



U. S. Department
of Transportation

**Federal Aviation
Administration**

New York Airports District Office
600 Old Country Rd, Suite 446
Garden City, New York 11530
Telephone: 516-227-3800
Fax: 516-227-3813

September 4, 2013

Mr. Ed Knoesel
Aviation Department
The Port Authority of New York and New Jersey
233 Park Ave South, 9th Floor
New York, New York 10003

Re: Teterboro Airport (TEB)
Runway Safety Area (RSA) at the end of Runway 1
Environmental Determination

Dear Mr. Knoesel:

The Federal Aviation Administration (FAA) has recently approved the Environmental Assessment and Finding of No Significant Impact (EA/FONSI) for the Runway Safety Area at the end of Runway 1 at Teterboro Airport, New Jersey. A copy of the FONSI signed by the Approving Official and the EA signature page signed by the Responsible FAA Official are attached.

This Federal environmental approval is a determination by the Approving Official that the requirements imposed by applicable environmental statutes and regulations have been satisfied by a FONSI. However, it is not an approval of any other Federal action relative to the project proposal.

In compliance with Council on Environmental Quality (CEQ) regulations 1501.4(e)(1) and 1506.6, we require that your office make the final EA with Signature Page and FONSI available to the affected public, and announce such availability through appropriate media in the area. The announcement shall indicate the availability of the document for examination and note the appropriate location of general public access where the document may be found (i.e., your office, local libraries, public buildings, etc.). We request that a copy of such announcement be sent to us when it is issued.

Finally, your attention is directed to the mitigating measures that were made a condition of approval of the FONSI. Please be reminded that these measures must be taken by the airport sponsor in order to meet the terms of the EA/FONSI.

The process of making these environmental determinations is that of a partnership between yourself, as airport sponsor, and the other contributing parties, both public and private. We thank you for your effort and cooperation.

Please contact our office if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "S.M. Urlass". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Steven M. Urlass, Manager
New York Airports District Office

Enclosures (2)

cc: A. Yousuf, PANYNJ

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

Teterboro Airport (TEB)
Bergen County, New Jersey

Proposed Federal Action

Approval of a project on an airport layout plan for the establishment of a Runway Safety Area (RSA) at the end of Runway 1.

Project Description

The project involves the establishment of a compliant (within 90% of the standard) 477.6' x 967.1' RSA overrun area at the end of Runway 1. This project involves the excavation of approximately 485,400 square feet of soil and the installation of a geo-textile liner with approximately 6,370 cubic yards of clean structural fill to improve soil stability to address the existing uneven terrain and ponding conditions. This also includes grading and site restoration with non-bird attractant vegetation and the removal and replacement of one existing storm water catch basin with connection to the existing Airport drainage system.

The proposed project also includes the construction of a Patrol Road along the periphery of the airport property to allow airport operations, maintenance, and public safety personnel to perform their duties without crossing active runways and taxiways. This includes the construction of an approximately 8,000' long and 12' wide Patrol Road around the runways and taxiways using highly permeable aggregate stones. The road would consist of 9 segments to join already paved areas with newly constructed segments.

Purpose And Need

The purpose and need of the project is to improve the RSA to comply with FAA's RSA design standards and enhance public safety, and to provide a new Patrol Road to increase the efficiency of airport operations and security.

Alternatives

In addition to the No-Action Alternative, EMAS installation was considered to achieve RSA standards. However, the EMAS alternative would result in new impervious area of 1.45 acres and would result in a modification of the characteristics of the existing watershed. Because of this and because the EMAS alternative would cost significantly more than the proposed project, it was not pursued. For the Patrol Road, a full paved road was considered. Full pavement would result in greater wetlands impacts and an increase of 93,855 square feet of new impervious surface that would impact the existing watershed. Because of this, full pavement was not further considered.

Discussion

The attached August 2013 Environmental Assessment (EA) addresses the effects of the proposed project on the quality of the human and natural environment and is made a part of this Finding. The following impact analysis highlights the more thorough analysis presented in the document.

Air Quality

Teterboro Airport is located in the New York-New Jersey-Connecticut Intrastate Air Quality Control Region (AQCR). The New York-New Jersey-Connecticut Intrastate AQCR does not meet the Federal standard for the 8-hour concentration of ozone or the Federal standard for the 24-hour and annual arithmetic mean concentrations of fine particulate matter (PM_{2.5}). This area also operates under a maintenance plan for CO.

The proposed project will result in direct as well as indirect emissions, however, it will not result in an increase or enhancement of aircraft or surface vehicle activity. Emissions inventories for comparable projects at TEB were reviewed and the annual emissions for the construction of the proposed project are expected to be below the *de minimis* thresholds for each pollutant established by the General Conformity Rule.

Based on this, the proposed project will not result in any delay in the attainment of any NAAQS or worsen any existing NAAQS violation and would conform to the New Jersey SIP. Therefore, there would be no significant adverse impacts to air quality as a result of this project.

Water Quality

Teterboro Airport is located in the Meadowlands District and is hydrologically connected to Berry's Creek via the East and West Riser Ditches. The proposed project would not have a negative impact on surface or groundwater quality.

During construction, storm water runoff will be managed through implementation of a Storm Water Pollution Prevention Plan, which includes best management practices (BMP) to prevent storm water contamination. BMPs include provisions for the control and/or prevention of erosion from soil and debris storage piles and containment of construction materials.

Wetlands

The proposed project would unavoidably impact 4.11 acres of freshwater wetlands. These wetlands would be disturbed, however there would be no new impervious area and the characteristics of the existing watershed would be maintained. A Section 404 Permit would be required from the US Army Corps of Engineers and an application for this permit has been made. Since wetlands are bird attractants, mitigation on airport property is discouraged. Therefore, to mitigate for these wetland impacts, the Port is anticipating the purchase of 4.11 acres of mitigation credits from the Kane Mitigation Bank, LLC. No impacts to wetlands will occur until the appropriate permits are acquired and associated mitigation agreed to by the regulatory agencies.

Floodplains

According to the FEMA interim Advisory Base Flood Elevations dated January 2013, the project area is located in Advisory Flood Zone A, which is the area subject to storm surge flooding from the 1% annual chance coastal flood (the 100-year flood). The proposed project would not result in any increase in impervious surface or changes in floodplain storage capacity and, therefore, would not cause a significant encroachment on a floodplain.

Noise

The proposed project does not involve any runway extension or runway strengthening. The improvement of the RSA is for safety purposes and is not expected to result in any increased airport operations or associated change in aircraft noise. The Patrol Road improvement is also for safety purposes and would not result in an increase in surface vehicles. Increases in noise from construction activities may occur; however, these impacts would be temporary.

Cumulative Impacts

The EA includes a list of all the various projects at the airport in final design or construction stages as well as all projects in the feasibility or early planning stages. The analyses presented in the EA conclude that the proposed project will not result in any significant negative environmental impacts. Accordingly, no significant cumulative impacts are expected as a result of this project.

Other Impact Categories

The impacts of the proposed Federal action on air quality, noise, land use compatibility, social, induced socioeconomic impacts, water quality, DOT Section 4(f), biotic communities, endangered species, coastal zones, floodplains, coastal barriers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste impacts, construction impacts, environmental justice, and cumulative impacts were evaluated in the EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories.

Public Involvement

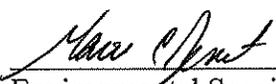
A Notice of Public Availability was published in the *Star Ledger* and the *Bergen Record* on June 12, 2013. The Environmental Assessment was available for review and comment from June 12, 2013 through June 26, 2013. No comments were received. Notice regarding the outcome of the project will be advertised to ensure that the public is informed.

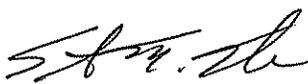
Mitigation Measures

1. Construction contract provisions shall contain the provisions of AC 150/5370-10A, "Standards for specifying construction of Airports" item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5B, "Airport Drainage."
2. All necessary permits for construction of the proposed action and associated mitigation shall be obtained prior to construction.

CONCLUSION AND APPROVAL:

After careful and thorough consideration of the facts contained herein, the undersigned finds the federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of the National Environmental Policy Act of 1969 (NEPA) and it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA.

Recommended:  9/4/13
Environmental Specialist Date
New York Airports District Office

Approved:  9/4/13
Manager Date
New York Airports District Office

Disapproved: _____
Manager Date
New York Airports District Office

rec'd 8/26/13



FEDERAL AVIATION ADMINISTRATION

EASTERN REGION
AIRPORTS DIVISION

**Short Environmental
Assessment Form
for
AIRPORT DEVELOPMENT
PROJECTS**



Airport Name: Teterboro Airport Identifier: TEB

Proposed Project: RSA Improvements at End of Runway 1 and Construction of the Patrol Road

This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA official.

Maui Dent
Responsible FAA Official

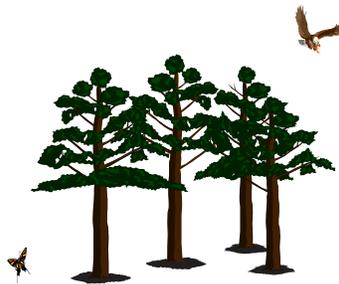
9/4/13
Date



FEDERAL AVIATION ADMINISTRATION

EASTERN REGION
AIRPORTS DIVISION

**Short Environmental
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for
AIRPORT DEVELOPMENT
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Airport Name: Teterboro Airport Identifier: TEB

Proposed Project: RSA Improvements at End of Runway 1 and Construction of the Patrol Road

This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA official.

Responsible FAA Official

Date

This form is to be used only for limited types of projects. It is strongly recommended that you contact your local Environmental Protection Specialist (EPS) before completing this form. See instructions page.

APPLICABILITY

This Form can be used if the proposed project meets the following criteria:

- 1) It is not categorically excluded (see paragraphs 303 and 307-312 in FAA Order 1050.1E) or
- 2) It is normally categorically excluded but, in this instance, involves at least one extraordinary circumstance that may significantly impact the human environment (see paragraph 304 and the applicable section in Appendix of 1050.1E) or
- 3) The action is one that normally requires an EA at a minimum (see paragraph 506 in FAA Order 5050.4B) and
- 4) The proposed project must fall under one of the following categories of Federal Airports Program actions:
 - (a) Approval of a project on an Airport Layout Plan (ALP).
 - (b) Approval of federal funding for airport development.
 - (c) Requests for conveyance of government land.
 - (d) Approval of release of airport land.
 - (e) Approval of the use of Passenger Facility Charges (PFC).
 - (f) Approval of development or construction on a federally obligated airport.

If you have questions as to whether the use of this form is appropriate for your project, contact your local EPS BEFORE using this form.

Complete the following information:

Project Location

Airport Name: Teterboro Airport Identifier: TEB
Airport Address: 399 Industrial Avenue
City: Teterboro County: Bergen State: NJ Zip: 07608

Airport Sponsor Information

Point of Contact: Edward Knoesel, Mgr., Environmental Programs, Aviation Technical Services
Address: Port Authority of New York & New Jersey, 233 Park Avenue South, 9th Floor
City: New York State: NY Zip: 10003
Telephone: 212 435 3747 Fax: 212 435 3825
Email: eknoesel@panynj.gov

Evaluation Form Preparer Information

Point of Contact: Adeel Yousuf, Airport Environmental Specialist, Aviation Technical Services
Address: Port Authority of New York & New Jersey, 233 Park Avenue South, 9th Floor
City: New York State: NY Zip: 10003
Telephone: 212 435 3784 Fax: 212 435 3825
Email: ayousuf@panynj.gov

1. Introduction/Background:

The Port Authority of New York and New Jersey (Port Authority) is proposing to improve the Runway Safety Area (RSA) at the end of Runway 1 located at Teterboro Airport (TEB), NJ. Additionally, this project involves the construction of a Patrol Road to be located around the periphery of the runways and taxiways at TEB.

The Federal Aviation Administration (FAA) requires that commercial airports, which are regulated under 14 CFR Part 139, Certification of Airports, improve their RSAs to FAA design standards. In November 2005, the Congress mandated that all commercial airports improve their RSAs by the end of 2015. As such, the FAA has a high-priority program to enhance safety by upgrading the RSAs at commercial airports and provide federal funding to support those upgrades. At most commercial airports the standard RSA is 500 feet wide and extends 1,000 feet beyond each end of the runway. The FAA has this requirement in the event that an aircraft overruns, undershoots, or veers off the side of the runway.

The overrun area at the end of Runway 1 at TEB currently does not comply with Federal Aviation Administration (FAA) requirements. FAA Advisory Circular 150/5300-13 requires the RSA to be a minimum of 500 feet in width and 1,000 feet in length such that it can support the aircraft rescue and firefighting equipment in case of emergency. It should be noted that FAA Order 5200.9 (*Financial Feasibility and Equivalency of Runway Safety Area Improvements and Engineered Material Arresting System*) and FAA Order 5200.8 (*Runway Safety Area Program*) allow for a reduction in the length and width of the RSA to 90% of the standard dimensions where it is not practical to provide the standard RSA. At present, the project site has vegetation, numerous depressions resulting in ponding, a swale, and a gravel road. The project site for the Patrol Road consists of vegetated areas.

Construction work for Runway 1 RSA improvements and the Patrol Road would include the following:

- Excavation of unsuitable soil and regrading of approximately 485,400 Sq. ft. at the end of Runway 1 to provide a RSA that is compliant with FAA standards.
- Installation of a geo-textile liner and clean structural fill in the RSA area and restoration of vegetation.
- Relocation of a grass swale along the east edge of the RSA to meet the existing swale.
- Construction of a Patrol Road (9 segments) consisting of highly pervious coarse aggregate material.

2. Project Description (List and clearly describe ALL components of project proposal including all connected actions). **Attach a map or drawing of the area with the location(s) of the proposed action(s) identified:**

To meet the FAA congressional mandatory requirements of providing RSAs by 2015, the proposed project would construct a compliant RSA (approximately 485,400 Sq. ft.) area at the end of Runway 1. Additionally, this project would provide a Patrol Road, periphery to the TEB Airport's runways allowing airport operations, maintenance, and public safety personnel to perform their inspection duties during aircraft operations without crossing active runways and taxiways.

Project elements are described in detail as follows:

Runway 1 RSA Area: To meet the FAA's RSA requirements, the proposed project would address the uneven terrain and ponding conditions at the end of Runway 1 (approximately 485,400 sq ft) by furnishing the area with a geo-textile liner and clean structural fill (approximately 6,370 cubic yards), grading, and restoring the site with appropriate, non-bird attractant vegetation. Due to the inherent characteristics of the structural fill, water would drain freely through the RSA area. The existing grass swale located in the RSA area would be relocated along the eastern edge of the RSA and will meet the existing swale where it will connect to a ditch south of Route 46. The proposed safety improvements would preserve the characteristics of the existing watershed. There would be no new impervious area. All the disturbed soil in the RSA area would be restored with non-bird attractant vegetation. See Attachment A for project drawings.

To establish a standard 500' x 1000' RSA Overrun area at Runway 1, a small section at the northwest corner of the RSA would need to extend beyond the airport property and thus would impact Industrial Avenue. However, as mentioned earlier, the FAA Orders 5200.9 Order 5200.8 allow for both RSA length beyond runway ends and its width reduction within 90% of the RSA standards. The proposed RSA length would be shortened by 32.9 ft (a 3.29% reduction of the standard RSA length or final length of 967.1 ft) and the width would be shortened by 22.4 ft (a 4.48% reduction of the standard RSA width or final width of 477.6). Both the proposed RSA length and width are within 90% of the RSA standards and therefore would comply with FAA requirements.

Patrol Road: An approximately 8,000 feet long and 12 feet wide Patrol Road consisting of 9 segments (approximately 93,855 sq ft area) would be constructed around the runways and taxiways using highly permeable coarse aggregate stones. There would be no increase in impervious area.

Approximately 2,607 cubic yards of permeable coarse aggregate stones would be used to construct the portions of the Patrol Road. See Attachment A for project drawings.

Utilities: One existing storm water catch basin would be removed and replaced with a new catch basin. The new catch basin would be installed west of Runway 1 RSA and further connect to existing Airport's drainage system (see Attachment A). The existing catch basin, which drains the west side of RSA area, is not properly located to drain the stormwater and thus results in ponding conditions. The associated storm drain with the existing catch basin will be abandoned in place. Therefore, the new storm drain connection will not establish or impact the peak flow.

The proposed project would unavoidably impact 4.11 acres of freshwater wetlands regulated by the U.S. Army Corp of Engineers (USACE). The proposed construction in wetland areas includes the following:

Runway 1 RSA Area: The overrun area, approximately 485,400 sq ft, will be furnished with a geotextile liner and clean structural fill (approximately 6,370 cubic yards), graded, and restored with appropriate, non-bird attractant vegetation. The geotextile liner is installed to improve soil stability. The existing grass swale located in the RSA area will be relocated along the eastern edge of the RSA. The proposed safety improvements will disturb approximately 3.89 acres of wetland. However, there would be no new impervious area and the characteristics of the existing watershed would be maintained.

Patrol Road: An approximately 8,000 feet long and 12 feet wide Patrol Road consisting of 9 segments (approximately 93,855 sq ft area) would be constructed around runways and taxiways using highly permeable coarse aggregate stones. The reason for nine segments is to join already paved areas with newly constructed segments. There would be no increase in impervious area, however, a wetland area of 0.22 acres would be disturbed by construction of the Patrol Road. Approximately 786 cubic yards of permeable coarse aggregate material would be used to fill in the wetland. Currently, some areas of the airport are not accessible to police vehicles. Construction of the Patrol Road will enhance security by providing police vehicles with wider access to more areas of the airport.

The loss of wetlands is unavoidable in order to meet the proposed project's purpose and need. To mitigate for these impacts, the Port Authority will purchase 4.11 acres of mitigation credits from the Kane Mitigation Bank LLC as established through consultation with the United States Army Corp of Engineers (see Attachment E for permit application and Attachment F for the Public Notice). The Port Authority entered into an agreement with Kane in December 2012, and the credits are available

3. Project Purpose and Need:

The purpose of the Proposed Action is to improve the RSA at the end of Runway 1 to comply with the FAA's RSA design standards, enhance public safety, and to provide a new Patrol Road to increase the efficiency of airport operations and security.

The Proposed Action would serve the following needs of Port Authority, aircraft operators, and the general flying public:

-
- Need to comply with FAA RSA standards, per FAA requirements and Congressional mandate requiring a RSA at the end of Runway 1 by end of 2015. The RSA would be a graded area with a width of 477.6 ft and length of 967.1 ft, and be centered on the Runway and able to support aircraft rescue and firefighting equipment in case of an emergency.
 - Need to increase efficiency and safety of airport operations by constructing a new Patrol Road to allow airport operations, maintenance, and public safety personnel to perform inspection duties during aircraft operations without crossing active runways and taxiways.

4. Describe the affected environment (existing conditions) and land use in the vicinity of project:

Teterboro Airport, located in the northwest section of the New Jersey Meadowlands District, encompasses approximately 827 acres: 90 acres of aircraft hangers, maintenance and office facilities, 408 acres used for aeronautical purposes and 329 undeveloped acres. It is located in the Boroughs of Teterboro, Moonachie, and Hasbrouck Heights in Bergen County, NJ and is 12 miles from midtown Manhattan, via the George Washington Bridge or the Lincoln Tunnel.

The areas surrounding TEB are a mixture of commercial and industrial developments with residential communities in close proximity. Land use to the south, in Moonachie and Carlstadt, is almost entirely commercial and industrial development. To the west lies Route 17 and associated commercial development, a rail line, and extensive industrial uses. The site is bounded to the north by industrial development between Rt. 46, which abuts the northern portion of the airport, and Interstate 80 in Teterboro and South Hackensack. On the east side of the airport property lies wooded wetlands and Fred Wehren Boulevard. Residential communities are located east of TEB in Little Ferry, Moonachie, and other surrounding areas.

TEB is designated a “reliever” airport according to the National Plan of Integrated Airport Systems that services general aviation requirements for the greater New York area. The airport is a 24-hour public-use facility, offering both visual non-precision and “all weather” precision landing capabilities, however, there is a voluntary night time curfew for all aircraft between 11 pm and 6 am for noise abatement. TEB does not accommodate scheduled carrier operations as a general aviation reliever airport. The airport also imposes weight restrictions, and prohibits the use of aircraft with operating weights in excess of 100,000 pounds. TEB’s utilization consists of a broad range of general aviation aircraft.

TEB is owned by the Port Authority. Effective December 1, 2000 the Port Authority assumed full responsibility for the operation of TEB, and together with AVPORTS, manages the daily operations and maintenance of the airport.

5. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the “No Action” alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why (attach alternatives drawings as applicable):

Runway Safety Area:

A total of three (3) alternatives (including the no action alternative) were developed for providing the RSA at the end of Runway 1.

No Build/Action Alternative

The No Action Alternative does not meet the purpose and need of the project, which is to provide a RSA or equivalent that will comply with the FAA Order No. 5200.8 - Runway Safety Area Program and the Congressional Mandate for the RSA program. In addition, the No Action Alternative would also impact with the airport's ability to comply with Part 139 Certification requirements. Therefore, this alternative is unacceptable, as it does not meet the Proposed Project's purpose and need.

Alternative 1: Establish Full Dimension RSA at End of Runway 1 (Proposed Project)

This alternative would entail the provision of a full dimension RSA with a width of 500 ft and length of 1,000 ft at the end of Runway 1. Under this alternative, an area of 485,400 sq ft would be excavated, furnished with a geo-textile liner, filled with approximately 6,370 cubic yards of clean structural fill, graded, and restored with appropriate vegetation that is not a bird attractant. The existing grass swale located in the RSA area would be relocated along the eastern edge of the RSA and would meet the existing swale where it would connect to a ditch south of Route 46. No new impervious area would be created under this alternative and due to the inherent characteristics of the structural fill, water would drain freely through the RSA area. Under this alternative, approximately 3.89 acres of wetland area would be impacted. Since there would be no new impervious area created under this alternative, the characteristics of the existing watershed would be maintained. The estimated construction cost for this alternative is approximately \$3,500,000, exclusive of the wetland mitigation cost, which is \$2,625,750.

Alternative 2: Install EMAS at the End of Runway 1

This alternative would entail installation of an EMAS arrestor bed at the end of Runway 1. Where the required length of overrun area beyond the runway end is not available, the FAA allows the use of an EMAS in lieu of the full dimension RSA area. The required EMAS, in compliance with FAA requirements, would be 345 feet in length and would be located 35 feet from the end of the runway. In addition, a 15 ft wide asphalt concrete paved area would be provided along the back of the EMAS for side steps and access. The total length of the EMAS asphalt concrete support pad would be 395 feet from the end of the runway. In addition, the required EMAS would be 170 feet in width (including side steps) with 10 foot wide asphalt concrete paved areas along each side for emergency access. The total width of the EMAS asphalt concrete support pad would be 190 feet, centered on the extended runway centerline. This alternative would result in a new impervious area of approximately 1.45 acres, and therefore result in modification to the characteristics of the existing watershed. The impact to the wetland area would be approximately 3.29 acres (i.e. 0.6 acre less than Alternative 1). The estimated construction cost for this alternative is approximately \$11,000,000, exclusive of the wetland mitigation cost.

Alternative 1 (Full Dimension RSA at End of Runway 1) is considered acceptable and as the most practical, cost efficient, feasible, and reasonable alternative and has been selected for further detailed environmental review. The total wetland impact area due to Alternative 1 is 0.6 acre greater than Alternative 2. However, Alternative 2 adds new impervious area of approximately 1.45 acres that could adversely impact the existing watershed which is located entirely within the 100-year floodplain as delineated in the new Federal Emergency Management Agency (FEMA) advisory flood maps. With Alternative 1, on the other hand, no new impervious area would be created and due to the inherent characteristics of the structural fill, water would drain freely through the RSA, as such the characteristics of the existing watershed would be maintained. Moreover,

Alternative costs approximately 70% less than Alternative 2. Therefore, Alternative 1 is the preferred alternative.

Patrol Road

A total of three (3) alternatives (including the no action alternative) were developed for construction of a Patrol Road around the periphery of runways and taxiways at TEB.

No Build/Action Alternative

Under this alternative, a new Patrol Road around the airport would not be constructed and the airport operations, maintenance, and public safety vehicles would continue to cross active runways and taxiways, which is un-safe and inefficient for airport operations. Therefore, this alternative is unacceptable as it does not meet the Proposed Project's purpose and need.

Alternative 1: Construct a Paved Patrol Road in the Periphery of the Airport

This alternative would consist of construction of a new paved Patrol Road in the periphery of the runways and taxiways. The new Patrol road would be 8,000 feet long and 12 feet wide and would consist of 9 segments allowing airport operations, maintenance, and public safety personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways. This would result in safer and efficient operations at the airport. Under this alternative, approximately 0.22 acre of wetland area would be impacted and approximately 93,855 sq ft of new impervious paved area would be created. The new impervious paved area could adversely impact the existing watershed which is located entirely within the 100-year flood plain as delineated in the new FEMA advisory flood maps.

Alternative 2: Construct an Unpaved Patrol Road in the Periphery of the Airport (Proposed Project)

This alternative would consist of construction of new unpaved Patrol Road in the periphery of the runways and taxiways. The new Patrol road would be 8,000 feet long and 12 feet wide and would consist of 9 segments allowing airport operations, maintenance, and public safety personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways. This would result in safer and efficient operations at the airport. Under this alternative, approximately 0.22 acre of wetland area would be impacted, however, the road would be built using highly permeable coarse aggregate material resulting in no new impervious area, and therefore the characteristic of existing watershed would be preserved.

Alternative 2 (Patrol Road constructed with permeable coarse aggregate material) is considered acceptable and as the most practical, cost efficient, feasible, and reasonable alternative and it has been selected for further detailed environmental review. The total wetland impact area due to Alternatives 1 and 2 are the same. However, Alternative 1 entails new asphalt pavement which would result in new impervious area of approximately 93,855 sq ft. This new impervious area of approximately 2.15 acres could adversely impact the existing watershed which is located entirely within the 100-year floodplain as delineated in the new FEMA advisory flood maps. Alternative 2, on the other hand, results in no new impervious area and would preserve the characteristics of existing watershed. Therefore, Alternative 2 is the preferred alternative.

6. Environmental Consequences – Special Impact Categories (refer to the Instructions page and corresponding sections in Appendix A of 1050.1E and the Airports Desk Reference for more information and direction. The analysis under each section must comply with the requirements and significance thresholds as described in the Desk Reference).

(A) AIR QUALITY (Please note this analysis must meet requirements for both NEPA review and Clean Air Act (CAA) requirements).

Clean Air Act

(a) Is the proposed project located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act and does it result in direct emissions (including construction emissions)?(If **Yes**, go to (b), **No**, go to the NEPA section below.

Teterboro Airport is located in the New Jersey-New York-Connecticut Intrastate Air Quality Control Region (AQCR). The New Jersey-New York-Connecticut Intrastate AQCR does not meet the Federal standard for the 8-hour concentration of ozone or the Federal standard for the 24-hour and annual arithmetic mean concentrations of fine particulate matter (PM_{2.5}). In the past, this area was also designated as a nonattainment area for carbon monoxide (CO); however, on May 20, 2002, the U.S. Environmental Protection Agency (USEPA) determined the area had attained the CO standard and the region was re-designated to attainment for CO. The area now operates under a maintenance plan for CO.

There will be direct as well as indirect emissions due to the proposed project.

(b) Is the proposed project an “exempted action,” under the General Conformity Rule or Presumed to Conform (See FRN, vol.72 no. 145, pg 41565)? (If **Yes**, cite exemption and go to NEPA section below; **No**, go to (c)).

No. The proposed project would not qualify as an exempt action under the General Conformity Rule.

(c) Would the proposed project result in a net total of direct and indirect emissions that exceed the threshold levels of the regulated air pollutants for which the project area is in non-attainment or maintenance? (Attach emissions inventory). (If **Yes**, consult with ADO).

The annual emissions of volatile organic compounds (VOC), oxides of nitrogen (NO_x), particulate matter with an aerodynamic diameter of up to 2.5 micro meters (PM_{2.5}) and carbon monoxide (CO) for the construction of proposed RSA at the end of Runway 1 are expected to be well below the Federal *de minimis* thresholds for each pollutant established by the General Conformity Rule. Air quality studies for three similar projects, including the EMAS at Runway 24 approach End, Runway 19 End, and Runway 24 End confirmed emissions of the above listed pollutants at much lower levels than the Federal *de minimis* thresholds. The extent of the Proposed Action, in regards to construction emissions, would be less than the two projects referenced above because the Proposed Actions will not involve any new pavement as compared to the other projects to install EMAS. See Attachment B for the Air Quality Studies for the past similar RSA projects at TEB.

NEPA

(a) Is the airport's activity levels below the FAA thresholds for requiring a NAAQS analysis? (If **Yes**, document activity levels and go to Item 2, **No**, go to (b)).

