contract 5</u>		<u>Contract 5A</u>	
Construction	\$ 9.295	Construction	\$ -
Utilities	\$ -	Utilities	\$ -
Consultant (CE & CI)	\$ 2.078	Consultant (CE & CI)	\$ -
In-House	\$ 1.831	In-House	\$ 0.200
Design	\$ -	Design	\$ 3.639
Subtotal	\$ 13.204	Subtotal	\$ 3.839
		Subtotal for All Contracts	\$ 306.965
		ROW Acquisition	\$ 1.301
		Preliminary Engineering Design	\$ 10.634
		Preliminary Engineering Utility Cost for All Contracts	\$ 0.723
		Total Project Cost	\$ 319.623

Shown below is a comparison of the current estimated project costs compared to the costs estimated in 2017. All costs are shown in millions of dollars. This current project cost estimate is a \$8.102 million increase from the cost estimate presented in the 2017 Financial Plan Update, as shown below.

Current vs. Previous Financial Plan Estimates (in \$ millions)				
Project Segment	2017 Annual Update	2018 Annual Update	Change from 2017 to 2018	Comments
Contract 1A&1B	\$37.068	\$45.873	\$ 8.805	Cost differential due to increased utility relocations and associated costs. In addition, all unit costs were updated for all items. Also, costs were updated to reflect the costs from the NJDOT FMIS data.
Contract 2	\$120.211	\$116.579	\$ (3.632)	Construction completed. Cost differential due to updated costs from NJDOT FMIS data.
Contract 3	\$36.089	\$39.971	\$ 3.882	Cost differential due to updated costs from NJDOT FMIS data. Change orders were also added.
Contract 4	\$87.166	\$87.499	\$ 0.333	Cost differential due to updated costs from NJDOT FMIS data.
Contract 5	\$15.004	\$13.204	\$ (1.800)	Construction completed. Cost differential due to updated costs from NJDOT FMIS data.
Contract 5A	\$3.821	\$3.839	\$ 0.018	Cost differential due to updated costs from NJDOT FMIS data.
Row Acquisition	\$1.301	1.301	-	
Preliminary Engineering Design Cost NJDOT In-House	\$10.634	\$10.634	-	
Preliminary Engineering Utility Costs for All Contracts	\$0.227	\$0.723	\$0.496	Cost differential due to updated costs from NJDOT FMIS data.
Totals	\$311.521	319.623	\$8.102	

2.2 Methodology

The construction costs were estimated using historical bid data based estimating and other methods outlined in the NJDOT “Construction Cost Estimating Guide”. For major precast/prefabricated items, prices were obtained from the fabricators. The construction cost estimates for this project

include a four percent average escalation rate. The ROW acquisition cost estimates were developed by the NJDOT ROW Division.

The Associated General Contractors of America (AGC) Construction Spending, Labor and Materials Outlook (dated August 2018) report that their outlook for materials for 2017 in the highway construction industry depends on specific materials that are in demand worldwide and have erratic supply growth; industry is subject to price spurts, transport bottlenecks and fuel price swings. Solar and wind power is growing in popularity and thus more gas fired plants are expected in 2018. Airport projects are expected to increase moving into 2019. Highway funds will benefit from more travel, fuel purchases and increased state funding. AGC outlook for 2018 states that total construction spending is expected to increase by 2.8% to 3%, materials costs are expected to increase by 3% to 5%, and labor costs are expected to increase by 4% to 5%.

The construction cost estimate, updated in September 2018, is representative of today's difficult economic times and recent price trends. Inflationary pressures have been low over the last couple of years, but cannot be ruled out for the year 2019 and beyond. Various agencies in the region are anticipating billions of dollars in construction awards over the next several years where the Route 72 contract is scheduled for construction. Some of these projects include the Direct Connection (Routes 295, 42 & I-76), Missing Moves (Routes 295 & 42), Scudder Falls Bridge, the Pulaski Skyway, Route 280/21 Interchange Improvements, Route 3/46 Valley Road and Notch/Rifle Camp Road Interchange Project.

2.3 Cost Containment Strategies

As mentioned in the Project History Section, the NJDOT convened a Smart Scoping Team (SST) in 2005, to perform a Value Engineering review for this project to minimize the scope of work - and stay within the available funding. The NJDOT-SST made recommendations to reduce the scope of project:

- Rehabilitate the existing Manahawkin Bay Bridge.
- Construct a new parallel bridge across Manahawkin Bay.
- Rehabilitate, not replace, the three (3) trestle bridges.
- Reduce the scope of the Route 72 bridge approach roadway reconstruction.

In 2016 the NJDOT reviewed the scope of improvements proposed on Long Beach Island. The NJDOT decided to reduce the scope of the project by eliminating the proposed pump station.

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

- Management cost control strategies.
- Guaranteed maximum price or completion date warranties.
- A thorough review of project risk based upon documented assumptions.
- Inclusion of resources and cost loaded scheduling techniques.

Documented practices for cost forecasting and detailed budget monitoring, combined with reasonable contingencies will be utilized in an effort to keep the project costs on target.

SECTION 3 - IMPLEMENTATION PLAN

3.1 Project Implementation

The Preliminary Project Implementation Schedules for the six Contracts that comprise this project are based on maintaining all traffic lanes along Route 72, during the Long Beach Island tourist season (May 15 through September 15) and maintaining at least one lane of traffic in each direction during the LBI off-season. The Right-of-Way for Section 7 has been acquired. The remaining Right-of-Way (Section 8 on LBI) will be acquired within the necessary time frames. The following techniques have been or will be employed to ensure the schedule is achieved:

- The relationships established with the Environmental Agencies during the Environmental Assessment (EA) approval should help obtain their cooperation during construction
- Environmental Mitigation schemes have been approved by the Environmental Agencies,
- Extensive coordination with the NJDOT's Subject Matter Experts has been performed throughout the project design to get the major design decisions approved. These design decisions have been documented in the Design Communication Report.
- Investigation of methods to accelerate construction, including:
 - Alternative Contracting Methods
 - Partnering
 - High Performance Materials
 - Prefabricated Construction
 - Advance Purchase and Fabrication
 - Alternate Structure Types
 - Contractor's Input
- Electronic Shop Drawing Review.
- Development of this Financial Plan
- Development of a resource-loaded schedule for each of the construction contracts.
- Interim Completion Dates for construction contracts where early completion is critical to maintaining the master schedule.

3.1.1 Project Implementation Schedule Breakdown

The construction schedules (Appendix B) for the Route 72 Contracts were developed using Primavera Software and the guidance and directives contained in the NJDOT Capital Program Management Construction Scheduling Coding and Procedures for Designers and Contractors Manual.

The schedules were developed based on the restrictions and traffic demands in the area and the commitments to the community and environmental concerns to minimize impacts. The schedules include nighttime work, winter work, and multiple work crews. The schedule estimates production rates for the fabrication and erection rates for multiple crews. The project construction including environmental mitigation is estimated to be completed in 2023.

Contract 1 (Estimated Duration 1 year, 11 months or 23 months)

Contract 1A: Marsha Drive Intersection Improvements - this Contract will be constructed in three (3) stages.

Stage 1 – Reconstruct the outer shoulder areas along Route 72 Eastbound (EB) and Westbound (WB) roadways. This work area will maintain traffic in Stage 2. Due to

seasonal restrictions, work cannot be performed on both sides of Route 72 simultaneously. Construct Marsha Drive widening, north and south of Route 72. Reconstruct the exit ramps to Marsha Drive from Route 72 EB and WB including the drainage collection basin in the southwest quadrant. With the exception of short distances in the vicinity of the Marsha Drive intersection, all work will be performed from behind the construction barrier.

Stage 2 – Construct the proposed Route 72 median section to include concrete median barrier, left lane and inner shoulder construction. The majority of proposed median construction will be built from behind the construction barrier. Construct approximately 1,000 feet of Route 72 WB roadway at the east end of the project using allowable lane closures. Complete the remaining center portions of Marsha Drive using allowable lane closures or from behind drums.

Stage 3 – Construct the right lane and shoulder on Route 72 EB and WB to its final configuration. West of the Marsha Drive intersection, all work will be completed using allowable lane closures or from behind drums. East of Marsha Drive, the majority of construction will be completed behind the construction barrier. At the east end of the project, however, along Route 72 EB, the proposed work must be completed using allowable lane closures or from behind drums.

Contract 1B: Long Beach Island Operational and Drainage Improvements. This Contract will require three (3) stages to complete. Stage 1A provides for construction of temporary pavement to allow for adequate lane widths during Stages 1 and 2. Stages 1 and 2 provide for construction of 8th and 9th Streets, Barnegat Avenue, Central Avenue and Long Beach Boulevard. A gravity-flow drainage system will be constructed between 8th and 9th Streets. Construction crews will be performing work on 8th Street, 9th Street and the side streets concurrently.

Stage 1A - Remove concrete islands at Long Beach Boulevard and 8th Street intersection in order to provide flush pavement to accommodate traffic patterns during Stage 1. Construct the new gravity-flow drainage system between 8th and 9th Streets and a stormwater outfall.

Stage 1 - Construct the drainage, pavement base and intermediate courses, concrete curbing, sidewalk and driveways along the south sides of 8th and 9th Streets, as well as the east side of Barnegat Avenue, Central Avenue, and Long Beach Boulevard. The proposed traffic signal equipment will be constructed in Stage 1 and operational for use in Stage 2 at:

- 9th Street and Barnegat Avenue
- 9th Street and Central Avenue
- 9th Street and Long Beach Boulevard
- 8th Street and Long Beach Boulevard
- 8th Street and Central Avenue
- 8th Street and Barnegat Avenue

Stage 2 - Turn on proposed traffic signals and remove the existing traffic signal equipment once operational. In order to maintain the project schedule, the Contractor may have to wire the proposed traffic signal equipment overhead. Construct the drainage, pavement base and intermediate courses, concrete curbing, sidewalk and driveways along the north sides of 8th and 9th Streets, as well as the west side of Barnegat Avenue, Central Avenue, and Long Beach Boulevard. Remove the concrete

island along Long Beach Boulevard at 8th Street and construct the final pavement and lane configuration. During off-peak hours in accordance with the approved lane closure schedule, the left lane on 9th Street and the right lane on 8th Street are to be completely milled and resurfaced. The Contractor must maintain access to driveways and pedestrian circulation and access to adjacent properties at signalized intersections throughout Construction.

Contract 2 (Actual Duration 3 years, 2 months or 38 months)

Contract 2: New Bay Bridge Construction

The construction of the new Bay Bridge is complete. The NJDOT constructed the new bridge by maintaining all traffic on the existing bridge. All four lanes of Route 72 traffic have been transferred to the new bridge.

Contract 3 (Estimated Duration 4 years, 5 months or 53 months)

Contract 3: Trestle Bridge Rehabilitation (East and West Thorofares) - This contract is complete. The rehabilitation of the two trestle bridges has been completed and traffic has been re-opened. Contractor will begin work on the basin upgrades in Winter 2019. The Basin work was not originally included in Contract 3.

Contract 4 (Estimated Duration 3 years, 10 months or 46 months)

Contract 4: Existing Bay Bridge Superstructure Replacement - This bridge will be reconstructed in three (3) stages.

Stage 1 - Provides for reconstruction of the existing Bay Bridge superstructure. With Route 72 EB and WB traffic on the new Bay Bridge, remove the existing bridge superstructure. Concurrent with deck removal, simultaneously construct two temporary trestles on the north side of the existing bridge without encroaching upon the navigation channel. Utilize these trestles for girder removal and new bridge girder installation. Repair each of the 16 existing piers and extend the pier caps to accommodate profile and structural requirements. Partially demolish and reconstruct the east and west existing abutments and construct the proposed fender system.

Remove the temporary trestles following completion of proposed bridge deck and touch-up paint on structural steel and install scour countermeasures at the abutments to complete all bridge construction. Bulkhead construction will be performed concurrently.

Construct roadway work at the east and west approach roadways concurrently with bridge activities, including drainage, curb, lighting, guiderail, and pavement construction. In Stage 1, the existing U-turn on Bonnet Island remains open to traffic and the existing exit to Bay Avenue will remain open to one-way traffic.

Stage 2 - In Stage 2 there are no bridge activities. Following removal of the construction barrier at the Route 72 WB approach to Hilliards Thorofare, shift two lanes of Route 72 WB to the newly reconstructed bridge. After installation of the construction barrier along the left side of Route 72 EB and WB, remove the westerly temporary crossover and construct concrete median barrier, curb, pavement and guiderail. At the east approach, remove the temporary WB crossover and construct remaining drainage, curbing, pavement, guide rail, topsoil and seeding. In Stage 2 the

existing U-turn on Cedar Bonnet Island remains open to traffic and the reconstructed exit to Bay Avenue will be open to two-way traffic.

Stage 3 - In Stage 3 there are no bridge activities. Construct the left shoulder at the Route 72 WB approach to Hilliards Thorofare. Excavation and pavement construction must be performed using allowable lane closures. Following this work, construct final paving, striping and signage for the limits of both Contract 2 and Contract 4.

Contract 4 Continued: Hilliards Thorofare Bridge – This bridge will be reconstructed in seven (7) stages.

Pre-Stage 1 – Construct the temporary crossovers in the medians, east of Hilliards Thorofare.

Stage 1 – The work zone will be on the south (EB) side. Stage 1 will include placing erosion control devices, constructing a retaining wall, placing borrow excavation, drainage, highway lighting, curb, barrier curb, guiderail, pavement subbase and DGA, and HMA paving. There will be some milling and resurfacing on the approaches. This stage will also include the removal of the bridge parapet, sidewalk and deck in the fascia bay, construct new deck and barrier section in the fascia bay, and then install the bridge railing.

Stage 2 – The work zone will be on the north (WB) side. Construct a landscape retaining wall, place borrow excavation, pavement subbase and DGA and HMA paving, as well as some milling and resurfacing, drainage, highway lighting, barrier curb and guiderail. The bridge work will consist of the removal of the existing parapet, sidewalk and a portion of the deck, and the widening/construction of deck, sidewalk and parapet, and installation of the bridge railing.

Stage 3 – Construct new median barrier.

Stage 4 – Construct the new deck overlay system on the EB side of the structure. The traffic will be maintained on the WB side, with one lane in each direction. Therefore, this work must be done outside the peak summer traffic season.

Stage 5 - Construct the overlay system in the WB direction; similar to Stage 4, it must be performed outside the peak summer traffic season.

Stage 6 - Remove the temporary crossovers, complete some drainage and curb work, and install guiderail, including quadguards. Traffic is then placed into its final configuration.

Contract 5 (Actual Duration 2 years, 2 months or 26 months)

This contract involves the construction of various environmental mitigations needed to comply with the environmental permit conditions. All this construction is complete.

Contract 5A (Estimated Duration 8 years, 8 months or 104 months)

Contract 5A construction will include the implementation of Submerged Aquatic Vegetation (SAV) mitigation requirements in the Manahawkin Bay to comply with the

environmental permit conditions. The overall goal of this work is to offset losses to SAV through a combination of adaptive management and research to establish and enhance SAV beds within the Barnegat Bay. All of this construction is off the road and does not affect the vehicular or pedestrian traffic. As such, no staged construction is necessary for the environmental mitigation work.