No. The USEPA determined that projects having *de minimis* emissions would not be likely to cause an exceedance of any NAAQS. The evaluation of the emissions inventories for similar projects (i.e. Runway 24 approach End EMAS project, Form C Short EA approved with a Finding of No Significant Impact (FONSI) in March 2006; Runway 19 End EMAS project, Form C Short EA approved with a FONSI in May 2007; and Runway 24 End EMAS project, Form C Short EA approved as FONSI in June 2011) confirmed that the net emissions due to the proposed project were *de minimis* for the duration of the project. Since the extent of construction for the Proposed Project is similar or less than three previous projects, it is anticipated that the construction emissions would be *de minimis* for the Proposed Project as well. Therefore, no further analysis to demonstrate attainment of the NAAQS for this Proposed Project would be required; furthermore, the Proposed Project will not result in any delay in the attainment of any NAAQS, nor would the proposed project worsen any existing NAAQS violation.

(b) Do pollutant concentrations exceed NAAQS thresholds? (Attach emissions inventory).

Not Applicable.

(c) Is an air quality analysis needed with regard to state indirect source review?

No. The Proposed Project does not include features that would require a New Jersey indirect source review.

(B) BIOTIC RESOURCES

Describe the potential of the proposed project to directly or indirectly impact plant communities and/or the displacement of wildlife. (This answer should also reference Section 19, Water Quality, if jurisdictional water bodies are present).

The location of the Proposed Project is at the end of Runway 1. Displacement of wildlife is not anticipated to occur due to the nature of the area. There is limited potential animal habitat at or near the Proposed Project location. Although the project area contains wetlands, the dominant vegetation is a monoculture of *Phragmites australis* and no significant plant communities are located at the proposed project site. West Riser Ditch, which flows through the proposed project site, have been determined to be navigable waters of the United States by the U.S. Army Corps of Engineers (USACE) and, therefore, is considered to be a jurisdictional water body. The West Riser Ditch would not be affected by the Proposed Project.

(C) COASTAL RESOURCES

(a) Would the proposed project occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)? Explain.

Yes. The proposed project would occur in the coastal zone in an area governed by the Waterfront Development Law (N.J.S.A. 12:5-3).

(b) If **Yes**, is the project consistent with the State's CZMP? (If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification).

In New Jersey State, the CZMP concurrence is issued by the NJDEP as part of the Flood Hazard Area Permit. The application for Flood Hazard Area permit along with consistency evaluation of New Jersey State CZMP was submitted to NJDEP for review on April 29th, 2013 (see Attachment E for USACE and NJDEP Permit Applications and Attachment G for NJDEP Flood Hazard Area Permit and Federal Consistency).

Based on the consistency evaluation conducted, the judgment of the Port Authority is that the Proposed Project complies with and would be conducted in a manner consistent with the New Jersey State CZMP.

(c) Is the location of the proposed project within the Coastal Barrier Resources System? (If Yes, and the project would receive federal funding, coordinate with the FWS and attach record of consultation).

No. Teterboro Airport is not located within the Coastal Barrier Resources System.

(D) COMPATIBLE LAND USE

(a) Would the proposed project result in other (besides noise) impacts that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

No. The Proposed Project is compatible with the existing land use. No businesses or residences will be affected by this proposed project.

(b) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards On and Near Airports"? Explain.

No. The Proposed Project will be located airside within the existing airport boundary and will not be near wildlife or create a wildlife hazard.

(E) CONSTRUCTION IMPACTS

Would construction of the proposed project increase ambient noise levels due to equipment operation; degrade local air quality due to dust, equipment exhausts and burning debris; deteriorate water quality when erosion and pollutant runoff occur; and/or disrupt off-site and local traffic patterns? Explain.

Noise

Community noise impacts during construction are the result of operating construction equipment and construction/delivery vehicles traveling to and from the site. Noise impacts vary widely, depending on the phase of construction, e.g. land clearing and excavation, foundation work, etc. The Proposed Project would have no perceptible increase in ambient noise levels at noise sensitive receptors in the area due to construction activities. Construction activities associated with the Proposed Project would temporarily increase the ambient noise levels in the immediate vicinity of the project area during periods of heavy construction. However, there are no sensitive receptors

immediately adjacent to the Proposed Project site. Off-site impacts, from equipment and materials egress/ingress, are anticipated to be minimal, if any.

Air Quality

The Proposed Project would not degrade local air quality due to dust, equipment exhaust or burning debris. No debris generated during the construction of the Proposed Project would be burned. Air quality impacts during the construction of the Proposed Project are anticipated to be both short-term and relatively minor, and restricted to fugitive dust from ground disturbing activities. The Contractor would employ dust suppression techniques, should more than minimal levels of dust be generated at the site. Dust suppression, if necessary, would be performed in accordance with FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports.

Water Quality

Several measures would be implemented during construction that would minimize impact to water quality, such as those discussed under Item (S) Water Quality below. All actions would conform to local, state and federal water quality regulations. Construction contract specifications would contain the provisions of FAA Advisory Circular 150/5370, *Standards for Specifying Construction of Airports*, Item P-156 *Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*, and 150/5320-5B, *Airport Drainage*.

Local Traffic Patterns

No off-site and local traffic patterns are likely to be disrupted given the project's limited scope and normal management procedures to minimize such impacts. Construction-related vehicular traffic, primarily from workers' commuting to work and to materials deliveries, will be minimal and short-term due to the size of the project.

(F) SECTION 4(f) RESOURCES

Does the proposed project have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? (If **Yes**, contact FAA, contact appropriate agency and attach record of consultation).

No. The proposed project is completely within the confines of TEB airport and does not require use of any public lands.

(G) ENDANGERED AND THREATENED SPECIES

(a) Would the proposed project impact any federally or state-listed or proposed, endangered, or threatened species (ESA) of flora and fauna, or impact critical habitat? (Attach record of consultation with federal and state agencies as appropriate).

No. While TEB is located within the Meadowlands District, and there have been endangered and threatened wildlife species observed in the district, this project is not expected to impact any federal, state-listed or proposed endangered or threatened species of flora and fauna, or impact any critical habitat.

According to the Natural Heritage Database, the Yellow-crowned night heron (*Nyctanassa violacea*), and the Snow Egret (*Egretta thula*), may be encountered at the project site. The Yellow-crowned night heron is state threatened species, and Snow Egret a species of special concern.

Nevertheless, the project site does not provide habitat for these threatened or special concern species, nor is there any potential for their presence due to the project site's vicinity to runways. In accordance with FAA Advisory Circular 150/5200-33B Hazardous Wildlife Attraction on or near Airports, birds and insects are discouraged near runway and taxiways to prevent wildlife strikes and reduce the threat to aircraft safety. Therefore, no significant impacts to endangered and threatened wildlife species are anticipated. Several other bird species were identified by the Natural Heritage Database Search to be within one mile of the project site. However, habitats for these bird species consist of wetlands, bays, and estuaries, requiring trees or the ground for nesting which are not present within the project work area. Therefore, there will no adverse impacts to these bird species due to the Proposed Project.

In addition, according to the United States Environmental Protection Agency (USEPA) Endangered Species Protection Program Database, the Indiana Bat species has been documented in Bergen County, New Jersey. However, at a meeting held at TEB on November 19, 2010, the Director of the U.S. Fish and Wildlife Service (USFWS) office in Pleasantville, NJ stated that Indiana Bats were not a concern in this area. Therefore, based on this statement, it is concluded that the Proposed Project would have no adverse impact on this species and its habitat.

(b) Would the proposed project affect species protected under the Migratory Bird Act? (If Yes, contact FAA).

No. The proposed project would not affect the species protected under the Migratory Bird Act due to the limited affected area for this Proposed Project and the location, which is restricted to an already developed area consisting primarily of pavement and maintained vegetated area.

(H) ENERGY SUPPLIES, NATURAL RESOURCES AND SUSTAINABLE DESIGN

What effect would the proposed project have on energy or other natural resource consumption? (Attach record of consultations with local public utilities or suppliers if appropriate)

The Proposed Project would have a negligible impact on public utilities, energy supply and natural resources. The Proposed Project would not change the operation of the airport, except to increase its safety. There is no shortage of construction material necessary for the proposed project within the region.

(I) ENVIRONMENTAL JUSTICE

Would the proposed project have a disproportionate impact on minority and/or low-income communities? Consider human health, social, economic, and environmental issues in your evaluation. Explain.

No. There would be no residential or business displacement, no fiscal impact, and no disproportionate impacts to low-income or minority populations.

(J) FARMLANDS

Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? (If Yes, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)

No farmland is found within the Teterboro Airport. The proposed project will be constructed on land owned by the Port Authority.

(K) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

Yes. Prior to Superstorm Sandy, FEMA was in the process of updating specific Flood Insurance Rate Maps (FIRMs). These updated maps were set to be finalized in mid-2013. After the storm however, and because these updated FIRMs were not finalized, FEMA developed interim Advisory Base Flood Elevations (ABFEs) to support post-Sandy reconstruction efforts. ABFEs provide improved flood hazard data when the information on the FIRM no longer depicts an area's true flood risk. According to ABFEs dated January 15, 2013 the Project Area is located in Advisory Flood Hazard Zone A, which is the area subject to storm surge flooding from the 1% annual chance coastal flood (the 100-year flood). In the vicinity of the Project Area, the 1% annual advisory base flood elevation is 8 feet NAVD 88.

(b) If Yes, attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and describe the measures to be taken to comply with Executive Order 11988.

See Attachment C for FEMA Maps (FIRM) and ABFEs.

Executive Order 11988 requires federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. The Proposed Action would not result in any increase in impervious surface or changes in floodplain storage capacity and, therefore, would not create significant adverse impacts to the surrounding floodplain.

(L) HAZARDOUS MATERIALS

Would the proposed project involve the use of land that may contain hazardous materials or cause potential contamination from hazardous materials? (If **Yes**, attach record of consultation with appropriate agencies). Explain.

The Proposed Project is not expected to require the use of land that may contain hazardous substances or may be contaminated. During the construction of the Proposed Project, soils will be excavated for grading, filling and planting vegetation. If any of the soils excavated are suspected of being contaminated based on a field assessment, soil samples would be obtained. The samples would be taken to a NJDEP certified laboratory and analyzed for the list of priority pollutants. Soils with elevated levels of pollutants will be disposed off-site in accordance with Federal and State regulations. Typically, non-hazardous soil can be beneficially reused off-site as landfill cover or final cover for landfill closures. If any soils or other materials removed during the construction are determined to be hazardous wastes, the material would be disposed of at an EPA approved hazardous waste disposal facility under the Port Authority's RCRA hazardous waste ID number.

All waste disposal activities associated with the Proposed Project would comply with all federal, state and local regulations regarding the identification, removal, transportation, and disposal of hazardous and non-hazardous material.

(M) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL OR CULTURAL PROPERTY

(a) Describe any impact the proposed project might have on any properties in or eligible for inclusion in the National Register of Historic Places. (Include a record of your consultation and response with the State or Tribal Historic Preservation Officer (S/THPO)).

The Proposed Project is limited to airside safety improvements at the end of Runway 1 and construction of a Patrol Road around the periphery of the runways and taxiways. It would have no impact on any properties listed or eligible for listing on the National Register of Historic Places as no historic properties are located at TEB.

The New Jersey Meadowlands Commission lists the Airport Tower and Aviation Hall of Fame, the Atlantic Aircraft Factory at TEB, and the Bendix Factory Complex, adjacent to TEB as potential historic resources. However, the New Jersey Historic Preservation Office has not identified these resources as having historic significance.

(b) Describe any impacts to archeological resources as a result of the proposed project. (Include a record of consultation with persons or organizations with relevant expertise, including the S/THPO, if applicable).

The Proposed Project is limited to airside safety improvements at the end of Runway 1 and Patrol Road around the periphery of runways and taxiways. The entire project area is located within the confines of the airport property, which is situated on filled marshland, and is not anticipated to contain any significant scientific, prehistoric, historic, archaeological or paleontological resources.

There are no archeological resources located at TEB. According to the New Jersey Meadowlands Commission's Master Plan, the Meadowlands was used significantly in the prehistoric period, although scant evidence has been recovered.

(N) INDUCED SOCIOECONOMIC IMPACTS

Would the proposed project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.? Explain.

The Proposed Project would induce positive secondary impacts in the region because of construction activity. These economic impacts would benefit surrounding communities during construction by increasing employment opportunities and expenditures on local services and materials. The Proposed Action would not result in property acquisition, residential relocation, division or disruption of established communities, or disruption of planned development.

(O) LIGHT EMISSIONS AND VISUAL EFFECTS

Would the proposed project have the potential for airport-related lighting impacts on nearby residents? Explain.

No. The Proposed Project would not result in any airport-related lighting impacts on nearby residents.

(P) NOISE

Will the project, when compared to the No Action alternative for the same timeframe, cause noise sensitive areas located at or above DNL 65 dB to experience a noise increase of at least DNL 1.5 dB? (Use AEM as a screening tool and INM as appropriate. See Airports Desk Reference, Chapter 17, for further guidance).

The Proposed Project does not require a noise analysis per Order 5050.4B. The Proposed Project does not involve any runway extension or runway strengthening and is not expected to result in any increase in airport operations.

(Q) SOCIAL IMPACTS

Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease in Level of Service?

No. The Proposed Project, located on airport property, will not affect surface traffic patterns or cause any increase in surface traffic congestion. There will be no decrease in Level of Service as a result of this proposed project.

(R) SOLID WASTE

Would the operation and/or construction of the project generate significant amounts of solid waste? If **Yes**, are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

There would be no adverse impacts related to solid waste management from the project once the Proposed Project is complete. There will be a temporary increase in solid waste due to the short-term construction activities. Soils will be reused on site to the greatest extent possible. There are local disposal facilities within the area that are capable of handling solid waste associated with construction activities.

(S) WATER QUALITY

(a) Does the proposed project have the potential to impact water quality, including ground water, surface water bodies, and public water supply system or federal, state or tribal water quality standards? (If **Yes**, contact appropriate agency and include record of consultation).

TEB is located in the Meadowlands District and is hydrologically connected to Berry's Creek via the East and West Riser Ditches. The proposed project would not have a negative impact on surface or groundwater quality. Specific water quality issues related to the proposed project are addressed below:

- 1) Approximately 627,259 Sq ft (14.4 acres) of soil will be disturbed in the Flood Hazard Area during construction activities and, therefore, the project will require a Soil Erosion and Sediment Control Certificate from the Bergen County and authorization from the New Jersey Department of Environmental Protection (NJDEP) for stormwater discharges during construction. The Port Authority has submitted soil erosion and sediment control plans to the Bergen County Soil Conservation District on May 28, 2013.
- 2) The area to provide a full dimension RSA at the end of Runway 1 will be filled with structural fill, graded and restored with appropriate, non-bird attractant vegetation. There

will be no increase in impervious area in the flood hazard and wetland area due to construction of the RSA area at the end of Runway 1.

- 3) The Patrol Road, peripheral to the airport would be constructed with highly permeable coarse aggregate material in the flood hazard area. Therefore, there will be no increase in the impervious areas in the flood hazard and wetland areas due to construction of the Patrol Road at the airport.
- 4) A new catch basin would be installed to replace an existing one west of the Runway 1 RSA and would connect to existing airport's drainage system. The existing catch basin, which drains the west side of RSA area, is not properly located to drain the Stormwater and thus results in ponding issues. The new storm drain connection will not establish or impact the peak flow.
- 5) Aircraft operations after implementation of the proposed project would not change and therefore not expected to have any change to water quality.

During construction, storm water runoff would be managed through the implementation of a Stormwater Pollution Prevention Plan (SWPPP), which includes Best Management Practices (BMPs) to prevent stormwater contamination. The Port Authority BMPs would follow the applicable local, State, and federal regulations, which are routinely implemented for all airport construction projects. The BMPs include provisions for the control and / or prevention of erosion from soil and debris storage piles and containment of construction materials. Construction management practices would be incorporated into the project's construction documents and become the obligation to which each contractor working on the site must adhere. The Port Authority monitors compliance, on routinely basis, with the BMPs and the existing NJDEP New Jersey Pollution Discharge Elimination System (NJPDES) permit for TEB.

Construction contract specifications would contain the provisions of FAA Advisory Circular (AC) 150/5370 *Standards for Specifying Construction of Airports (change 10)*, *Item P-156 Temporary Air and Water Quality Pollution, Soil Erosion, and Siltation Control*, and FAA AC 150/5320 *Airport Drainage*.

(b) Is the project to be located over a designated Sole Source Aquifer? (If **Yes**, attach record of consultation with EPA).

No, Teterboro Airport is not located over an EPA-designated sole source aquifer.

(T) WETLANDS

(a) Does the proposed project involve federal or state regulated or non-jurisdictional wetlands? (Contact USFWS or state agency if protected resources are affected) (Wetlands must be delineated using methods in the US Army Corps of Engineers 1987 Wetland Delineation Manual. Delineations must be performed by a person certified in wetlands delineation).

Yes, the Proposed Project does involve modification of delineated wetlands. A survey of wetland areas within the TEB boundaries was performed in 2000 – 2001 and the US Army Corps of Engineers (USACE) provided a Jurisdictional Determination in a letter dated October 2, 2001. This delineation was updated and submitted to USACE in April of 2007 for a revised Jurisdictional Determination. According to the recently revised determination, the total acreage of jurisdictional wetlands at TEB has increased since 2001. A total of 16 palustrine freshwater jurisdictional wetland areas were delineated within the boundaries of TEB. The vast majority of this acreage

consists of palustrine forested wetlands located on the east and the southwest portions of the airport and are not in the immediate area of this project. . USACE makes individual project specific Jurisdictional Determinations for wetlands. For the purposes of this project, both the 2001 and 2007 delineations indicate wetland areas that would be impacted by this proposed project.

The Proposed Project will unavoidably impact 4.11 acres of USACE jurisdictional freshwater wetlands. The proposed construction in wetland areas includes the following:

Runway 1 RSA Area: The overrun area, approximately 485,400sq ft, would be furnished with a geotextile liner and clean structural fill (approx. 25,000 cubic yard), graded, and restored with appropriate, non-bird attractant vegetation. Due to the inherent characteristic of structural fill, the water will drain freely through the RSA area. The existing grass swale located in the RSA area would be relocated along the eastern edge of the RSA. The proposed safety improvements project would disturb approximately 3.89 acres of wetland, however, there will be no new impervious area created and the characteristics of the existing watershed would be maintained.

Patrol Road: An approximately 8,000 feet long and 12 feet wide Patrol Road with highly permeable coarse aggregate material would be constructed around the airport. There would be no increase in impervious area as a result. However, a USACE Jurisdictional wetland area (0.22 acre) would be disturbed due to construction of a portion of the Patrol Road. Approximately 786 cubic yards of permeable coarse aggregate material would be used to construct the portion of Patrol Road in the USACE jurisdictional wetland area. The Proposed safety improvements project would disturb approximately 0.22 acre of wetland, however, there will be no new impervious area created and the characteristics of the existing watershed would be maintained.

Since wetlands are bird attractants, the FAA (Circular 150/5200-33 “Hazardous Wildlife Attractants on or Near Airports”) discourages mitigation on airport properties. Therefore, to mitigate for these impacts, the Port Authority will purchase 4.11 acres of mitigation credits from the Kane Mitigation Bank LLC. The restoration project via Kane Mitigation Bank has been designed and constructed so not to pose as an attractant to large water fowl.

The Department of the Army – Section 404 Permit application for wetlands including mitigation for the loss of the wetlands was submitted to USACE on April 18, 2013. The Public Notice for the Permit was issued by USACE on 8/7/13. (see Attachment E for USACE Permit Application and F for the Public Notice).

(b) If yes, does the project qualify for an Army Corps of Engineers General permit? (Document coordination with the Corps).

Not applicable.

(U) WILD AND SCENIC RIVERS

Would the proposed project affect a river segment that is listed in the Wild and Scenic River System or National Rivers Inventory? (If **Yes**, coordinate with the jurisdictional agency and attach record of consultation).

No. The proposed project would not affect any designated Wild and Scenic Rivers.

(V) CUMULATIVE IMPACTS

Discuss impacts from past, present, and reasonably foreseeable future projects both on and off the airport. Would the proposed project produce a cumulative effect on any of the environmental impact categories above? Consider projects that are connected and may have common timing and/or location. For purposes of this Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

This section addresses potential cumulative impacts that could occur as a result of the Proposed Project. The construction schedule of the proposed project, to span from 4th Quarter of 2013 through 4th Quarter of 2014, will not overlap with any major project at the airport. With the exception of temporary construction-related impacts, the cumulative adverse environmental impact of the Proposed Project is expected to be minimal.

TEB airport, like any other airport in the country, requires regular maintenance and modernization. The Port Authority has and will continue to undertake an array of improvements at TEB to maintain and improve the efficient movement of aircraft and travelers. As is evident from a review of the projects listed below, each has demonstrated independent utility and can go forward without regard to whether any or all of the other listed actions are adopted. Each is proceeding separately and has or will go forward based on its own merits. The Proposed Project also has demonstrated its independent utility and need. The projects listed below represent the Port Authority's most recent steps to maintain and to improve the Airport's functionality and to enhance the level of service. The following is a summary of the ongoing or recently completed projects and projects anticipated in the foreseeable future.

Past Actions

Between 2008 and 2012 there were eight development or improvement projects undertaken at the airport, all of which were categorically excluded from the requirement to prepare an EA or an EIS (projects eligible for a Categorical Exclusion are actions that, under normal circumstances, are not considered major federal actions and that have no measurable impacts on the environment). These projects were the following:

- Snow Equipment Storage Building
- Rehabilitation of Runway 6/24
- Expansion of Jet Aviation Infield Aircraft Parking Apron
- Unmanned Air Operations Area Gates, Perimeter Strengthening
- Relocation of Emergency Generator
- Rehabilitation of Taxiway 'A'
- EMAS At End of Runway 19
- Rehabilitation of Runway 1/19

Ongoing Actions

Following is the ongoing action at the airport:

- Construction of Engineered Materials Arresting System (EMAS) for Runway 24 End – A short Environmental Assessment Form was prepared for this project which received FAA's

Finding of No Significant Impact (FONSI) in June 2011. This project is on-going and would be completed in October 2013, before the Proposed Project (RSA at the end of Runway 1) starts since both runways can not be impacted at the same time.

Reasonably foreseeable Future Projects

The following actions are planned to be undertaken between 2013 and 2018 and are anticipated to be categorically excluded from the requirement to prepare an EA or EIS.

- Replacement of Taxiway 'B' with New Taxiway 'V' – This project is intended to address alignment factors and to realign Taxiway 'B' to address potential airfield safety issues with a corresponding reduction in potential for runway incursion and an overall enhancement to the safety of airfield operations. This project would include excavation, full-depth taxiway concrete pavement, asphalt shoulders and erosion pavement, centerline, clearance bar and hold bar lighting, lighting foundations, and aeronautical signs, and drainage. The minor increase in impervious surface would have no negative effect on the capacity requirements of the airports' storm drain system. This project start date has not been determined yet.
- Taxiway Fillets Improvements along Runway 6/24 – This project will involve expansion of taxiway fillets along the alignment of Runway 6/24 to provide for better transition of aircraft from the runway onto the various connecting exit taxiways. The project will entail the milling and overlaying with asphalt concrete pavement of the intersection of taxiways and Runway 6/24, shoulder and erosion pavement, grading, seeding, pavement marking and adjusting taxiway lighting and utility castings to meet the new finished surface. The proposed project may require re-routing and adjusting storm drainage systems, re-grading of grass areas. The minor increase in impervious surface will have no negative effect on the capacity requirements of the airports' storm water drainage system. This project is scheduled to commence in future but is not included on the current capital plan.
- Atlantic Aviation FBO, Passenger Terminal Improvements - This project will involve modification to a Fixed Based Operator (FBO) Passenger Terminal associated with Hangar '4' consisting of a re-designed entrance foyer, expanded lobby and waiting areas, a new entrance canopy on the landside entrance, modification to airside entrance, removal of existing ceremonial stairway, and incorporate of a new service elevator servicing both ground and upper levels. The existing terminal is being renovated to allow for the enhancement to existing antiquated terminal facility that will allow the FBO to better serve its clients. This project would commence in July 2014 and be completed by November 2014.

Even when impacts are determined to be individually insignificant, the impacts can be collectively significant when taking place over a period of time. Therefore, the cumulative effects of environmental impacts were considered only for those categories determined to have impacts due to the proposed project.

Floodplains

The proposed projects are located within the 100 and 500-year floodplains and will require a Stream Encroachment and a Flood Hazard Area permit from the NJDEP. While other airport projects are located within these areas, the encroachment will not involve considerable probability of loss of

human life; will not cause damage that will involve substantial cost, including interruption of service on or loss of a vital transportation facility; nor will they have an adverse impact on natural and beneficial floodplain values. As the proposed projects will not result in a change in base elevation or storage capacity, or significant floodplain impacts, there will be no cumulative impacts as a result of this project.

Water Quality

All construction activities would be conducted in accordance with BMPs and applicable local, state, and federal regulations. A soil erosion and sediment control program would be established. Any airport permits or approvals relevant to stormwater would be modified to include the improvements. A NJDEP Flood Hazard Area permit application has been submitted to the NJDEP for this project. In addition, a Soil Erosion and Sedimentation Control Plan has been prepared and submitted to Bergen County SCD. Such procedures are routinely implemented for all airport projects. No cumulative water quality impacts are expected to occur. Loss of wetland acreage will be mitigated as required by USACE. No impacts to water quality are expected; therefore, no cumulative water quality impacts would occur.

Air Quality

The Proposed Project would cause a temporary change in the net emissions due to the operation of construction equipment. However, the emissions for projects such as this have been shown to be *de minimis* under the Clean Air Act (as amended in 1990) General Conformity Rule for similar types of projects. Further, the *de minimis* emissions are assumed to comply with the New Jersey SIP and are not expected to cause an exceedance of any of the NAAQS, delay the attainment of any NAAQS, or worsen an existing violation of any NAAQS. Other projects recently completed, under construction, or planned in the foreseeable future at TEB, are all expected to have *de minimis* emissions. Therefore, no cumulative adverse air quality impacts are anticipated from the proposed project.

Energy Supply and Natural Resources

The net impact of the Proposed Project and other projects planned for the airport on energy supplies is minimal. The majority of the projects on airport relate to modernization of older airport structures, which because of efficiency improvements over the last 40 years will result in reductions in energy needs. Cumulative impacts related to energy demand not meeting available supply are not expected.

Light Emissions

The Proposed Project would not cause adverse impacts from light emissions. No new lighting sources are proposed for this project.

Construction Impacts

The Proposed Project would not cause significant construction impacts beyond the local site area. Contractors will be required to conduct all work using best management practices to control and minimize impacts to the environment. All grading and clearing activities would be guided by BMPs and a soil erosion and sediment control plan. Excavated soils will be assessed for potential contamination in the field and disposed in accordance with pertinent local, state, and federal regulations.

The proposed project is not expected to generate any cumulative impacts when compared to past projects or reasonably foreseeable future projects.

7. PERMITS

List all required permits for the proposed project. Has coordination with the appropriate agency commenced and what is the expected time frame of receiving a permit?

The following permits and approvals would be required prior to initiating construction.

- NJDEP Flood Hazard Area Permit including Section 401 Water Quality Certification
- NJDEP Construction Activity Stormwater General Permit NJG0088323
- Coastal Zone Management Program Consistency Certification Concurrence from NJDEP. See Attachment G for NJDEP Flood Hazard Permit and Addendum
- Bergen County SCD Soil Erosion & Sediment Control Permit
- Department of the Army (DA) - USACE Permit pursuant to Section 404 of the Clean Water Act

The Port Authority has already applied for all permits listed above and it is anticipated that the permits will be obtained in a timely fashion with no difficulty before the start of construction. The facility already has a NJDEP NJPDES permit for stormwater discharge.

NOTE: Even though the airport sponsor has/shall obtain one or more permits from the appropriate federal, state, and/or local agencies for the proposed project, start of construction shall not commence until all required permits are obtained, and FAA has issued its environmental determination.

8. MITIGATION

Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated.

In order to minimize any potential impacts, mitigation measures will include adherences to all applicable regulatory and permit requirements. To mitigate for the unavoidable filling of wetlands impacts (4.11 acres), the Port Authority will purchase 4.11 mitigation credits from the Kane Mitigation Bank, LLC. The Port Authority has an agreement with Kane for this purchase. Mitigation will be done off airport property and will include measures that are consistent with safe airport operations.

9. PUBLIC INVOLVEMENT

Describe the public review process and any comments received.

To satisfy FAA requirements for public involvement, a Notice of Availability (NOA) was published in the Star-Ledger and the Bergen Record on June 12, 2013, to inform the public of the availability of the Draft EA and to solicit public comment (See Attachment H for NOA published in the Newspapers). The Draft EA was be available for review at the airport's Administration Building at 90 Moonachie Avenue, Teterboro, NJ; the Port Authority's headquarters office at 233 Park Avenue South in New York, NY; and at the FAA's Airport District Office at 600 Old Country Road

in Garden City, NY. A copy of the document was also available for review on the Port Authority's website. The comment period closed on June 26, 2013. No comments were received on the Draft EA.

To ensure that interested parties are informed, an additional notice will be published in the Star Ledger and the Bergen Record notifying the public of any FAA decision in regard to this Environmental Assessment.

10. LIST OF ATTACHMENTS

- Attachment A: Project Drawings
- Attachment B: Summary of Air Quality Studies for Similar Projects
- Attachment C: FEMA Base Flood Elevation Maps
- Attachment D: Airport Layout Plan
- Attachment E: USACE and NJDEP Permit Applications
- Attachment F: USACE Public Notice
- Attachment G: NJDEP Permit and WQC Addendum
- Attachment H: Notice of Availability and Request for Comments

Project Title: RSA Improvements at End of Runway 1 and Construction of the Patrol Road **Identifier:** TEB

11. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.

Signature 08/23/2013
Date

Name Adeel Yousuf

Title Airport Environmental Specialist

Affiliation The Port Authority of NY & NJ
Phone # 212 435 3784

12. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature 08/23/2013
Date

Name Edward C. Knoesel

Title Manager, Environmental Programs

Affiliation The Port Authority of NY & NJ
Phone # 212 435 3747

INSTRUCTIONS

NOTE: This form was prepared by FAA Eastern Region Airports Division and is intended for use with proposed projects in this region only.

Introduction: This Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Orders 5050.4B – *NEPA Implementing Instructions for Airport Actions* and 1050.1E – *Environmental Impacts: Policies and Procedures*, and the *Environmental Desk Reference for Airport Actions*, which incorporate the Council on Environmental Quality's (CEQ) regulations for implementing NEPA, as well as US Department of Transportation environmental regulations, and many other federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources, etc. The information provided by sponsors and their consultants through the use of this form enables the FAA ADO offices to evaluate compliance with NEPA and the applicable special purpose laws.

Use: This Form is intended to be used when a project cannot be categorically excluded (CATEX) from a formal environmental assessment, but when the environmental impacts of the proposed project are expected to be insignificant and a detailed EA would not be appropriate. Accordingly, this Form is intended to meet the intent of a short EA while satisfying the regulatory requirements of an EA. Proper completion of the Form would allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA or EIS must be prepared.

If you have any questions on whether use of this form is appropriate for your project, or what information to provide, we recommend that you contact the environmental specialist in your local ADO.

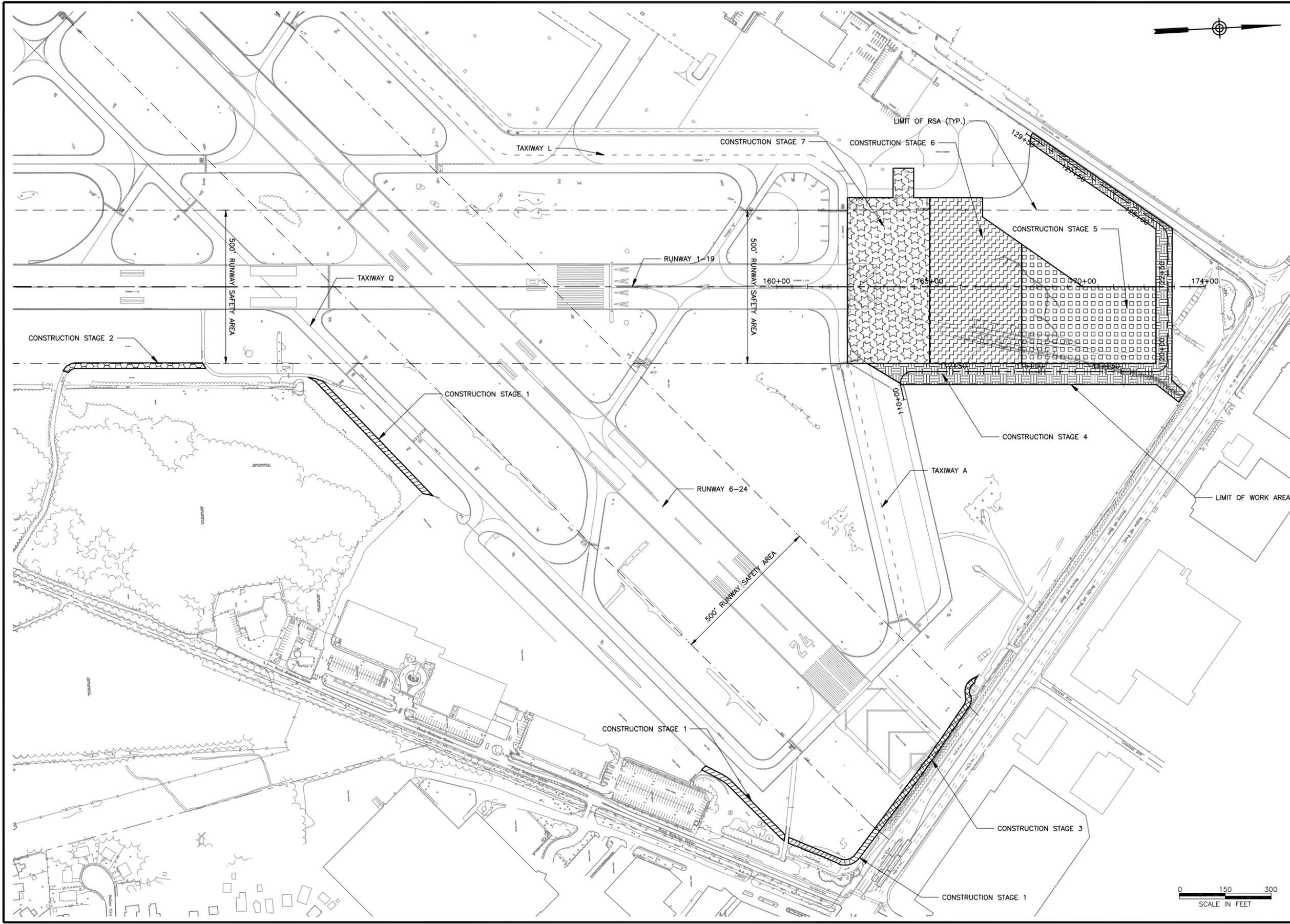
This Form is to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies. Sponsors and their consultants should review the requirements of special purpose laws (See 5050.4B, Table 1-1 for a summary of applicable laws). Sufficient documentation is necessary to enable the FAA to assure compliance with all applicable environmental requirements. Accordingly, any required consultations, findings or determinations by federal and state agencies, or tribal governments, are to be coordinated, and completed if necessary, prior to submitting this form to FAA for review. Coordination with Tribal governments must be conducted through the FAA. We encourage sponsors to begin coordination with these entities as early as possible to provide for sufficient review time. Complete information will help FAA expedite its review. **Please note: When requesting discretionary funding for an airport project, the appropriate environmental documentation should be submitted to the local Airports District Office by April 30th of the year preceding the year funding is requested.**

Availability: *An electronic version of this Short Form EA is available on-line at <http://www.faa.gov/airports/eastern/environmental/media/C10.DOC>. Other sources of environmental information including guidance and regulatory documents are available on-line at http://www.faa.gov/airports_airtraffic/airports/environmental.*

Attachment A Project Drawings

EXHIBIT I: PROJECT LOCATION PLAN

EXHIBIT II: CONSTRUCTION STAGING PLAN



No.	Date	Revision	Approved

ENGINEERING DEPARTMENT

**TETERBORO
AIRPORT**

CONSTRUCTION STAGING

Title
**RUNWAY 1 RSA IMPROVEMENTS
AND PATROL ROAD**

**CONSTRUCTION
STAGING PLAN**

This drawing subject to conditions in contract. All inventions, ideas, designs and methods herein are reserved to Port Authority and may not be used without its written consent. All recipients of Contract documents, including bidders and those who do not bid and their prospective subcontractors and suppliers who may receive all or a part of the Contract documents or copies thereof, shall make every effort to ensure the secure and appropriate disposal of the Contract documents to prevent further disclosure of the information contained in the documents. Secure and appropriate disposal includes methods of document destruction such as shredding or arrangements with refuse handlers that ensure that third persons will not have access to the documents' contents either before, during, or after disposal. Documents may also be returned for disposal purposes to the Contract Desk on the 5th Floor, 3 Gateway Center, Newark, NJ 07102 or the office of the Director of Procurement, One Madison Avenue, 7th Floor, New York, NY 10010.

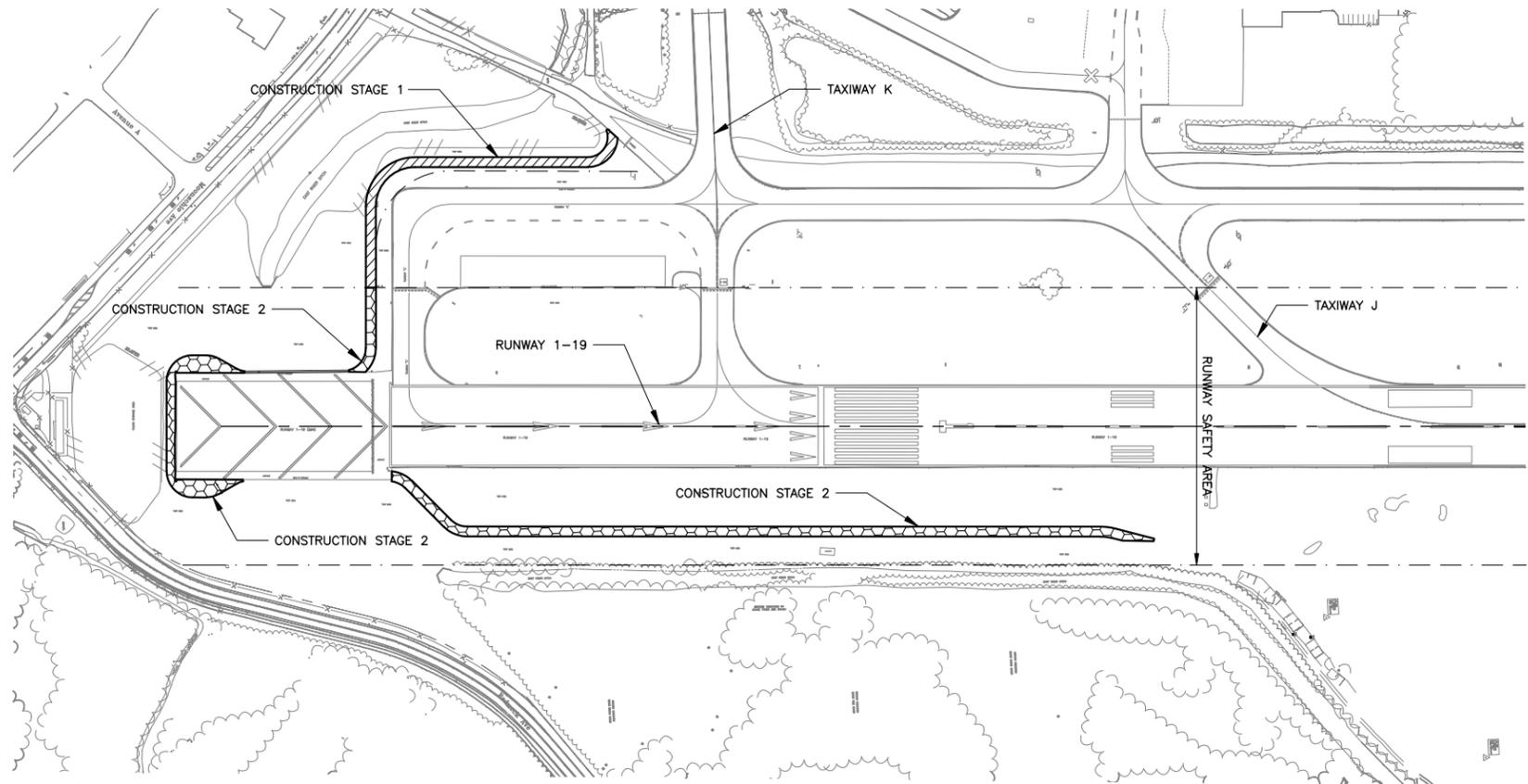
It is a violation of law for any person to alter a document in any way, unless acting under the direction of a licensed professional engineer or registered architect. If this document bearing the seal of an engineer/architect is altered, the altering engineer/architect shall affix to the document their seal and the notation "altered by" followed by their signature and the date of such alteration, and a specific description of the alteration.

Y.ZHANG **M.ELGAMMAL** **E.LARRAZABAL**
Designed by Drawn by Checked by

Date 02/21/2013

Contract Number **TEB - 144.040**

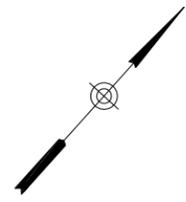
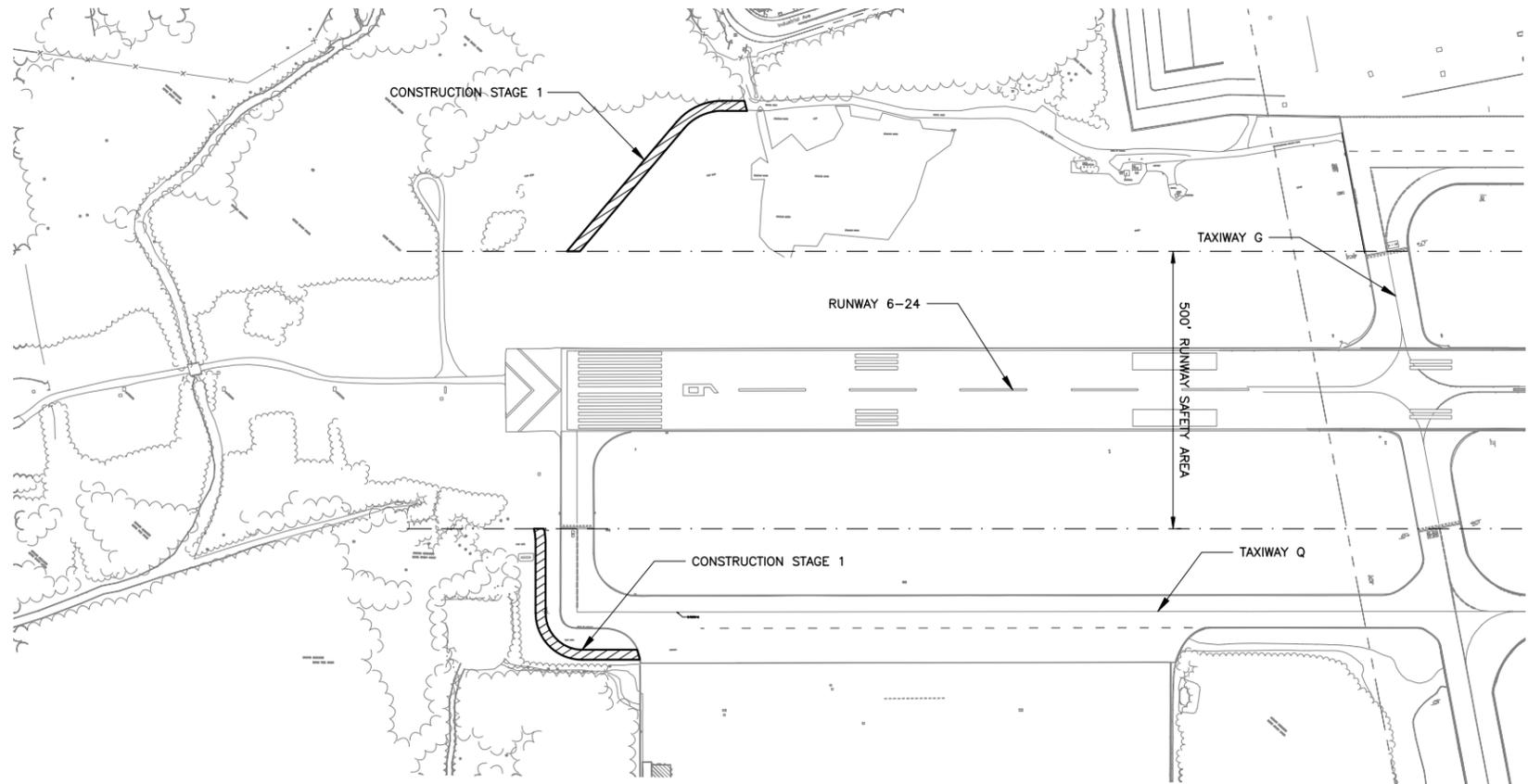
Drawing Number **CS002**
PID# 10323000



LEGEND: DWG. CS001 TO CS002 ONLY

-  — CONSTRUCTION STAGE 1
-  — CONSTRUCTION STAGE 2
-  — CONSTRUCTION STAGE 3
-  — CONSTRUCTION STAGE 4
-  — CONSTRUCTION STAGE 5
-  — CONSTRUCTION STAGE 6
-  — CONSTRUCTION STAGE 7

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Sheet of

**THE PORT AUTHORITY
OF NY & NJ**

CHIEF CIVIL ENGINEER

No.	Date	Revision	Approved

ENGINEERING DEPARTMENT

**TETERBORO
AIRPORT**

CONSTRUCTION STAGING

Title
**RUNWAY 1 RSA IMPROVEMENTS
AND PATROL ROAD**

**CONSTRUCTION
STAGING PLAN**

This drawing subject to conditions in contract. All inventions, ideas, designs and methods herein are reserved to Port Authority and may not be used without its written consent. All recipients of Contract documents, including bidders and those who do not bid and their prospective subcontractors and suppliers who may receive all or a part of the Contract documents or copies thereof, shall make every effort to ensure the secure and appropriate disposal of the Contract documents to prevent further disclosure of the information contained in the documents. Secure and appropriate disposal includes methods of document destruction such as shredding or arrangements with reliable handlers that ensure that third persons will not have access to the documents' contents either before, during, or after disposal. Documents may also be returned for disposal purposes to the Contract Desk on the 5th Floor, 3 Gateway Center, Newark NJ 07102 or the Office of the Director of Procurement, One Madison Avenue, 7th Floor, New York NY 10010. It is a violation of law for any person to alter a document in any way, unless acting under the direction of a licensed professional engineer or registered architect. If this document, bearing the seal of an engineer/architect is altered, the altering engineer/architect shall affix to the document their seal and the notation "altered by" followed by their signature and the date of such alteration, and a specific description of the alteration.

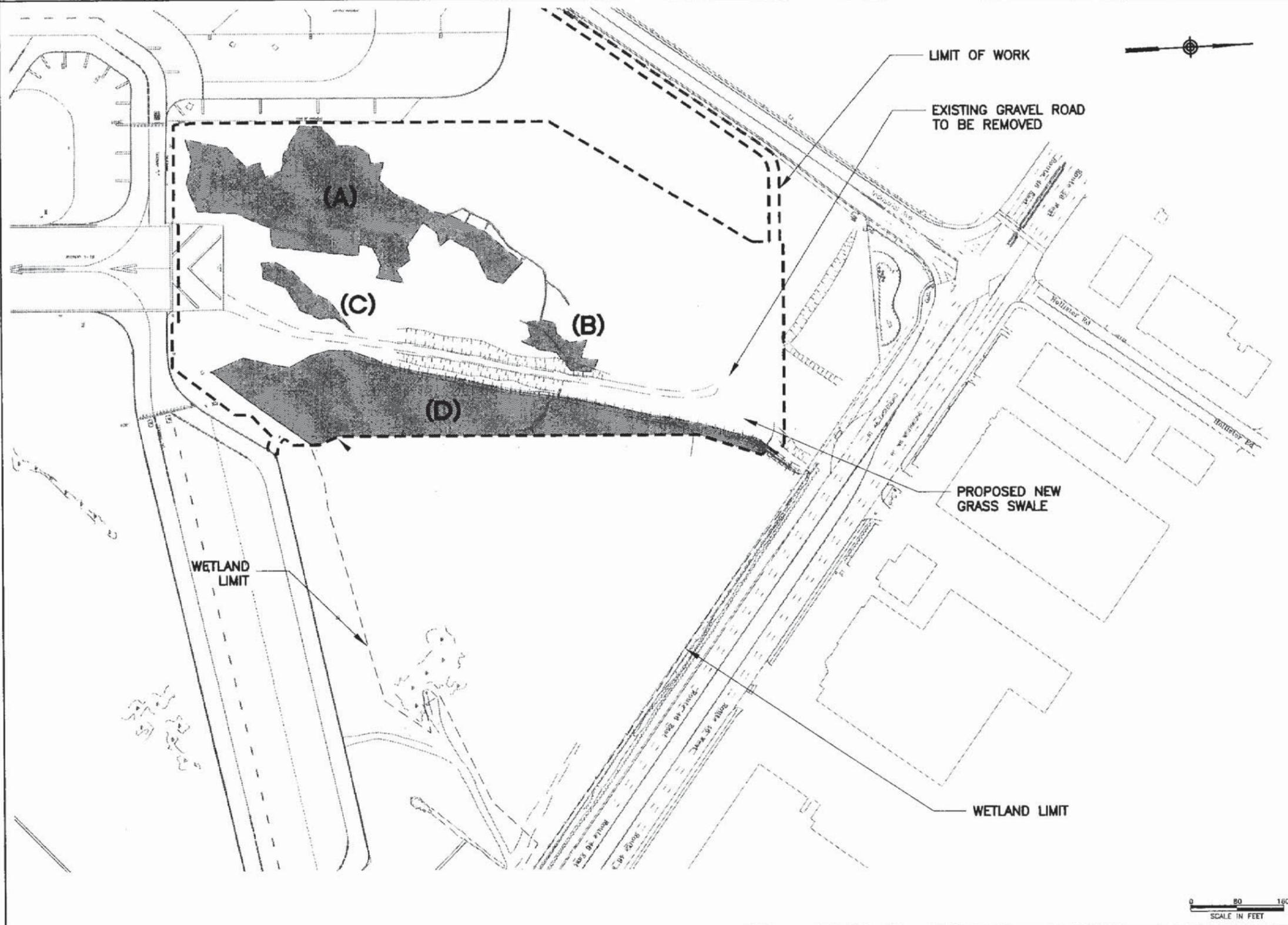
Y.ZHANG M.ELGAMMAL E.LARRAZABAL
Designed by Drawn by Checked by

Date **02/21/2013**

Contract Number **TEB-144.040**

Drawing Number **CS001**
PID# 10323000

EXHIBIT III: WETLAND DISTURBANCE PLAN



**THE PORT AUTHORITY
OF NY & NJ**

CHIEF ENVIRONMENTAL ENGINEER

No.	Date	Revision	Approval
ENGINEERING DEPARTMENT			
TETERBORO AIRPORT			
ENVIRONMENTAL			
Title			
RUNWAY 1 RBA IMPROVEMENTS AND PATROL ROAD			
FRESH WATER WETLAND DISTURBANCE PLAN			

No.	Date	Revision	Approval
ENGINEERING DEPARTMENT			
TETERBORO AIRPORT			
ENVIRONMENTAL			
Title			
RUNWAY 1 RBA IMPROVEMENTS AND PATROL ROAD			
FRESH WATER WETLAND DISTURBANCE PLAN			

**FRESH WATER
WETLAND DISTURBANCE
PLAN**

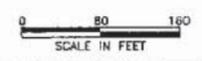
This drawing is subject to conditions in contract documents, specifications, and other documents. It is not to be used for any other purpose without the written consent of the Engineer. The Engineer is not responsible for the accuracy of any data or information provided by others. The Engineer is not responsible for the accuracy of any data or information provided by others. The Engineer is not responsible for the accuracy of any data or information provided by others.

Designed by: **J. J. J.** Drawn by: **J. J. J.** Checked by: **J. J. J.**

Date: **03/21/2013**

Contract Number: **TEB-144.040**

Drawing Number: **W002**



Attachment B
Summary of Air Quality Studies for Similar
Projects

ATTACHMENT B

Summary of Air Quality Studies Conducted for EMAS Projects at TEB

Project: Air Quality Emissions from Installation of EMAS on Approach End of Runway 24
Date: January 2006
Consultant: Weston Solutions
Summary: A study was conducted to estimate air emissions from the proposed installation of an engineered materials arresting system (EMAS) at the approach end of Runway 24 at the Teterboro Airport for purposes of determining the air quality impacts from the proposed project and the potential applicability of the General Conformity regulations (40 CFR Part 93). Air emissions were estimated from the construction equipment identified associated with the installation of the EMAS system. Emissions were estimated using USEPA methodologies and emission factors for both off-road construction equipment and vehicles and for on-road vehicles associated with the proposed project. The installation of the EMAS system will have no impact on the aircraft traffic at the Teterboro Airport. Therefore, emissions from aircraft operations and associated ground support equipment were not included in this evaluation as there will be no change (increases or decreases) in emissions. The estimated annual emissions of volatile organic compounds (VOC), oxides of nitrogen (NOx), and carbon monoxide (CO) for the proposed EMAS project are well below the Federal de minimis thresholds for VOC, NOx, and for CO established by the General Conformity rule.

Emissions:

Pollutant	Direct Emission, tons	Indirect Emissions, tons	Total Emission, tons	Federal De minimis Thresholds, tons	% of De minimis Thresholds
NOx	11.85	0.11	11.96	100	11.96%
VOC	1.18	0.11	1.29	50	2.58%
CO	7.26	1.63	8.89	100	8.89%

Form C Short EA was prepared and submitted to FAA for this project. The FAA issued a "Finding of No Significant Impact" (FONSI) on March 7, 2006.

Project: Air Quality Emissions from Installation of EMAS on End of Runway 19
 Date: April 2007
 Consultant: Weston Solutions
 Summary: The results of the analysis showed that estimated annual emissions of volatile organic compounds (VOC), oxides of nitrogen (NO_x), particulate matter with an aerodynamic diameter of up to 2.5 micro meters (PM_{2.5}) and carbon monoxide (CO) for the proposed EMAS and Redneck Avenue projects are well below the Federal de minimis thresholds for VOC, NO_x, CO and PM_{2.5} established by the General Conformity Rule. Therefore, no significant air quality impacts are anticipated.

Emissions:

Pollutant	Direct Emission, tons	Indirect Emissions, tons	Total Emission, tons	Federal Deminimis Thresholds, tons	% of Deminimis Thresholds
NO _x	12.4	0.11	12.51	100	12.51%
VOC	1.2	0.11	1.31	50	2.62%
CO	7.5	1.6	9.1	100	9.10%
PM _{2.5}	0.91	0.013	0.923	100	0.92%

Note: Above emissions are from EMAS construction activities only and exclude the emissions from re-alignment of the Redneck Avenue. Emissions from Redneck Avenue construction were estimated as follows in tons: NO_x = 2.23; VOC = 0.55; CO = 5.9; PM_{2.5} = 0.376

Form C Short EA was prepared and submitted to FAA for this project. The FAA issued a "Finding of No Significant Impact" (FONSI) on May 22, 2007.

Attachment C
FEMA Base Flood Elevation Maps

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles, Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only to landward of 0.0' National Geodetic Vertical Datum of 1929 (NGVD 29). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 18. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the National Geodetic Vertical Datum of 1929. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1215 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit their website at www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthographic Quadrangles (DOQs) produced at a scale of 1:12,000 from photography dated 1996 or later.

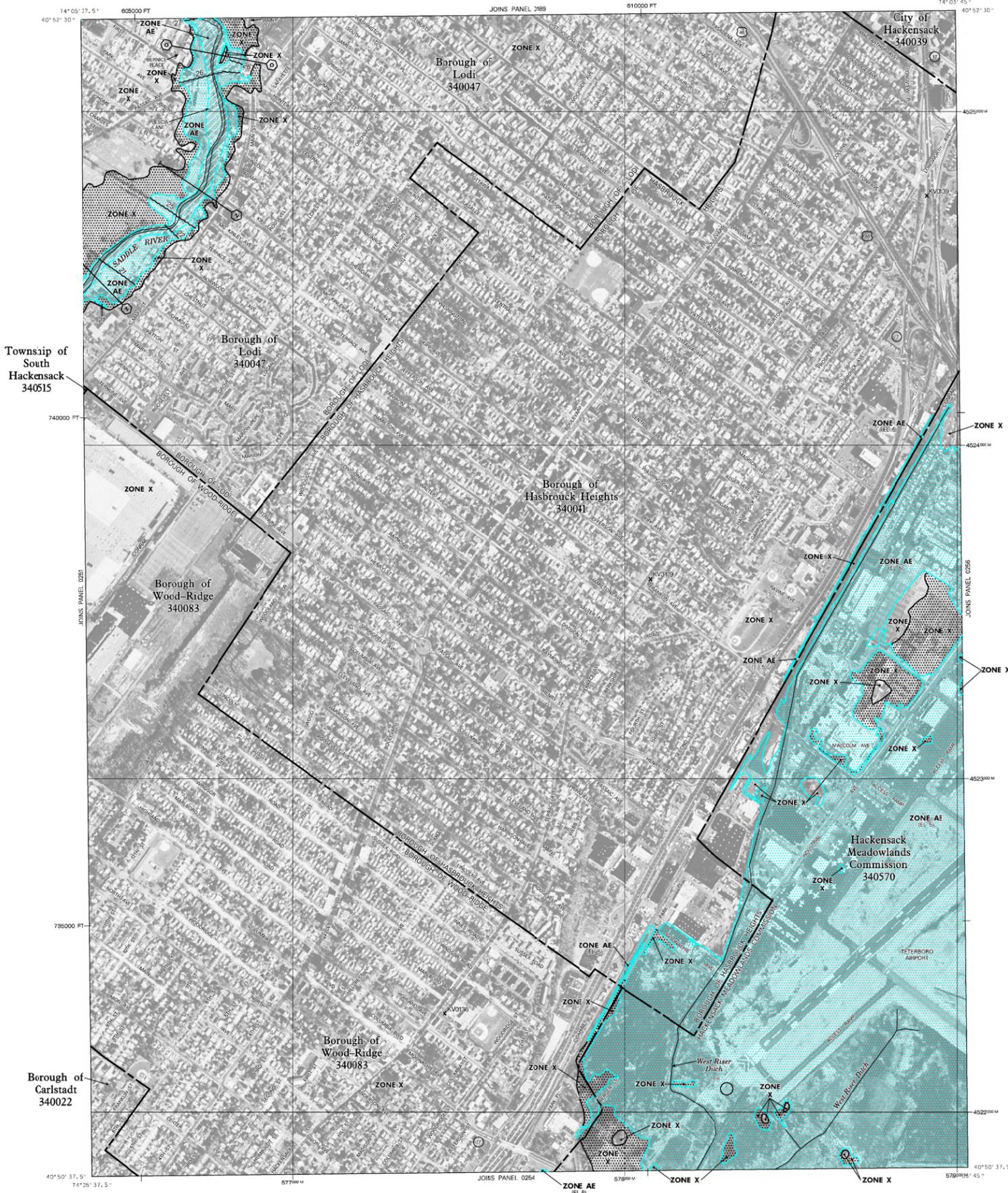
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-368-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-368-9620 and their website at www.fema.gov/msc.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2827) or visit the FEMA website at www.fema.gov.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, AP, V, VE, and X. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being retained to provide protection from the 1% annual chance or greater flood.