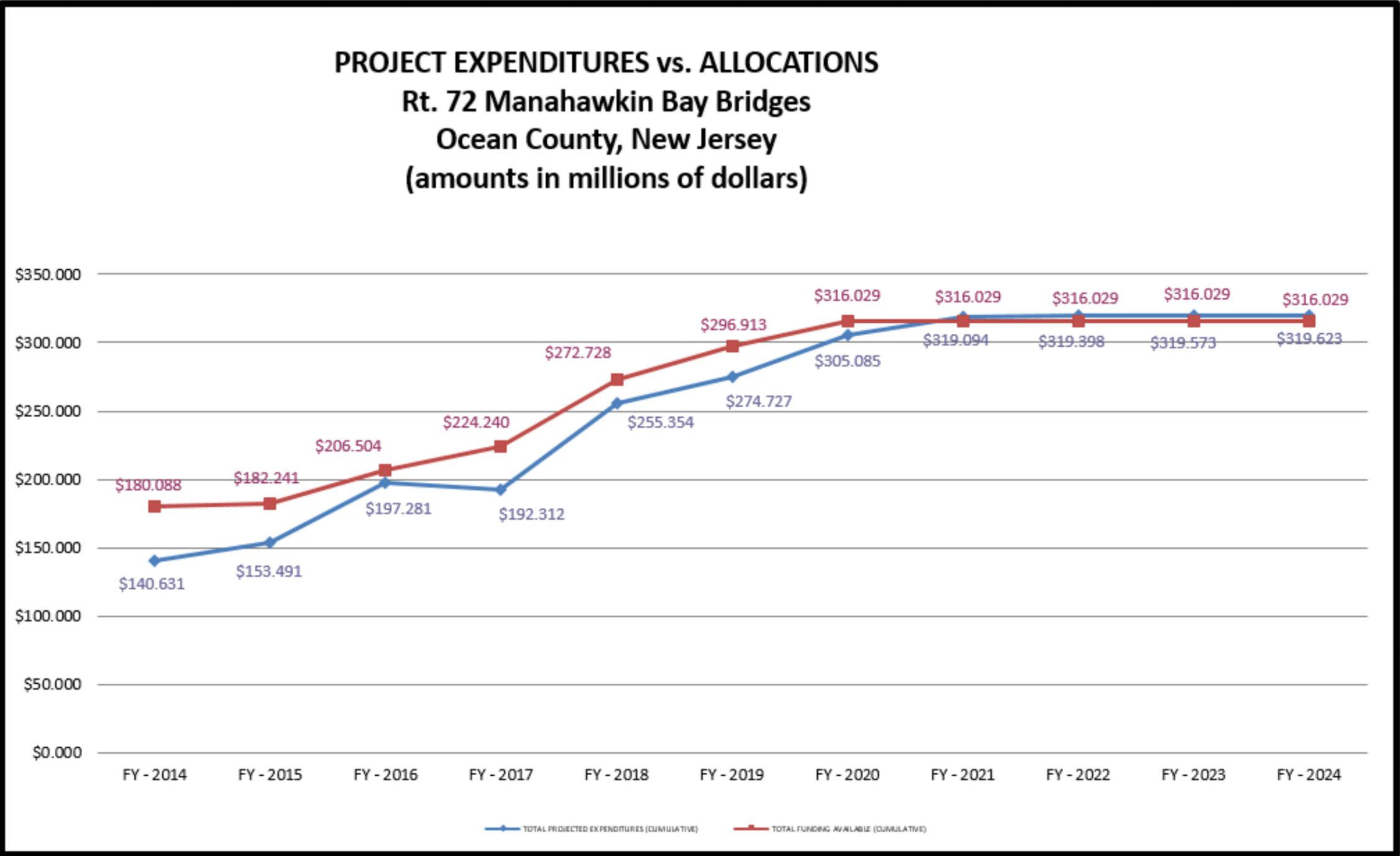
					PROJECT SCHEDULE															
					YEARS															
Contract Advertisement	Contract Number	Contract Description	Contract Limits	Duration (Years)	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
	All Contracts	Project Design and Permitting		8.8 ±	7/2/2009															6/2/2020
	Contract 1	ROW Purchased												8/2/2018		2/2/2020				
	Contracts 2,3 & 4	ROW Purchased					8/2/2011	9/2/2012												
1st Contract Advertised	Contract 2	New Bay Bridge on Parallel Alignment Rt. 72 EB Sta. 553+50 To Sta. 641+50 To Rt. 72 WB Sta. 626+50 To Rt. 72 Sta. 641+50	3.1 ±							10/2/2014				11/2/2017						
2nd Contract Advertised	Contract 3	West & East Thorofare Bridge Rehab. Rt. 72 EB & WB Sta. 641+50 To Sta. 672+00 +/-	2.8 ±								2/2/2015				6/2/2019					
3rd Contract Advertised	Contract 5	Environmental Mitigation Rt. 72 WB Sta. 553+50 To Sta. 626+50	2.2 ±								2/2/2015		3/2/2017							
4th Contract Advertised	Contract 5A	SAV Mitigation	6.6 ±								5/2/2015									12/2/2023
5th Contract Advertised	Contract 4	Rehabilitation of Existing Bay Bridge & Hilliards Thorofare Bridge Rt. 72 WB Sta. 553+50 To Sta. 626+50	3.7 ±									8/2/2016								5/2/2021
6th Contract Advertised	Contract 1A	Marsha Drive Intersection Rt. 72 EB & WB Sta. 516+00 To Sta. 553+50	2.2 ±												12/2/2019					10/2/2021
	Contract 1B	LBI Improvements 8th St. Sta. 55+17 To Sta. 85+00	1.0 ±												8/2/2019					10/2/2021

SECTION 4 - PROJECT FINANCING

4.1 Overall Financial Plan

The Route 72 Manahawkin Bay Bridges project will be federally funded primarily with National Highway Performance Program and Bridge apportionment funds. The projected cash expenditure and available Fiscal Year (FY) funding are summarized in the following Cash Flow Table.

The Route 72 Manahawkin Bay Bridges project design and construction is fully funded as shown in the following chart and table. The detailed funding distribution documentation is shown in Appendix D.



Route 72 Manahawkin Bay Bridges
Wednesday, October 17, 2018
CASH FLOW TABLE UPDATE
CASH FLOW TABLE (SHEET A)

ITEM	Approved Up To FY-2018	Federal FY-2019	Federal FY-2020	Federal FY-2021	Federal FY-2022	Federal FY-2023	Federal FY-2024	TOTAL ESTIMATED RESOURCES
Construction	\$190.169	\$20.304	\$19.116					\$229.589
Utility Construction	\$8.747							\$8.747
Consultant (CE & CI)	\$30.679							\$30.679
In-House	\$16.379							\$16.379
Design	\$29.334							\$29.334
ROW	\$1.301							\$1.301
SUBTOTAL - FUNDING ALLOCATION	\$276.609	\$20.304	\$19.116					\$316.029
TOTAL FUNDING AVAILABLE (CUMULATIVE)	\$276.609	\$296.913	\$316.029	\$316.029	\$316.029	\$316.029	\$316.029	\$316.029

ITEM	Incurred up to October 03, 2018 (SHEET C)	Federal FY-2019	Federal FY-2020	Federal FY-2021	Federal FY-2022	Federal FY-2023	Federal FY-2024	TOTAL ESTIMATED COST
Construction	\$175.755	\$14.306	\$20.141	\$9.714	\$0.016			\$219.932
Utility Construction [FD & PE]	\$2.949	\$8.294	\$3.000	\$2.000				\$16.243
Consultant (CE & CI)	\$21.072	\$7.080	\$5.527	\$1.450				\$35.129
In-House	\$8.950	\$5.463	\$0.595	\$0.050	\$0.020	\$0.020	\$0.010	\$15.108
Design [FD & PE]	\$26.539	\$3.018	\$1.095	\$0.795	\$0.268	\$0.155	\$0.040	\$31.910
ROW [PE ONLY]	\$0.316	\$0.985						\$1.301
SUBTOTAL - PROJECTED EXPENDITURES	\$235.581	\$39.146	\$30.358	\$14.009	\$0.304	\$0.175	\$0.050	\$319.623
TOTAL PROJECTED EXPENDITURES (CUMULATIVE)	\$235.581	\$274.727	\$305.085	\$319.094	\$319.398	\$319.573	\$319.623	\$319.623

CUMULATIVE SURPLUS (DEFICIT)	\$41.028	\$22.186	\$10.944	-\$3.065	-\$3.369	-\$3.544	-\$3.594	-\$3.594
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SECTION 5 - PUBLIC PRIVATE PARTNERSHIP ISSUES

The MAP-21 Guidance provided by FHWA requested the following items be addressed.

- Documentation of the results of the risk allocation analysis, if completed during the cost estimate review conducted prior to issuance of the NEPA Decision Document. To support the preparation of this assessment, beginning after October 1, 2012 all cost estimate reviews that are conducted prior to the issuance of the NEPA Decision Document will include a component to analyze the allocation of risk with respect to delivering the project through a public-private partnership (P3) procurement.
- A discussion of whether a public-private partnership or traditional procurement could more effectively leverage the revenue stream for the project, including the available debt capacity and cost of capital for both the public and private sector.
- A discussion of the current State-level legislative authorizations for public-private partnerships, including legislative authorizations regarding public sector debt capacity.
- A concluding statement regarding the appropriateness of a public-private partnership to deliver the project.

5.1 Risk Allocation

The MAP – 21 Guidance provided by FHWA that requested a risk allocation analysis, as it pertains to delivering the project through a public-private partnership, was not completed during the cost estimate review that was completed prior to issuance of the NEPA Decision Document. The Finding of No Significant Impact (FONSI) was approved on September 16, 2011. As such this provision is not applicable for the Route 72 Manahawkin Bay Bridges Project.

5.2 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. The current crossing is not tolled and is the only access to and from Long Beach Island. Potential revenue streams such as tax increment financing (TIF) or tolling are not feasible. The project does not introduce any new potential development to support a TIF. Tolling was not addressed during the project development phase and would likely result in lengthy review to assess governance, feasibility and cost effectiveness. This could significantly increase the project schedule and cost.

The only options for a revenue stream from Route 72 would be from taxes on new development potential from the project or from tolling the facility. The project does not introduce any new development potential as such this is not a viable revenue stream. Route 72 provides the only access to and from Long Beach Island. As such, the potential for tolling the facility would have significant public opposition. Since it is a State highway that was funded with State and Federal monies, tolling is not an option unless an Authority were to assume control of the facility.

With the total project cost under \$400 Million, the needed investment versus potential return does not appear lucrative for a public private partnership. The ability to attract investors is very low.

5.3 State-level Legislative Authorizations

NJ legislation is currently limited on public private partnerships. While some state agencies do allow for this type of procurement, the NJDOT does not have the current ability to utilize this type

of funding mechanism. NJDOT would require legislative and executive approvals to advance this type of funding.

5.4 Concluding Statement

The Route 72 Manahawkin Bay Bridges Project is not a viable candidate for a P3 delivery model as the project is significantly advanced, enabling legislation is not in place, there is no revenue stream and tolling would induce significant public opposition.

SECTION 6 - PHASING PLAN

The purpose of this section is to identify fundable incremental improvements or phases that will address the purpose and the need of the project in the short term in the event there are insufficient financial resources to complete the entire project. The proposed improvements will be built in six phases (six independent construction contracts), as noted below. The details of improvements to be built in each contract and the implementation plans are described in Sections 1 & 3. The project phasing is consistent with the NEPA document.

PROPOSED PROJECT PHASES

Construction Phase	Contract Number	Description	Construction Schedule	Total Project Construction Phase Cost
1	2	New Bay Bridge	October 2014 to November 2017	\$116.579 Million
2	3	Rehab. two Trestle Bridges	February 2015 to November 2017	\$39.971 Million
3	5	Environmental Mitigation	February 2015 to March 2017	\$13.204 Million
4	5A	SAV Mitigation	February 2016 to December 2023	\$3.839 Million
5	4	Rehab. Exist. Bay Bridge and one Trestle Bridge	November 2016 to June 2020	\$87.499 Million
6	1A & 1B	Marsha Drive Intersection/ LBI Traffic and Drainage Improvements	June 2020 to July 2022	\$45.873 Million
Total Project Construction Cost				\$306.965 Million

Phase 1: This phase involves the construction of a new, 2400' long parallel structure over Manahawkin Bay to the south of the existing bridge structure. This phase is substantially complete. The NJDOT maintained four lanes of vehicular traffic, as well as current existing bicycle traffic and pedestrian traffic patterns on the existing Manahawkin Bay Bridge during the construction of the new bridge to the side.

This phase has been completed. The new bridge has been opened to the public.

Phase 2: This phase involves the rehabilitation of two structures, over West Thorofare and East Thorofare. Work shall include pier cap rehabilitation, bearing retrofits, piling protection system, repairing and resurfacing the bridge decks, removal of existing parapets and safety walks and replacement with new parapets, and deck joint replacement and separation safety barrier. The project will also include the reconstruction of bridge approach roadways, new storm drainage

systems, highway lighting, fender system repairs and bulkhead improvements. The scour countermeasures at 3 Trestle Bridges are being installed as part of this phase.

This phase has been completed. The rehabilitated bridges have been opened to the public.

Additional work has been added to this project through COP No. 6. The COP consists of installation of curbing to stabilize the slopes at the existing basins. The curbing will substantially reduce the amount of runoff passing over the slopes of the basins. Combined with installation of new topsoil, matting, and plantings the stability of the basins will be significantly improved.

Phase 3 and 4: These phases involve the construction of various environmental mitigations needed to comply with the environmental permit conditions. No staged construction plan is necessary for the environmental mitigation work. In case funds for the mitigation work are not available, the State will not be able to comply with the environmental permit conditions.

Phase 5: This phase involves the rehabilitation of two structures, the existing bridge over Manahawkin Bay and the bridge over Hilliards Thorofare.

Major Rehabilitation on the bridge over Manahawkin Bay will be done with all traffic shifted to the new parallel structure during the rehabilitation work. The new structure will be capable of accommodating four 11' lanes, i.e. two lanes in each direction separated by a median barrier. The entire existing superstructure will be removed and replaced, while retaining and rehabilitating the existing substructure.

In case of insufficient financial resources midway through this rehabilitation work, the State will be able to maintain the LBI vehicular traffic on the new Bay Bridge. The new Bay Bridge will not be able to accommodate pedestrian and bicycle traffic. The State will have two options to maintain the bicycle and pedestrian traffic: (1) Shuttle Service (2) Advance the Existing Bay Bridge Rehabilitation sufficiently to handle the pedestrian and bicycle traffic.

Rehabilitation of the existing Route 72 Bridge over Hilliards Thorofare will include pier cap rehabilitation, bearing retrofits, repairing and resurfacing the bridge decks, removal of existing parapets and safety walks and replacement with new parapets, and deck joint replacement and separation safety barrier. The project will also include the reconstruction of bridge approach roadways, retaining walls, new storm drainage systems, and highway lighting.

This bridge will be rehabilitated in seven construction stages. During Stages 1 through 3, the State will be able to maintain two lanes of vehicular traffic in each direction. Construction for Stages 4 through 6 will be performed outside of peak summer traffic season, by maintaining one lane of traffic in each direction. This bridge will not be able to accommodate bicycle traffic during construction. Pedestrian traffic can be maintained on this bridge during Stages 3 through 6. The State will be running Shuttle Service to accommodate bicycle and pedestrian traffic during the bridge rehabilitation. The State does not have the option of interrupting construction of this bridge midway. All stages of construction need to be completed for this bridge to accommodate the vehicular, pedestrian and bicycle traffic. There is no alternative route available.

In case funds for bridge rehabilitation are not available, the State will continue to maintain the existing bridge to accommodate the vehicular, pedestrian and bicycle traffic.

Upon completion of this phase, the rehabilitated bridges can be opened to the public and operated effectively without the subsequent phases being completed.

Phase 6: This phase involves the Route 72 and Marsha Drive intersection improvements and operational and safety improvements in Ship Bottom Borough:

- The Route 72 and Marsha Drive intersection improvements will be constructed in three construction stages. Two-way traffic will be maintained along Route 72 and Marsha Drive during construction.
- Operational and safety improvements in Ship Bottom Borough, on Long Beach Island will be constructed in three construction stages. Two-way traffic will be maintained along Route 72 and local roadways during construction.

In case funds for the above improvements are not available, the State will continue to maintain the existing infrastructure to accommodate the vehicular, pedestrian and bicycle traffic.

SECTION 7 - RISK IDENTIFICATION AND MITIGATION FACTORS

This section of the Financial Plan Update addresses the funding plan for this project, identifies risks that could impact this plan, and outlines mitigation measures to provide reasonable assurance that funds will be available to deliver the project through construction.

The Financial Plan risks fall under two broad categories: Cost Increase risks and Revenue Sufficiency risks. Understanding that this Financial Plan is focused on the construction phase, cost increase risks include such things as fuel price increases, material cost increases, and unknown site conditions. Revenue sufficiency risks in the context of this project include such things as funding availability and funding delays.

7.1 Cost Increase Risks

- Risk that costs will exceed program funding levels for utility relocation.
 - Utility relocation constitutes approximately 5.1% of the project construction costs.
- Risk that bids will exceed program funding levels for construction.
- Construction costs for this project represent approximately 89.1% of the overall project cost. As such, if bids come in high there will be significant impact to the needed funding. However, this is less of a risk than in the recent past. Bids for Contracts 2 and 4 have come in below the engineer's estimate. Bids have been fairly stable and predictable for the last five or so years. In the five years prior to that, there was much volatility in the bid prices for transportation projects.
 - This risk could potentially be mitigated through:
 1. Pre-Advertisement meetings to highlight project elements and risk items to help contractors with their bidding process.
 2. Advertising in Engineering News Record (ENR) and NJDOT website to encourage increased competition.
 3. Providing engineering reports on CD's to bidders to encourage value engineering proposals.
- Risk that unknown site conditions will increase project cost.
 - Construction projects of any type and size always have an inherent risk of encountering unknown site conditions. However, this is not an unusually high risk for this project. NJDOT has collected extensive subsurface information for the proposed foundations and existing utility locations.
 - Subsurface Soils Exploration Program – Over 100 land and water borings were taken for this project and available geological and geotechnical data, including test borings from the 2004 and 2006 boring programs, were reviewed as well. The geotechnical data was analyzed and used in the design for the proposed bridge, existing bridges, retaining walls, fender systems, bulkheads, closed circuit television, and roadway design along the proposed alignment and limits. The borings and groundwater observation wells were also utilized in determining ground water elevations. This subsurface exploration program should minimize the risk that an unknown subsurface soil condition will be encountered.

7.2 Revenue Sufficiency Risks

- The FAST, Fixing America’s Surface Transportation Act, was signed on December 4, 2015. The \$305 billion Act funds surface transportation programs and provides increased funding and reliability to federal funding for five years (FY 2017 to FY 2021). Therefore, the federal funding risk that applied to previous Financial Plans for this project have been alleviated.
- The FY 2018 NJ Statewide Transportation Improvement Program (STIP) funds the federal portion of this project through FY 2021. The FY 2020 STIP, when approved by USDOT, will continue to fund this project.
- Risks that costs will increase due to change orders in construction.
 - This could be mitigated by thorough reviews by the designer and owner prior to bid. Reviews by the designer cannot substitute for owner reviews, since the owner may have preferences that are unknown to the designer. An otherwise valid design may be unacceptable to the owner due to policy.

SECTION 8 - ANNUAL UPDATES

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's obligation and expenditures. The annual updates will provide information on cost and revenue trends, summaries of cost reductions and increases, current and potential funding shortfalls and the financial adjustments necessary to assure completion of the Project.

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

For annual updates, the Route 72 Manahawkin Bay Bridges Team will consider FHWA's fiscal year (October 1-September 30) as the Project's fiscal year. This timing will facilitate the development of compatible subsequent capital program updates. Annual updates to the Financial Plan will be submitted to FHWA within 90 days following the end of FHWA's fiscal year (Sept. 30). Therefore, the next annual update will be submitted on or before December 30, 2019.

Summary of Action

Approval of the 2018 Financial Plan Update for the Route 206 Project in Somerset County

Action: The New Jersey Department of Transportation (NJDOT) is requesting approval of the proposed Financial Plan Update for the Route 206 project in Somerset County. The updated financial plan reflects a total project cost of \$439.311 million, an increase of \$893,055 that is mainly due to updated cost estimates. Annual Financial Plan updates are approved by the NJTPA Project Prioritization Committee, with no further action required. Funding changes will be reflected in the upcoming FY 2020 Transportation Improvement Program.