ZONE AP Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities
Base Flood Elevation line and value; elevation in feet*
Base Flood Elevation value where uniform within zone; elevation in feet*
(EL 987)
*Referenced to the National Geodetic Vertical Datum of 1929

○ A ○ A Cross section line
○ 23 ○ 23 Transsect line

Geographic coordinates referenced to the North American Datum of 1927 (NAD 27) Western Hemisphere
1000-meter Universal Transverse Mercator grid values, zone 18
5000-foot grid ticks: New Jersey State Plane coordinate system, (NAD 83) Transverse Mercator projection
Bench mark (see explanation in Notes to Users section of this FIRM panel)
○ 10 Location of node for stillwater elevation calculation

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
SEPTEMBER 30, 1995

EFFECTIVE DATES OF REVISIONS TO THIS PANEL
September 30, 2005 - to change Base Flood Elevations and Special Flood Hazard Areas; and to reflect updated topographic information.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6629.

MAP SCALE 1" = 500'

250' 0' 250' 500' 1000' FEET
100 0 150 200 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0252G

FIRM FLOOD INSURANCE RATE MAP BERGEN COUNTY, NEW JERSEY (ALL JURISDICTIONS)

PANEL 252 OF 332
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CARLSTADT, BOR OF	340022	0252	G
HACKENSACK CITY OF	340039	0252	G
HACKENSACK MEADOWLANDS COMMISSION	340570	0252	G
HACKENSACK HEIGHTS, BOR OF	340547	0252	G
LODI, BOR OF	340047	0252	G
SOUTH HACKENSACK TWP OF	340515	0252	G
WOOD-RIDGE, BOR OF	340083	0252	G

Notice to User: The **Map Number** shown below should be used when filing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER 340030252G

MAP REVISED SEPTEMBER 30, 2005

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

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Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 18. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

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National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

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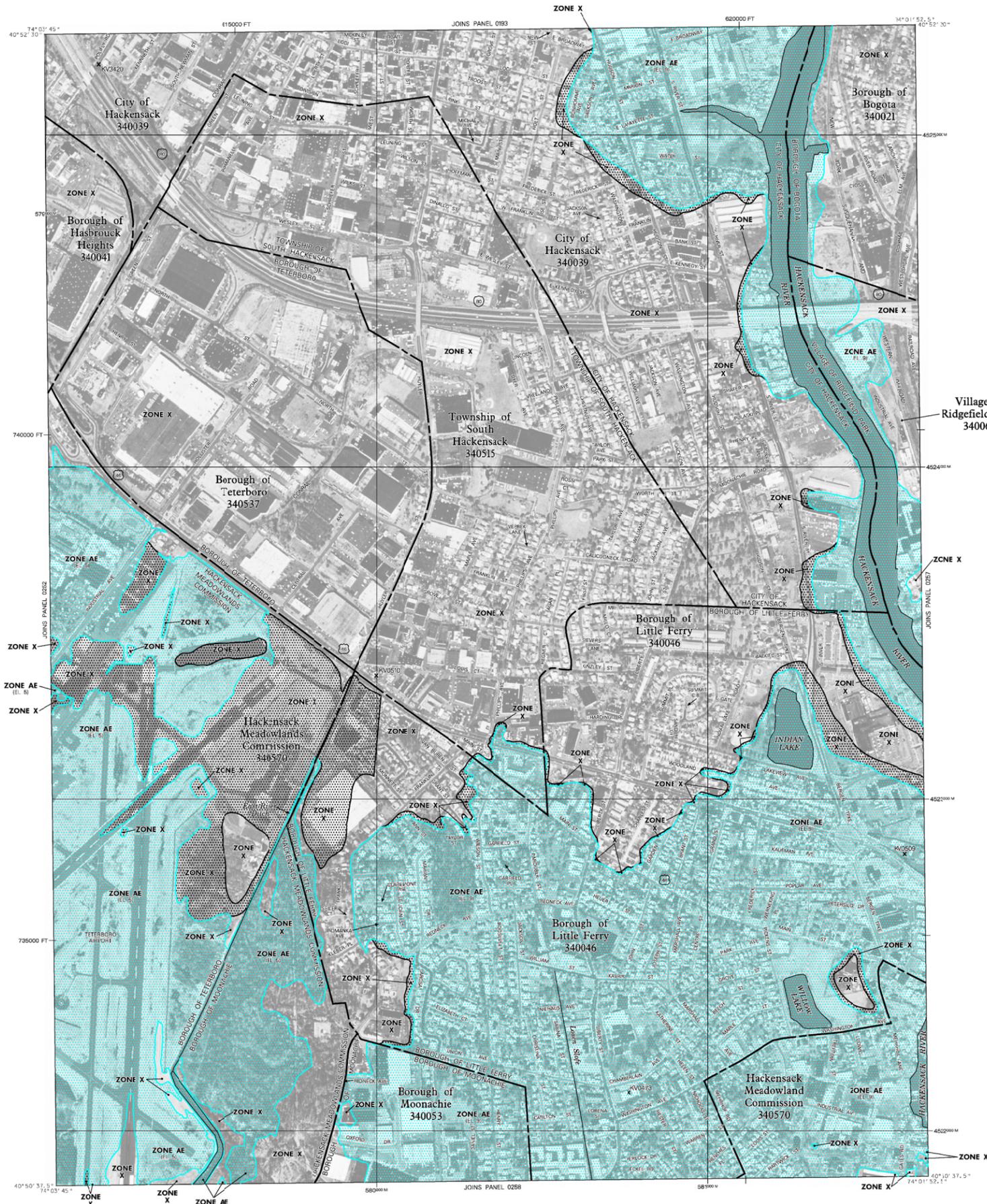
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If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at www.fema.gov.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHA) SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equalled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, APP, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE APP Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities
Base Flood Elevation line and value; elevation in feet*
Base Flood Elevation value where uniform within zone; elevation in feet*
(EL. 987)

*Referenced to the National Geodetic Vertical Datum of 1929

⊕ ⊙ Cross section line
⊕ ⊙ Section line

Geographic coordinates referenced to the North American Datum of 1927 (NAD 27) Western Hemisphere
1000-meter Universal Transverse Mercator grid values, zone 18
5000-foot grid ticks: New Jersey State Plane coordinate system, (NPS)ZONE 2900, Transverse Mercator projection
Bench mark (see explanation in Notes to Users section of this FIRM panel)

⊙ 10 Location of node for stillwater elevation calculation
MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
SEPTEMBER 30, 1995

EFFECTIVE DATES OF REVISIONS TO THIS PANEL
September 30, 2005 - to change Base Flood Elevations and Special Flood Hazard Areas; and to reflect updated topographic information.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'
250 0 500 1000 FEET
150 0 150 300 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0256G

FIRM FLOOD INSURANCE RATE MAP BERGEN COUNTY, NEW JERSEY (ALL JURISDICTIONS)

PANEL 256 OF 332
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL SUFFIX
BOGOTA, BOR OF	340021	0256 G
HACKENSACK MEADOWLANDS COMMISSION	340570	0256 G
HACKENSACK, CITY OF	340039	0256 G
HACKENSACK HEIGHTS, BOR OF	340041	0256 G
LITTLE FERRY, BOR OF	340046	0256 G
MOONACHE, BOR OF	340053	0256 G
RISEFIELD PARK, VL OF	340055	0256 G
SOUTH HACKENSACK, TWP OF	340035	0256 G
TETERBORO, BOR OF	340037	0256 G

Note to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER 340030256G
MAP REVISED SEPTEMBER 30, 2015

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles, Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only to landward of 0.0' National Geodetic Vertical Datum of 1929 (NGVD 29). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 18. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the National Geodetic Vertical Datum of 1929. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1215 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit their website at www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthographic Quadrangles (DOQs) produced at a scale of 1:12,000 from photography dated 1995 or later.

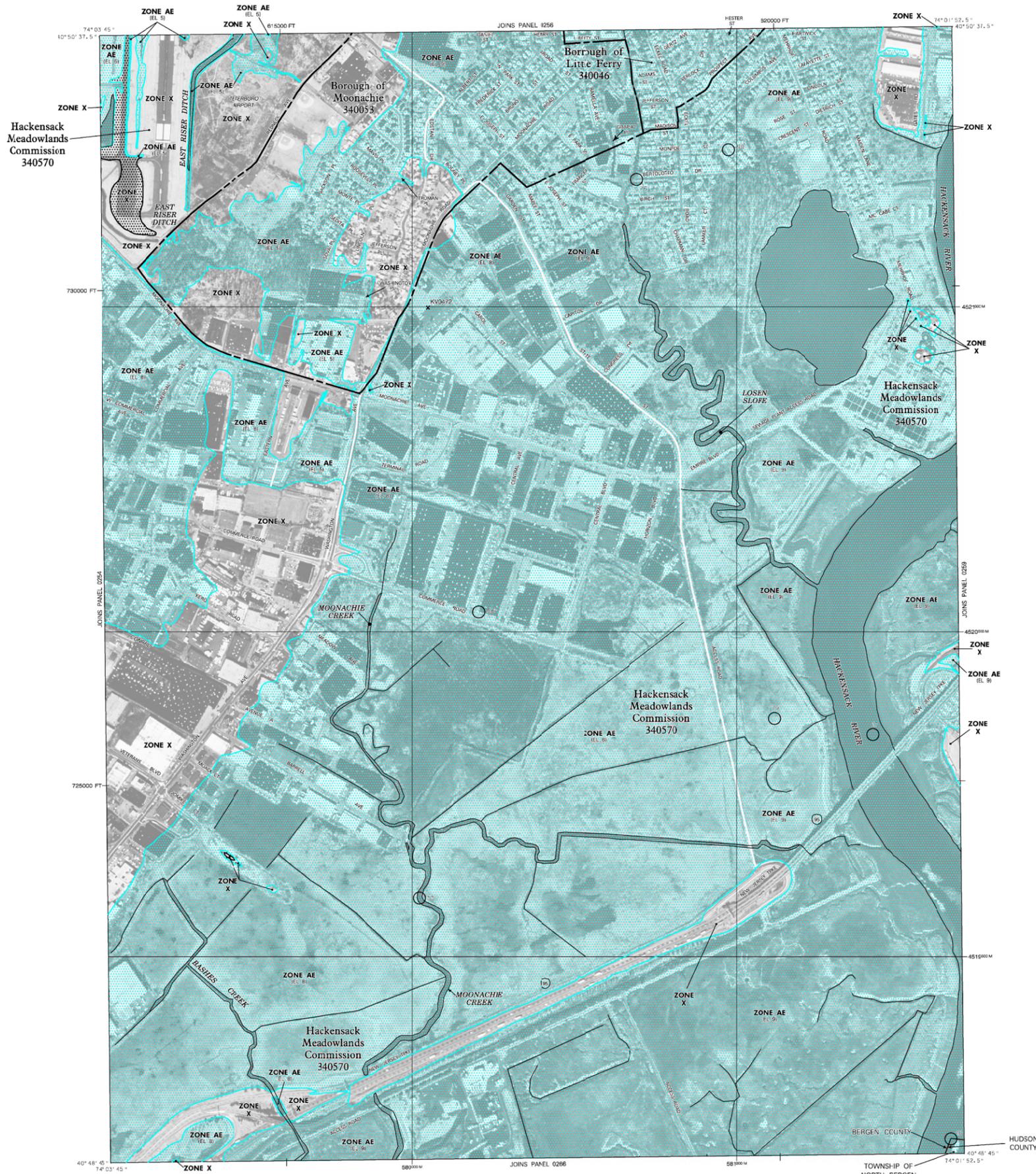
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and their website at www.fema.gov/msc.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2827) or visit the FEMA website at www.fema.gov.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, AV, X, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A:** No Base Flood Elevations determined.
- ZONE AE:** Base Flood Elevations determined.
- ZONE AH:** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO:** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR:** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance flood or greater flood.
- ZONE AV:** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V:** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE:** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- ZONE X:** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- OTHER AREAS:** Areas determined to be outside the 0.2% annual chance floodplain. Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the National Geodetic Vertical Datum of 1929

- A — A — Cross section line
- 23 — — — — — Transsect line
- 427890M Geographic coordinates referenced to the North American Datum of 1929 (NAD 22) Western Hemisphere
- 1000-meter Universal Transverse Mercator grid values, zone 18
- 5000-foot grid ticks: New Jersey State Plane coordinate system, (NAD 83) Transverse Mercator projection
- Bench mark (see explanation in Notes to Users section of this FIRM panel)
- 10 Location of node for stillwater elevation calculation

MAP REPOSITORY

Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
SEPTEMBER 30, 1995

EFFECTIVE DATES OF REVISIONS TO THIS PANEL
September 30, 2005 - to change Base Flood Elevations and Special Flood Hazard Areas; and to reflect updated topographic information.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6629.

MAP SCALE 1" = 500'

0 500 1000 FEET
0 150 300 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0258G

FIRM FLOOD INSURANCE RATE MAP
BERGEN COUNTY,
NEW JERSEY
(ALL JURISDICTIONS)

PANEL 258 OF 332
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COMMUNITY	NUMBER	PANEL	SUFFIX
HACKENSACK MEADOWLANDS COMMISSION	340570	0258	G
LITTLE FERRY, BOR OF	340046	0258	G
MOONACHIE, BOR OF	340033	0258	G

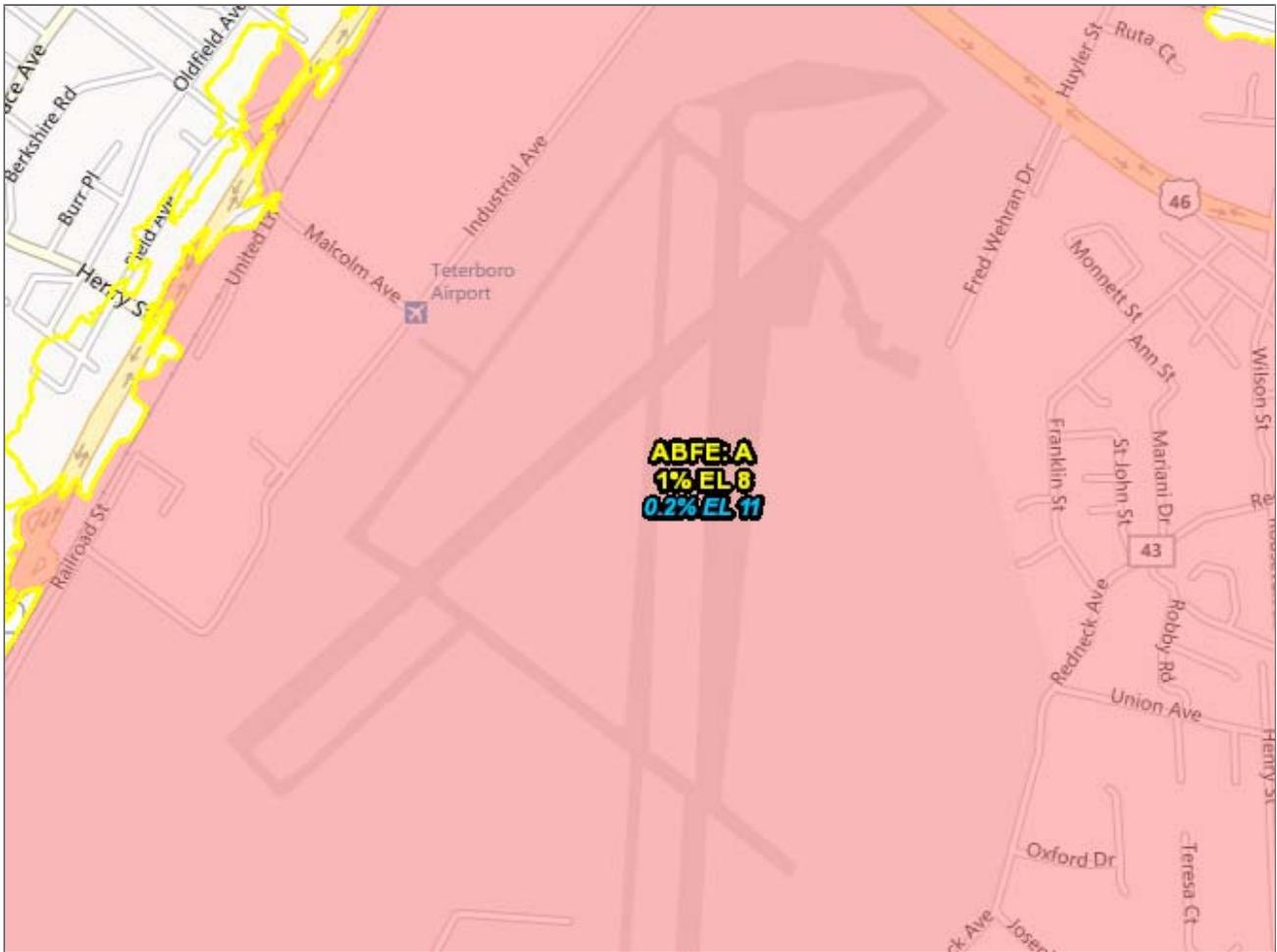
Notice to User: The **Map Number** shown below should be used when filing map orders. The **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER 34003C0258G
MAP REVISED SEPTEMBER 30, 2005

Federal Emergency Management Agency

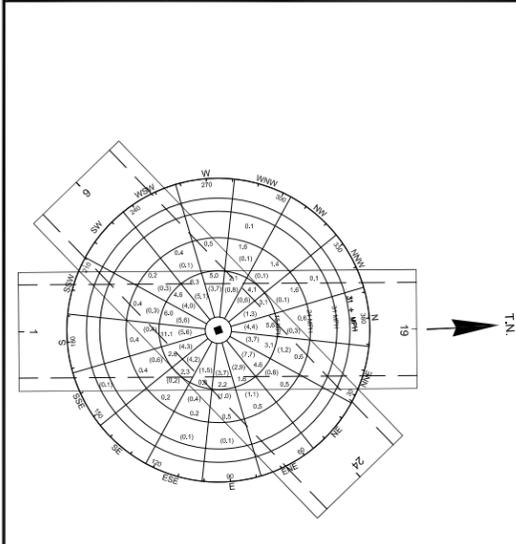
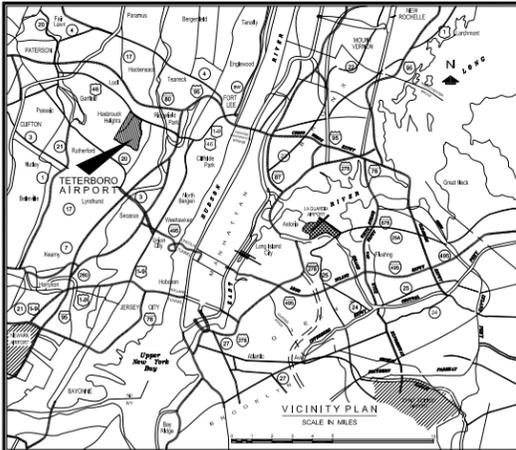
Advisory Base Flood Elevations Map

Post-Hurricane Sandy Advisory Base Flood Elevations Map



|||

Attachment D Airport Layout Plan



WIND ROSE
 ALL WEATHER 0.0
 (LOW VISIBILITY) (0.0)
 SOURCE: NATIONAL CLIMATIC CENTER, ASHEVILLE, N.C.
 PERIOD: JAN.1954 - DEC.1958
 15 MPH (13 KNOTS) CROSSWIND COVERAGE ALL R/W'S 98.25% (98.9%)
 12 MPH (10.4 KNOTS) CROSSWIND COVERAGE ALL R/W'S 95.18% (97.9%)
 % OF V.F.R. WEATHER 87.0% OF I.F.R. WEATHER 13.0
 ◆ = CALMS 0 - 1 MPH 0.4% (0.9)

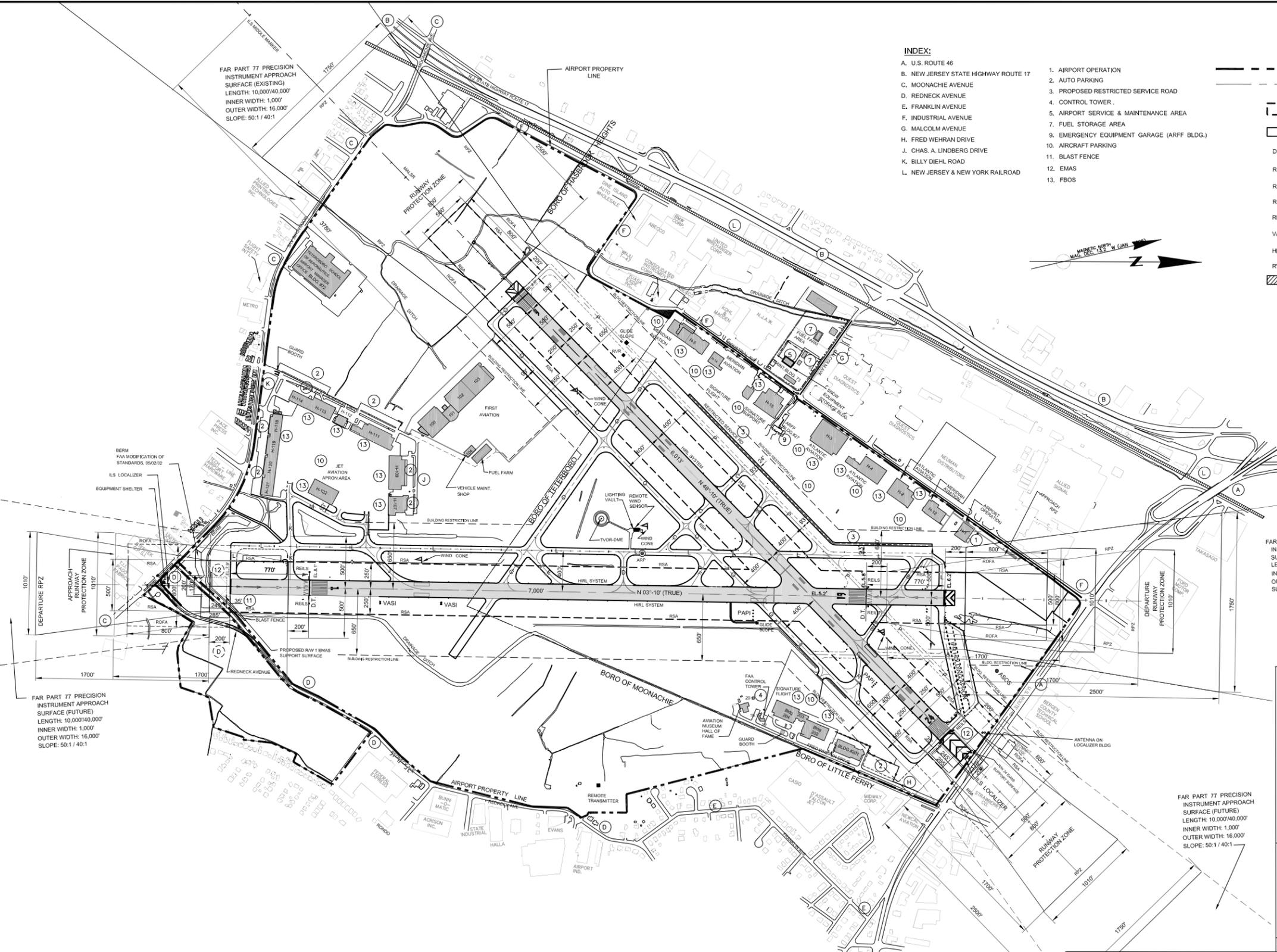
AIRPORT DATA
 AIRCRAFT CATEGORY & DESIGN GROUP (ARC) - C-III
 AIRPORT ELEVATION - 45'
 AIRPORT REFERENCE POINT (A.R.P.) COORDINATE - LAT. 40 51' 00" LONG. 74 03' 40.5" SEE NOTE 4
 MEAN MAX. TEMP. OF HOTTEST MONTH - 85.30 F

RUNWAY END ELEVATIONS	COORDINATES
1 - 7.9'	N 730731.8 E 613761.2
DT - 8.11'	N 731500.8 E 613800.4
19 - 6.2'	N 737722.7 E 614117.1
DT - 6.8'	N 736953.7 E 614077.9
6 - 4.6'	N 733650.8 E 611000.5
24 - 6.8'	N 737884.8 E 615462.2
R/W INTERSECTIONS	
R/W 1-19	R/W 6-24 ELEV. 626408.1 E 614050.2

ALL ELEVATIONS ARE AT CENTERLINE OF RUNWAY. VERTICAL CONTROL DATUM IS NAVD 1988.

RUNWAY DATA	R/W 1-19	R/W 6-24
R/W LANDING LENGTH	7,000' @ 6.230' @ D.T.	6,013'
EFF. R/W GRADIENT IN %	05	037
% WIND COVERAGE (15MPH)	96.13 (98.96)	94.35 (97.36)
INSTRUMENT R/W	NON-PRECISION	PRECISION INSTR. PRECISION INSTR. NON-PRECISION
APPROACH SLOPES	34:1	50:1 50:1 34:1
LIGHTING	CL	HIGH INTENSITY HIGH INTENSITY HIGH INTENSITY HIGH INTENSITY TOZ CL TOZ CL
MARKING	PRECISION INSTRUMENT	PRECISION INSTRUMENT
PAVEMENT STRENGTH	100,000 # D"	100,000 # D"
NAVIGATIONAL AIDS	VASI & REIL ILS, REIL, PAPI ILS, MALSR, REIL	REIL, PAPI
ADDITIONAL AIDS	CONTROL TOWER, FSS, WEATHER, TVOR/DME TAXIWAY LIGHTING - CENTERLINE OR EDGE.	

- NOTES:**
- ALL ELEVATIONS SHOWN ARE IN FEET ABOVE MEAN SEA LEVEL AT SANDY HOOK, N.J. AS ESTABLISHED BY THE U.S. COAST & GEODETIC SURVEY
 - FOR APPROACH CONDITIONS SEE PA DRAWING TA-5268
 - "D" = DUAL WHEEL
 - LATITUDE & LONGITUDE DATA REFER TO NORTH AMERICAN DATA 1927 - (NAD 1927)



- INDEX:**
- A. U.S. ROUTE 46
 - B. NEW JERSEY STATE HIGHWAY ROUTE 17
 - C. MOONACHE AVENUE
 - D. REDNECK AVENUE
 - E. FRANKLIN AVENUE
 - F. INDUSTRIAL AVENUE
 - G. MALCOLM AVENUE
 - H. FRED WEHRAN DRIVE
 - J. CHAS. A. LINDBERG DRIVE
 - K. BILLY DIEHL ROAD
 - L. NEW JERSEY & NEW YORK RAILROAD

- LEGEND:**
- AIRPORT BOUNDARY LINE
 - CENTER LINE
 - FUTURE
 - EXISTING BUILDING
 - D. T. --- DISPLACED THRESHOLD
 - RPZ --- RUNWAY PROTECTION ZONE
 - RSA --- RUNWAY SAFETY AREA
 - ROFA --- RUNWAY OBJECT FREE AREA
 - REILS --- RUNWAY END IDENTIFICATION LIGHTS
 - VASI --- VISUAL APPROACH SLOPE INDICATOR
 - HIRL --- HIGH INTENSITY RUNWAY LIGHTS
 - RVR --- RUNWAY VISUAL RANGE SENSOR
 - UNDER CONSTRUCTION



FAR PART 77 PRECISION INSTRUMENT APPROACH SURFACE (FUTURE)
 LENGTH: 10,000/40,000'
 INNER WIDTH: 1,000'
 OUTER WIDTH: 16,000'
 SLOPE: 50:1 / 40:1

FAR PART 77 PRECISION INSTRUMENT APPROACH SURFACE (EXISTING)
 LENGTH: 10,000/40,000'
 INNER WIDTH: 1,000'
 OUTER WIDTH: 16,000'
 SLOPE: 50:1 / 40:1

FAR PART 77 PRECISION INSTRUMENT APPROACH SURFACE (FUTURE)
 LENGTH: 10,000/40,000'
 INNER WIDTH: 1,000'
 OUTER WIDTH: 16,000'
 SLOPE: 50:1 / 40:1

FAA CONDITIONAL APPROVAL OF MODIFICATION OF STANDARDS (M.O.S.)

- TO ALLOW AN EXISTING EARTHEN BERM LOCATED OFF OF THE APPROACH END OF RWY 6-24 TO REMAIN WITHIN THE RUNWAY OBJECT FREE AREA (ROFA) BUT OUTSIDE THE RUNWAY SAFETY AREA (RSA) FOR RWY 1-19. AND (2) HEIGHTEN BY 4 FEET THE BERM REMAINING WITHIN THE ROFA.
- RUNWAY 1-19 CENTERLINE LIGHTS - BLACK OUT THE LIGHTS IN THE LANDING DIRECTION FOR THE FIRST 770' OF BOTH RUNWAY END 01 AND RUNWAY END 19.
- AIRCRAFT PARKING IN RUNWAY PROTECTION ZONE (RPZ) OUTSIDE OF THE ROFA FOR RUNWAY 19 APPROACH END.
- NON-STANDARD ROFA FOR RUNWAY 01 APPROACH END.

*** SPECIAL NOTE**

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED DURING THE PRELIMINARY DESIGN PHASE. THE AIRPORT SPONSOR IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTENSIONS OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR ADVERSE EFFECT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

NOTE: SUPERSEDES DWG. - TEB - 5312 & TEB - 6004

FEDERAL AVIATION ADMINISTRATION
NEW YORK AIRPORTS DISTRICT OFFICE
 APPROVED BY: ORIGINAL SIGNED BY PHILIP BRITO
 PHILIP BRITO, MANAGER
 DATE: OCTOBER 02, 2003

THE PORT AUTHORITY
OF NEW YORK AND NEW JERSEY
 APPROVED ORIGINAL SIGNED BY WILLIAM R. DECOTA
 DIRECTOR OF AVIATION
 DATE: _____
 NEW JERSEY DEPARTMENT OF TRANSPORTATION
 DIVISION OF AERONAUTICS
 APPROVED ORIGINAL SIGNED BY TOM THATCHER/ACP / PP
 DIRECTOR OF AERONAUTICS
 DATE: _____

THE PORT AUTHORITY
OF NEW YORK AND NEW JERSEY
 AVIATION DEPARTMENT
 AVIATION PLANNING DIVISION
TETERBORO AIRPORT
AIRPORT LAYOUT PLAN
 0 300 600 900 1200
 TEB - 6014

H&M, Xu	2	04/14/08	T.S.M.	PEN & INK CHANGES: APPLIED APPROACH RPZ CRITERIA TO NO LOWER THAN 1 MILE FOR RUNWAY 19. ADDED APPROACH RPZ TO BOTH ENDS OF RUNWAY 1-19. FIRST AVIATION COMPLETE. SIGNATURE EAST AND WEST HANGARS COMPLETE. MILLION AIR HANGAR / TERMINAL COMPLETE AND IS NOW MERIDIAN AVIATION. ELIMINATED TW "Z" & "C" WEST OF NEW TW "P". RE-DESIGNATED TW "C" BETWEEN RW 6-24 & TW "P". (BETWEEN TW "G" & TW "H"). ADDED "NEW" TW "C" & TW "Q". NEW FILLET TO THE CORNER OF RW 6-24 & TW "L". PROPOSED REIL AND TOZ FOR RUNWAY "G" & "C". FOR RUNWAY 6-24.
H&M, Xu	1	02/10/06	T.S.M.	PEN & INK CHANGES: RW 24 EMAS, RW 1 EMAS, RW 24 PAPI, RW 19 PAPI. EXISTING RW 6 LOCALIZER. PROPOSED RELOCATION OF REDNECK AVE., FIRST AVIATION UNDER CONSTRUCTION. TW "C", SIGNATURE EAST & WEST HANGARS. MILLION AIR HANGAR / TERMINAL. SET AVIATION VEHICLE MAINTENANCE FACILITY.
SIGNED BY:	REVISION NO.	DATE:	BY:	NOTES:

Attachment E
USACE and NJDEP Permit Applications

USACE - Department of the Army – Section 404 Permit Application

Overnight Mail – UPS

April 18, 2013

Ms. Jodi, McDonald,
Chief Regulatory Branch
New York District, U.S. Army Corps of Engineers
26 Federal Plaza, Room 1937
New York, New York 10278-0090

**SUBJECT: TETERBORO AIRPORT: Runway 1 RSA Improvements and Patrol Road
Department of the Army – Section 404 Permit Application.**

Dear Ms. McDonald:

The Port Authority of New York & New Jersey (Port Authority) hereby submits a request for authorization to undertake construction activities to improve the Runway Safety Area (RSA) at the end of Runway 1 and provide a Patrol Road at Teterboro Airport (TEB), NJ. The project will disturb approximately 14.4 acres of pervious area located in a tidally influenced flood plain, of which approximately 4.11 acres are wetlands.

The purpose of this project is to increase public safety and to meet the Federal Aviation Administration (FAA) and congressional mandates for RSAs at all airports by 2015. As per FAA Advisory Circular 150/5300, the RSA will be a minimum of 1,000 ft in length and 500 ft in width and be centered on the runway such that it can support the aircraft rescue and firefighting equipment in case of an emergency, such as an aircraft overshooting the runway. At present, the project RSA area has vegetation, numerous depressions resulting in ponding issues, a grass swale, and a gravel road, which cannot be used to access the runway during emergencies.

To construct the RSA, an area of approximately 485,400 SF at end of Runway 1 will be excavated, filled, graded, and re-vegetated. A complete, detailed project description is included as part of the application. There will be no new impervious area and characteristics of the existing watershed will be preserved. Approximately 3.89 acres of wetlands would be disturbed due to this construction. (See attached Freshwater Wetland Disturbance Dwg. W001& W002.)

Additionally, the project involves construction of a new Patrol Road around the periphery of TEB using coarse aggregate material. The Patrol Road will allow airport operations and maintenance personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways. Only a small section of Patrol Road will disturb wetland areas (0.22 acre). (See attached Freshwater Wetland Disturbance Dwg. W001 & W002.)

An alternatives analysis for the proposed project RSA Area at end of Runway 1 was prepared. Alternatives evaluated included the installation of an Engineered Material Arresting System (EMAS) and the “No Action” alternative, as well as the proposed project. The study indicated that installation of an EMAS at the end of Runway 1 would increase impervious areas in the Flood Hazard Area. Additionally, the EMAS option will impact only 0.6 acres less wetlands than the full RSA alternative.

THE PORT AUTHORITY OF NY & NJ

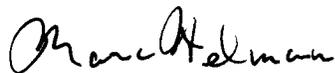
The loss of wetlands is unavoidable if the project's purpose is to be achieved. To mitigate for these impacts, the Port Authority will purchase 4.11 acres of credits from the Kane Mitigation Bank LLC.

The Port Authority will submit a "Land Use Regulation Application" for a Flood Hazard Area Individual permit, including the Section 401 Water Quality Certification, to the New Jersey Department of Environmental Protection (NJDEP) and a Soil Erosion and Sediment Control Plan to the Bergen County Soil Conservation District for their review and approval.

Attached for your review, please find a set of project drawings and photographs depicting the proposed construction of the RSA at end of Runway 1 and the Patrol Road.

Please contact Hema Patel, of my staff, with any questions or requests for additional information, so that the application be processed as expeditiously as possible. Ms. Patel can be reached at (973) 565-7568 or hpatel@panynj.gov.

Very truly yours,



Marc Helman
Supervisor Permits & Governmental Approvals
Environmental Engineering Unit

Attachments: ENG FORM 4345
Freshwater Wetland Disturbance Drawings
USGS Site Location Map
Site Photographs
Project Drawings
List of Property Owners with 200-foot (Borough of Teterboro & Borough of Moonachie)

CC: C. Mallery, USACE (w/o attachments)
J. Cannon, USACE

17. DIRECTIONS TO THE SITE

Route 17, to Route 46 West, to Teterboro Airport.

18. Nature of Activity (Description of project, include all features)

SEE ATTACHMENT – 1

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

SEE ATTACHMENT – 1

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

The RSA area at the end of Runway 1 at Teterboro Airport must be constructed to meet the FAA and Congressional mandates before 2015. The discharge is required to allow grading and meet FAA RSA grading requirements.

The Patrol Road will allow airport operations and maintenance personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways. The discharge is required to allow grading during installation of Patrol Road.

Mitigation: - To mitigate for wetland impacts of 4.11 acres, the Port Authority will purchase 4.11 mitigation credits from the Kane Mitigation Bank, LLC.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type	Type	Type
Amount in Cubic Yards	Amount in Cubic Yards	Amount in Cubic Yards

See Environmental Questionnaire

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres Total Wetland disturbance 4.11 acres (SEE ATTACHMENT – 1)

or

Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

SEE ATTACHMENT – 1

24. Is Any Portion of the Work Already Complete? Yes No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- See Attached

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
NJDEP	FHA, CZM, WQC				
NJDEP	5G3 Construction				
	Activity Stormwater				
BERGEN COUNTY	Soil Erosion Plan Cert				

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.


 SIGNATURE OF APPLICANT 3/21/13
 DATE


 SIGNATURE OF CONTACT 4 April 2013
 DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

TETERBORO AIRPORT
RUNWAY 1 RSA IMPROVEMENTS AND PATROL ROAD
ATTACHMENT – 1
PROJECT DESCRIPTION AND PURPOSE

DESCRIPTION OF PROJECT:

The Port Authority of NY and NJ is proposing to improve the Runway Safety Area (RSA) at the end of Runway 1 located at Teterboro Airport, NJ. Additionally, this project involves the construction of a Patrol Road to be located around the periphery of Teterboro Airport.

Construction work for Runway 1 RSA improvements and Patrol Road includes the following:

- Excavation of unsuitable soil and regrading of approximately 485,400 SF at the end of Runway 1.
- Installation of an appropriate geo-textile liner and clean structural fill in the RSA area and restoration of vegetation.
- Relocation of a grass swale along the east edge of the RSA to meet the existing swale.
- Construction of a Patrol Road (9 segments) consisting of highly pervious coarse aggregate material.

PROJECT PURPOSE:

1) ADDRESS PUBLIC SAFETY AND FEDERAL AVIATION ADMINISTRATION (FAA) REQUIREMENT: The purpose of the project is to address the FAA and congressional mandatory requirement of RSAs at all airports by 2015. As per FAA Advisory Circular 150/5300, the RSA will be a minimum of 1,000 ft in length and 500 ft in width and be centered on the runway such that it can support the aircraft rescue and firefighting equipment in case of an emergency. To construct this RSA, an area of approximately 485,400 SF of area at end of Runway 1 will be excavated, filled, graded and vegetated. There will be no new impervious area.

2) INCREASE EFFICIENCY OF AIRPORT OPERATIONS: The proposed project will involve construction of a new Patrol Road using coarse aggregate material. The Patrol Road will allow airport operations and maintenance personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways.

CURRENT SITE CONDITION:

Runway 1 RSA Area: The overrun area of Runway 1 at Teterboro currently does not comply with FAA requirements. FAA Advisory Circular 150/5300-13 requires the RSA to be a minimum of 1,000 feet in length and 500 feet in width such that it can support the aircraft rescue and firefighting equipment in case of emergency. At present, the project site has vegetation, numerous depressions resulting in ponding issues, a swale, and a gravel road. Stormwater run-off from this area is collected in the swale located adjacent to the gravel road. The swale does not drain an area of more than 50 acres and therefore, it is not considered a riparian zone. The drainage swale eventually connects to the ditch south of Route 46 eastbound. The site of the proposed RSA has approximately 3.89 acres of Jurisdictional freshwater wetlands with no exceptional resource value(see dwg W002).

Patrol Road: The existing site of the proposed Patrol Road consists of vegetated areas. Of the nine segments, only one (1) segment of the Patrol Road (12 ft wide and 350ft long) is located in the Jurisdictional Freshwater wetland area (see dwg W001). This wetland has an area of 0.22 acres.

SITE CONDITIONS AFTER PROPOSED WORK:

Runway 1 RSA Area: The overrun area, approximately 485,400SF, will be furnished with a geo-textile liner and clean structural fill (approx. 6370 CY), graded, and restored with appropriate, non-bird attractant vegetation. Due to the inherent characteristic of structural fill, the water will drain freely through the RSA area. The existing grass swale located in the RSA area will be relocated along the eastern edge of the RSA and meet the existing swale where it will connect to the ditch south of Route 46. The proposed safety improvements will preserve the characteristics of the existing watershed. There will be no new impervious area. Approximately 3.89 acres of wetland shall be disturbed due to this construction. Project plans are attached for your reference (see dwgs C001-C032).

Patrol Road: An approximately 8,000 feet long and 12 feet wide Patrol Road with highly permeable coarse aggregate material shall be constructed around the airport. There will be no increase in impervious area. However, Jurisdictional wetland area (0.22 acre) will be disturbed due to construction of a portion of Patrol Road at Teterboro Airport. Approximately 786 cy of permeable coarse aggregate material shall be used to construct the portion of Patrol Road in the Jurisdictional wetland area.

SURFACE AREA IN ACRES OF WETLANDS OR WETLAND DISTURBANCE AREA:

Runway 1 RAS Area		Patrol Roads	
Type of Wetland	Quantity (acre)	Type of Wetland	Quantity (acre)
Wetland YY	1.51	Wetland AB/AC/AD/AEWM	0.22
Wetland ZZ	0.12		
Wetland AT	0.11		
Wetland RR	2.15		
Total	3.89	Total	0.22
Overall Total Wetland disturbance = 4.11 acres			

DESCRIPTION OF AVOIDANCE, MINIMIZATION AND COMPENSATION:

An alternatives analysis for the proposed project grading the RSA Area at end of Runway 1 was conducted. Alternatives evaluated included the installation of an Engineered Material Arresting System (EMAS) and the "No Action" alternative. The study indicated that installation of an EMAS at the end of Runway 1 would increase impervious areas in wetlands and the Flood Hazard Area. Additionally, the EMAS option will impact almost the same amount of wetland as that of full RSA alternative. Thus, a more natural, lower cost option is selected for this project.

The loss of wetlands is unavoidable if the project's purpose is to be achieved. To mitigate for these impacts, the Port Authority will purchase 4.11 acres of mitigation credits from the Kane Mitigation Bank LLC.

CONSTRUCTION PLANS: Attached

TOTAL PROJECT AREA: 627,259 SF (14.4 acre)

TOTAL SOIL DISTURBANCE: 627259 SF (14.4 acre)

INCREASE IN IMPERVIOUS AREA: No increase in impervious area.

ENVIRONMENTAL QUESTIONNAIRE

This is intended to supplement ENG Form 4345, Application for Department of the Army Permit, or the Joint Application for Permit used in the State of New York. Please provide complete answers to all questions below which are relevant to your project. Any answers may be continued on separate sheet(s) of paper to be attached to this form.

PRIVACY ACT STATEMENT

The purpose of this form is to provide the Corps of Engineers with basic information regarding your project. This information will be used to facilitate evaluation of your permit application and for public dissemination as required by regulation. Failure to provide complete information may result in your application being declared incomplete for processing, thereby delaying processing of your application.

GENERAL--APPLICABLE TO ALL PROJECTS

1. Explain the need for, and purpose of, the proposed work.

SEE ATTACHED.

2. Provide the names and addresses of property owners adjacent to your work site (if not shown on the application form or project drawings).

ENCLOSED WITH THIS APPLICATION PACKAGE.

(Please note that depending upon the nature and extent of your project, you may be requested to provide the names and addresses of additional property owners proximate to your project site to ensure proper coordination.)

3. Photographs of the project site should be submitted. For projects in tidal areas, photographs of the waterway vicinity should be taken at low tide. Using a separate copy of your plan view, indicate the location and direction of each photograph as well as the date and time at which the photograph was taken. Provide a sufficient number of photographs so as to provide a clear understanding of conditions on and proximate to your project site.

PHOTOGRAPHS ENCLOSED.

4. Provide a copy of any environmental impact statement, or any other environmental report which was prepared for your project.

N/A

5. Provide a thorough discussion of alternatives to your proposal. This discussion should include, but not necessarily be limited to, the "no action" alternative and alternative(s) resulting in less disturbance to waters of the United States. For filling projects in waters of the United States, including wetlands, your alternatives discussion should demonstrate that there are no practicable alternatives to your proposed filling and that your project meets with current mitigation policy (i.e. avoidance, minimization and compensation).

SEE ATTACHED.

DREDGING PROJECTS

Answer the following if your project involves dredging.

1. Indicate the estimated volume of material to be dredged and the depth (below mean low water) to which dredging would occur. Would there be overdepth dredging?

N/A

2. You can apply for a ten-year permit for maintenance dredging. If you wish to apply for a ten-year permit, please provide the number of additional dredging events during the ten-year life of the permit and the amount of material to be removed during future events.

N/A

3. Indicate of your drawings the dewatering area (if applicable) and disposal site for the dredged material (except landfill sites). Submit a sufficient number of photographs of the dewatering and disposal sites as applicable so as to provide a clear indication of existing conditions. For ten-year maintenance dredging permits, indicate the dewatering/disposal sites for future dredging events, if known.

N/A

4. Describe the method of dredging (i.e. clamshell, dragline, etc.) and the expected duration of dredging.

N/A

5. Indicate the physical nature of the material to be dredged (i.e. sand, silt, clay, etc.) and provide estimated percentages of the various constituents if available. For beach nourishment projects, grain size analysis data is required.

N/A

6. Describe the method of dredged material containment (i.e. hay bales, embankment, bulkhead, etc.) and whether return flow from the dewatering/disposal site would reenter any waterway. Also indicate if there would be any barge overflow.

N/A

MOORING FACILITIES

Answer the following if your project includes the construction or rehabilitation of recreational mooring facilities.

1. It is generally recommended that any fixed piers and walk ramps be limited to four feet in width, and that floats be limited to eight feet in width and rest at least two feet above the waterway bottom at mean low water. Terminal floats at private, non-commercial facilities should be limited to 20 feet in length. If you do not believe your proposal can meet with these recommendations, please provide the reason(s).

N/A

2. Using your plan view, show to scale the location(s), position(s) and size(s) (including length, beam and draft) of vessel(s) to be moored at the proposed facility, including those of transient vessel(s) if known.

N/A

3. For commercial mooring sites such as marinas, indicate the capacity of the facility and indicate on the plan view the location(s) of any proposed fueling and/or sewage pumpout facilities. If pumpout facilities are not planned, please discuss the rationale below and indicate the distance to the nearest available pumpout station.

N/A

4. Indicate on your plan view the distance to adjacent marine structures, if any are proximate and show the locations and dimensions of such structures.

N/A

5. Discuss the need for wave protection at the proposed facility. Please be advised that if a permit is issued, you would be required to recognize that the mooring facility may be subject to wave action from wakes of passing vessels, whose operations would not be required to be modified. Issuance of a permit would not relieve you of ensuring the integrity of the authorized structure(s) and the United States would not be held responsible for damages to the structure(s) and vessel(s) moored thereto from wakes from passing vessels.

N/A

BULKHEADING/BANK STABILIZATION/FILLING ACTIVITIES

Answer the following if your project includes construction of bulkheading (also retaining walls and seawalls) with backfill, filling of waters/wetlands, or any other bank stabilization fills such as riprap, revetments, gabions, etc.

1. Indicate the total volume of fill (including backfill behind a structure such as a bulkhead) as well as the volume of fill to be placed into waters of the United States. The amount of fill in waters of the United States can be determined by calculating the amount of fill to be placed below the plane of spring high tide in tidal areas and below ordinary high water in non-tidal areas.

Fill into the wetland areas - Approximately 6370 cubic yards of structural fill at the end of Runway 1 for the improvement of RSA area, and approximately 786 cubic yards of permeable coarse aggregate material shall be used to construct the portion of Patrol Road. Wetland are to be impacted is 3.89 acres for the RSA and 0.22 acres for the Patrol Road.

2. Indicate the source(s) and type(s) of fill material.

See attached.

3. Indicate the method of fill placement (i.e. by hand, bulldozer, crane, etc.). Would any temporary fills be required in waterways or wetlands to provide access for construction equipment? If so, please indicate the area of such waters and/or wetlands to be filled, and show on the plan and sectional views.

Fill to be placed by backhoes and bulldozers. No temporary fill will be required.

The foregoing requests basic information on the most common types of projects requiring Department of the Army permits. It is intended to obviate or reduce the need for requesting additional information; however, additional information may be requested above and beyond what is requested in this form.

Please feel free to add any additional information regarding your project which you believe may facilitate our review.

NJDEP – Flood Hazard Area Individual Permit & Water Front Development Individual Permit
Applications



THE PORT AUTHORITY OF NY & NJ

UPS NEXT DAY AIR DELIVERY

Engineering Department

April 29, 2013

New Jersey Department of Environmental Protection
Division of Land Use Regulation
501 East State Street, Station Plaza Five, 2nd Floor
Trenton, NJ 08609

**SUBJECT: TETERBORO AIRPORT: RUNWAY 1 RSA IMPROVEMENTS AND PATROL ROAD
FLOOD HAZARD AREA INDIVIDUAL PERMIT & WATER FRONT DEVELOPMENT
INDIVIDUAL PERMIT/UPLAND**

To Whom It May Concern:

The Port Authority of New York & New Jersey (Port Authority) herewith submits an application (LURP-2 Form) for a Flood Hazard Area Individual Permit and to undertake construction activities to improve the Runway Safety Area (RSA) at the end of Runway 1 and provide a Patrol Road at Teterboro Airport (TEB), Borough of Teterboro and Moonachie, Bergen County, NJ. The project will disturb approximately 14.4 acres of pervious area located in a tidally influenced flood plain, of which approximately 4.11 acres are wetlands. The Wetland permit is applied accordingly with U.S. Army Corps of Engineers.

The purpose of this project is to increase public safety and to meet the Federal Aviation Administration (FAA) and congressional mandates for RSAs at all airports by 2015. As per FAA Advisory Circular 150/5300, the RSA will be a minimum of 1,000 ft in length and 500 ft in width and be centered on the runway such that it can support the aircraft rescue and firefighting equipment in case of an emergency, such as an aircraft overshooting the runway. At present, the project RSA area has vegetation, numerous depressions resulting in ponding issues, a grass swale, and a gravel road, which cannot be used to access the runway during emergencies. Additionally, constructing a Patrol Road around the periphery of TEB will allow airport operations and maintenance personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways.

The proposed construction of an RSA (approx. 485,400 SF) at end of Runway 1 and Patrol Road (approx. 91,475 SF) around the periphery of Teterboro Airport is located in the 100-year floodplain as delineated by the Federal Emergency Management Agency (FEMA) and in waterways that experience tidal flow. As this area is located within tidally influenced flood hazard area, the site is exempt from meeting the flood Hazard Area Control Act requirement for flood storage volume displacement as per N.J.A.C. 7:13-10.4a. In addition, the project is located outside the designated riparian zones.

*Two Gateway Center
Newark, NJ 07102*



THE PORT AUTHORITY OF NY & NJ

A Flood Hazard Area verification is required for this project area.

There will be no increase in impervious area resulting from the project. The project impacts will be minimized during the construction of the RSA by grading and restoring the previous area with non-bird attractant vegetation. The Patrol Road will be constructed with highly permeable coarse aggregate stones. The Port Authority anticipates starting construction immediately upon receipt of all necessary permits. The Port Authority requests an expedited review of this application to avoid any impact to overall airport operations.

Should you have any questions, please contact Hema Patel of my staff by e-mail at hpatel@panynj.gov or by telephone at (973) 565-7568.

Sincerely,



Robert Pruno, P.E.
Chief Environmental Engineer

Cc: J. Cannon, USACE (w/o attachments)

Enclosures:

1. LURP #2 Application Form with description (three copies)
2. USGS Site Location Map (three copies)
3. Municipal Tax Map (three copies)
4. FEMA Flood map (three copies)
5. Site Photographs (three copies)
6. Application Review Fee (\$3,500.00)
7. FHA Individual Permit Checklists
8. Engineering Drawings (6 sets, signed and sealed)
9. Engineering Report (one copy signed and sealed)
10. Environmental Report (3 copies)
11. Proof of Public Notification (three copies)
12. Certified List of Property Owners (three copies)
13. National Heritage Database data request (three copies)



State of New Jersey
Department of Environmental Protection
Division of Land Use Regulation Application Form (LURP-2)
501 E. State Street Mail Code 501-02A P.O. Box 420
Trenton, NJ 08625-0420
www.nj.gov/dep/landuse



PLEASE PRINT OR TYPE THE FOLLOWING: (Complete all sections unless otherwise noted)

1. **Applicant Name:** THE PORT AUTHORITY OF NEW YORK & NEW JERSEY (PANYNJ) Attn.: Marc Helman Email: mhelman@panynj.gov
 Address: 2 Gateway Center, 14th Floor Attn.: Marc Helman City: Newark
 State: NJ Zip: 07102 Daytime Phone: 973-565-7564 Ext.: _____ Cell Phone: _____

2. **Contact Name:** Same as Above Firm: Same as Above Email: Same as Above
 Address: Same as Above City: _____
 State: _____ Zip: _____ Daytime Phone: _____ Ext.: _____ Cell Phone: _____

3. **Property Owner Name:** The Port Authority of NY & NJ Attn. Susan M. Baer Email: sbaer@panynj.gov
 Address: 225 Park Avenue South, 9th Floor City: New York
 State: NY Zip: 10003 Daytime Phone: 212-235-3720

4. **Project Name:** Runway 1 RSA Improvements and Patrol Road Site Location (Street Address): Teterboro Airport (TEB) near US Route 46 West
 Zip: 07074 Municipality: Borough of Teterboro & Borough of Moonachie County: Bergen
 Block(s): 203 & 76 respectively Lot(s): 1 & 1.02 respectively
 N.A.D. 1983 State Plane Coordinates (feet) 6 digits only: E (x): 610873 N (y): 733471
 Nearest Waterway: Berry's Creek Watershed: Hackensack River Subwatershed: Hackensack River

5. **Fees:** Total Fee: \$3,500.00 * Project Cost: \$11,000,000.00 Check No: _____

6. **Project Description:** SEE ATTACHED
 Waiver Request ID #(s): _____

7. **Application(s) for:** Check all that apply (Please follow directions on page 5)

Application Type	Fee Amt	Amt Paid
Flood Hazard Area		
<input checked="" type="checkbox"/> FHA Verification	\$500.00	\$500.00
<input checked="" type="checkbox"/> FHA Individual Permit	\$1,000.00	\$1,000.00
<input type="checkbox"/> FHA Hardship Waiver		
<input type="checkbox"/> FHAGP1 / Chan Clean w/o Sed Removal	No Fee	No Fee
<input type="checkbox"/> FHAGP1 / Chan Clean w/Sed Removal	No Fee	No Fee
<input type="checkbox"/> FHAGP2A / Ag - Bank Restoration		
<input type="checkbox"/> FHAGP2B / Ag - Channel Cleaning		
<input type="checkbox"/> FHAGP2C / Ag - Road Crossing		
<input type="checkbox"/> FHAGP2D / Ag - Wetlands Restoration		
<input type="checkbox"/> FHAGP2E / Ag - Livestock Ford		
<input type="checkbox"/> FHAGP2F / Ag - Livestock Fence		
<input type="checkbox"/> FHAGP2G / Ag - Livestock Water Intake		

Application Type	Fee Amt	Amt Paid
<input type="checkbox"/> FHAGP3 / Bridge/Culvert Scour Protection		
<input type="checkbox"/> FHAGP4 / Stormwater Maintenance		
<input type="checkbox"/> FHAGP5 / Building Relocation		
<input type="checkbox"/> FHAGP6 / Rebuild Damaged Home	No Fee	No Fee
<input type="checkbox"/> FHAGP7 / Residential in Tidal FHA		
<input type="checkbox"/> FHAGP8 / Utility Crossing <50acres		
<input type="checkbox"/> FHAGP9 / Road Crossing <50acres		
<input type="checkbox"/> FHAGP10 / Stormwater Outfall <50acres		
<input type="checkbox"/> Revision of a GP, IP or Verification		
<input type="checkbox"/> Transfer of an Approval		
<input type="checkbox"/> FHA Ind Permit Equivalency/CERCLA		
Stormwater Review Fees		
<input checked="" type="checkbox"/> Fee for all Stormwater Reviews	\$2,000.00	\$2,000.00