Background:

Financial Plans

Under federal law (Title 23, Section 106(i) of the United States Code (USC)), recipients of federal financial assistance for projects with a total cost of between \$100 million and up to \$500 million are required to prepare a financial plan that includes the following elements:

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

The Route 206 Project Initial Financial Plan was approved by the NJTPA Board of Trustees in November 2017 and must be updated annually. The Annual Update should identify and resolve any cost and funding changes that have occurred since the previous submission. This would include changes in project scope that impact the cost estimate and completion schedule for the project.

Project Description

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

The current TIP programmed costs are divided into three segments:

- **Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B DB# 779**

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

- **Route 206, Doctors Way to Valley Road DB# 780B**

A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Southern section)” will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the Route 206 Bridge over Royce Brook Tributary C, and construction of a new bridge carrying realigned Valley Road over Royce Brook Tributary C. The project will be bicycle/pedestrian compatible.

- **Route 206, Valley Road to Brown Avenue DB# 780A**

A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Northern section)” will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern railroad bridge over Route 206. The project will be bicycle/pedestrian compatible.

The projected cost of this project is \$439.3 million. The project is currently under construction (construction of Brown Circle to Somerville Circle Section 15J and Somerville Circle Section 15H are completed and Route 206 Bypass Contract B is under construction) and in Final Design (Doctors Way to Valley Road; Valley Road to Brown Avenue). Construction began in 1991 and, up to September 30, 2018, the project has expended \$284.141 million or 64.7% of the current project estimate.

Justification for Action: The Financial Plan Update has been reviewed for consistency based on the elements listed above. The project is identified in the Regional Transportation Plan, and the FY 2018 – FY 2021 TIP. By approving the Financial Plan Update, the project will be in compliance with federal guidelines, allowing NJDOT to request federal authorization for the construction phase of this project.

Staff Recommendation: Central Staff recommends approval of this action.

Route 206 Project in Somerset County

Financial Plan Comparison (2017 and 2018)

(\$ millions)

Project Segment	Initial Financial Plan 2017	Financial Plan Update 2018	Change 2017-2018	Comments
Pre-Construction	\$ 2.609	\$ 2.609	\$ 0.000	Complete
Segment VI – Route 206 Bypass	\$ 187.490	\$180.886	(\$ 6.604)	Low bid price for Contract B was below Engineer's estimate.
Segment VII – 15N	\$ 13.727	\$ 13.634	(\$ 0.093)	Updated costs from NJDOT FMIS data.
Segment VII – Doctors Way to Valley Road	\$ 49.159	\$ 56.549	\$ 7.390	Construction cost estimate has been updated to reflect current prices. Utility costs have been updated.
Segment VII – Valley Road to Brown Avenue	\$ 58.800	\$ 59.000	\$ 0.200	Construction cost estimate has been updated to reflect current prices.
Segment VIII and IX – Brown Avenue to Somerville Circle (Section 15J)	\$ 90.867	\$ 90.867	\$ 0.000	Complete
Segment X – Somerville Circle (Section 15H)	\$ 33.426	\$ 33.426	\$ 0.000	Complete
Wetlands Mitigation	\$ 2.360	\$ 2.360	\$ 0.000	Complete
Total	\$ 438.438	\$439.331	\$ 0.893	

Source: Route U.S. 206 Project, Financial Plan Update, 2018, p.13.

Route U.S. 206 Project

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

Somerset County, New Jersey



Financial Plan Update

September 2018



Submitted by the NJ Department of Transportation

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

Financial Plan Update

LETTER OF CERTIFICATION

The New Jersey Department of Transportation (NJDOT) has developed a comprehensive Financial Plan for the Route U.S. 206 Project in Somerset County, NJ in accordance with the requirements of Title 23, United States Code, Section 106 and the Financial Plan guidance issued by the Federal Highway Administration. The plan provides detailed cost estimates to complete the project and estimates of the financial resources necessary to fund the project.

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

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

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

Respectfully submitted:

Snehal Patel, P.E., PMP
Assistant Commissioner
Capital Program Management

Date

Lewis Daidone
Assistant Commissioner
Finance and Administration

Date

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Summary

The Route U.S. 206 Project involves improving existing Route U.S. 206 from the vicinity of existing Route U.S. 206 over Pike Run, south of Mountain View Road in Hillsborough Township to the Somerville Circle (junction of Route U.S. 206, U.S. 202 and NJ 28 in Raritan Borough, Somerville Borough and Bridgewater Township, Somerset County). Title 23, Section 106(i) of the United States Code (USC), requires a recipient of Federal financial assistance for a project with an estimated total cost exceeding \$100 Million dollars must submit to the United States Secretary of Transportation an annual Financial Plan for the project.

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

The current total estimated cost of the Route U.S. 206 Project is \$439.3 Million in year of expenditure dollars. This cost estimate includes prior costs as well as escalation and contingencies to account for potential changes during Final Design. The construction costs contain contingencies as outlined within this plan. The NJDOT is submitting this Financial Plan Update to define the methodology, resources and time schedule of the work completed and the remaining work to finish the proposed improvements. This plan details the following topics:

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

8. Risk and Response Strategies
 - Outlines potential risk factors and possible mitigation actions.
9. Annual Update Cycle
 - Provides anticipated approach and schedule for annual updates.

This Financial Plan Update, in accordance with FHWA guidelines, forms the base cost and schedule estimate to which all future Financial Plan updates will be compared. This plan demonstrates and outlines the Department's commitment to sound financial planning and providing the resources needed to complete the Project by September of 2024.

Section 1.0 Project Description

1.1 Project Description

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

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

A. PE, Selection of Preliminary Preferred Alternative (PPA), NEPA/EIS and Section 4(f) Evaluation.

- This project included preparation/approval of PE, PPA and EIS/Section 4(f) (Complete).

B. Segment VI – Route 206 Bypass

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from Hillsborough Road to Amwell Road, Tree and Vegetation Removal Contract (Complete)

This tree clearing contract, from south of Hillsborough Road to north of Amwell Road (CR514), was initiated in advance of Contract A. The tree clearing contract was necessitated due to Indiana Bat regulations that require trees, which are suitable for their habitat, to be cleared between November and April. This contract was completed by April of 2010.

- Route U.S. 206 (1990) Bypass Sections 14A & 15A from Hillsborough Road to Amwell Road, Contract A (Complete)

Contract A included grading, paving and structures for construction of the Route 206 Bypass from south of Hillsborough Road to north of Amwell Road (CR514). The construction contract was awarded in May of 2010 and finished in October of 2013.

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

Grading and drainage contract for the Route 206 Bypass was completed in October 2014, in advance of Contract B from south of Mountain View Road to south of Hillsborough Road and from north of Amwell Road (CR514) to Old Somerville Road.

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

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

C. Segment VII

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

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

- Route 206, Doctors Way to Valley Road (Final Design)

This breakout of the Route 206, Old Somerville Road to Brown Avenue (Section 15N) project (Southern section) will include widening from two lanes to four lanes, revision of three existing traffic signals, replacement of the Route U.S. 206 Bridge over Royce Brook Trib. C, and construction of a new bridge carrying realigned Valley Road over Royce Brook Trib. C. The project will be bicycle/pedestrian compatible. Right-of-Way acquisition and Final Design are currently underway.

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

This breakout of the Route 206, Old Somerville Road to Brown Avenue (Section 15N) project (Northern section) will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern railroad bridge over Route 206. The project will be bicycle/pedestrian compatible. Right-of-Way acquisition and Final Design are currently underway pending the completion of a new Section 4(f) evaluation.

D. Segments VIII and IV

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

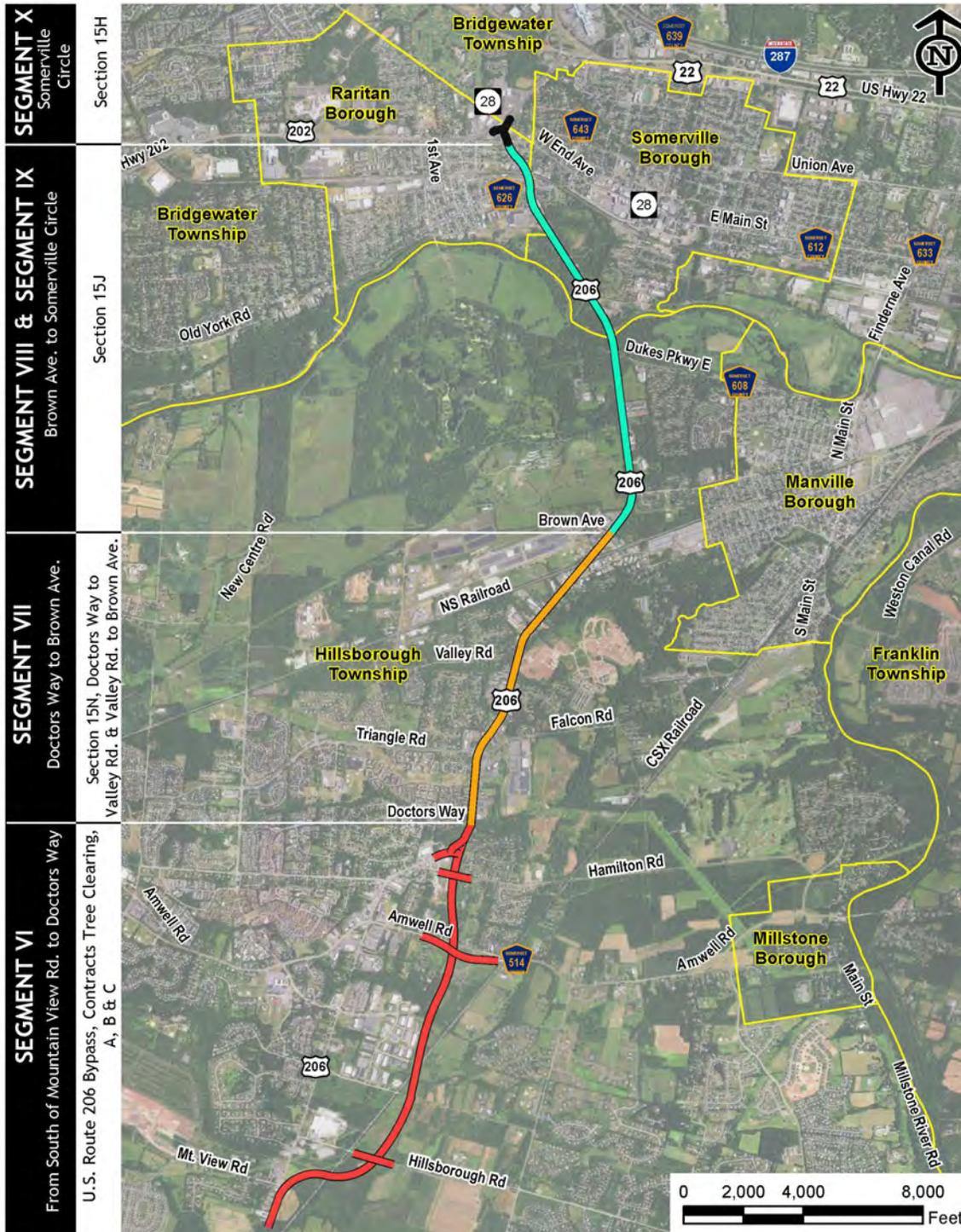
This segment consisted of widening Route 206 on the existing alignment with the addition of jug handles to handle turning movements at major intersections.

E. Segment X

- Somerville Circle (Section 15H) (Complete)

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

FIGURE 1.1: Project Location Map



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

1.2 Project History

November 1974

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

November 1977

NJDOT circulated a Notice of Planned Action (NOPA)

January 1978

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

June 1981

NJDOT conducted a public meeting in Hillsborough Township

April 1982

NJDOT circulated a revised NOPA

August 1985

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

September 1985

NJDOT held a Public Hearing for the project.

August 1988

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

March 1989

The FHWA issued the Record of Decision for this document.

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

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

May 1994

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

November 2004

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

February 2007

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

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

April 2010

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

October 2013

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

October 2014

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

2016

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

July 2017

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

January 2018

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

1.3 Current Activities

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

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

B. Segment VI – Route U.S. 206 Bypass

- Contracts for Tree and Vegetation Removal, Contract A and Contract C (Complete)
- Contract B (Construction Phase)
 - Right-of-Way – All ROW for the project has been acquired except for the CSX and Township of Hillsborough (Green Acres encumbered) parcels. The Green Acres diversion/disposal application for the Township of Hillsborough parcel was approved by the NJ State House Commission. NJDOT secured construction Right of Entry agreements for the CSX and Township properties.
 - Utilities – All Utility Agreements have been executed.
 - Permits – All permits have been obtained.
 - Community Involvement – Contract B Public Information Center and Green Acres Hearing was held on February 16, 2017 at the Hillsborough Township Municipal Building.

- Construction started in February 2018.

C. Segment VII

- Route 206, Doctors Way to Valley Road (Final Design)
 - Right of Way (ROW) – Acquisition of ROW is underway.
 - Final Design is underway.
 - Utilities – Utility coordination is underway.
 - Permits – preparation of environmental permits is underway.
 - Community Involvement – Public involvement is underway.
- Route 206, Valley Road to Brown Avenue (Final Design)
 - New Section 4(f) Evaluation of the existing Norfolk Southern Railroad Bridge over Route 206 is in final stages of completion.
 - Final Design is expected to resume in early 2019.

D. Segments VIII, IX

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

E. Segments X

- Somerville Circle (Complete)

Section 2.0 Schedule

2.1 Project Implementation Schedule

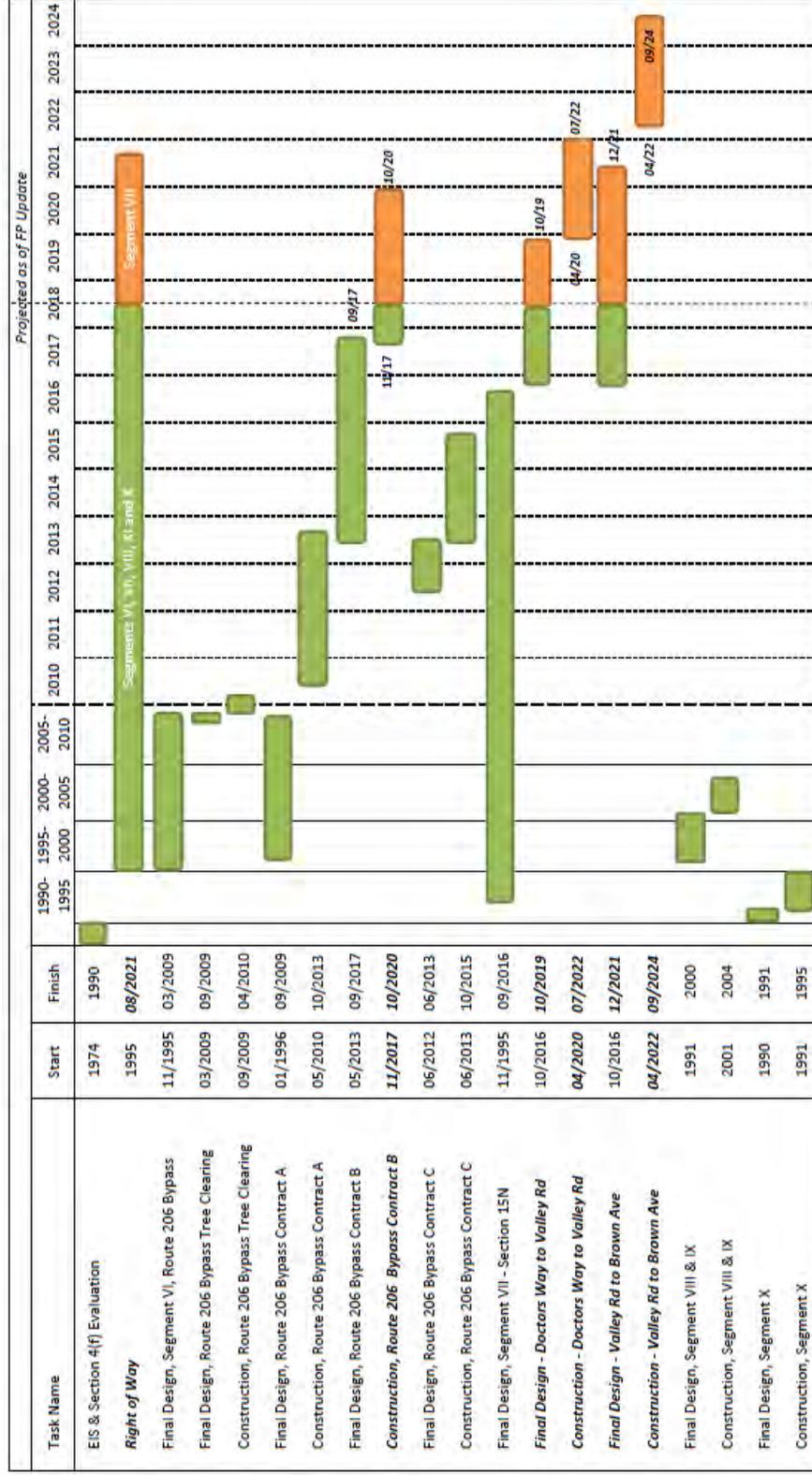
Figure 2.1 on the following page depicts the Project Implementation Schedule for the completed and remaining Segments and Contracts.

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

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

FIGURE 2.1: Project Implementation Schedule

ROUTE U.S. 206 PROJECT IMPLEMENTATION SCHEDULE



Notes: 1. Work to be completed is shown in *italic bold* font.
2. Milestone construction schedule for Contract B is included in Appendix B.