Revised 12/01/2012

	Application Type	Fee Amt	Amt Paid
	Applicability Determination		
<input type="checkbox"/>	Coastal Jurisdictional Determination	No Fee	No Fee
<input type="checkbox"/>	Highlands Jurisdictional Determination	No Fee	No Fee
<input type="checkbox"/>	Flood Hazard Area Applicability	No Fee	No Fee
<input type="checkbox"/>	Executive Order 215	No Fee	No Fee
	CAFRA		
<input type="checkbox"/>	Individual Permit		
<input type="checkbox"/>	Exemption Request		
<input type="checkbox"/>	Permit Modification		
<input type="checkbox"/>	CAFGP5 / Amusement Pier Exp		
<input type="checkbox"/>	CAFGP6 / Beach/Dune Maintenance		
<input type="checkbox"/>	CAFGP7 / Voluntary Reconstruction		
<input type="checkbox"/>	CAFGP8 / New Single Family or Duplex		
<input type="checkbox"/>	CAFGP9 / Reconstruct Single Fam/Dup		
<input type="checkbox"/>	CAFGP10 / New Bulkhead/Fill Lagoon		
<input type="checkbox"/>	CAFGP11 / Revetment		
<input type="checkbox"/>	CAFGP12 / Gabions		
<input type="checkbox"/>	CAFGP13 / Support Facilities/ Marina		
<input type="checkbox"/>	CAFGP14 / Reconst Bulkhead A/MHWL		
<input type="checkbox"/>	CAFGP15 / Hazard Waste Clean-up		
<input type="checkbox"/>	CAFGP16 / Landfall of Utilities		
<input type="checkbox"/>	CAFGP17 / Recreat Facility Public Park		
<input type="checkbox"/>	CAFGP18/BulkheadConstruct/Fill upland		
<input type="checkbox"/>	CAFGP21 / Shoreline Stabilization		
<input type="checkbox"/>	CAFGP22 / Avian Nesting Structures		
<input type="checkbox"/>	CAFGP23 / Electrical Sub Facility		
<input type="checkbox"/>	CAFGP24 / Legalize Filling of Tidelands		
<input type="checkbox"/>	CAFGP25 / Construct Telecom Tower		
<input type="checkbox"/>	CAFGP26 / Tourism Ind Construction		
<input type="checkbox"/>	CAFGP27 / Geotechnical Borings		
<input type="checkbox"/>	CAFGP29 / Habitat Creation/Enhance		
<input type="checkbox"/>	CAFGP30 / 1 to 3 Turbines < 200 Feet		
<input type="checkbox"/>	CAFGP31 / Wind Turbines < 250 Feet		
<input type="checkbox"/>	Individual Permit Equivalency/CERCLA		
	Waterfront Development		
<input type="checkbox"/>	WDGP10 / New Bulkhead/Fill Lagoon		
<input type="checkbox"/>	WDGP14 / Reconstruct Bulkhead		
<input type="checkbox"/>	WDGP19/Dock/Piers, Boat Lifts Lagoon		
<input type="checkbox"/>	WDGP20 / Minor Maint Dredge Lagoon		
<input type="checkbox"/>	WDGP21 / Shoreline Stabilization		
<input type="checkbox"/>	Individual Permit/Upland		
<input type="checkbox"/>	Individual Permit/Inwater		
<input type="checkbox"/>	Zane Letter		
<input type="checkbox"/>	Modification		
<input type="checkbox"/>	Individual Permit Equivalency/CERCLA		
	Highlands		
<input type="checkbox"/>	Emergency Permit		
<input type="checkbox"/>	Pre-application Meeting		
<input type="checkbox"/>	Preservation Area Approval		
<input type="checkbox"/>	PAA with Waiver		
<input type="checkbox"/>	Resource Area Determination footprint		
<input type="checkbox"/>	Resource Area Determination <acre		
<input type="checkbox"/>	Resource Area Determination >acre		
<input type="checkbox"/>	HPAAGP 1/ Habitat Creation/Enhance		
<input type="checkbox"/>	HPAAGP 2 Bank Stabilization		
	Consistency Determination		
<input checked="" type="checkbox"/>	Water Quality Certificate	\$0.00	\$0.00
<input checked="" type="checkbox"/>	Federal Consistency	No Fee	No Fee
<input type="checkbox"/>	HMC Water Quality Certificate		

	Application Type	Fee Amt	Amt Paid
	Coastal/Tidal Wetlands		
<input type="checkbox"/>	Coastal/Tidal Wetlands Permit		
<input type="checkbox"/>	Coastal Wetland Permit Modification		
	Freshwater Wetlands		
<input type="checkbox"/>	FWGP1 / Main. & repair Exist Feature		
<input type="checkbox"/>	FWGP2 / Utility Crossing		
<input type="checkbox"/>	FWGP3 / Discharge of Return Water		
<input type="checkbox"/>	FWGP4 / Hazard Site Invest/Cleanup		
<input type="checkbox"/>	FWGP5 / Landfill Closure		
<input type="checkbox"/>	FWGP6 / Filling of NSWC		
<input type="checkbox"/>	FWGP6A /TA- Filling of NSWC		
<input type="checkbox"/>	FWGP7 / Fill ditch / swale		
<input type="checkbox"/>	FWGP8 / House Addition		
<input type="checkbox"/>	FWGP9 / Airport Sightline Clearing		
<input type="checkbox"/>	FWGP10A / Very Minor Road Crossing		
<input type="checkbox"/>	FWGP10B / Minor Road Crossing		
<input type="checkbox"/>	FWGP11 / Outfalls / Intakes		
<input type="checkbox"/>	FWGP12 / Survey / Investigation		
<input type="checkbox"/>	FWGP13 / Lake Dredging		
<input type="checkbox"/>	FWGP14 / Water Monitoring		
<input type="checkbox"/>	FWGP15 / Mosquito Control		
<input type="checkbox"/>	FWGP16 / Habitat Create / Enhance	No Fee	No Fee
<input type="checkbox"/>	FWGP17 / Trails / Boardwalks		
<input type="checkbox"/>	FWGP17A / Multiuse paths		
<input type="checkbox"/>	FWGP18 / Dam Repairs		
<input type="checkbox"/>	FWGP19 / Dock or Pier		
<input type="checkbox"/>	FWGP20 / Bank Stabilization		
<input type="checkbox"/>	FWGP21 / Above Ground Utility		
<input type="checkbox"/>	FWGP23 / Expand Cranberry		
<input type="checkbox"/>	FWGP24 / Spring Developments		
<input type="checkbox"/>	FWGP25 / Malfunction Septic System	No Fee	No Fee
<input type="checkbox"/>	FWGP26 / Channel / Stream Clean		
<input type="checkbox"/>	FWGP27 / Redevelop Disturbed Site		
<input type="checkbox"/>	FWGP Modification		
<input type="checkbox"/>	FWGP Extension		
<input type="checkbox"/>	Individual Wetlands Permit		
<input type="checkbox"/>	Individual Open Water Permit		
<input type="checkbox"/>	Individual Permit Mod. Major/Minor		
<input type="checkbox"/>	Individual Permit Extension		
<input type="checkbox"/>	Wetlands Exemption		
<input type="checkbox"/>	Permit Equivalency/CERCLA		
	Letter of Interpretation		
<input type="checkbox"/>	Presence Absence		
<input type="checkbox"/>	Presence Absence Footprint		
<input type="checkbox"/>	Delineation		
<input type="checkbox"/>	Verification		
<input type="checkbox"/>	Extension		
	Transition Area Waiver		
<input type="checkbox"/>	Averaging Plan		
<input type="checkbox"/>	Reduction		
<input type="checkbox"/>	Hardship Reduction		
<input type="checkbox"/>	Special Activity Stormwater		
<input type="checkbox"/>	Special Activity Linear Development		
<input type="checkbox"/>	Special Activity Redevelopment		
<input type="checkbox"/>	Special Activity Individual Permit		
<input type="checkbox"/>	Exemption		
<input type="checkbox"/>	Modification Major/Minor		
<input type="checkbox"/>	Extension		

Both the Applicant and Property owner's section must be filled out for all Land Use Regulation Applications

A. APPLICANT SIGNATURE

I certify under penalty of law that the information provided in this document is true and accurate. I am aware that there are significant civil and criminal penalties for submitting false or inaccurate information. (If corporate entity, print/type the name and title of person signing on behalf of the corporate entity.)



Signature of Applicant/Owner
3/21/13

Date
Peter J. Zipf, P.E., Chief Engineer

Print Name
233 Park Avenue South, 7th Floor, New York, NY 10003

Print Address

Signature of Applicant/Owner

Date

Print Name

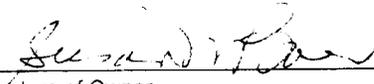
Print Address

B. PROPERTY OWNER'S CERTIFICATION

I hereby certify that the undersigned is the owner of the property upon which the proposed work is to be done. This endorsement is certification that the owner grants permission for the conduct of the proposed activity. In addition, I hereby give unconditional written consent to allow access to the site by representatives or agents of the Department for the purpose of conducting a site inspection or survey of the project site.

In addition, the undersigned property owner hereby certifies:

1. Whether any work is to be done within an easement – Yes: No:
2. Whether any part of the entire project (e.g., pipeline, roadway, cable, transmission line, structure, etc.) will be located within property belonging to the State of New Jersey-Yes: No:
3. Whether any work is to be done on any property owned by any public agency that would be encumbered by Green Acres – Yes: No:
4. Whether any part of this project requires a Section 106(National Register of Historic Places) Determination as part of a federal permit or approval – Yes: No:



Signature of Owner
4/2/13

Date
Susan M. Baer, Director of Aivation

Print Name
233 Park Avenue South, 9th Floor, New York, NY 10003

Print Address

Signature of Owner

Date

Print Name

Print Address

C. **APPLICANT'S AGENT**

NOTE: Notary seal is required for Flood Hazard Area (SEA) applications.

I N/A, the Applicant/Owner, authorize to act as my agent/representative in all matters pertaining to my application the following person:

Name _____

Occupation/Profession _____

(Signature of Applicant/Owner)

AGENT'S CERTIFICATION

Sworn before me this day of

I agree to serve as agent for the above-mentioned applicant

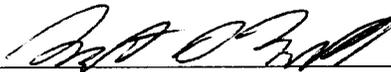
_____ 20 ____

(Signature of Agent)

Notary Public

D. **STATEMENT OF PREPARER OF PLANS, SPECIFICATIONS, SURVEYOR'S OR ENGINEER'S REPORT**

I hereby certify that the plans, specifications and engineer's report, if any, applicable to this project comply with the current rules and regulations of the New Jersey Department of Environmental Protection with the exceptions as noted. In addition, I certify the application is complete as per the appropriate checklist(s).



Signature

Scott Murrell, P.E.

Type: Name and Date

Chief Civil Engineer, Port Authority of NY & NJ

Position, Name of Firm

E. **STATEMENT OF PREPARER OF APPLICATION, REPORTS AND/OR SUPPORTING DOCUMENTS (other than engineering)**

I certify under penalty of law that I have personally examined the information submitted in the document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining and preparing the information, I believe that the information is true, accurate and complete in accordance with the appropriate checklist(s). I am aware that there are significant penalties for submitting false information, including the possibility of fines and imprisonment.



Signature

Robert Pruno, P.E.

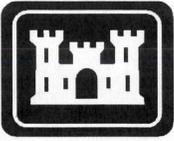
Type: Name and Date

Chief Environmental Engineer, Port Authority of NY & NJ

Position, Name of Firm

Please note: In addition to the standard paper submission, an electronic copy of the entire application, including plans, may be submitted on CDROM to assist the Department in the review this application. Plans should be submitted as a CAD file or Shapefile, referenced in NJ state plane feet NAD83. Please do NOT send the electronic version via E-Mail.

Attachment F
USACE Public Notice



PUBLIC NOTICE

US Army Corps
of Engineers
New York District
Jacob K. Javits Federal Building
New York, N.Y. 10278-0090
ATTN: Regulatory Branch

In replying refer to:
Public Notice Number: NAN-2013-00671-WCA
Issue Date: August 7, 2013
Expiration Date: September 5, 2013

To Whom It May Concern:

The New York District, Corps of Engineers has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403), and Section 404 of the Clean Water Act (33 U.S.C. 1344).

APPLICANT: Port Authority of New York and New Jersey
Two Gateway Center, 14th Floor
Newark, New Jersey, 07102

ACTIVITY: Discharge fill material into waters of the United States to facilitate the construction and installation of a new Runway Safety Area (RSA) at the north end of existing Runway 1; and a Patrol Road; relocate an existing drainage swale; and compensate for impacts to waters of the United States through the purchase of mitigation credits from the federally approved Richard P. Kane Wetland Mitigation Bank.

WATERWAY: East Riser Ditch (Hackensack River Watershed)

LOCATION: Borough of Teterboro, Moonachie, and Hasbrouck Heights, Bergen County, New Jersey.

A detailed description and plans of the applicant's activity are enclosed to assist in your review.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

ALL COMMENTS REGARDING THE PERMIT APPLICATION MUST BE PREPARED IN WRITING AND MAILED TO REACH THIS OFFICE BEFORE THE EXPIRATION DATE OF THIS NOTICE, otherwise, it will be presumed that there are no objections to the activity. Comments provided will become a part of the public record for this action.

CENAN-OP-RW
PUBLIC NOTICE NO. NAN-2013-00671-WCA

Any person may request, in writing, before this public notice expires, that a public hearing be held to collect information necessary to consider this application. Requests for public hearings shall state, with particularity, the reasons why a public hearing should be held. It should be noted that information submitted by mail is considered just as carefully in the permit decision process and bears the same weight as that furnished at a public hearing.

Our preliminary determination is that the activity for which authorization is sought herein is not likely to affect any Federally endangered or threatened species or their critical habitat. However, pursuant to Section 7 of the Endangered Species Act (16 U.S.C. 1531), the District Engineer is consulting with the appropriate Federal agency to determine the presence of and potential impacts to listed species in the project area or their critical habitat.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act (Public Law 104-267), requires all Federal agencies to consult with the National Oceanic and Atmospheric Administration Fisheries Service (NOAA/FS) on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). It appears that the proposed activities within the project area would not impact EFH for any of the aquatic species or their life stages. Further consultation with NOAA-FS regarding EFH impacts and conservation recommendations is being conducted and will be concluded prior to a final decision on the permit modification.

Based upon a review of the latest published version of the National Register of Historic Places, there are no known sites eligible for, or included in, the Register within the permit area. Presently unknown archeological, scientific, prehistorical, or historical data may be lost by work accomplished under the required permit.

Reviews of activities pursuant to Section 404 of the Clean Water Act will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404 (b) of the Clean Water Act and the applicant will obtain a water quality certificate or waiver from the appropriate state agency in accordance with Section 401 of the Clean Water Act prior to a permit decision.

Pursuant to Section 307 (c) of the Coastal Zone Management Act of 1972 as amended [16 U.S.C. 1456 (c)], for activities under consideration that are located within the coastal zone of a state which has a federally approved coastal zone management program, the applicant has certified in the permit application that the activity complies with, and will be conducted in a manner that is consistent with, the approved state coastal zone management program. By this public notice, we are requesting the state's concurrence with, objection to, or waiver of the applicant's certification. No permit decision will be made until one of these actions occurs. For activities within the coastal zone of New Jersey State, the applicant's certification and accompanying information is available from the New Jersey Department of Environmental Protection, Coastal Management Program, P.O. Box 418, 401 E. State Street, Trenton, NJ, 08625, Telephone (609) 633-2201. Comments regarding the applicant's certification, and copies of any letters to this office commenting upon this proposal, should be so addressed.

In addition to any required water quality certificate and coastal zone management program concurrence, the applicant has obtained or requested the following governmental authorization for the activity under consideration:

- (New Jersey Department of Environmental Protection Flood Hazard Area Individual Permit)

It is requested that you communicate the foregoing information concerning the activity to any persons known by you to be interested and who did not receive a copy of this notice. If you have any questions concerning this application, you may contact this office at (917) 790-8412 and ask for James Cannon.

In order for us to better serve you, please complete our Customer Service Survey located at <http://per2.nwp.usace.army.mil/survey.html>

CENAN-OP-RW
PUBLIC NOTICE NO. NAN-2013-00671-WCA

For more information on New York District Corps of Engineers programs, visit our website at <http://www.nan.usace.army.mil>



Jodi M. McDonald
Chief, Regulatory Branch



Enclosures

WORK DESCRIPTION

The Port Authority of New York and New Jersey (PANYNJ) has requested Department of the Army authorization to discharge fill material into waters of the United States to facilitate the construction and installation of a Runway Safety Area (RSA) at the north end of Runway 1, and an associated patrol road, and the relocation of an existing drainage swale within Teterboro Airport (TEB). The proposed project site is located within the Hackensack River watershed, in the Boroughs of Teterboro, Moonachie, and Hasbrouck Heights, Bergen County, New Jersey.

Runway 1-Runway Safety Area (RSA) Installation: Discharge approximately 5,857 cubic yards of fill material into 3.89 acres of non-tidal emergent (currently mowed) wetlands to facilitate the construction and installation of a 1,000 foot long by 500 foot wide (actual square footage equals 485,400 square feet) RSA. Construction activities would include grading activities, the placement of a geotextile liner, and the discharge of clean structural fill and coarse rock aggregate. Additional activities would include the relocation of an existing 650 foot long by 8 foot wide grass drainage swale. The existing drainage swale would be relocated along eastern boundary of the proposed RSA, and would be planted with appropriate, native non-bird attractant hydrophytic vegetation that would be mowed on a regular basis as currently occurs in the area of the existing drainage swale. The applicant has stated that the relocation of the swale is necessary to provide the level surface required of an RSA, while allowing continued drainage that preserves watershed characteristics and does not add impervious surface area.

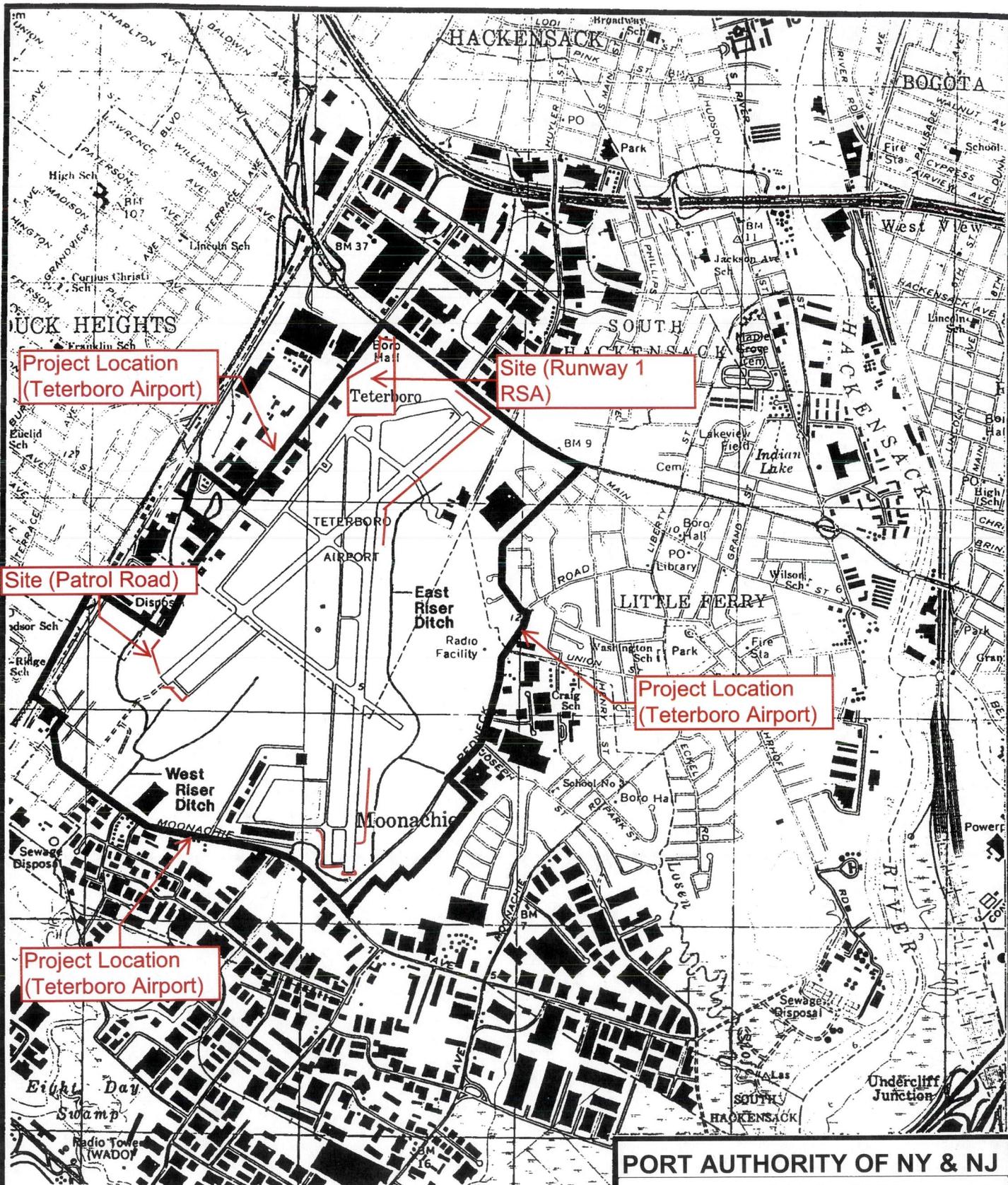
Patrol Road Installation: Discharge approximately 786 cubic yards of fill material into approximately 0.22 acres of non-tidal emergent (currently mowed) wetlands to facilitate the construction and installation of a 9,000 linear foot (1.7 mile) by 12 foot wide Patrol Road that would extend around the perimeter of the two existing airport runways. Construction activities would include grading and the placement of coarse rock aggregate along portions of the Patrol Road alignment. Approximately 435 linear feet of the 9,000 linear foot Patrol Road would extend through existing emergent mowed wetlands.

Compensatory Mitigation: To compensate for the 4.11 acres of permanent emergent wetland impacts associated with the construction of the proposed RSA and Patrol Road, the PANYNJ proposes to purchase 4.11 mitigation credits from the federally approved Richard P. Kane Wetland Mitigation Bank, located in the Hackensack Meadowland District.

Avoidance and Minimization: The applicant has stated the following:
Several alternatives to the proposed RSA project were evaluated including the No-Action alternative, and the use of an Engineered Materials Arrestor System (EMAS). To comply with the FAA and Congressional mandates, there are no locations, other than the ends of runways that are acceptable for RSA's, and the No-Action alternative does not address the need for the project and would violate the FAA and Congressional mandates. The use of an EMAS would result in permanent impacts to approximately 2.63 acres of emergent wetlands. Although the wetland impact would be lower than the installation of a full RSA alternative, FAA regulations only allow use of an EMAS when a full-dimension RSA is not practicable due to natural obstacles, local development, and/or environmental constraints. At the end of TEB Runway 1, there are no natural obstacles, local development restrictions or environmental constraints to preclude the use of an RSA. Despite a lesser direct impact to wetlands, the EMAS alternative would involve other impacts, including the need to construct a flood storage area to meet New Jersey Department of Environmental Protection stormwater runoff quality requirements and stormwater flood attenuation requirements which would could require additional impacts to aquatic resources. In addition, a flood

storage area would attract wildlife and birds that pose safety hazards for aircraft and thus violate the FAA Advisory Circular AC 150/5200-33B Hazardous Wildlife Attractions on or Near Airports. As a result the applicant determined, in consultation with the FAA that the construction of an EMAS at the north end of Runway 1 was unacceptable and that the full RSA alternative meets the project purpose and need while avoiding unnecessary aquatic impacts, impacts to water quality standards, and wildlife hazard impacts to aircraft and passengers. Alternatives to the Patrol Road alignments were also evaluated that would involve equal or greater wetland impacts. Therefore, to reduce the wetland impacts associated with the construction of Patrol Road, the applicant designed the Patrol Road alignment to utilize existing paved areas within the TEB airport system. Thus, the overall preferred Patrol Road alignment would avoid disturbance to the adjacent forested wetland areas that provide greater functionality due to their scarcity in the surrounding area.

The PANYNJ has stated that the purpose of the project is to construct an RSA that would provide sufficient distance for aircraft that overrun the runway to stop without being damaged and causing injury to passengers. RSA's are safety features that fulfill Federal Aviation Administration (FAA) and Congressional mandates, and which are required to be installed by 2015. The proposed Patrol Road is needed to allow airport personnel and vehicles safe, rapid access to all parts of the airport for inspections and rapid access during emergencies without having to cross active runways and taxiways, causing unnecessary runway incursions.



PORT AUTHORITY OF NY & NJ
 Runway 1 Runway Safety Area (RSA) improvements
 and Petrol Road.
Site Location Map
 TETERBORO AIRPORT, TETERBORO, NJ

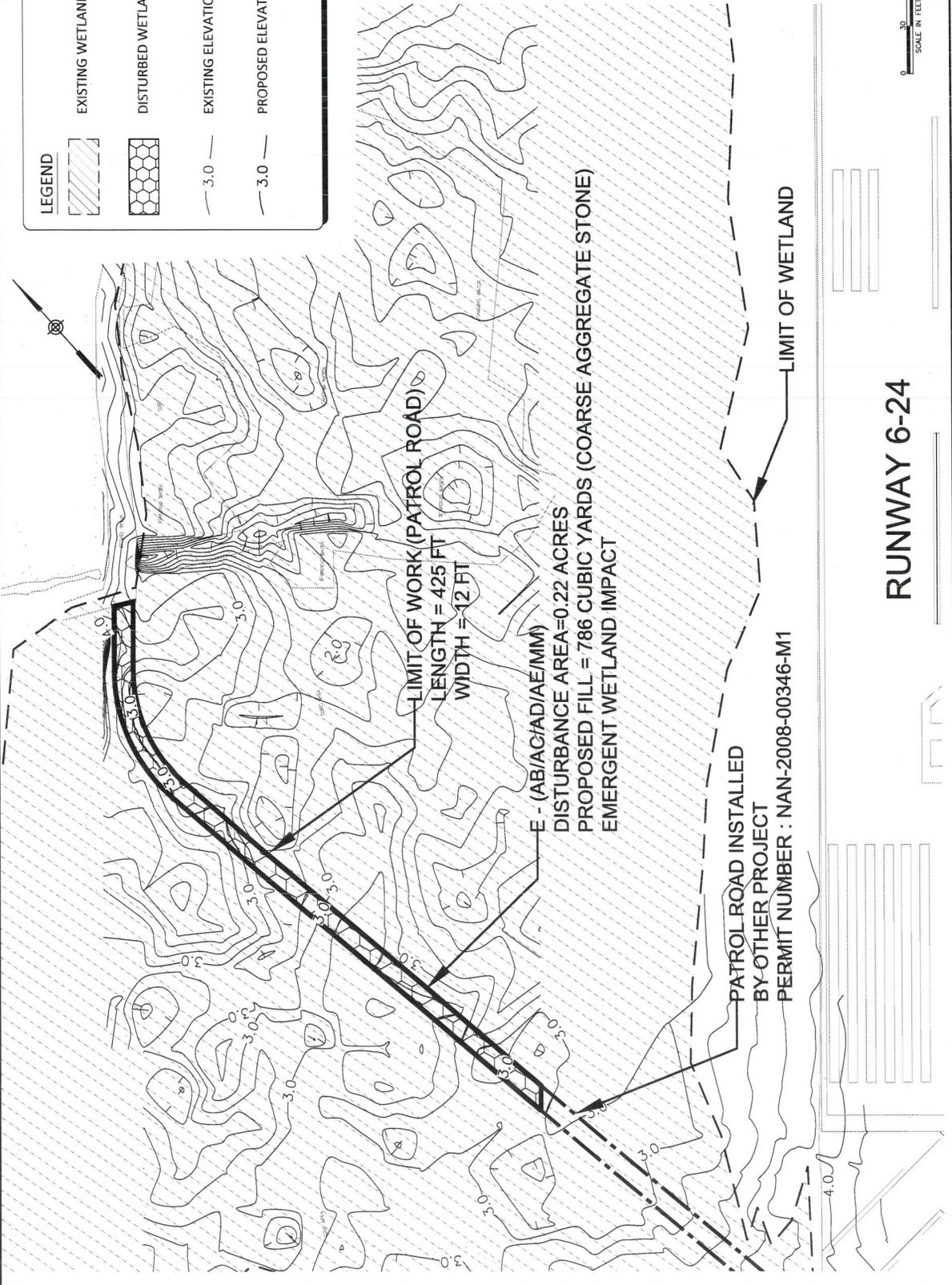
Source: USGS Weehawken Quadrangle, NJ-NY.