Section 3.0 Project Cost

3.1 Current Project Estimate

The current estimated cost of the Route U.S. 206 Project is \$439.3 million in year-of-expenditure dollars. Figure 3.1 shows a graphical representation of the Cost Summary for the Route U.S. 206 project for the Initial Cost Estimate, Expenditures to Date, and Cost to Complete. The cost estimate includes all of the completed work to date as shown in Tables 3.2 thru 3.8. The remaining construction costs are divided into the following three (3) Contracts:

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

The remaining portion of the Route U.S. 206 Bypass segment which includes the Route 206 Bypass tie ins to existing Route 206 at Mountain View Road to Hillsborough Road and from north of Amwell Road to Old Somerville Road, including Route U.S. 206 and Triangle Road/Falcon Road intersection modifications. See Table 3.4 in Appendix A for project cost estimate.

- Route 206, Doctors Way to Valley Road (Final Design)

A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Southern section)” will provide congestion relief, and operation and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals, replacement of the existing Route U.S. 206 Bridge over Royce Brook Trib. C and the construction of a new bridge carrying realigned Valley Road over Royce Brook Trib. C. The project will be bicycle/pedestrian compatible. See Table 3.5 in Appendix A for project cost estimate.

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

A breakout of “Route 206, Old Somerville Road to Brown Avenue (Section 15N) (Northern section)” will provide congestion relief, and operation and safety improvements. The project will include widening from two lanes to four lanes, revision of two existing traffic signals (adding two new jug handles) and replacement of the Norfolk Southern Railroad Bridge over existing Route U.S. 206. The project will be bicycle/pedestrian compatible. See Table 3.5 in Appendix A for project cost estimate.

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

Similar to most large transportation projects, the Route U.S. 206 Project will take a number of years to complete construction. With the advancement of the Contract B in Segment VI into the construction phase in November of 2017, potential unforeseen issues that could impact project costs were already identified and addressed. However, the following factors could still affect project costs in the future for two remaining contracts in Segment VII:

- *Design Changes/Public Input* – As the project design is advanced, Hillsborough Township, Somerset County, Norfolk Southern Railroad and other stakeholders will likely make recommendations to enhance the quality of the Project and/or to mitigate impacts to their communities.

- *Inflation* – With two remaining construction contracts in Segment VII spread over a 7-year period, inflation becomes a major consideration in the overall project cost. If inflation for these contracts exceeds the assumed annual escalation rates (2.0%±), the impact on the project cost could be significant.
- *Contingencies* – Since the two large contracts in Segment VII are in the Final Design Phase, there are possibilities for construction cost increases.

3.2 Cost Estimating Methodology and Assumptions

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

Right-of-Way Acquisition

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

Construction Cost

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

Utility Relocations

The estimated utility relocations cost is based on the final relocation schemes for Contract B in Segment VI. For Contracts in Segment VII, the estimates are based on a comparison of utility relocation costs from other projects.

Escalation

A 5% escalation rate is used for Segment VII Contracts due to uncertainties of future construction costs.

Construction Inspection

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

Construction Support Services

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

Construction Change Orders

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

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

FIGURE 3.1: Cost Estimate Summary Chart

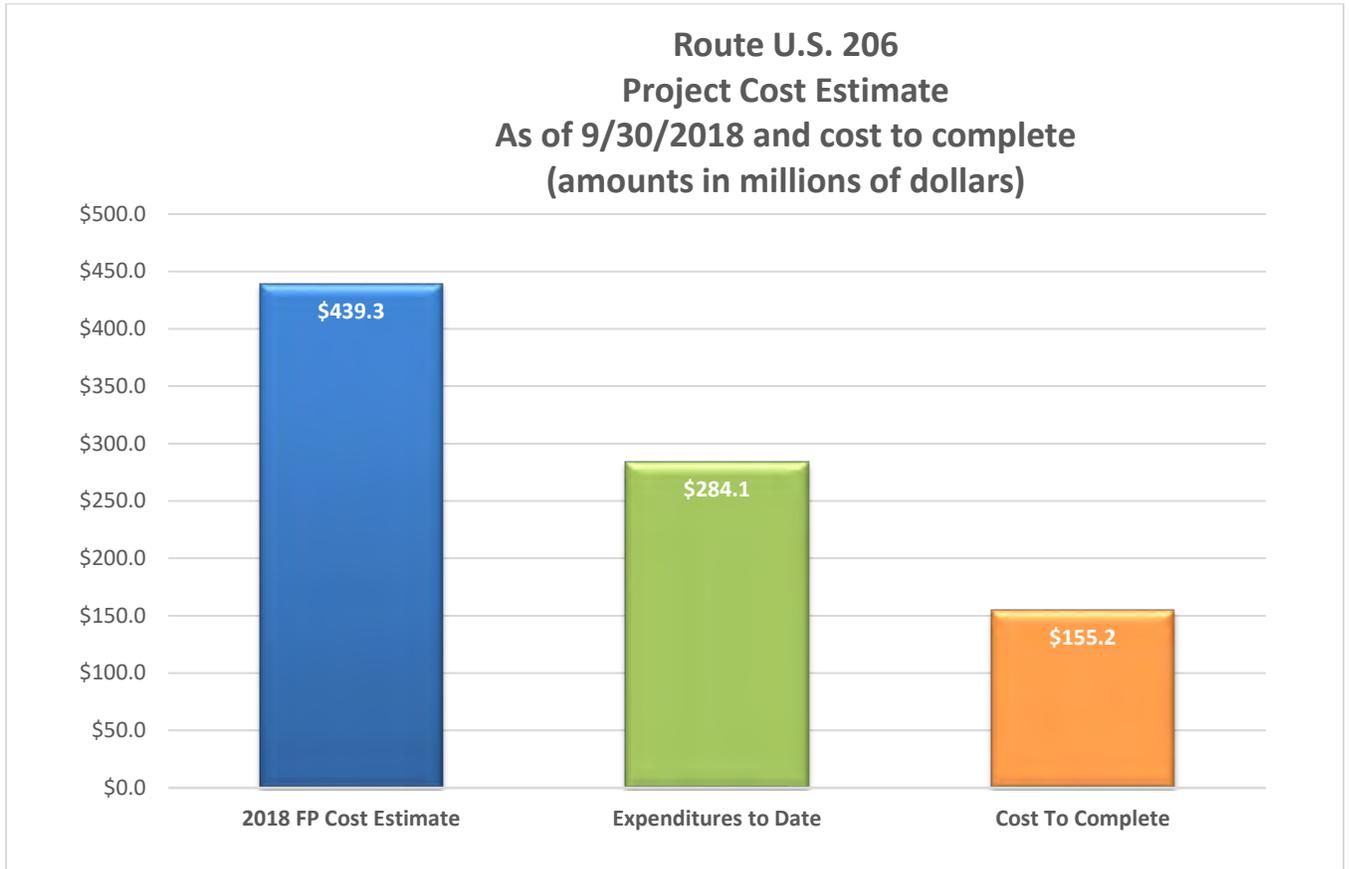


TABLE 3.2: Cost Estimate Summary

As of 9/30/2018 and to complete per Federal Fiscal Year

Phase	2017 Initial FP Cost Estimate	2018 FP Updated Cost Estimate	Net Change Since 2017 Estimate	Expenditures to Date (9/30/2018)	Cost To Complete
FEIS & Section 4(f) Evaluation					
Preliminary	\$2,602,379	\$2,602,379	\$0	\$2,602,379	\$0
Planning (PL)	\$6,844	\$6,844	\$0	\$6,844	\$0
Subtotal	\$2,609,223	\$2,609,223	\$0	\$2,609,223	\$0
Segment VI - U.S. 206 Bypass					
Final Design (DES)	\$27,544,745	\$27,685,344	\$140,599	\$27,685,344	\$0
ROW Acquisitions	\$34,918,559	\$34,964,456	\$45,897	\$34,964,456	\$0
Utilities	\$11,059,618	\$11,115,216	\$55,598	\$7,157,133	\$3,958,083
Tree and Vegetation	\$312,371	\$312,371	\$0	\$312,371	\$0
Contract A	\$55,535,083	\$55,535,083	\$0	\$55,535,083	\$0
Contract B	\$50,802,739	\$43,845,253	\$(6,957,486)	\$5,896,335	\$37,948,918
Contract C	\$7,284,663	\$7,284,968	\$305	\$7,284,968	\$0
Claims (CLM)	\$32,485	\$143,721	\$111,236	\$143,721	\$0
Subtotal	\$187,490,263	\$180,886,411	(\$6,603,851)	\$138,979,411	\$41,907,000
Segment VII - 15 N					
Final Design (DES)	\$5,120,991	\$5,008,272	\$(112,719)	\$4,966,188	\$42,084
ROW Acquisitions	\$8,603,558	\$8,623,062	\$19,504	\$8,623,062	\$0
Utility Relocations	\$2,258	\$2,169	(\$89)	\$2,169	\$0
Subtotal	\$13,726,807	\$13,633,502	(\$93,305)	\$13,591,418	\$42,084
Segment VII - Doctors Way to Valley Road					
Final Design (DES)	\$4,056,333	\$4,047,762	(\$8,571)	\$1,981,562	\$2,066,200
ROW Acquisitions	\$5,616,861	\$5,665,643	\$48,782	\$324,328	\$5,341,315
Utilities	\$8,086,000	\$8,586,000	\$500,000	\$3,348	\$8,582,652
Construction (CON)	\$31,400,000	\$38,250,000	\$6,850,000	\$0	\$38,250,000
Subtotal	\$49,159,194	\$56,549,405	\$7,390,211	\$2,309,238	\$54,240,167
Segment VII - Valley Road to Brown Ave					
Final Design (DES)	\$2,500,000	\$2,500,000	\$0	\$0	\$2,500,000
ROW Acquisitions	\$5,000,000	\$5,000,000	\$0	\$0	\$5,000,000
Utility Relocations	\$5,500,000	\$5,500,000	\$0	\$0	\$5,500,000
Construction (CON)	\$45,800,000	\$46,000,000	\$200,000	\$0	\$46,000,000
Subtotal	\$58,800,000	\$59,000,000	\$200,000	\$0	\$59,000,000
Segment VIII and IX - Brown Ave to Somerville Circle (Section 15J)					
Final Design (DES)	\$7,977,007	\$7,977,007	\$0	\$7,977,007	\$0
ROW Acquisitions	\$20,236,800	\$20,236,800	\$0	\$20,236,800	\$0
Utility Relocations	\$14,938,516	\$14,938,516	\$0	\$14,938,516	\$0
Construction (CON)	\$47,714,513	\$47,714,513	\$0	\$47,714,513	\$0
Subtotal	\$90,866,835	\$90,866,836	\$0	\$90,866,835	\$0
Segment X - Somerville Circle (Section 15H)					
Final Design (DES)	\$1,940,610	\$1,940,610	\$0	\$1,940,610	\$0
ROW Acquisitions	\$13,304,971	\$13,304,971	\$0	\$13,304,971	\$0
Utility Relocations	\$1,511,630	\$1,511,630	\$0	\$1,511,630	\$0
Construction (CON)	\$16,668,408	\$16,668,408	\$0	\$16,668,408	\$0
Subtotal	\$33,425,619	\$33,425,619	\$0	\$33,425,619	\$0
Wetlands Mitigation	\$2,359,600	\$2,359,600	\$0	\$2,359,600	\$0
TOTAL PROJECT	\$438,437,541	\$439,330,596	\$893,055	\$284,141,345	\$155,189,251

3.3 Cost Containment Strategies

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

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

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

Section 4.0 Project Funds

4.1 Financing the Project

The total funding necessary to complete the Route U.S. 206 Project is currently projected to be \$439.3 million. There is currently a total of \$427.6 million of funding identified and/or committed for this project. Although federal regulations require a 4-year STIP, NJDOT produces a 10-year STIP. All of the projects required to complete the Route U.S. 206 Project are shown with the estimated costs in the 10-year STIP. The current NJDOT STIP for this project is included in Appendix C. Any yearly modifications in the STIP/TIP will be reflected in the yearly updates to the Financial Plan. In addition, NJDOT will continually look to accelerate the contracts for this project where feasible within the 10-year program without negatively impacting the ability to deliver other projects that are currently in the program. A summary of the funding by source is presented as follows:

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

Phase	Funding Source	Allocated
Preliminary Engineering (PE)	Federal	\$1,808,880
	State	\$793,499
Planning (PL)	State	\$6,844
Total Funding		\$2,609,223

TABLE 4.2: Project Funding for Segment VI Route 206 Bypass

Phase	Funding Source	Allocated
Final Design (DES)	State	\$27,685,344
ROW Acquisitions (ROW)	Federal	\$31,049,000
	State	\$5,021,137
Utility Relocations (PUE)	Federal	\$0
	State	\$91,007
Utility Relocations (PUR)	Federal	\$155,453
	State	\$6,871,830
Utility Relocations (PUC)	Federal	\$0
	State	\$5,000,000
Tree and Vegetation Removal	State	\$312,371
Contract A	State	\$55,535,083
Contract B	Federal	\$42,842,488
	State	\$1,002,765
Contract C	State	\$7,284,968
Claims (CLM)	State	\$143,721
Total Funding		\$182,995,168

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

Phase	Funding Source	Allocated
Final Design (DES)	Federal	\$4,617,419
	State	\$514,969
ROW Acquisitions (ROW)	Federal	\$469,108
	State	\$8,153,954
Utility Relocations (PUR)	Federal	\$1,978
	State	\$178,522
Total Funding		\$13,935,950

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

Phase	Funding Source	Allocated	FFY 2018	FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023	Total
Final Design (DES)	Federal	\$4,047,762	\$0	\$0	\$0	\$0	\$0	\$0	\$4,047,762
ROW	Federal	\$5,665,643	\$0	\$0	\$0	\$0	\$0	\$0	\$5,665,643
	State	\$1,127	\$2,987	\$0	\$0	\$0	\$0	\$0	\$4,114
Utility (PUE)	State	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$86,000
Utility (PUC)	Federal	\$0	\$0	\$8,500,000	\$0	\$0	\$0	\$0	\$8,500,000
CON	Federal	\$0	\$0	\$0	\$16,000,000	\$16,000,000	\$0	\$0	\$32,000,000
Total Funding		\$9,714,532	\$88,987	\$8,500,000	\$16,000,000	\$16,000,000	\$0	\$0	\$50,303,519

Note: A STIP Modification will be requested to increase funding by \$6.25M for FFY 2020.

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

Phase	Funding Source	Allocated	FFY 2018	FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023	Total
Final Design (DES)	State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTI	Federal	\$0	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$5,500,000
CON	Federal	\$0	\$0	\$0	\$0	\$15,000,000	\$15,000,000	\$16,000,000	\$46,000,000
Total Funding		\$0	\$0	\$5,500,000	\$0	\$15,000,000	\$15,000,000	\$16,000,000	\$51,500,000

Note: A STIP Modification will be requested to add funds for Final Design (\$2.5M) and ROW (\$5.0M) in FFY 2020.

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

Phase	Funding Source	Allocated
Final Design (DES)	Federal	\$3,818,242
	State	\$3,991,251
ROW Acquisitions (ROW)	Federal	\$17,493,220
	State	\$2,484,468
Utility Relocations (PUR)	Federal	\$71,537
	State	\$14,866,970
Construction (CON)	State	\$47,714,513
Total Funding		\$90,440,201

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

Phase	Funding Source	Allocated
Final Design (DES)	Federal	\$1,586,371
	State	\$354,240
ROW Acquisitions (ROW)	Federal	\$11,213,586
	State	\$2,091,386
Utility Relocations (PUR)	Federal	\$1,281,225
	State	\$230,405
Construction (CON)	Federal	\$14,101,862
	State	\$2,566,546
Total Funding		\$33,425,621

TABLE 4.8: Project Funding for Wetlands- All Projects

Phase	Funding Source	Allocated
Wetlands Mitigation	State	\$2,359,600
Total Funding		\$2,359,600

Section 5.0 Financing Issues

5.1 Financing the Project

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

Section 6.0 Cash Flow

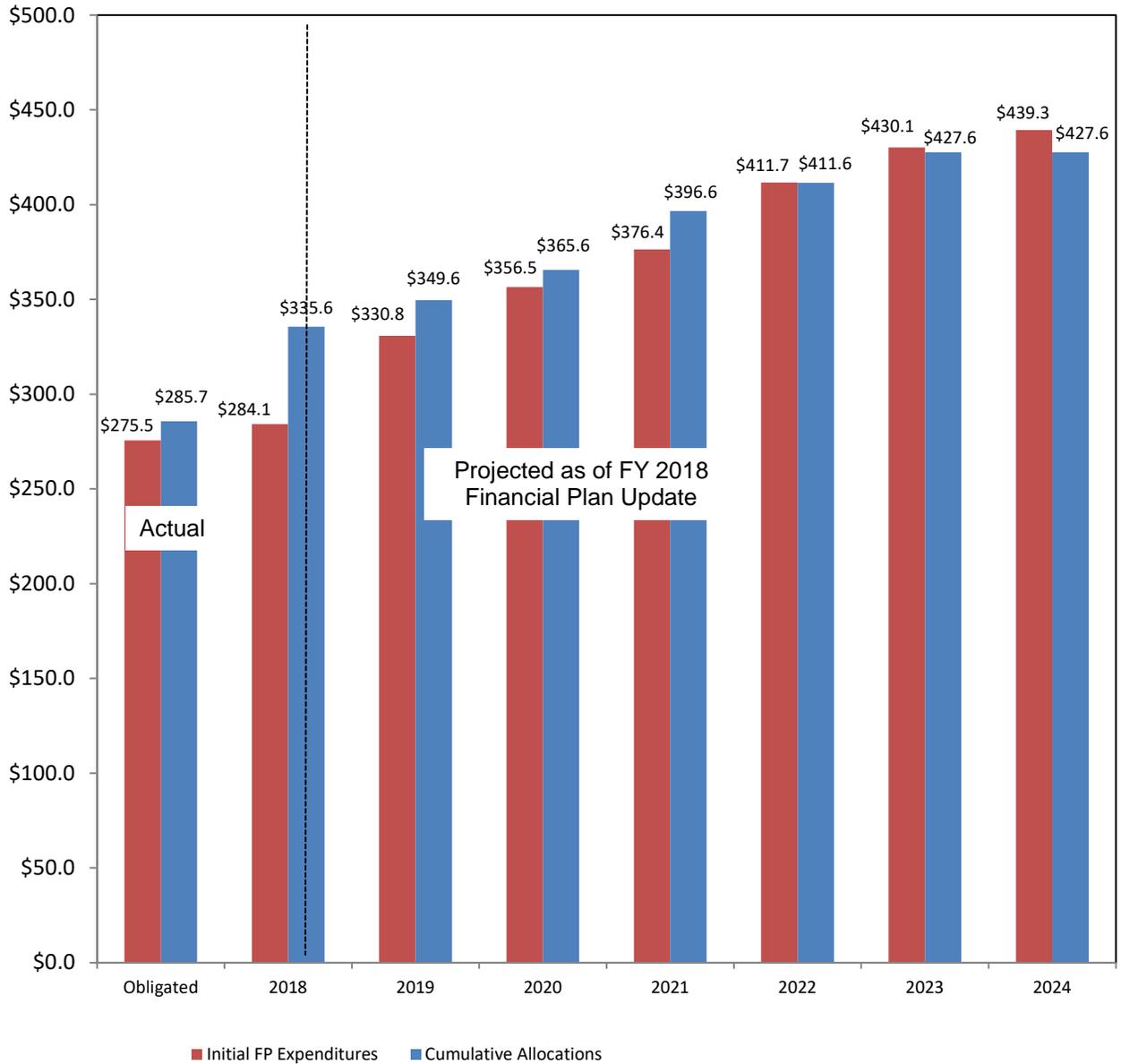
6.1 Forecasting Project Cost Compared to Allocations by Fiscal Year

The funding reflected for future Fiscal Years is consistent with the FY2018-2027 Statewide Transportation Improvement Program (STIP)/TIP. Through the annual 10-year program update, allocations will be adjusted as needed to attempt to match fiscal year expenditures with annual allocations.