FIGURE 1

Figure 1 of 7

LEGEND

	EXISTING WETLAND
	DISTURBED WETLAND
	EXISTING ELEVATION
	PROPOSED ELEVATION



RUNWAY 6-24

Figure 3 of 7

LEGEND

- EXISTING WETLAND
- EXISTING ELEVATION
- 4.0

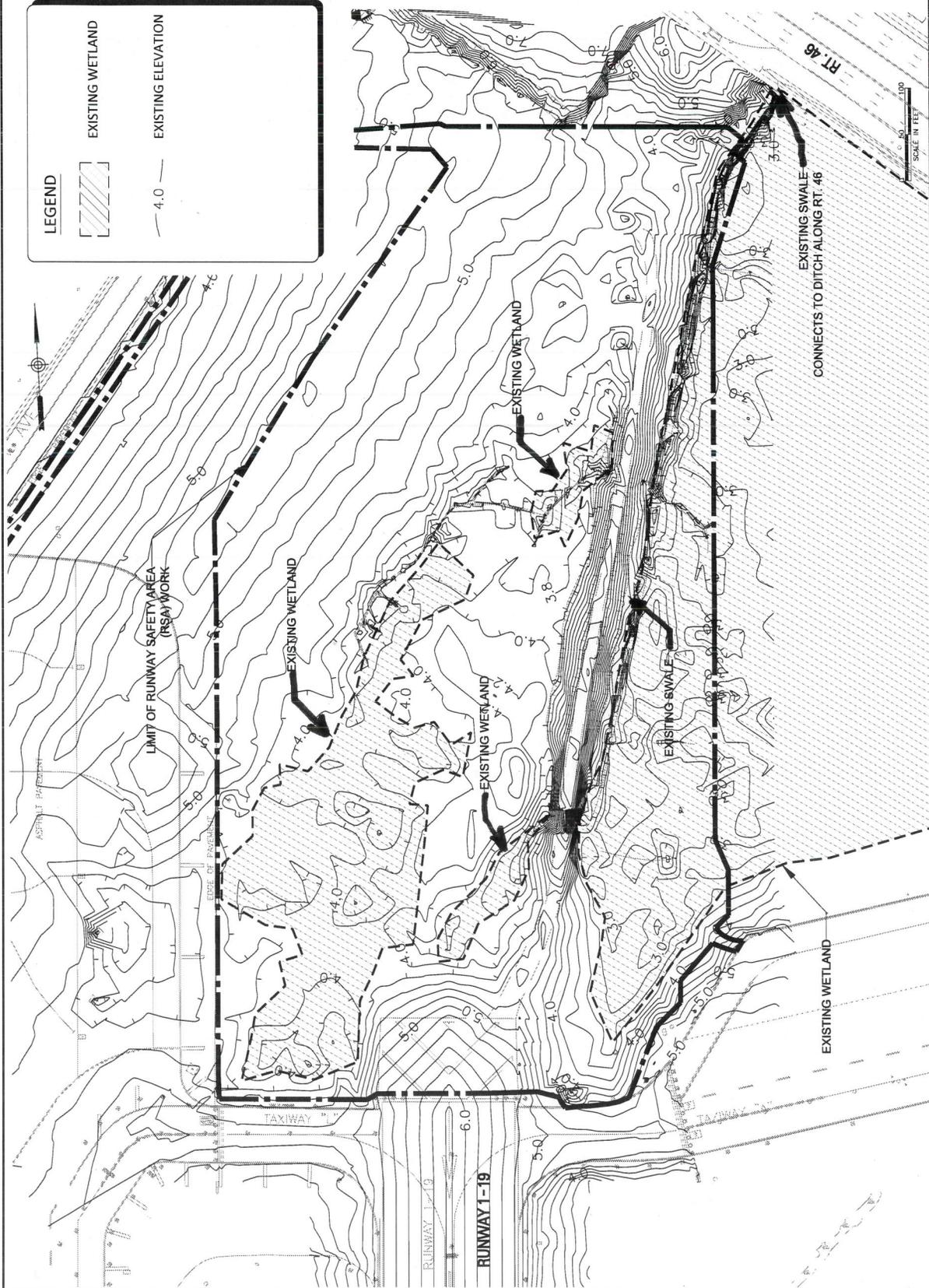


Figure 4 of 7

LEGEND

- EXISTING WETLAND NOT TO BE DISTURBED
- DISTURBED WETLAND
- EXISTING ELEVATION
- PROPOSED ELEVATION

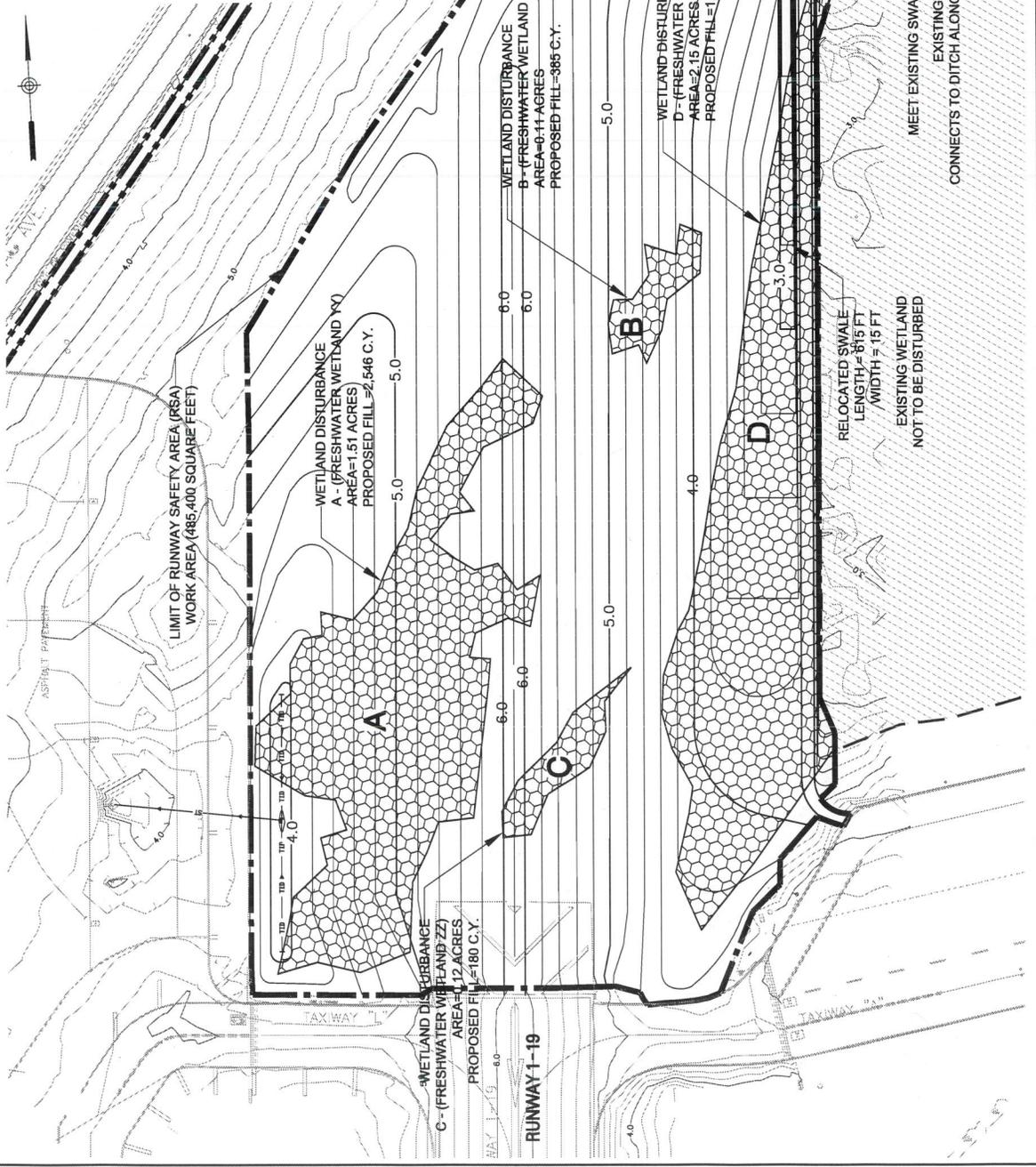
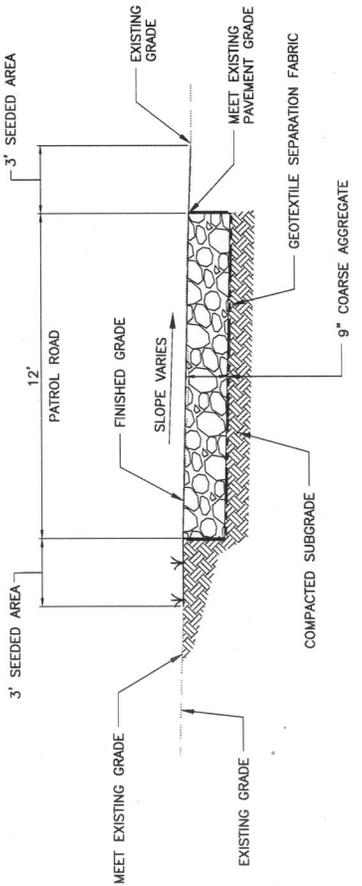
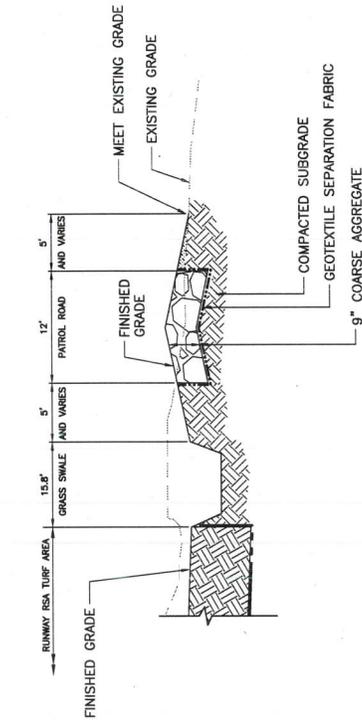


Figure 5 of 7

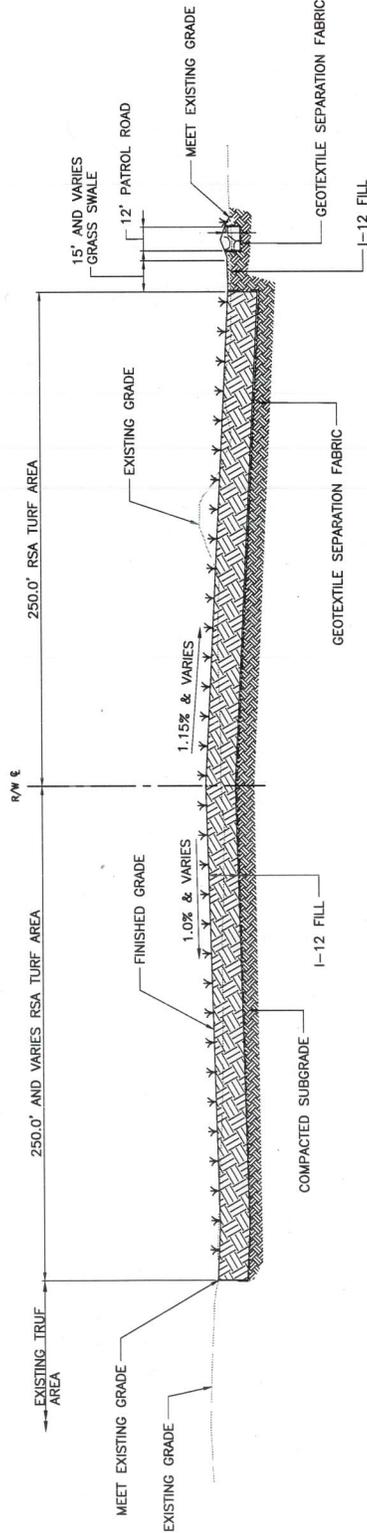


TYPICAL SECTION - SWALE AND PATROL ROAD

NOT TO SCALE

TYPICAL SECTION - PATROL ROAD

NOT TO SCALE



TYPICAL SECTION - RUNWAY 1 RSA

NOT TO SCALE

LEGEND

— 4.0 — EXISTING ELEVATION

— 5.0 — PROPOSED ELEVATION

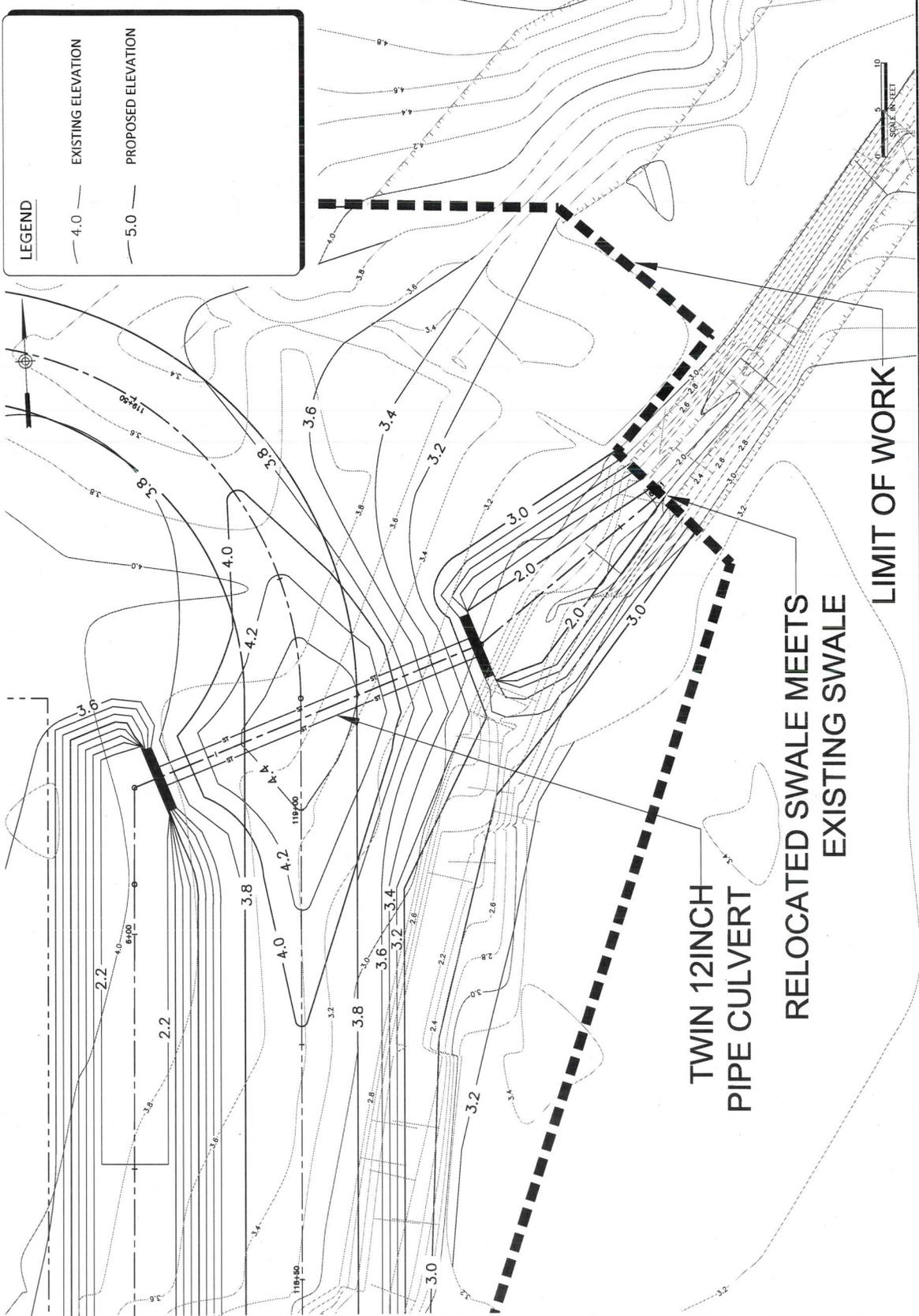


Figure 7 of 7

Attachment G
NJDEP Permit and WQC Addendum



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

Division of Land Use Regulation

Mail Code 501-02A

P.O. Box 420

Trenton, New Jersey 08625-0420

www.state.nj.us/dep/landuse

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

August 20, 2013

Mr. Marc Helman
The Port Authority of New York & New Jersey
2 Gateway Center, 14th Fl.
Newark, NJ 07102

Re: Flood Hazard Area Verification, Flood Hazard Area Individual Permit, and Federal Consistency – Correction Letter

DLUR File no.: 2002-06-0005.1; FHA 130001 & 130002, and CDT 130001

Applicant: The Port Authority of New York & New Jersey

Blocks & Lots: 76/203 & 1.02/1

Borough of Teterboro, Bergen County

Dear Mr. Helman,

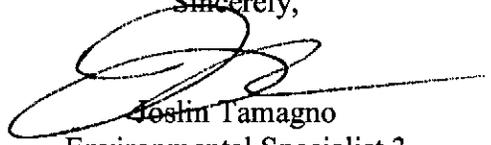
Please be advised that a Water Quality Certificate was inadvertently omitted from the July 26, 2013 permit referenced above. The Flood Hazard Area Verification, Flood Hazard Area Individual Permit and the Federal Consistency issued on July 26, 2013 should include a Water Quality Certificate.

In addition, Condition no. 25 in the permit referenced above should be corrected to require the permittee to mitigate for the loss of 4.11 acres of emergent wetlands only.

All conditions of the original permit are to remain in effect. The Division reserves the right to suspend all regulated activities on site should it determine that the permittee has not taken proper precautions to ensure continuous compliance with these conditions.

Please feel free to contact myself at (609) 633-6563 should you have any questions regarding this letter. Be sure to include the Division's file number in all communication.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin Tamagno", with a long horizontal line extending to the right.

Justin Tamagno
Environmental Specialist 3
Bureau of Inland Regulation

Original sent to Agent to record
C: Municipal Construction Official
Municipal Clerk



**STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
DIVISION OF LAND USE REGULATION**

Mail Code 501-02A, P.O. Box 420, Trenton, New Jersey 08625-0420
Telephone: (609) 777-0454 or Fax: (609) 777-3656
www.state.nj.us/dep/landuse



PERMIT

<p>In accordance with the laws and regulations of the State of New Jersey, the Department of Environmental Protection hereby grants this permit to perform the activities described below. This permit is revocable with due cause and is subject to the limitations, terms and conditions listed below and on the attached pages. For the purpose of this document, "permit" means "approval, certification, registration, authorization, waiver, etc." Violation of any term, condition or limitation of this permit is a violation of the implementing rules and may subject the permittee to enforcement action.</p>		<p>Approval Date JUL 26 2013</p>
		<p>Expiration Date JUL 25 2018</p>
<p>Permit Number(s)</p> <p>0200-06-0005.1 FHA130001 0200-06-0005.1 FHA130002 0200-06-0005.1 CDT 130001</p>	<p>Type of Approval(s)</p> <p>Flood Hazard Area Verification Flood Hazard Area Individual Permit Federal Consistency</p>	<p>Enabling Statute(s)</p> <p>NJSA 58:16A FH NJSA 58:10A-1 POLLUTION NJSA 40:55D-93-99SWM NJSA 13:9A</p>
<p>Permittee:</p> <p>The Port Authority of New York & New Jersey Attn.: Marc Helman 2 Gateway Center 14th Floor Newark, NJ 07102</p>	<p>Site Location:</p> <p>Block(s) & Lot(s): [76, 1.02] [203, 1] Municipality: Teterboro Boro County: Bergen</p>	
<p>Description of Authorized Activities</p> <p>This permit verifies the flood hazard elevation and grants permission to construct a Runway Safety Area (RSA) at the end of Runway 1 and a Patrol Road around the periphery of Teterboro Airport, within Lot Nos. 1 & 1.02 of Block Nos. 203 & 76 respectively, in the Borough of Teterboro & Borough of Moonachie, Bergen County, New Jersey. For the Federal Consistency this permit includes the proposed disturbance of 3.89 acres of wetland for the construction of the EMAS and .22 acres of wetlands for the construction of Patrol Road.</p>		
<p>Prepared by:</p> <p><i>Nabil Andrews</i> Nabil M. Andrews</p>	<p>Received and/or Recorded by County Clerk</p>	
<p>THIS PERMIT IS NOT EFFECTIVE AND NO CONSTRUCTION APPROVED BY THIS PERMIT, OR OTHER REGULATED ACTIVITY, MAY BE UNDERTAKEN UNTIL THE APPLICANT HAS SATISFIED ALL PRE-CONSTRUCTION CONDITIONS AS SET FORTH HEREIN.</p>		
<p align="center">This permit is not valid unless authorizing signature appears on the last page.</p>		

CONDITIONS APPLICABLE TO ALL LAND USE PERMITS:

1. In accordance with the applicable regulations, any person who is aggrieved by this decision or any of the conditions of this approval may request a hearing within 30 days after notice of the decision is published in the DEP Bulletin. This request must include a completed copy of the Administrative Hearing Request Checklist. The DEP Bulletin is available through the Department's website at <http://www.nj.gov/dep/bulletin> and the Checklist is available through the Division's website at <http://www.nj.gov/dep/landuse/forms/lurpaahr.pdf>. In addition to your hearing request, you may file a request with the Office of Dispute Resolution to engage in alternative dispute resolution. Please see the website www.nj.gov/dep/odr for more information about this process;
2. The permittee, its contractors and subcontractors shall comply with all conditions of this permit, supporting documents and approved drawings; and
 - i. Plans and specification in the application and conditions imposed by this permit shall remain in full force and effect so long as the proposed development or any portion thereof is in existence, unless modified by the Department in writing;
 - ii. If this permit contains a condition that must be satisfied prior to the commencement of construction, the permittee must comply with such condition(s) within the time required by the permit or, if no time specific requirement is imposed, then within six months of the effective date of the permit, or provide evidence satisfactory to the Department that such condition(s) cannot be satisfied; and
 - iii. Any noncompliance with this permit constitutes a violation, and is grounds for enforcement action, as well as suspension and/or termination of the permit; This approval does not in any way affect the right of the State to seek and collect monetary penalties or to take other enforcement action, should it be determined that a violation has occurred onsite;
3. It shall not be a defense for this permittee in an enforcement action that it would have been necessary to halt or reduce the permitted activity in order to maintain compliance with the conditions of the permit;
4. The permittee shall take all reasonable steps to prevent, minimize or correct any adverse impact on the environment resulting from activities conducted pursuant to the permit, or from noncompliance with the permit;
5. The issuance of this permit shall in no way expose the State of New Jersey or the Department to liability for the sufficiency or correctness of the design of any construction, structure or structures. Neither the State nor the Department shall, in any way, be liable for the loss of life or property which may occur by virtue of the activity of development resulting from any permit;
6. The permittee shall immediately inform the Department of any unanticipated adverse effects on the environment not described in the application or in the conditions of this permit. The Department may, upon discovery of such unanticipated adverse effects, and upon the failure

of the permittee to submit a report thereon, notify the permittee of its intent to suspend the permit;

7. This permit can be modified, suspended or terminated for cause. The filing of a request to modify an issued permit by the permittee, or a notification of planned changes or anticipated noncompliance does not stay any condition of this permit;

8. This permit does not convey any property rights of any sort, or any exclusive privilege;

9. A copy of the permit and other authorizing documents including all approved plans and drawings shall be maintained at the authorized site at all times and made available to Department representatives or their designated agents immediately upon request.

- i. The permittee shall also furnish to the Department within a reasonable time any information that the Department requests to determine compliance with this permit or to determine whether cause exists for suspension or termination of this permit; and
- ii. The permittee shall also furnish to the Department, upon request, copies of records required to be kept by the permit;

10. The permittee shall allow an authorized representative of the Department, upon notification under current rule and upon the presentation of credentials, to:

- i. Enter upon the permittee's premises where a regulated activity is located or conducted, or where records must be kept under the conditions of this permit;
- ii. Have access to and copy, at reasonable times, any records that must be kept under the conditions of the permit; and
- iii. Inspect at reasonable times any facilities, equipment, practices or operations regulated or required under the permit. Failure to allow reasonable access under this section shall be considered a violation of this chapter and subject the permittee to enforcement action;
- iv. Sample or monitor at reasonable times for the purposes of assuring compliance with applicable rules;

11. No change in plans or specifications upon which this permit is issued shall be made except with the prior written permission of the Department;

12. The permittee shall provide reports to the Department as follows:

- i. Monitoring results shall be reported at the intervals specified elsewhere in this permit;
- ii. The permittee shall immediately report to the Department by telephone at (877) 927-6337 any noncompliance that may endanger health or the environment. In addition, the permittee shall report all noncompliance to Bureau of Coastal and Land Use Compliance and Enforcement, 401 E. State Street, 4th Floor, P.O. Box 422, Mail Code: 401-04C, Trenton, NJ 08625, in writing within five business days of the time the permittee becomes aware of the noncompliance. The written notice shall include: a description of the noncompliance and its cause; the period of noncompliance, including exact dates and times, and, if the noncompliance has not been corrected, the anticipated length of time it

- is expected to continue; and steps taken or planned to reduce, eliminate and prevent recurrence of the noncompliance. Such notice shall not, however, serve as a defense to enforcement action if the project is found to be in violation of this chapter;
- iii. Where the permittee becomes aware that it failed to submit any relevant facts in an application, or submitted incorrect information in an application or in any report to the Department, it shall promptly submit such facts or information;
13. Development which requires soil disturbance, the creation of drainage structures, or changes in natural contours shall conduct operations in accordance with the latest revised version of "Standards for Soil Erosion Sediment Control in New Jersey," promulgated by the New Jersey State Soil Conservation Committee, pursuant to the Soil Erosion and Sediment Control Act of 1975, N.J.S.A. 4:24-42 et seq. and N.J.A.C. 2:90-1.3 through 1.14. and must obtain any required approvals from the local Soil Conservation District;
14. If any condition of this permit is determined to be legally unenforceable, modifications and additional conditions may be imposed by the Department as necessary to protect the public interest;
15. This permit is not transferable to any person unless the transfer is approved by the Department;
16. The permittee must obtain any and all other Federal, State and/or Local approvals. Authorization to undertake a regulated activity under these rules does not indicate that the activity also meets the requirements of any other rule, plan or ordinance. It is the applicant's responsibility to obtain all necessary approvals for a proposed project;
17. While the regulated activities are being undertaken, neither the permittee nor its agents shall cause or permit any unreasonable interference with the free flow of a regulated feature by placing or dumping any materials, equipment, debris or structures within or adjacent to the regulated area. Upon completion or abandonment of the work, the permittee and/or its agents shall remove and dispose of in a lawful manner all excess materials, debris, equipment, silt fences and other temporary soil erosion and sediment control devices from all regulated areas. Only clean non-toxic fill shall be used where necessary;
18. All excavated material and dredge material shall be disposed of in a lawful manner. (For example, it should be placed outside of any flood hazard area, riparian zone, regulated water, freshwater/coastal wetlands and adjacent transition area, and in such a way as to not interfere with the positive drainage of the receiving area);
19. If this document includes a Coastal Permit or a Flood Hazard Verification then, this document shall be recorded in its entirety in the office of the County Clerk or the Registrar of Deeds and Mortgages for each county where this project is located. Verified notice of this action shall be forwarded to the Department immediately thereafter.

SPECIAL CONDITIONS IN ADDITION TO THE STANDARD CONDITIONS:

20. The applicant shall make specific arrangements to ensure the continuous maintenance and efficient operation of all proposed stormwater management measures onsite. This includes the inspection (and cleaning where necessary) of any and all constructed swales, basins, inlets, and mechanical treatment devices at least four times per year and after every major storm totaling 1 inch of rainfall or more, the use of appropriate soil conservation practices onsite, and any other reasonable effort required to maintain the stormwater management system in good working order.

21. Construction equipment shall not be stored, staged or driven within any channel, or freshwater wetlands, unless expressly approved by this permit and/or described on the approved plans.

22. All sediment barriers and other soil erosion control measures shall be installed prior to commencing any clearing, grading or construction onsite, and shall be maintained in proper working condition throughout the entire duration of the project.

23. The permittee must obtain an approval from the NY District Army Corps of Engineers prior to any disturbance to wetlands on-site.

24. The Department has determined that riparian zones adjacent to Riser Ditch and Redneck Avenue Ditch on-site has a 50-ft. riparian zone in width. Therefore, no activity is permitted within the 50-ft. riparian zone of the watercourses.

WETLAND MITIGATION CONDITIONS:

25. **Prior to the initiation of regulated activities authorized by this permit**, the permittee shall mitigate for the loss of 4.11 acres of emergent and scrub/shrub wetlands through the purchase of 4.11 mitigation credits from an approved wetland mitigation bank.

- a. At this time, the applicant has proposed to use the following bank which is approved to serve the project area:

The Kane Wetland Mitigation Bank is operated by Kane Mitigation LLC and is located in the Boroughs of Carlstadt and South Hackensack, Bergen County, New Jersey. The Service Area for the bank includes Hydrologic Unit 02030103180 (Hackensack River) and Hydrologic Unit 02030103150050 (Lower Passaic River) primarily within Bergen and Hudson Counties. These two watersheds surround and encompass the Hackensack Meadowlands District so that projects with a component in the District are included in the Service Area. The bank is set up exclusively for transportation projects. The following transportation agencies may use this bank: NJ Transit, Port Authority, NJ DOT, and NJTA. The contact person for the bank is Andrew Derickson; 520 Capitol Mall, Suite 200, Sacramento, CA 95814 and he can be reached at (303) 521-0851; E-Mail: aderickson@efg-bp.com **This bank is able to sell a portion of its mitigation credits.**

- b. For your information, the following bank also serves the project area:

The MRI-3 Mitigation Bank is operated by Evergreen Environmental. The approximately 51-acre mitigation bank site is located in Carlstadt, Bergen County, New Jersey along the banks of the Hackensack River. The bank site is bordered on the west by Bashes Creek and is drained by Moonachie Creek to the east. The bank is located on Block 137, Lots 2, 3, 4, 5, 6, 7, 8, and 9. and is located in the Hackensack Meadowlands. This Service Area shall include the Hackensack Meadowlands District (HMD) and the following Hydrologic Unit Codes (HUC):

020-30-103-170
020-30-103-180 (Bank location)
020-30-104-010
020-30-101-170
020-30-103-150 (portion in HMD)

In the service area, the mitigation credits from the bank will be used to mitigate for impacts to estuarine and palustrine emergent, mudflat, scrub/shrub and open water wetlands and waters of the U.S. The mitigation credits from the bank will not be used to mitigate for impacts to palustrine forested wetlands. The contact person for this bank is Mark Renna, Evergreen Environmental, LLC, 121 Carol Place, Wayne, NJ 07470 and he can be reached at 973-305-0643 or 973-356-7164 or by email at mrenna@evergreenenv.com. **This bank is able to sell a portion of it mitigation credits.**

Additional banks may be approved at any time, so please contact the Mitigation unit for the most up to date service area information if you would like additional options.