Figure 6.1 in next page displays a summary of the projected expenditures versus allocations by year. Actual funds obligated and expenditures are reflected up to September 30, 2018.

FIGURE 6.1: Projected Expenditures vs. Allocations

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



Please see the following pages for Cash Flow Table 6.1.

TABLE 6.1: Cash Flow Table

Route US 206 Cash Flow Table																				
PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																				
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 17	Cumulative FMIS Total through FFY 2018	FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL EXPENDITURES				
Route US 206 Section 53 Final Environmental Impact Statement (FEIS) & Section 4(f) Evaluation	UPC 960587	PE	1810301	FEDERAL	01000035100		1,042,210	1,042,210	0								1,042,210			
				STATE				452,963	452,963	0									452,963	
				FEDERAL	03200035100		136,404	136,404												136,404
				STATE			65,201	65,201												65,201
				FEDERAL	07300035100	PA20	596,429	596,429												596,429
				STATE			260,640	260,640												260,640
				FEDERAL	12400035100		33,838	33,838												33,838
				STATE			14,684	14,684												14,684
				Sub-Total for 1810301			2,602,379	2,602,379	PA20	2,602,379	2,602,379	0	0	0	0	0	0	0	0	2,602,379
				1810514	PL	1810514	STATE	N/A		6,844	6,844	0								6,844
Sub-Total for 1810514			6,844	6,844	PA17	6,844	6,844	0	0	0	0	0	0	0	0	6,844				
Route US 206 Section 53 FES & Section 4(f) Subtotal							2,609,223	2,609,223	0	0	0	0	0	0	0	2,609,223				
FEIS Segment VI - Route 206 Bypass (Mountain View Road to Doctor's Way)	Right of Way (ROW) UPC 960587	ROW	1810520	FD (DES)			26,916,118	26,916,118	789,226								27,685,344			
				1810524	STATE	N/A		26,916,118	26,916,118	789,226									27,685,344	
				Sub-Total for 1810514			26,916,118	26,916,118	PA17	26,916,118	26,916,118	0	0	0	0	0	0	0	27,685,344	
				1810522	STATE	N/A		4,617,109	4,617,109	0										4,617,109
				Sub-Total for 1810522			4,617,109	4,617,109	PA17	4,617,109	4,617,109	0	0	0	0	0	0	0	0	4,617,109
				FEDERAL	105E0035152		1,945,006	1,945,006												1,945,006
				STATE			150,000	150,000												150,000
				FEDERAL	10500035152		7,505,579	7,505,611	PA20	45,091	45,091									7,550,611
				STATE			47,187	48,052												48,052
				Sub-Total for 1810520			15,727,816	15,727,816	PA20	15,727,816	15,727,816	0	0	0	0	0	0	0	0	15,727,816
1810528	STATE		12,314	12,314												12,314				
Sub-Total for 1810528			164,026	164,026	PA17	164,026	164,026	0	0	0	0	0	0	0	0	164,026				
Sub-Total for 1810528			30,301,450	30,347,347	PA17	30,301,450	30,347,347	45,897	0	0	0	0	0	0	0	30,347,347				
1810533	PUR	1810533	FEDERAL	07600035160		155,453	155,453	0									155,453			
Sub-Total for 1810533			40,000	40,000	PA20	40,000	40,000	0									40,000			
1810547	PUE	1810547	STATE	N/A		195,453	195,453	0									195,453			
Sub-Total for 1810547			70,598	91,007	PA17	70,598	91,007	20,409									91,007			
1810541	PUR	1810541	STATE	N/A		6,651,740	6,651,740	0									6,651,740			
Sub-Total for 1810541			6,651,740	6,651,740	PA17	6,651,740	6,651,740	0									6,651,740			
1810540	CON	1810540	STATE	N/A		55,535,083	55,535,083	0									55,535,083			
Sub-Total for 1810540			55,535,083	55,535,083	PA17	55,535,083	55,535,083	0	0	0	0	0	0	0	0	55,535,083				
8899333	CLM	8899333	STATE	N/A		0	0	0									0			
Sub-Total for 8899333			0	0	PA17	0	0	0	0	0	0	0	0	0	0	0				

Route US 206 Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																	
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NIDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 17	Cumulative FMS Total through FFY 2018	FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL EXPENDITURES	
FEIS Segment VI - Route 206 Bypass (Mountain View Road to Doctor's Way)	Contract B (CON & PUC) UPC 960597 STIP DBF779	PUC	1810556	STATE	N/A	PA17	0	38,643	38,643	3,458,083	500,000					3,996,926	
			Sub-Total for 1810556	FEDERAL	RP990206321	PA17	0	38,643	3,458,083	500,000	0	0	0	0	0	0	3,996,926
	CON	1810557	STATE					0	11	11							11
		FEDERAL	RP590206321	PA20	0	21,248	711,044	472,385									1,204,676
		STATE			0	79		79									79
		FEDERAL	Z0010206321		0	5,777,363	25,000,000	10,693,460									41,470,823
	Sub-Total for 1810557	STATE				PA17	0	94,689	94,689	535,590	372,396					1,002,675	
	Sub-Total for 1810556	STATE				PA17	0	5,896,335	26,377,869	11,571,048	0	0	0	0	0	43,845,253	
	Contract C (CON, PUR & CIM) UPC 133110	PUR	1810545	STATE	N/A	PA17	144,901	144,901	180,090	35,189							180,090
			Sub-Total for 1810545	FEDERAL	RP590206321	PA17	144,901	180,090	0	0	0	0	0	0	0	0	180,090
CON		1810546	STATE	N/A	PA17	7,284,663	7,284,663	7,284,968	305							7,284,968	
		Sub-Total for 1810546	FEDERAL	Z0010206321	PA17	7,284,663	7,284,968	0	0	0	0	0	0	0	0	7,284,968	
Tree Removal (CON) UPC 098006	CLM	8899348	STATE	N/A	PA17	32,485	143,721	111,236	111,236							143,721	
		Sub-Total for 8899348	FEDERAL		PA17	32,485	143,721	111,236	0	0	0	0	0	0	0	143,721	
FEIS Segment VI (Route 206 Bypass) Sub-Total	CON	1810542	STATE	N/A	PA17	312,371	312,371	0	0	0	0	0	0	0	0	312,371	
		Sub-Total for 1810542	FEDERAL		PA17	312,371	312,371	0	0	0	0	0	0	0	0	312,371	
	FEIS SEGMENT VI (Route 206 Bypass) Sub-Total						132,061,971	138,979,411	6,917,439	29,835,952	12,071,049	0	0	0	0	180,886,411	
	FEIS SEGMENT VI (Route 206 Bypass) Sub-Total						0	22,250	10,009							32,259	
FEIS Segment VII - Route 206 Section 15N - Final Design (DES) UPC 960605	FD (DES)	1810520	FEDERAL	H0500035149			0	19	19							19	
		Sub-Total for 1810520	FEDERAL	L0500035149		19,618	36,972	17,354	24,472							61,444	
	CON	1810520	STATE					33	36	4						36	
		Sub-Total for 1810520	FEDERAL	Q0500035149	PA20	1,574,312	1,577,651	3,339	7,561							1,585,212	
	ROW	1810529	STATE					262,970	272,801	9,631						272,801	
		Sub-Total for 1810529	FEDERAL	31500035149		2,676,553	2,676,536	(18)								2,676,536	
	FEIS Segment VIII - Route 206 Section 15N (Doctor's Way to Brown Avenue)	CON	1810530	STATE				137,774	137,774	0	42						137,816
			Sub-Total for 1810530	FEDERAL	31700035149		15,354	15,443	89								15,443
		FEIS SEGMENT VIII (Doctor's Way to Brown Avenue) Sub-Total						4,911,862	4,966,188	54,325	42,084	0	0	0	0	0	5,008,272
		FEIS SEGMENT VIII (Doctor's Way to Brown Avenue) Sub-Total						0	0	0	0	0	0	0	0	0	0
FEIS Segment VIII - Route 206 Section 15N (Doctor's Way to Brown Avenue)	ROW	1810529	STATE					0	0							0	
		Sub-Total for 1810529	FEDERAL	O0500035153	PA20	0	0	0	0	0	0	0	0	0	0	0	
	ROW	1810530	STATE	N/A				469,108	469,108	0						469,108	
		Sub-Total for 1810530	FEDERAL	17700035153		330	330	0	0	0	0	0	0	0	0	330	
FEIS SEGMENT VIII (Doctor's Way to Brown Avenue) Sub-Total						8,134,120	8,153,624	19,504	0	0	0	0	0	0	8,153,624		
FEIS SEGMENT VIII (Doctor's Way to Brown Avenue) Sub-Total						8,134,120	8,153,624	19,504	0	0	0	0	0	0	8,153,624		

Route US 206 Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																	
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NJDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 17	Cumulative FMIS Total through FFY 2018	FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL EXPENDITURES	
FEIS Segment VII Route 206, Doctor's Way to Valley Road UPC (Doctor's Way to Brown Avenue) 700B	Section 15N - Utility (PUR) UPC 660605	PUR	1810525	FEDERAL	33D00035150	PA20	1,978	1,978	0							1,978	
				STATE			191	0									191
					Sub-Total for 1810525		PA17	2,169	2,169	0	0	0	0	0	0	0	2,169
		FD (DES)		1810551	FEDERAL	M24E0206312	PA20	661,014	1,981,562	1,320,548	2,066,199						4,047,761
					STATE			0	0	0	0						0
					Sub-Total for 1810551		PA17	661,014	1,981,562	1,320,548	2,066,200	0	0	0	0	0	4,047,762
		ROW		1810552	FEDERAL	M24E0206313	PA20	15,734	380,214	304,480	5,341,315						5,661,529
					STATE			1,127	4,114	2,957							4,114
					Sub-Total for 1810552		PA17	16,861	324,328	307,437	5,341,315	0	0	0	0	0	5,665,643
		PUE		1810555	STATE	N/A	PA17	0	3,348	3,348	82,652						86,000
				Sub-Total for 1810555		PA17	0	3,348	3,348	82,652	0	0	0	0	0	86,000	
	PUC		TBD	FEDERAL	TBD	PA20	0	0	0	8,500,000						8,500,000	
				STATE			0	0	0	0						0	
				Sub-Total for 1810XXX		PA17	0	0	0	8,500,000	0	0	0	0	0	8,500,000	
	CON		TBD	FEDERAL	TBD	PA20	0	0	0	7,650,000						7,650,000	
				STATE			0	0	0	0						0	
				Sub-Total for 1810XXX		PA17	0	0	0	7,650,000	0	0	0	0	0	7,650,000	
	DES		1810549	STATE		PA17	0	0	0	750,000						750,000	
				Sub-Total for 1810549		PA17	0	0	0	750,000	1,000,000	750,000	0	0	0	2,500,000	
	ROW		TBD	FEDERAL	TBD	PA20	0	0	0	5,000,000						5,000,000	
				STATE			0	0	0	0						0	
				Sub-Total for 1810XXX		PA17	0	0	0	5,000,000	0	0	0	0	0	5,000,000	
	PUC		TBD	FEDERAL	TBD	PA20	0	0	0	5,500,000						5,500,000	
				STATE			0	0	0	0						0	
				Sub-Total for 1810XXX		PA17	0	0	0	5,500,000	0	0	0	0	0	5,500,000	
	CON		TBD	FEDERAL	TBD	PA20	0	0	0	18,400,000						18,400,000	
				STATE			0	0	0	0						0	
				Sub-Total for 1810XXX		PA17	0	0	0	18,400,000	18,400,000	18,400,000	18,400,000	18,400,000	18,400,000	46,000,000	
				Sub-Total for 1810XXX		PA17	0	0	0	18,400,000	18,400,000	18,400,000	18,400,000	18,400,000	18,400,000	46,000,000	
				Sub-Total for 1810XXX		PA17	14,195,464	15,900,656	1,705,193	16,782,251	13,650,000	19,875,000	39,275,000	18,400,000	9,200,000	129,182,907	
				Sub-Total for 1810XXX		PA17	14,195,464	15,900,656	1,705,193	16,782,251	13,650,000	19,875,000	39,275,000	18,400,000	9,200,000	129,182,907	
				Sub-Total for 1810XXX		PA17	640,800	640,800	0	0	0	0	0	0	0	640,800	
				Sub-Total for 1810XXX		PA17	640,800	640,800	0	0	0	0	0	0	0	640,800	
				Sub-Total for 1810XXX		PA17	3,408,941	3,408,941	0	0	0	0	0	0	0	3,408,941	
				Sub-Total for 1810XXX		PA17	3,177,442	3,177,442	0	0	0	0	0	0	0	3,177,442	
				Sub-Total for 1810XXX		PA17	582,510	582,510	0	0	0	0	0	0	0	582,510	
				Sub-Total for 1810XXX		PA17	7,977,007	7,809,493	0	0	0	0	0	0	0	7,977,007	
				Sub-Total for 1810XXX		PA17	4,065,080	4,065,080	0	0	0	0	0	0	0	4,065,080	
				Sub-Total for 1810XXX		PA17	63,257	63,257	0	0	0	0	0	0	0	63,257	
				Sub-Total for 1810XXX		PA17	13,428,140	13,428,140	0	0	0	0	0	0	0	13,428,140	
				Sub-Total for 1810XXX		PA17	47,837	47,837	0	0	0	0	0	0	0	47,837	
				Sub-Total for 1810XXX		PA17	17,863,426	17,604,314	0	0	0	0	0	0	0	17,863,426	

Route US 206 Cash Flow Table

PROJECT EXPENDITURES - DESIGN & CONSTRUCTION																		
DESCRIPTION	CONTRACTS/ PHASE DESC.	PHASE	NIDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	Cumulative Total Incurred Through FFY 17	Cumulative FMSIS Total through FFY 2018	FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL EXPENDITURES		
Circle)			1810827	STATE	N/A	PA17	2,373,374	2,373,374	0	0	0	0	0	0	0	2,373,374		
			Sub Total For 1810527				PA17	2,373,374	2,373,374	0	0	0	0	0	0	0	2,373,374	
			1810510	FEDERAL	17700035136	PA20	71,537	71,537	0	0	0	0	0	0	0	0	71,537	
			Sub Total For 1810510				PA20	71,537	71,537	0	0	0	0	0	0	0	71,537	
		PUR	1810832	STATE	N/A	PA17	14,854,346	14,854,346	0	0	0	0	0	0	0	0	14,854,346	
			Sub Total For 1810532				PA17	14,854,346	14,854,346	0	0	0	0	0	0	0	14,854,346	
		CON	1810631	STATE	N/A	PA17	47,714,513	47,714,513	0	0	0	0	0	0	0	0	47,714,513	
			Sub Total For 1810531				PA17	47,714,513	47,714,513	0	0	0	0	0	0	0	47,714,513	
			Sub Total For 1810531 & IX (Route 206 Section 15H) Subtotal				PA17	90,866,836	90,866,836	0	0	0	0	0	0	0	0	90,866,836
				1005501	FEDERAL	17700035135	PA20	0	0	0	0	0	0	0	0	0	0	
			Sub Total For 1005501				PA20	13,246	13,246	0	0	0	0	0	0	13,246		
		FD (DES)	8710508	FEDERAL	17700035125	PA20	1,586,371	1,586,371	0	0	0	0	0	0	0	1,586,371		
			Sub Total For 8710508				PA20	340,994	340,994	0	0	0	0	0	0	340,994		
			1005503	FEDERAL	17700035127	PA20	11,213,586	11,213,586	0	0	0	0	0	0	0	11,213,586		
		ROW	Sub Total For 1005503				PA20	2,091,386	2,091,386	0	0	0	0	0	0	2,091,386		
			1810504	FEDERAL	17700035126	PA17	13,304,971	13,304,971	0	0	0	0	0	0	0	13,304,971		
		UTI	Sub Total For 1810504				PA17	1,261,225	1,261,225	0	0	0	0	0	0	1,261,225		
			Sub Total For 1810504				PA17	230,405	230,405	0	0	0	0	0	0	230,405		
			1810505	FEDERAL	17700035126	PA20	14,101,862	14,101,862	0	0	0	0	0	0	0	14,101,862		
		CON	Sub Total For 1810505				PA17	2,566,546	2,566,546	0	0	0	0	0	0	2,566,546		
			Sub Total For 1810505				PA17	16,668,408	16,668,408	0	0	0	0	0	0	16,668,408		
			Sub Total For 1810505				PA17	33,425,619	33,425,619	0	0	0	0	0	0	33,425,619		
			1416510	STATE	N/A	PA17	2,359,600	2,359,600	0	0	0	0	0	0	0	2,359,600		
		MIT	Sub Total For 1416510				PA17	2,359,600	2,359,600	0	0	0	0	0	0	2,359,600		
			Route 206 Wetlands Mitigation Sub-Total					2,359,600	2,359,600	0	0	0	0	0	0	2,359,600		
			TOTAL PROJECT EXPENDITURES (Annual)					275,518,713	8,622,652	46,618,203	25,721,049	19,375,000	35,375,000	18,400,000	9,200,000	439,330,596		
			TOTAL PROJECT EXPENDITURES (Cumulative)					275,518,713	284,141,345	330,759,547	356,480,595	376,355,595	411,730,595	430,130,595	439,330,596			

Route US 206 Cash Flow Table

AVAILABLE BY FUNDING ALLOCATIONS																			
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NIDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 17	2018 FMIS	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL ALLOCATIONS				
Route US 206 Section [5] Final Environmental Impact Statement (FEIS) & Section 4(f) Evaluation	UPC 960587	PE	1810301	FEDERAL	01000035100	PA20	1,042,210	0							1,042,210				
				STATE				452,963	0							452,963			
				FEDERAL	03200035100			136,404	0									136,404	
				STATE				65,201	0										65,201
				FEDERAL	07300035100			596,429	0										596,429
				STATE				260,640	0										260,640
				FEDERAL	12400035100			33,838	0										33,838
				STATE				14,694	0										14,694
				Sub-Total for 1810301				2,602,379	0	PA20	2,602,379	0	0	0	0	0	0	0	2,602,379
				1810514			PL	1810514	STATE	N/A	PA17	6,844	0						
			Sub-Total for 1810514		PA17	6,844	0	0	0	0	0	0	0	0	6,844				
			Route US 206 Section [5] FEIS & Section 4(f) Sub-Total				2,609,223	0	0	0	0	0	0	0	2,609,223				
FEIS Segment VI - Route 206 Bypass (Mountain View Road to Doctor's Way)	Right of Way (ROW) UPC 960597	ROW	1810524	FD (DES)	N/A	PA17	26,916,118	769,226							27,685,344				
				Sub-Total for 1810524		PA17	26,916,118	769,226	0	0	0	0	0	0	0	27,685,344			
				1810522			1810522	STATE	N/A	PA17	4,617,109							4,617,109	
				Sub-Total for 1810522			Sub-Total for 1810522		PA 17	4,617,109	0	0	0	0	0	0	0	4,617,109	
				FEDERAL	LO5E00035152		2,000,000											2,000,000	
				STATE			160,000											160,000	
				FEDERAL	LO5000035152		8,349,000											8,349,000	
				STATE			50,000											50,000	
				FEDERAL	O05000035152		15,770,000		PA20	15,770,000								15,770,000	
				STATE			30,000			30,000								30,000	
FEDERAL	O24000035152		4,930,000			4,930,000								4,930,000					
STATE			164,028			164,028								164,028					
Sub-Total for 1810528			Sub-Total for 1810528		PA20	31,453,028	0	0	0	0	0	0	0	0	31,453,028				
1810533		PUR	1810533	FEDERAL	O76000035160	PA20	155,453								155,453				
			Sub-Total for 1810533		PA20	155,453	0	0	0	0	0	0	0	0	155,453				
1810547		PUE	1810547	STATE	N/A	PA17	70,598	20,409							91,007				
Sub-Total for 1810547			Sub-Total for 1810547		PA17	70,598	20,409	0	0	0	0	0	0	0	91,007				
1810541		PUR	1810541	STATE	N/A	PA17	6,651,740								6,651,740				
Sub-Total for 1810540			Sub-Total for 1810540		PA17	6,651,740	0	0	0	0	0	0	0	0	6,651,740				
1810540		CON	1810540	STATE	N/A	PA17	55,535,083								55,535,083				
Sub-Total for 1810541			Sub-Total for 1810541		PA17	55,535,083	0	0	0	0	0	0	0	0	55,535,083				
8899333		CLM	8899333	STATE	N/A	PA17	0								0				
Sub-Total for 8899333			Sub-Total for 8899333		PA17	0	0	0	0	0	0	0	0	0	0				

Route US 206 Cash Flow Table

AVAILABLE FY FUNDING ALLOCATIONS																				
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	I/UDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 17	2018 FMIS	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL ALLOCATIONS					
FEIS Segment VI - Route 206 Bypass (Mountain View Road to Doctor's Way)	Contract B (CON) UPC 960597	PUC	1810556	STATE	TBD	PA17	0	5,000,000							5,000,000					
			Sub-Total for 1810556	FEDERAL	RPF90206321	PA20	0	5,000,000	0	0	0	0	0	0	0	5,000,000				
	Contract C (CON) UPC 960597	CON	1810557	State				11	166,989							166,989				
			Sub-Total for 1810557	FEDERAL	RPS90206321	PA20	0	1,204,676								1,204,676				
			1810557	State				79	41,470,823								41,470,823			
			Sub-Total for 1810557	FEDERAL	Z0010206321		0	1,002,675									1,002,675			
	Sub-Total for 1810557	State				90	43,845,163	0	0	0	0	0	0	0	43,845,253					
	Contract C (CON, PUR & CLM) UPC 133110	PUR	1810545	STATE	N/A	PA17	144,901	35,189								180,090				
			Sub-Total for 1810545	FEDERAL		PA17	144,901	35,189	0	0	0	0	0	0	0	180,090				
			1810546	STATE	N/A	PA17	7,284,663	305									7,284,968			
Sub-Total for 1810546			FEDERAL		PA17	7,284,663	305	0	0	0	0	0	0	0	0	7,284,968				
8899348			STATE	N/A	PA17	32,485	111,236									143,721				
Sub-Total for 8899333			FEDERAL		PA17	32,485	111,236	0	0	0	0	0	0	0	0	143,721				
Tree Removal (CON) UPC 098006	CON	1810542	STATE	N/A	PA17	312,371									312,371					
		Sub-Total for 1810542	FEDERAL		PA17	312,371	0	0	0	0	0	0	0	0	312,371					
FEIS SEGMENT VI (Route 206 Bypass) Sub-Total													133,213,640	49,781,528	0	0	0	0	0	182,995,168
FEIS Segment VII Route 206 Section 15N (Doctor's Way to Brown Avenue)	Section 15N - Final Design (DES) UPC 960605	FD (DES)	FEDERAL	H0500035149			32,259								32,259					
			STATE				0	19							19					
	Section 15N - Right of Way (ROW) UPC 960605	ROW	FEDERAL	L0500035149				61,444								61,444				
			STATE					0								0				
			FEDERAL	Q0500035149		PA20		1,585,212								1,585,212				
			STATE				262,970	9,631									272,601			
	Section 15N - Right of Way (ROW) UPC 960605	ROW	FEDERAL	31500035149				2,800,688								2,800,688				
			STATE				225,248	1,658								226,906				
	Section 15N - Right of Way (ROW) UPC 960605	ROW	FEDERAL	31700035149				137,816								137,816				
			STATE				15,354	89								15,443				
Sub-Total for 1810520	FEDERAL		PA20	5,120,991	11,397	0	0	0	0	0	0	0	0	5,132,388						
Section 15N - Right of Way (ROW) UPC 960605	ROW	FEDERAL	L0500035153				0								0					
		STATE				0	0								0					
Section 15N - Right of Way (ROW) UPC 960605	ROW	FEDERAL	Q0500035153			PA20	0								0					
		STATE					469,108								469,108					
Sub-Total for 18101529	FEDERAL		17700035153			330								330						
Sub-Total for 18101529	STATE					469,438	0	0	0	0	0	0	0	0	469,438					
Section 15N - Right of Way (ROW) UPC 960605	ROW	FEDERAL			PA17	8,134,120	19,504								8,153,624					
		STATE				8,134,120	19,504								8,153,624					
Sub-Total for 18101530	FEDERAL				PA17	8,134,120	19,504								8,153,624					
Sub-Total for 18101530	STATE					8,134,120	19,504								8,153,624					

Route US 206 Cash Flow Table

AVAILABLE FY FUNDING ALLOCATIONS																
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	I/UDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 17	2018 FMIS	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL ALLOCATIONS	
FEIS Segment VII Route 206 Section 15N (Doctor's Way to Brown Avenue)	Section 15N - Utility (PUR) UPC 960605	PUR	1810525	FEDERAL	33000035150	PA20	1,978								1,978	
				STATE			178,522									178,522
					Sub-Total for 1801525	PA17	180,500	0	0	0	0	0	0	0	0	180,500
		FD (DES)	1810551	FEDERAL	M24E0206312	PA20	4,047,762									4,047,762
			STATE				0									0
					Sub-Total for 1801551	PA17	4,047,762	0	0	0	0	0	0	0	0	4,047,762
		ROW	1810552	FEDERAL	M24E0206313	PA20	5,665,643									5,665,643
			STATE				1,127	2,987								4,114
					Sub-Total for 1801552	PA17	5,666,770	2,987	0	0	0	0	0	0	0	5,669,757
		PUE	1810555	STATE	N/A	PA17	0	86,000								86,000
					Sub-Total for 1801555	PA17	0	86,000	0	0	0	0	0	0	0	86,000
		PUC	TBD	FEDERAL			0		8,500,000							8,500,000
					STATE			0								0
					Sub-Total for 1810XXX	PA17	0	0	8,500,000	0	0	0	0	0	0	8,500,000
		CON	TBD	FEDERAL		PA20	0			16,000,000						16,000,000
				STATE			0								0	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	0	0	0	0	0	16,000,000	
	DES	TBD	STATE		PA17	0									0	
					Sub-Total for 1810XXX	PA17	0	0	0	0	0	0	0	0	0	
	ROW		FEDERAL			0									0	
				STATE			0								0	
				Sub-Total for 1810XXX	PA17	0	0	0	0	0	0	0	0	0	0	
	PUC		FEDERAL			0		5,500,000							5,500,000	
				STATE			0								0	
				Sub-Total for 1810XXX	PA17	0	0	5,500,000	0	0	0	0	0	0	5,500,000	
	CON		FEDERAL			0			15,000,000						15,000,000	
				STATE			0								0	
				Sub-Total for 1810XXX	PA17	0	0	0	15,000,000	0	0	0	0	0	15,000,000	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0	16,000,000	14,000,000	119,888	16,000,000	16,000,000	16,000,000	115,739,469	
				Sub-Total for 1810XXX	PA17	0	0	0								

Route US 206 Cash Flow Table

AVAILABLE BY FUNDING ALLOCATIONS																					
DESCRIPTION	CONTRACTS / PHASE DESC.	PHASE	NIDOT PROJECT REF. #	SOURCE	FEDERAL AGREEMENT	REFERENCES	FFY 17	2018 FMIS	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	TOTAL ALLOCATIONS						
FEIS Segment X Route 206 Section 15H (Somerville Circle)	UPC 960601	CON	Sub-Total for 1810527	FEDERAL	17700035136	PA17	2,373,374	0	0	0	0	0	0	0	0	2,373,374					
							71,537										71,537				
							12,624												12,624		
							84,161													84,161	
							14,854,346													14,854,346	
							14,854,346														14,854,346
							47,714,513														47,714,513
							47,714,513														47,714,513
							90,440,201														90,440,201
							0														0
FEIS Segment X Route 206 Section 15H (Somerville Circle)	UPC 960601	FD (DES)	Sub-Total for 1805501	FEDERAL	17700035125	PA20	13,246	0	0	0	0	0	0	0	0	13,246					
							1,586,371											1,586,371			
							340,994													340,994	
							1,927,365														1,927,365
							11,213,586														11,213,586
							2,091,366														2,091,366
							13,304,972														13,304,972
							1,281,225														1,281,225
							230,405														230,405
							1,511,630														1,511,630
Route 206 Wetlands Mitigation	UPC 023480	ROW	Sub-Total for 1416510	FEDERAL	17700035134	PA17	14,101,862	0	0	0	0	0	0	0	0	14,101,862					
							2,566,546												2,566,546		
							16,668,408														16,668,408
							33,425,621														33,425,621
							2,359,600														2,359,600
							2,359,600														2,359,600
							2,359,600														2,359,600
							2,359,600														2,359,600
							2,359,600														2,359,600
							2,359,600														2,359,600
TOTAL PROJECT FUNDING (Annual)																					
							285,667,864	49,901,416	14,000,000	16,000,000	31,000,000	15,000,000	16,000,000	0	427,569,280						
TOTAL PROJECT FUNDING (Cumulative)							285,667,864	335,569,280	349,569,280	365,569,280	396,569,280	411,569,280	427,569,280	427,569,280	427,569,280						
CUMULATIVE BUDGET SURPLUS (DEFICIT)							10,149,152	51,427,936	18,809,733	9,088,685	20,213,685	(161,315)	(2,561,315)	(11,761,315)	(11,761,316)						

*NOTE: A STIP Modification will be requested for FFY 2020-2022 to increase funding to cover the allocation deficit.

Section 7.0 P3 Assessment

7.1 Public Private Partnership P3 Issues

Effectiveness to Leverage the Revenue Stream for the Project

The current project does not result in a revenue stream for the State of New Jersey. Potential revenue streams such as tax increment financing (TIF) or tolling are not feasible. The only options for a revenue stream from the Route 206 project would be from taxes on new development potential from the project or from tolling the facility. The project does not introduce any new development potential so this is not a viable revenue stream. Currently, the Route 206 corridor is not tolled. The potential for tolling Route 206 would have significant public opposition.

With the total project cost over \$100 Million, the needed investment versus potential return does not appear lucrative for a public private partnership. The ability to attract investors is very low.

State-level Legislative Authorizations

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

Concluding Statement

The Route U.S. 206 Project is not a viable candidate for a P3 delivery model as the project is significantly advanced, enabling legislation is not in place, there is no revenue stream and tolling would induce significant public opposition.

Section 8.0 Risk and Response Strategies

8.1 Risk Factors

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

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

The magnitude and complexity of the Route U.S. 206 Project deserves serious consideration towards the allocation and management of risk. The NJDOT is firmly convinced that effective management of risk is one way to increase the chances of delivering a successful project on time and within budget without sacrificing quality or safety.

8.1.1 – Design and Construction Cost Increase Risks

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

Mitigation Options:

- Continue negotiations with each property owner.
 - Secure ROW in advance of contract award.
2. Permits – Permits required for the Contract B construction in Segment VI are secured. Multiple environmental permits are required for Contracts in Segment VII. Early and continuous coordination with the regulatory agencies since the EIS phase should make this a low risk item.

Mitigation Options:

- Secure permits in advance of construction operations.
 - Maintain ongoing coordination with the NJDEP.
3. Utility Coordination – Relocation of existing utilities is a risk that can adversely affect the schedule and scope. Relying on work to be performed by other entities which are not under the control of the NJDOT or the Contractor can have an adverse effect on the schedule in both design and construction. The potential risks lie in the availability of funds for utility work, complexity of managing three remaining contracts, and the scheduling and execution of the remaining utility agreements.

Mitigation Options:

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

Mitigation Options:

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

Mitigation Options:

- Discussions have been held with FHWA on grandfathering current design standards if future changes in standards would significantly impact the project.

6. The design of the Segment VII contracts are in the Final Design phase, so there are some outstanding design issues to be resolved. This has the potential to increase construction cost in these contracts.

Mitigation Options:

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

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

Mitigation Options:

- Control scope creep. Ensure changes are absolutely necessary.

8. Schedule delay as a result of the delayed new Section 4(f) assessment for the Route 206 Valley Road to Brown Ave (Segment VII) contract.

Mitigation Options:

- Monitor approval process and maintain ongoing coordination with the FHWA.

8.2 Financial Risks

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

8.2.1 – Cost Increase Risks

Risk that bids will exceed program funding levels for construction:

Funding for construction represents 90% of the total project cost; therefore a significant increase in construction costs would impact the program and require a shift in funds from another project or delay the Project. To mitigate the risk of receiving high bids, NJDOT will consider the following strategy:

- We will plan for contingency funds to address this risk.

Risk that unanticipated site conditions will increase project cost:

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

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

Risk that unanticipated fuel price increases will increase project cost:

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

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

8.2.2 – Revenue Sufficiency Risks

The Project Financing section of this plan outlines National Highway Performance Program (NHPP) funds as the current primary funding source for this project. The funding plan extends over nine years starting in Federal Fiscal Year 2016 and ending in Federal Fiscal Year 2024.

Major Financing Risks

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

- Risk that a new Federal surface transportation funding authorization is not in place at the end of Federal Fiscal Year 2020 to replace the current Fixing America's Surface Transportation Act (FAST), which expires Federal Fiscal Year 2020.

The NJDOT assumes that should a new Federal surface transportation funding authorization not be in place by the end of Federal Fiscal Year 2020, Congress and the President would authorize Continuing Resolutions to ensure that projects such as the Route U.S. 206 are not impacted, until such time that a new bill is in place.

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

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

Responsibilities

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

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

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

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

Section 9.0 Annual Update Cycle

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

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

For annual updates, the Route U.S. 206 Project Management Team will consider Federal fiscal year (October 1-September 30) as the Project's fiscal year. Annual updates to the Financial Plan will be submitted to FHWA within 90 days following the end of the Federal fiscal year.

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

The table on the following page represents cost changes since the 2017 Initial Financial Plan along with explanations for these changes. NJDOT will continue to monitor cost growth.

Table 10.1
Route 206 Project in Somerset County
Financial Plan Cost Comparison (2017 and 2018)
(\$ millions)

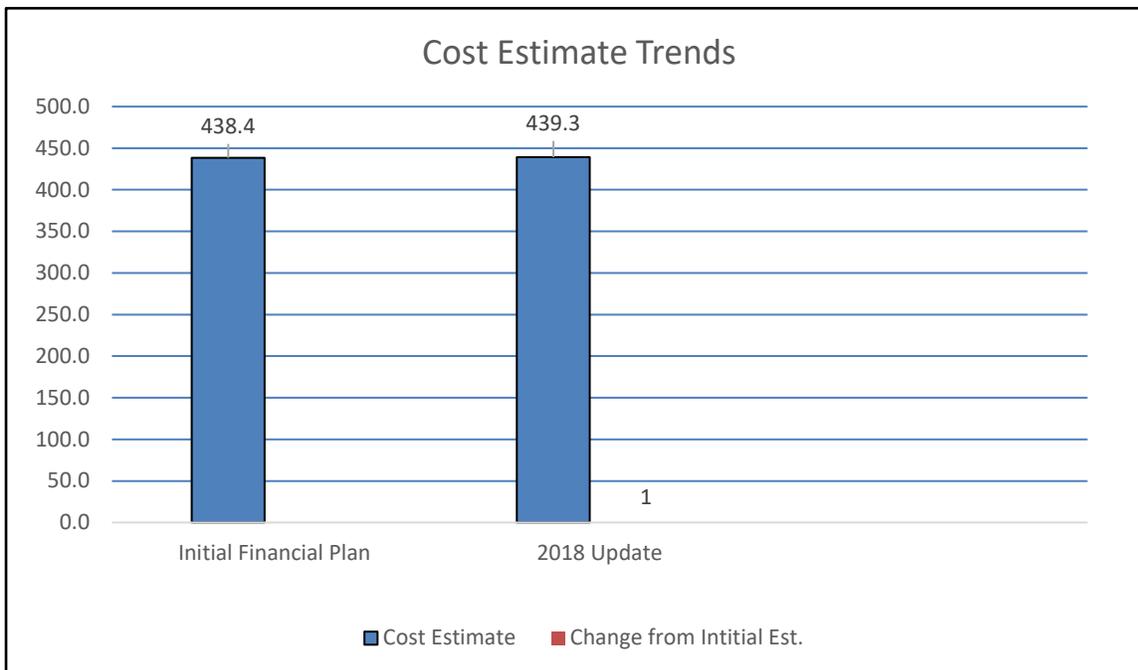
Project Segment	Initial Financial Plan 2017	Financial Plan Update 2018	Change 2017-2018	Comments
FEIS & Section 4(f) Evaluation	\$2.609	\$2.609	(\$0)	
Segment VI - U.S. 206 Bypass	\$187.490	\$180.886	(\$6.604)	The overall funding decreased since the low bid was lower than the Engineer's Estimate.
Segment VII - 15 N	\$13.727	\$13.634	(\$0.093)	The overall funding decreased due to adjustment in FMIS.
Segment VII - Doctors Way to Valley Road	\$49.159	\$56.549	\$7.390	The overall cost increased to reflect current construction prices and utility estimates.
Segment VII - Valley Road to Brown Ave	\$58.800	\$59.000	\$0.200	The overall cost increased to reflect current prices.
Segment VIII and IX - Brown Ave to Somerville Circle (Section 15J)	\$90.867	\$90.867	\$0.000	
Segment X - Somerville Circle (Section 15H)	\$33.426	\$33.426	(\$0.000)	
Wetlands Mitigation	\$2.360	\$2.360	\$0.000	
TOTAL PROJECT	\$438.438	\$439.331	\$0.893	

Section 11.0 Cost and Funding Trends Since Initial Financial Plan

As shown in Figure 11.1, the cost estimate has increased by \$0.9 million since the 2017 Initial Financial Plan. Please refer to Table 10.1 for explanations of cost changes.

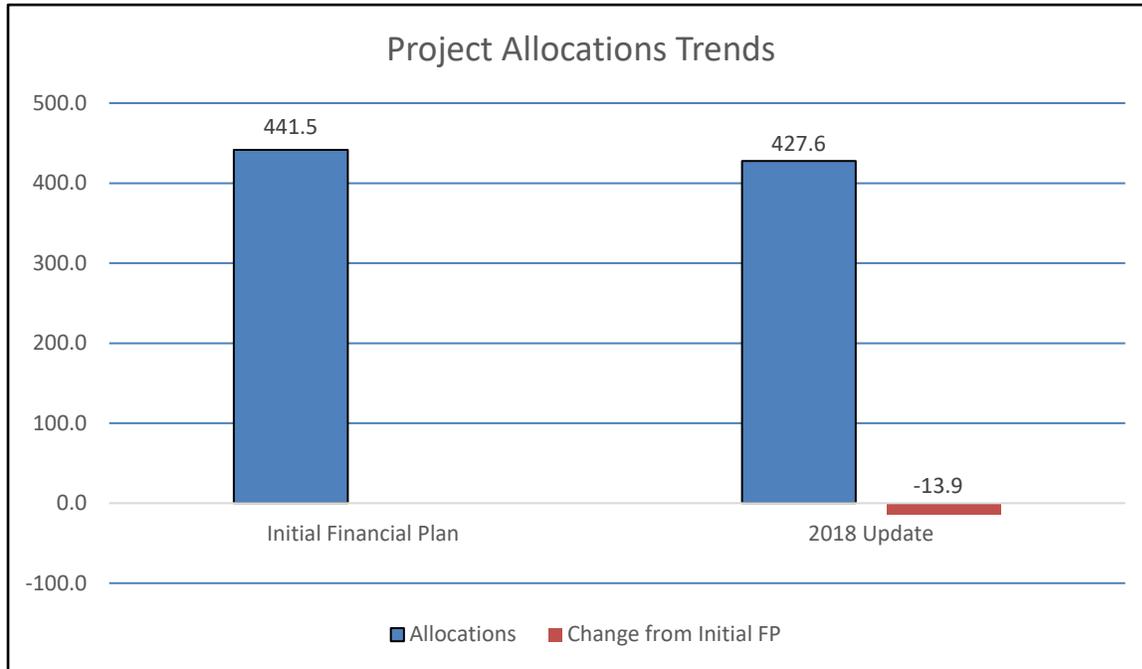
Roadway construction activities in NJ are relatively stable, which has created a very competitive bidding environment. This has resulted in lower bid prices for the Route 206 Bypass Contract B Project when it was bid in November 2017. NJDOT anticipates this trend will continue in near future.

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



As shown in Figure 11.2, the funding has decreased \$13.9 million since the Initial Financial Plan. This is due to several reasons. Funding for Route 206 Bypass was decreased since low bid was lower than Engineer's Estimate, and funding allocations for Final Design and ROW for Valley Road to Brown Ave Contract are no longer in the current STIP.

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



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

One of the challenges for this project was securing Section 4(f) approval for the Route 206 Valley to Brown Section. The Section 4(f) nearing completion and it is anticipated that Final Design to resume in Summer of 2019. This project will be monitored closely to keep the project on track.

Section 13.0 Schedule Trends Since Initial Financial Plan

Since this is the first update, the trend will be the same as discussed above.

APPENDIX C –FY2018-2027 STIP

FY 2018-2027 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation

Route 206, Doctors Way to Valley Road

DBNUM: 780B **UPC:** 108022 **MILEPOST(S):** 66.36 - 67.50
COUNTY: Somerset
MUNICIPALITY: Hillsborough Twp

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N)" (Southern section), will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the bridge over Royce Brook. This project will be bicycle/pedestrian compatible.

ASSET MANAGEMENT CATEGORY: Congestion Relief - Major Widening

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): 2025M (Non-Exempt)

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

STRUCTURE NO.: 1810165

LEGISLATIVE DISTRICT: 16

MPO	PHASE	FUND
NJTPA	UTI	NHPP
NJTPA	CON	NHPP

<i>Amounts in Millions of Dollars</i>									
FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	\$8.500								
		\$16.000							
			\$16.000						

DRAFT RESOLUTION: APPROVAL OF THE FY 2020 UNIFIED PLANNING WORK PROGRAM

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

WHEREAS, the NJTPA, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

WHEREAS, the Fiscal Year 2020 (July 1, 2019 to June 30, 2020) UPWP describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

WHEREAS, the FY 2020 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the “Fixing America’s Surface Transportation Act” (FAST Act); and

WHEREAS, any FY 2020 Compensation Plan and salary parameters will be subject to NJTPA Executive Committee approval and New Jersey Institute of Technology confirmation; 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 FY 2020 Unified Planning Work Program for the region.

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

Summary of Action
Approval of the FY 2020 Unified Planning Work Program

Action: Approval of the FY 2020 Unified Planning Work Program (UPWP).

Background: The UPWP describes all metropolitan transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff, subregions, member agencies and the Transportation Management Associations (TMAs) during FY 2020 (July 1, 2019 to June 30, 2020). This document has been developed with the direct input of the Federal Highway and Transit administrations, the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, the Port Authority of New York & New Jersey, the NJTPA Board of Trustees, Alternates and members of the Regional Transportation Advisory Committee (RTAC).

Pursuant to federal planning regulations, the NJTPA is required to develop an annual UPWP. The FY 2020 UPWP is guided by the planning requirements in the Fixing America's Surface Transportation Act' (FAST Act), Plan 2045: Connecting North Jersey (the NJTPA's Regional Transportation Plan) and the NJTPA Strategic Business Plan. The FY 2020 UPWP incorporates work tasks that reflect current planning priorities of the United States Department of Transportation and NJDOT.

The initial FY 2020 UPWP draft was issued in December 2018 for review. Comments received from members of the Board, subregional partners, federal sponsors and NJDOT have been reviewed and incorporated into the work program and budget where appropriate.

For informational purposes, the work program also includes Chapter IV - Other Regional Transportation Planning Initiatives, which describes other transportation and transportation-related planning activities that are not funded by the NJTPA and not included in the other chapters of the UPWP.

Electronic copies of the proposed FY 2020 UPWP are available on the NJTPA website at: <http://www.njtpa.org/Planning/UPWP.aspx>. Pending Board approval and federal authorization of the FY 2020 UPWP, final copies of the UPWP will be posted on the NJTPA's website for access by the NJTPA Board Members, Alternates, Regional Transportation Advisory Committee and general public. Digital or hard copies of the final UPWP will be made available upon request. A copy of the FY 2020 budget summary and comments received on the December 2018 draft are attached herewith for reference.

Justification for Action: NJTPA Board approval of the UPWP is necessary to ensure federal funding and for staff activities to be conducted in the upcoming fiscal year.

Staff Recommendation: Central Staff recommends approval of the FY 2020 UPWP.

NJTPA FY 2020 UPWP Budget Summary

Expenditures - FY 2020 UPWP Program Activities	UPWP Total	
Central Staff Program Activities <i>(Chapter I)</i>		
Personnel Expenditures ^{1,2}	\$	9,221,942
Non-Personnel Expenditures	\$	2,027,000
Indirect Costs ³	\$	1,912,300
Subtotal: Central Staff Activities	\$	13,161,242
Contractual\Consultant Subcontracts <i>(Chapter I)</i>		
UPWP Consultant Projects	\$	6,830,000
UPWP Subrecipient Projects	\$	805,000
HSIP Local Safety Engineering Assistance Program	\$	7,000,000
Subtotal: Contractual\Consultant Subcontracts	\$	14,635,000
Pass-through Programs <i>(Chapters II & III)</i>		
FY 2020 Subregional Transportation Planning Program	\$	2,283,875
FY 2020 STP Supplemental Support	\$	225,000
FY 2020 - FY 2021 Subregional Studies Program	\$	1,527,000
FY 2020 Transportation Management Association Program	\$	6,264,940
Subtotal: Pass-through Program Subcontracts	\$	10,300,815
Total: FY 2020 UPWP Expenses		\$ 38,097,057

Revenues - FY 2020 UPWP Funding Authorizations ⁴	UPWP Total	
FHWA PL Funds, new funding appropriations (FFY19 STIP DB# X30A)	\$	9,660,000
FHWA PL Funds, reprogrammed funds (released from prior task order agreements)	\$	2,748,500
FHWA Flexed FTA Section 5303 Planning Funds (FFY19 STIP DB# X30A)	\$	2,921,000
FHWA Surface Transportation Block Grant Program (STBGP-NJ) Funds (FFY19 STIP DB# X30A)	\$	8,740,442
FHWA STBGP-NJ Funds for TMA Program (FFY19 STIP DB# 11383)	\$	4,360,000
FHWA STBGP-STU Funds for TMA Program (DVRPC TMA, FFY19 STIP DB# 11383)	\$	1,904,940
FHWA HSIP Funds for the FY20 LSEAP (FFY 20 & 21 STIP DB# 04314)	\$	7,000,000
Local Match - Subregional Transportation Planning and Subregional Studies Programs	\$	762,175
Total: FY 2020 UPWP Revenues		\$ 38,097,057

Notes:

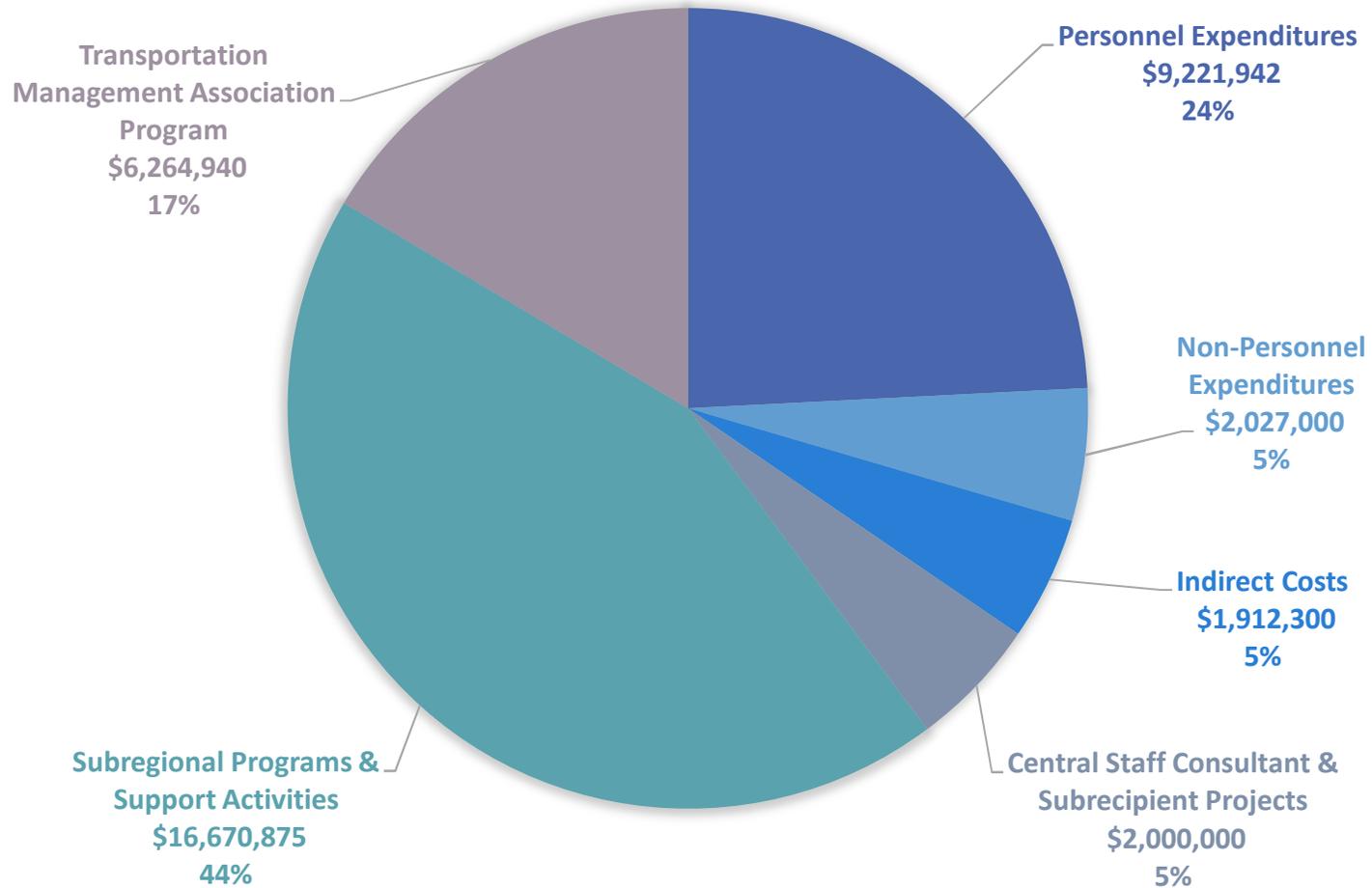
(1) The FY20 budget assumes Salaries for 58 full-time employees, and part-time employees for central staff support. Part-time staff are counted as 0.65 FTE. The budget assumes a merit pool of 2.0% for existing PSA and non-aligned employees.

(2) Fringe Benefits budget assumes U.S. DH&HS approved FY19 fringe benefit rates; actual FY20 rates are subject to audit.

(3) The FY20 budget for NJIT's Facilities and Administration Costs assumes a fixed amount, as stated in the current NJDOT Basic Agreement with NJTPA and NJIT (Agreement No. 2016-NJIT-001), calculated from a rate based on past fiscal years' audited costs that is applied to projected FY20 total operating costs.

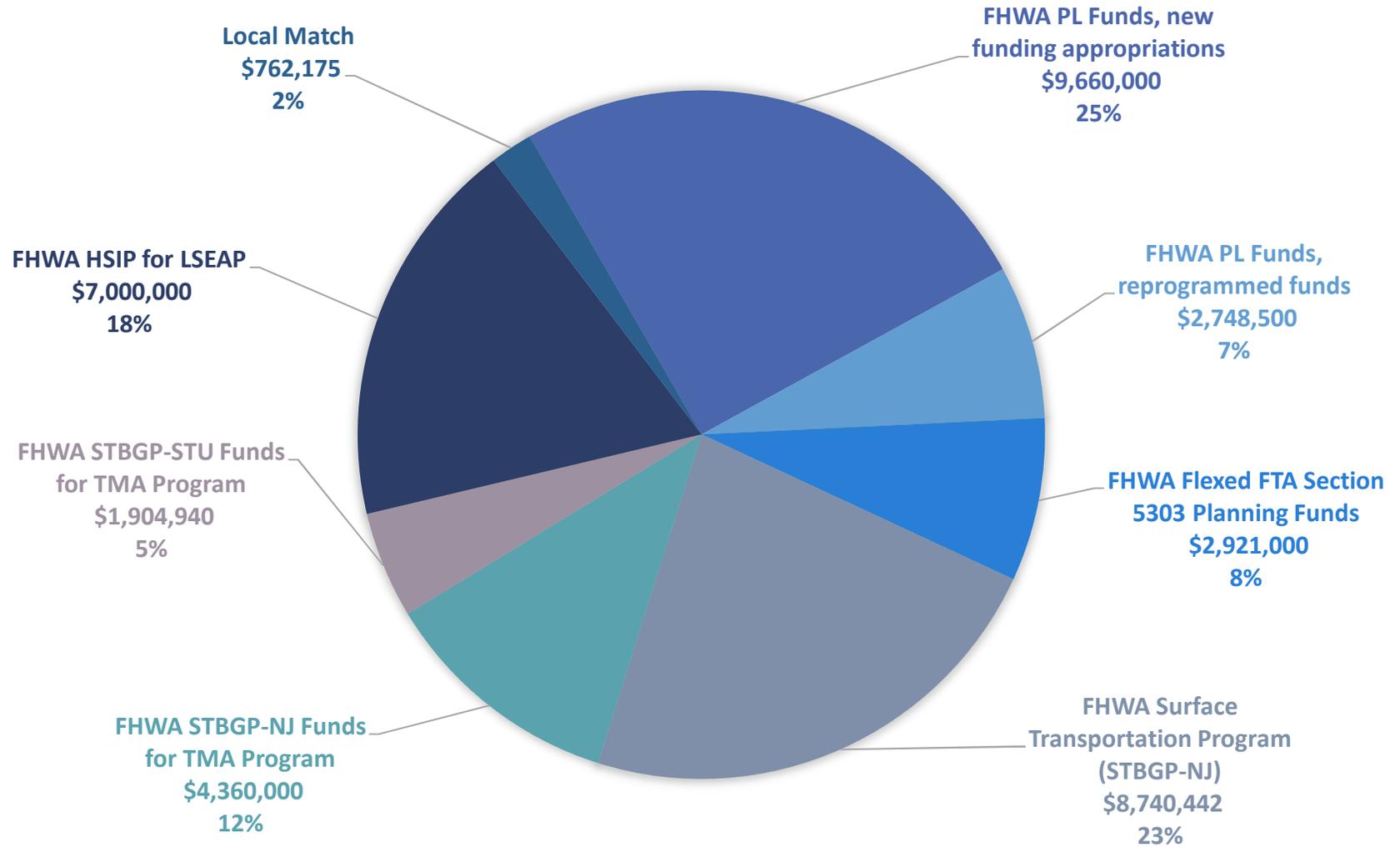
(4) New funding to be authorized for the FY20 program assumes FFY19 FHWA PL, FTA flexed PL funds, STBGP-NJ, and STBGP-STU funds (STIP DB Nos. X30A, and 11383), FHWA HSIP (STIP DB No. 04314), reprogrammed FHWA PL funds to be released from prior FY task order authorizations (Task Order PL-NJ-16-01), and a local match (in-kind).

FY 2020 UPWP BUDGET
TOTAL EXPENDITURES \$38,097,057



Note: Subregional Support Activities include select Central Staff subregional support projects outlined in Chapter I

FY 2020 UPWP BUDGET
TOTAL REVENUES \$38,097,057



NJTPA FY 2020 UPWP Budget New Contractual/Consultant Projects

NEW FY 2020 UPWP Projects - Task Order PL-NJ-20-01

Task No.	Task Activity	Budget	Effective Funding Period
UPWP Consultant Projects (Chapter I)			
20/101-01	UPWP Grant Management System Support	\$ 650,000	7/1/19 - 6/30/21
20/202-01	Accessibility and Mobility Strategy Synthesis	\$ 350,000	7/1/19 - 6/30/21
20/306-02	Transportation Demand Management and Mobility Plan	\$ 250,000	7/1/19 - 6/30/21
20/308-01	FY 2020 Planning for Emerging Centers *	\$ 480,000	7/1/19 - 6/30/21
20/502-01	FY 2020 Local Concept Development Program *	\$ 4,800,000	7/1/19 - 6/30/22
20/601-01	Regional Transportation Plan Public Outreach	\$ 300,000	7/1/19 - 6/30/22
Subtotal - UPWP Consultant Projects		\$ 6,830,000	
UPWP Subrecipient Projects (Chapter I)			
20/103-01	Transportation Data Analytical Tools Phase II	\$ 100,000	7/1/19 - 6/30/20
20/204-01	Trans-Hudson Bus Survey Phase I	\$ 250,000	7/1/19 - 6/30/20
20/308-02	Complete Streets Technical Assistance Phase II *	\$ 175,000	7/1/19 - 6/30/21
20/308-03	TNJ Advancement Phase IV *	\$ 180,000	7/1/19 - 6/30/20
20/601-02	FY 2020 Innovative Public Outreach Support	\$ 100,000	7/1/19 - 6/30/20
Subtotal - UPWP Subrecipient Projects		\$ 805,000	
HSIP Local Safety Engineering Assistance Program (Chapter I) ¹			
20/503-01	FY 2020 Local Safety Engineering Assistance Program *	\$ 7,000,000	7/1/19 - 12/31/22
Subtotal - HSIP Local Safety Engineering Assistance Program		\$ 7,000,000	
UPWP Pass-Through Programs (Chapters II & III)			
20/304-01	FY 2020 Subregional Transportation Planning Program	\$ 2,283,875	7/1/19 - 6/30/20
20/304-02	FY 2020 STP Supplemental Support	\$ 225,000	7/1/19 - 6/30/20
20/305-01	FY 2020-FY 2021 Subregional Studies Program	\$ 1,527,000	7/1/19 - 6/30/21
20/306-01	FY 2020 TMA Program	\$ 6,264,940	7/1/19 - 6/30/20
Subtotal - UPWP Pass-Through Programs		\$ 10,300,815	
Total		\$ 24,935,815	

* Subtotal Chapter I - Central Staff Subregional Support Activities \$ 12,635,000

Notes: (1) Funding for the HSIP FY 2020 LSEAP (Task 20/503-01) will be authorized and scheduled separate from the FY 2020 UPWP task order.



**NJTPA FY 2020 UPWP
COMMENTS, RESPONSES AND REVISIONS
TO THE DECEMBER 2018 DRAFT**

GENERAL	
Comments	Responses/Revisions
<p>Please provide the status and anticipated end date of the continuing Local Safety Engineering Assistance program from the FY 2017 Work Program. Additionally, please provide anticipated end dates for continuing projects with your next UPWP draft.</p>	<p>The project end dates for new and continuing projects have been added to the Budget Book and to the Introduction under the FY 2020 Work Program Budget section.</p>
	<p><i>Revisions:</i> Minor typos, grammatical errors, misspellings, etc. that were identified during the review of the draft UPWP have been corrected, and formatting issues and inconsistencies have addressed.</p>

BUDGET BOOK	
Comments	Responses/Revisions
<p>Page 3. This page shows the assumptions made regarding funding sources for the UPWP budget. One assumption is the availability of \$2,748,500 in PL funds which were released from Task Order PL-NJ -16-01. Please provide the federal agreement number for these funds so that we can verify that these funds are available.</p>	<p>A formal request for release of funds from Task Order PL-NJ -16-01 will be submitted to NJDOT, which will identify the federal agreement numbers for verification of funding availability.</p>
<p>Page 13. This page shows the multi-year consultant efforts that are ongoing from previous UPWPs. It would be very helpful if the task completion dates for each task were included in the table.</p>	<p>Project end dates for new and continuing projects have been added. Detailed monthly and bi-annual progress reports are also submitted to NJDOT to report project schedules and to indicate if the project is on track to be completed on time and within budget.</p>

<p>Page 13. According to this table, all the consultant efforts from FY 2017, FY 2018 and FY 2019 that are scheduled to be completed by June 30, 2019, are on schedule to be completed on time. Please confirm.</p>	<p>Current FY 2017, FY 2018 and FY 2019 consultant efforts that are scheduled to be completed by June 30, 2019, are currently on schedule to be completed on time. The Local Concept Development Program efforts will be completed but under budget, since several studies are currently on hold due to delays in permitting agency reviews (i.e. US Coast Guard, SHPO). The FY 2020 Local Concept Development Program will include additional funds to allow these studies to continue.</p>
<p>There appears to be an error in the funding assumptions used for the TMA Program. While the NJDOT FY2018-2027 Statewide transportation Improvement Program (STIP) shows a total of \$4,255,000 available for the TMA program, the NJTPA budget shows \$4,360,000 (see pages 3, 6, 11 and 12). Please clarify where the additional \$110,000 will come from.</p>	<p>The numbers are correct. NJTPA will be requesting a TIP modification to cover the additional required funds.</p>
	<p>Revision: Task 20/503 Local Capital Project Delivery Program consultant support budget has been increased by \$1,300,000 to allow active local concept development studies to continue from prior fiscal year solicitations. Five studies are currently delayed and will require more time to complete than initially anticipated due to extensive delays in permitting agency reviews (US Coast Guard, SHPO).</p>

<p align="center">CHAPTER I – CENTRAL STAFF ACTIVITIES</p>		
<p align="center">Section</p>	<p align="center">Comments</p>	<p align="center">Responses/Revisions</p>
<p>General</p>	<p>NJDOT commends NJTPA for including NJDOT's and FHWA's planning priorities and emphasis areas into the work program. Of note are activities related to CV/AV technologies and impacts, as well as effectively utilizing Regional Models of Cooperation.</p>	<p>The NJTPA appreciates NJDOT's acknowledgement of our efforts.</p>
<p>General</p>	<p>NJDOT commends NJTPA for reducing the number of new consultant efforts in the UPWP since this will help ensure timely completion of all UPWP activities.</p>	<p>The NJTPA appreciates NJDOT's acknowledgement of our efforts.</p>

General	NJDOT recommends eliminating the "previous work" paragraphs in each Central Staff Activity.	This section was added per the FTA’s program guidance for MPO grants (FTA C 8100.1C), as part of its suggested outline for the UPWP (https://www.transit.dot.gov/regulations-and-guidance/fta-circular-c-81001c). It will be removed from the UPWP report as suggested by NJDOT but will be maintained in the NJTPA’s reporting system for internal task tracking purposes.
General	NJDOT recommends eliminating activities related to coordination, monitoring, and participation from <i>Products</i> , as these are not deliverables. They would be better mentioned in <i>Task Activities</i> instead. As an alternative, meeting minutes related to collaboration, coordination, and participation could be substituted in <i>Products</i> .	Several of the descriptions under <i>Task Activities</i> and <i>Products</i> have been adjusted, where possible. The NJTPA will continue to refine the <i>Task Activities</i> and <i>Products</i> in the FY 2021 UPWP.
General	NJDOT suggests consolidating space by not having Project Cost on its own page when space is available on the previous page.	The UPWP has been reformatted, where possible.
General	In the future, NJDOT suggests condensing the content under the <i>Description</i> heading in some tasks where content in <i>Task Activities</i> would suffice. This is especially apparent throughout the Systems Planning section. The <i>Description</i> heading might best be used to summarize the tasks to be completed rather than a description of each one in more detail.	The NJTPA appreciates the feedback and will take this under advisement when drafting the FY 2021 UPWP.
General	In the next UPWP draft (FY 2021), in Chapter 1 – Central Staff Activities, we would like to see Task Activities broken down between the core and new activities.	The NJTPA appreciates FHWA’s feedback and will sort the task activities as suggested in the FY 2021 UPWP.
General	We thank you for including the timeline for completion, however, it is unnecessary for those projects/ activities that are expected to be	The NJTPA appreciates FHWA’s feedback and will omit these in the FY 2021 UPWP.

	completed within the fiscal year (especially those considered core Central Staff activities).	
General	For projects anticipated to last longer than a year, please list activities and products anticipated to be accomplished in the current fiscal year from those anticipated for the rest of the project. In other words, consider developing multi-year projects in phases that fit into the annual timeline of the UPWP.	An anticipated schedule of products by fiscal year for multi-year projects will be considered for the FY 2021 UPWP.
General	In the next UPWP, we would like to see a summary table listing all the new planning studies to be carried out during the fiscal year.	A summary table of new consultant efforts is provided in the Introduction, under the FY 2020 Work Program Budget Section, Table B.
Introduction	The introduction section is missing. Please make certain it is included in the final UPWP. Additionally, we would like to see a brief discussion of planning priorities facing the area included in the introduction in the next UPWP (please see 23 CFR 450.308 (c)).	The Introduction was inadvertently omitted from the December draft and has been added to the February draft. The introduction includes federal, state and regional planning priorities, as well as highlights of the Central Staff activities which serve to address the planning emphasis areas for our region.
Task 20/102 Grants and Contracts Administration	Page 8. In the second bullet under Task Activities, NJDOT advises changing "NJDOT" to "FHWA" as they set the DBE/ESBE goal standards for MPOs.	This statement has been modified to clarify NJDOT and FHWA requirements. As subrecipients of federal funding through the NJDOT, NJTPA applies statewide DBE/ESBE participation goals.
Task 20/103 Interagency Planning Collaboration	On page 11, under description, please correct the fiscal year. FY 2019 is listed instead of FY 2020.	This edit has been made.
Task 20/201 Performance Based Planning and Programming Integration	Page 17. The last sentence of the third paragraph under Description says that NJTPA will work with NJDOT to "institutionalize an updated, coordinated approach to developing and vetting problems statements. "NJDOT's efforts in this area have concluded for this time being, therefore this statement can be removed.	This sentence was clarified to recognize and make use of NJDOT's efforts.

Task 20/305 Subregional Studies Program	Page 50. In the second task under Task Activities, NJDOT recommends changing the completion date to June 30, 2021, as this is a two-year effort.	This edit has been made.
Task 20/308 Livable Communities Planning	Page 61. The Task Activities and Products sections are very similar in this task. Consider eliminating Products altogether here, as well as in other tasks without hard deliverables or products.	The <i>Products</i> have been modified in this task. The NJTPA will continue to refine <i>Task Activity Products</i> in the FY 2021 UPWP tasks.
Task 20/501 TIP Development and Management	Pages 77-78. A description of the entire TIP process is not necessary, although a summary of the NJTPA's role in it would be helpful.	The description has been updated as suggested.
Task 20/502 Local Capital Project Delivery Program	Page 81. NJDOT recommends eliminating project phase descriptions since they are not necessary.	The description has been updated as suggested.
Task 20/701 Information Systems Support and Development	We commend NJTPA on looking to develop a Continuity of Operations Plan (COOP) (page 108). We see this as an essential activity.	The NJTPA appreciates FHWA's acknowledgement of our efforts and concurs this is essential.

CHAPTER II – SUBREGIONAL PASS-THROUGH PROGRAMS		
SUBREGIONAL TRANSPORTATION PLANNING (STP) PROGRAM		
Section	Comments	Responses/Revisions
General	In the future, NJDOT suggests consolidating core activities for the STP Program into a single document for all subregions to adhere to rather than within each one's work program. This would significantly reduce the number of pages in this section.	The NJTPA acknowledges this suggestion and will consider revising Chapter II in the FY 2021 UPWP.
General	NJDOT commends NJTPA for directly including federal planning priorities in the STP Program.	The NJTPA appreciates NJDOT's acknowledgement of our efforts.
General	A series of typos were noted.	These have been addressed, with the exception of the suggestion to change the word "collaborative" to "collaboration" in section 2.1. The word "collaborative" was changed to "collaborate."

	In Chapter 2 – page 5, you mention a budget of \$225,000 as supplemental support for the STP program. Please explain where this additional funding is coming from.	The revenue source is identified in the Expenditures and Revenue Matrix that is included in the Budget Book, on page 6. A reference to the budget line description (FY 2020 STP Supplemental Support) has been added in Chapter II.
Jersey City, Somerset County and Warren County STP Work Programs	NJDOT commends Jersey City, as well as Somerset and Warren counties, for referencing electric vehicles/charging stations in their work programs.	The NJTPA appreciates NJDOT's acknowledgement of subregional efforts.
Hudson County STP Work Program	Page 47. In "STP Work Program Assigned Staff," ensure there is a replacement for Megan Massey.	A revised staffing plan has been included.

CHAPTER III – TMA PROGRAM		
Section	Comments	Responses/Revisions
General	There are several miscellaneous typos that NJDOT commented on last year that remain in the work program.	These typos reappeared because the TMAs submit their work programs on-line, and the corrections were made in a consolidated, final Word document last year. They have been addressed for the FY 2020 UPWP and staff will work with the TMAs so that these errors are not reintroduced in FY 2021.
Program Description	Page 1. FHWA's Surface Transportation Program has now been renamed the Surface Transportation Block Grant program. Also, the funding labels have changed to "STBGP-NJ" and "STBGP-STU." NJDOT recommends making these changes.	These edits have been made.