26. **Prior to the initiation of regulated activities authorized by this permit**, the permittee shall submit proof of purchase for the amount of mitigation credits listed above to the attention of the Mitigation Unit Supervisor, NJDEP, Division of Land Use Regulation at Mail Code 501-02A, P.O. Box 420, Trenton, NJ 08625-0420.

27. In the event that mitigation credits are no longer available from the above referenced mitigation bank(s), the permittee shall contact the Division of Land Use Regulation, Mitigation Unit to arrange for an alternative mitigation option **prior to the initiation of regulated activities.**

28. The drawings hereby approved are thirty two (32) sheets prepared by The Port Authority of NY & NJ Engineering Department, dated April 19, 2013, unrevised, unless otherwise noted, entitled:

“TETERBORO AIRPORT RUNWAY 1 RSA IMPROVEMENTS AND PATROL ROAD”

“LOCATION PLAN”, sheet no. G003,

“CONSTRUCTION STAGING PLAN -1-“, sheet no. CS001,

“CONSTRUCTION STAGING PLAN -2-“, sheet no. CS002,

“SITE PLAN -1-”, sheet no. C002,
“SITE PLAN -2-”, sheet no. C003,
“SITE PLAN -3-”, sheet no. C004,
“SITE PLAN -4-”, sheet no. C005,
“SITE PLAN -5-”, sheet no. C006,
“SITE PLAN -6-”, sheet no. C007,
“SITE PLAN -7-”, sheet no. C008,
“SITE PLAN -8-”, sheet no. C009,
“SITE PLAN -9-”, sheet no. C010,
“SITE PLAN -10-”, sheet no. C011,
“SITE PLAN -11-”, sheet no. C012,
“SITE PLAN -12-”, sheet no. C013,
“SITE PLAN -13-”, sheet no. C014,
“SITE PLAN -14-”, sheet no. C015,
“SITE PLAN -15-”, sheet no. C016,
“SITE PLAN -16-”, sheet no. C017,
“SITE PLAN -17-”, sheet no. C018,
“SITE PLAN -18-”, sheet no. C019,
“SITE PLAN -19-”, sheet no. C020,
“SITE PLAN -20-”, sheet no. C021,
“SITE PLAN -21-”, sheet no. C022,
“SITE PLAN -22-”, sheet no. C023,
“GRASS SWALE GRADING -1-“, sheet no. C024,
“GRASS SWALE GRADING -2-“, sheet no. C025,
“SECTIONS -1-“, sheet no. C027,
“SECTIONS -2-“, sheet no. C028,
“SECTIONS -3-“, sheet no. C029,
“DETAILS -1-“, sheet no. C030,
“DETAILS -2-“, sheet no. C031”, and
“DETAILS -3-“, sheet no. C032”.

If you need clarification on any section of this permit or conditions, please contact our Technical Support Call Center at (609) 777-0454.

Attachment H
Notice of Availability and Request for
Comments

Public Notices

NOTICE TO ABSENT DEFENDANTS SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-008076-13

STATE OF NEW JERSEY TO Tina Woiski Daniel Woiski (L.S.)

YOU ARE HEREBY SUMMONED and required to serve upon FRENKEL LAMBERT WEISS WEISMAN & GORDON, LLP, Attorneys for the Plaintiff, whose address is 80 Main Street, Suite 460, West Orange, NJ 07052, an Answer to the Complaint or Amended Complaint, filed in a Civil Action in which OneWest Bank, FSB, is Plaintiff and Elaine Woiski, her heirs, devisees and personal representatives, and his/her, their or any of their successors in right, title, and interest, et als., are the defendant(s), pending in the Superior Court of New Jersey, within 35 days of 6/12/2013, exclusive of such date, you fail to do so, judgment by default may be rendered against you for the relief demanded in the Complaint or Amended Complaint. You shall file your answer and proof of service in duplicate with the Clerk of the Superior Court, Hudson County Complex, P.O. Box 971, Trenton, New Jersey 08625-0971, in accordance with the rules of Civil Practice and procedure.

This action has been instituted for the purpose of foreclosing a mortgage dated February 17, 2006, made by Elaine Woiski, as mortgagor, and payable to Financial Freedom Senior Funding Corporation, a subsidiary of IndyMac Bank, F.S.B., as mortgagee, which Mortgage was recorded in the Office of the Register of Bergen County on March 1, 2006 in Book 15583, Page 122, and then assigned to the Plaintiff herein, and concerns real estate located at 51 Amsterdam Ave, Teaneck, Block 5107, Lot 10, County of Bergen and State of New Jersey, more particularly described in the Complaint filed herein, and to recover possession of said lands and premises.

If you are unable to obtain an attorney, you may communicate with the New Jersey State Bar Association at (908) 249-5000 or the Lawyer Referral Service of Bergen County at (201) 488-0044, and if you cannot afford an attorney you may communicate with the Legal Services Office in Bergen at (201) 487-2166. YOU, Tina Woiski,, have been named as a defendant in this action because Elaine Woiski executed the mortgage and the mortgage being foreclosed hereon is deceased. Her heirs, devisees and personal representatives and his, hers, theirs of any of their successors in right, title and interest may be liable for any deficiency thereon and for any right, title, claim or interest they may have in or against the said mortgaged premises.

YOU, Daniel Woiski,, have been named as a defendant in this action because Elaine Woiski executed the mortgage and the mortgage being foreclosed hereon is deceased. Her heirs, devisees and personal representatives and his, hers, theirs of any of their successors in right, title and interest may be liable for any deficiency thereon and for any right, title, claim or interest they may have in or against the said mortgaged premises.

Dated: 6/7/2013 ELISABETH A. STROM Acting Clerk of the Superior Court June 12, 2013-Fee:\$81.27(86) 3509687

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-049996-10

Between Plaintiff: FII-MC8-RET-11A, LLC and Defendant: 711 Route 17 Associates, Harold N. Abrams and Stephen Markson, Et Al Civil Action - Writ of Execution Date: 2/19/2013 Emmett, Marvin & Martin, LLP 177 Madison Avenue Morristown, NJ 07960

By virtue of the above stated writ to me directed and delivered, I have levied upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, on Friday, June 28, 2013 at two o'clock in the afternoon, prevailing time:

All that certain tract, parcel, and lot of land lying and being situate in the Borough of Carlstadt, County of Bergen, State of New Jersey, commonly known as follows: (set forth list for liens) OR N/A, and also known as Lot 4, Block 82 as shown on the Tax Map of the Borough of Carlstadt, Bergen County, State of New Jersey, including all improvements thereon.

Together with all and singular the rights, liberties, privileges, hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, use, property, claim and demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto the said plaintiff the sum of \$5,364.29, 20% interest thereon; 20% of the purchase price in the form of certified Check or Cash is required at time of sale. The property shall be sold subject to all liens and encumbrances of record and the Sheriff makes no representations expressed or implied, as to the existence, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale.

Surplus Money: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

MICHAEL SAUDINO SHERIFF 13001644 The Record- The Observer June 5, 12, 19, 26, 2013- Fee:\$283.52 (75) 3502778

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. BER-L-4110-02

Between Plaintiff: Henry Migard & Elise Riedman and Defendant: Fred J. Miller Eric Riedman, Et Al, Civil Action - Writ of Execution Date: 12/22/2011 Watts, Tice & Skowronek LLC 1 Main Street Flemington, NJ 08822

By virtue of the above stated writ to me directed and delivered, I have levied upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, on Friday, June 28, 2013 at two o'clock in the afternoon, prevailing time:

Common known as: Lot 2, Block 4601 2100 Linwood Ave., Apt. #Y, Fort Lee, NJ This sale is only for 63 shares that belong to 50% of Mr. Miller's Interest." The Sheriff hereby reserves the right to adjourn this sale without further notice through publication from time to time as provided by law.

Together with all and singular the rights, liberties, privileges, hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, use, property, claim and demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto the said plaintiff the sum of \$571,929.89, interest thereon;

20% of the purchase price in the form of certified Check or Cash is required at time of sale. The property shall be sold subject to all liens and encumbrances of record and the Sheriff makes no representations expressed or implied, as to the existence, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale. The known liens and encumbrances provided to the Sheriff at this time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set forth by the Sheriff of Bergen County and is subject to the terms and conditions of the Foreclosure Fairness Act.

Surplus Money: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

MICHAEL SAUDINO SHERIFF 13001744 The Record- Herald News May 29, June 5, 12, 19, 2013- Fee:\$272.16 (72) 3500714

Public Notices

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. DC-011798-08

Between Plaintiff: Glenbrook Condominium Association, Inc., Defendant: Lori Harrison, Et Al, Civil Action - Writ of Execution Date: 12/6/2012 Herrick Feinstein 2 Penn Plaza Newark, NJ 07105-2245

By virtue of the above stated writ to me directed and delivered, I have levied upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, on Friday, June 21, 2013 at two o'clock in the afternoon, prevailing time:

The property to be sold constitutes the tract described below and as more particularly described in the Writ of Execution filed with the Sheriff of Bergen County pursuant to which this sale is being held. BEING in the Township of Englewood, County of Bergen and State of New Jersey being more particularly described as follows, to wit: BEING Unit 2.41, in Building 305, as shown on the Official Tax Map of Englewood, said Unit being more specifically described in the Master deed, recorded on May 10, 1989, in the Office of the Clerk of Bergen in Deed Book 7289, Page 30, et. seq., et seq., as amended from time to time; and

BEING commonly known as 130 Gletwick Park, 8E Englewood, NJ 07631, Lot 2.41, B1 305.

The Sheriff hereby reserves the right to adjourn this sale without further notice through publication from time to time as provided by law.

Together with all and singular the rights, liberties, privileges, hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, use, property, claim and demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto the said plaintiff the sum of \$6,235.75, interest thereon;

20% of the purchase price in the form of certified Check or Cash is required at time of sale. The property shall be sold subject to all liens and encumbrances of record and the Sheriff makes no representations expressed or implied, as to the existence, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale. The known liens and encumbrances provided to the Sheriff at this time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set forth by the Sheriff of Bergen County and is subject to the terms and conditions of the Foreclosure Fairness Act.

Surplus Money: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

MICHAEL SAUDINO SHERIFF 13001605 The Record- Herald News May 29, June 5, 12, 19, 2013- Fee:\$332.64 (88) 3500686

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-001796-11

Between Plaintiff: Hudson City Savings Bank, A Federally Chartered Savings Bank and Defendant: Sun Young dot, Inc. Civil Action - Writ of Execution Date: 11/9/2013 Dieffenbach Witt & Birchby W 100 Century Rd Paramus, NJ 07652

By virtue of the above stated writ to me directed and delivered, I have levied upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, on Friday, June 21, 2013 at two o'clock in the afternoon, prevailing time:

"Property to be sold is located in the Borough of Palisades Park, County of Bergen, State of New Jersey, being Tax Parcel in Block 321 on the Official Tax Map of the Borough of Palisades Park, and also commonly known as 545 Fourth Street, Palisades Park, New Jersey 07650. The dimensions of the premises are approximately 52.73 feet by 100.00 feet by 53.87 feet by 100.00 feet. The property is located approximately 100.00 feet from the intersection of Oakdene Avenue and the northwesterly side of Fourth Street. This description does not constitute a full legal description of the premises and can be found in the Office of the Sheriff of the County of Bergen.

The Sheriff hereby reserves the right to adjourn this sale without further notice through publication from time to time as provided by law.

Together with all and singular the rights, liberties, privileges, hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, use, property, claim and demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto the said plaintiff the sum of \$220,994.23, interest thereon;

20% of the purchase price in the form of certified Check or Cash is required at time of sale. The property shall be sold subject to all liens and encumbrances of record and the Sheriff makes no representations expressed or implied, as to the existence, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale. The known liens and encumbrances provided to the Sheriff at this time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set forth by the Sheriff of Bergen County and is subject to the terms and conditions of the Foreclosure Fairness Act.

Surplus Money: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

MICHAEL SAUDINO SHERIFF 13001608 The Record- Herald News May 29, June 5, 12, 19, 2013- Fee:\$328.84 (87) 3500696

NOTICE OF PUBLIC SALE OF PERSONAL PROPERTY

Notice is hereby given that the undersigned shall sell to satisfy lien of a credit of public sale by competitive bidding on June 27th, 2013 at 5:00PM at the Extra Space Storage facility located at:

524 Grand Avenue Englewood NJ 07631 201-541-0504

The personal goods stored therein by the following may include, but are not limited to: general household, furniture, boxes, clothes and appliances.

748 Keith Wang- Tax returns 829 Janeey Kagalani- Drafting tables, books, luggage's paperwork 744 Miha- Seghal's Household 671 Kim Sykes-Creighton- Clothes, house hold items 843 Samuel Watson- Papers, tvd 463 Alan Robinson- Furnish items 176 Simone Allen- Household items 797 Scott Turen- Books, art, etc. 659 Wanda Staplar- Clothes 1160 Alma J Moore- House items, furniture, personal items 221 Natasha Videgain- Furniture for medical office 681 Victoria Faison- Household items, furniture, refrigerator, toys, electronics 663 Carrie- Robinson- Household items 117 Chungsik Lee- House furniture 115 Felice A. Montella- Household material, clothes, furniture

Purchases must be made with cash only and paid at the time of sale. All items sold as is and must be removed at the time of purchase. Extra Space Storage reserves the right to refuse any bid. Sale is subject to adjournment. June 5, 12, 2013-Fee:\$85.06(45) 3506948

Note complying with N.J.S.A.: 39:16-16' application has been made to the Chief Administrator of the "NJ MVC", Trenton, NJ, get title papers and issue a NJ Certificate of Ownership for 2001 BMW 330i, VIN# WBADJ3441JU205894. Any objections, should be made in writing within 10 days of the to the Chief Administrator of the "NJ MVC", Special Title Section , P.O. Box 017, Trenton, NJ 08666-0017. June 7, 10, 12, 2013-Fee:\$31.20 (11) 3508364

Public Notices

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-001192-12

Between Plaintiff: Hudson City Savings Bank, A Federally Chartered Savings Bank and Defendant: Ovsanna Koroglyan, Unmarried, Et Als, Civil Action - Writ of Execution Date: 2/19/2013 Dieffenbach, Witt & Birchby, Esq. West 100 Century Rd. PO Box 9 Paramus, NJ 07652

By virtue of the above stated writ to me directed and delivered, I have levied upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, on Friday, June 28, 2013 at two o'clock in the afternoon, prevailing time:

Property to be sold is located in the Borough of Fair Lawn, County of Bergen, State of New Jersey, being Tax Parcel in Block 1704 on the Official Tax Map of the Borough of Fair Lawn, and also commonly known as 1601 Saddle River Road, Fair Lawn, New Jersey 07410 a/k/a 16-01 Saddle River Road, Fair Lawn, New Jersey 07410. The dimensions of the premises are approximately 55.97 feet by 100.03 feet by 76.00 feet by 80.00 feet by 31.44 feet. The property is located at the intersection of Gleditsia Lane and the Northeastly side of Saddle River Road. This description does not constitute a full legal description of the premises and can be found in the Office of the Sheriff of the County of Bergen.

Together with all and singular the rights, liberties, privileges, hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, use, property, claim and demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto the said plaintiff the sum of \$116,444.64, interest thereon; 20% of the purchase price in the form of certified Check or Cash is required at time of sale. The property shall be sold subject to all liens and encumbrances of record and the Sheriff makes no representations expressed or implied, as to the existence, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale. The known liens and encumbrances provided to the Sheriff at this time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set forth by the Sheriff of Bergen County and is subject to the terms and conditions of the Foreclosure Fairness Act.

Surplus Money: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

MICHAEL SAUDINO SHERIFF 13001638 The Record- Ridgewood News June 5, 12, 19, 26, 2013- Fee:\$321.32 (85) 3502745

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-009638-12

Between Plaintiff: Blue Asset Management Pool 2, LLC and Defendant: Catherine Cracolice, Civil Action - Writ of Execution Date: 2/13/2013 Bray & Bray 100 Misty Lane Parsippany, NJ 07054

By virtue of the above stated writ to me directed and delivered, I have levied upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, on Friday, June 28, 2013 at two o'clock in the afternoon, prevailing time:

Street Address: 268 Fulton Street, New Milford, NJ Tax Lot/Block: Lot 2, Block 1530 Nearest Cross Street: Eagle Avenue Dimensions: 50' x 100'

Together with all and singular the rights, liberties, privileges, hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, use, property, claim and demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto the said plaintiff the sum of \$321,737.21, interest thereon; 20% of the purchase price in the form of certified Check or Cash is required at time of sale. The property shall be sold subject to all liens and encumbrances of record and the Sheriff makes no representations expressed or implied, as to the existence, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale. The known liens and encumbrances provided to the Sheriff at this time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set forth by the Sheriff of Bergen County and is subject to the terms and conditions of the Foreclosure Fairness Act.

Surplus Money: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

MICHAEL SAUDINO SHERIFF 13001645 The Record- Herald News June 5, 12, 19, 26, 2013- Fee:\$257.04 (68) 3502813

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-43714-08

Between Plaintiff: US Bank, N.A. As Trustee and Defendant: Metra, Inc., Et Als, Civil Action - Writ of Execution Date: 1/8/2010 Fein Such Kahn & Shepard 7 Century Drive Suite 201 Parsippany, NJ 07054

By virtue of the above stated writ to me directed and delivered, I have levied upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, on Friday, June 28, 2013 at two o'clock in the afternoon, prevailing time:

The property to be sold is located in the TOWN of WOOD RIDGE, County of BERGEN and State of New Jersey, being Tax Parcel in Block known as HILL STREET, WOOD RIDGE, NJ 07075, Tax Lot No. 4FKA8 in Block No. 207 FKA 102 Dimension of Lox Approximately: 101X75 1 LT

Nearest Cross Street: CENTER STREET The Sheriff hereby reserves the right to adjourn this sale without further notice through publication

Prior Liens/Encumbrances Total As Of March 12, 2013: \$0.00 Together with all and singular the rights, liberties, privileges, hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, use, property, claim and demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto the said plaintiff the sum of \$485,665.08, interest thereon;

20% of the purchase price in the form of certified Check or Cash is required at time of sale. The property shall be sold subject to all liens and encumbrances of record and the Sheriff makes no representations expressed or implied, as to the existence, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale. The known liens and encumbrances provided to the Sheriff at this time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set forth by the Sheriff of Bergen County and is subject to the terms and conditions of the Foreclosure Fairness Act.

Surplus Money: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

MICHAEL SAUDINO SHERIFF 13001654 The Record- The Observer June 5, 12, 19, 26, 2013- Fee:\$294.84 (78) 3504325

Public Notices

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-0299-08

Between Plaintiff: Countrywide Home Loans, Inc. and Defendant: Scott Morrissey, Et Als, Civil Action - Writ of Execution Date: 4/22/2009 Fein Such Kahn & Shepard PC 7 Century Dr Suite 201 Parsippany, NJ 07054

By virtue of the above stated writ to me directed and delivered, I have levied upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, on Friday, June 28, 2013 at two o'clock in the afternoon, prevailing time:

The property to be sold is located in the BORO of HARRINGTON PARK, County of BERGEN and State of New Jersey. Commonly known as: 43 TAPPAN ROAD, HARRINGTON PARK, NJ 07640, Tax Lot No. 4 in Block No. 1016 Dimension of Lot Approximately: 71 X 180 Nearest Cross Street: DEMAREST PLACE

THE SHERIFF HEREBY RESERVES THE RIGHT TO ADJOURN THIS SALE Beginning at a point on the southeasterly line of Tappan Road, said point being distant 72.83 feet easterly thereon from its intersection with the northeasterly line of Demarest Place and ending at the NEAREST CROSS STREET: DEMAREST PLACE

Together with all and singular the rights, liberties, privileges, hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, use, property, claim and demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto the said plaintiff the sum of \$341,643.16, interest thereon; 20% of the purchase price in the form of certified Check or Cash is required at time of sale. The property shall be sold subject to all liens and encumbrances of record and the Sheriff makes no representations expressed or implied, as to the existence, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale. The known liens and encumbrances provided to the Sheriff at this time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set forth by the Sheriff of Bergen County and is subject to the terms and conditions of the Foreclosure Fairness Act.

Surplus Money: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

MICHAEL SAUDINO SHERIFF 13001646 The Record- Herald News June 5, 12, 19, 26, 2013- Fee:\$313.76 (83) 3502827

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-533-10

Between Plaintiff: Wells Fargo Bank, N.A. and Defendant: Thomas E. Heitler, Et Al, Civil Action - Writ of Execution Date: 8/22/2012 Zucker Goldberg & Ackerman PO Box 1024 Suite 301 Mountainside, NJ 07092

By virtue of the above stated writ to me directed and delivered, I have levied upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, on Friday, June 28, 2013 at two o'clock in the afternoon, prevailing time:

The Borough of Oakland, County of Bergen, State of New Jersey. Commonly known 8 Columbia Way, Oakland, NJ 07436. Tax Lot: 5 1/4 x 3 in Block: 4909 fka 3502.07 Dimensions of Lot: (approximately) 98 x 113

Nearest Cross Street: Princeton Terrace Subject to Tax and prior lien info: At the time of publication taxes/sewer/ water information was not yet available - you must check with the tax collector for exact amounts due. Subject to Prior Mortgages and Judgments (if any): None

The Fair Housing Act prohibits "any preference, limitation, or discrimination because of race, color, religion, sex, handicap, familial status, national origin, or intention to make such preference, limitation or discrimination" in connection with any aspect of a residential real estate transaction. Zucker, Goldberg, and Ackerman, LLC encourages and supports the equal housing practices of Fair Housing Act in the conduct of its business."

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Together with all and singular the rights, liberties, privileges, hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, use, property, claim and demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto the said plaintiff the sum of \$265,316.57, interest thereon; 20% of the purchase price in the form of certified Check or Cash is required at time of sale. The property shall be sold subject to all liens and encumbrances of record and the Sheriff makes no representations expressed or implied, as to the existence, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale. The known liens and encumbrances provided to the Sheriff at this time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set forth by the Sheriff of Bergen County and is subject to the terms and conditions of the Foreclosure Fairness Act.

Surplus Money: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

MICHAEL SAUDINO SHERIFF 13001647 The Record- Ridgewood News June 5, 12, 19, 26, 2013- Fee:\$374.24 (99) 3502848

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-11950-10

Between Plaintiff: Wells Fargo Bank, N.A. and Defendant: Eun Kyong Kim, Et Al, Civil Action - Writ of Execution Date: 8/29/2012 Zucker Goldberg & Ackerman PO Box 1024 Suite 301 Mountainside, NJ 07092

By virtue of the above stated writ to me directed and delivered, I have levied upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, on Friday, June 28, 2013 at two o'clock in the afternoon, prevailing time:

The Borough of Fort Lee, County of Bergen, State of New Jersey. Commonly known 1315 Anderson Avenue, Unit 16, Bldg. 1315, Fort Lee, NJ 07024 Tax Lot: 1 C1516 (f/k/a Lot 4 C0016) in Block: 1751 (ka Block 1701) Dimensions of Lot: Condo Nearest Cross Street: N/A

Subject to any open taxes, water/sewer, municipal or tax liens that may be due. Subject to Tax and prior lien info: The total amount due for past due taxes is \$0. Subject to Prior Mortgages and Judgments (if any): None

The Fair Housing Act prohibits "any preference, limitation, or discrimination because of race, color, religion, sex, handicap, familial status, national origin, or intention to make such preference, limitation or discrimination" in connection with any aspect of a residential real estate transaction. Zucker, Goldberg, and Ackerman, LLC encourages and supports the equal housing practices of Fair Housing Act in the conduct of its business."

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Together with all and singular the rights, liberties, privileges, hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and remainders, rents, issues and profits thereof, and also all the estate, right, title, interest, use, property, claim and demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto the said plaintiff the sum of \$216,152.39, interest thereon; 20% of the purchase price in the form of certified Check or Cash is required at time of sale. The property shall be sold subject to all liens and encumbrances of record and the Sheriff makes no representations expressed or implied, as to the existence, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale. The known liens and encumbrances provided to the Sheriff at this time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set forth by the Sheriff of Bergen County and is subject to the terms and conditions of the Foreclosure Fairness Act.

Public Notices

SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-11950-10

Between Plaintiff: Wells Fargo Bank, N.A. and Defendant: Eun Kyong Kim, Et Al, Civil Action - Writ of Execution Date: 8/29/2012 Zucker Goldberg & Ackerman PO Box

BUSINESS OF NEW JERSEY

STATEWIDE

Prudential to buy back \$1 billion in stock

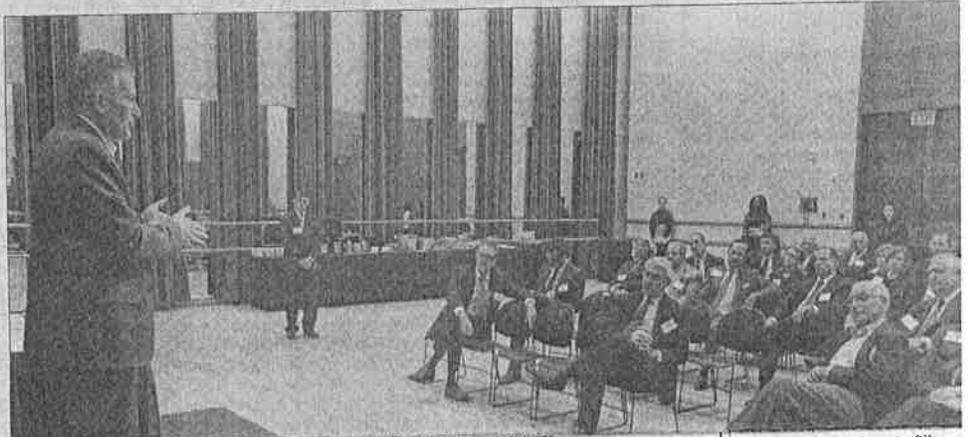
Prudential Financial yesterday said its board of directors authorized the company to buy back up to \$1 billion worth of its common stock over the coming year, starting July 1.

The one-year program should help the lift the company's stock price. Shares of the Newark life insurer have risen 33 percent since the start of the year, closing yesterday at \$70.93.

Prudential's executive management ultimately will decide the size and timing

authorized a \$1 billion buy-back last year, but it ended up repurchasing just \$150 million worth as of March 31. That reauthorization runs out on June 30.

Prudential's announcement comes about a week after the company disclosed that a panel of federal regulators had recommended it be labeled a "systemically important financial institution" and subject to new federal oversight. At the time, the insurer said it was considering an appeal of this decision, which it said would carry with it new restrictions



COMPARATIVE STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION FOR THE YEARS ENDED DECEMBER 31, 2012 AND 2011

	2012	2011
OPERATING REVENUES		
Assessments	\$8,106,969	\$8,601,191
Participating Municipalities	342,050	
Supplemental - Participating Municipalities	1,000	=
Other Income	8,450,019	8,601,191
OPERATING EXPENSES		
Benefits paid to/For Participants	3,199,583	3,286,391
Excess Insurance Recoverable	(39,822)	(103,817)
Excess Insurance Premiums	2,588,274	2,959,018
Other Insurance Premiums	528,729	652,327
General and Administrative	1,414,823	1,439,281
Transfer to/(from) Loss Reserves		(695,785)
Case Reserves	90,906	(55,392)
IBNR	310,455	7,482,023
Total Operating Expenses	8,092,948	1,119,168
Operating Income	357,071	
NONOPERATING REVENUES		
Dividend Income	25,626	24,674
Interest Income	82,689	124,213
Total Non Operating Income	108,315	148,887
Change in Net Position	465,386	1,268,055
Net Position, January 1	3,764,701	2,731,907
Equity Distribution	(266,793)	(235,261)
Net Position, December 31	\$3,963,144	\$3,764,701

COMMENTS/RECOMMENDATIONS
Current Year
There are none.

The above synopsis was prepared from the audit of the Suburban Essex Joint Insurance Fund, County of Essex, for the calendar year 2012. This report of audit, submitted by Gary J. Vinci, Registered Municipal Accountant, is on file at the Fund Administrator's office and may be inspected by any interested person.
/s/ Kathleen Krema
Fund Administrator
Fee: \$354.96

least polluting electric fill-ups in the United States, giving New Jersey electric cars nearly the same carbon footprint equivalent as a 60 mile-per-gallon gas burning vehicle.

And there are still other factors to consider, said Cathleen Lewis, a spokeswoman for AAA New Jersey.

"As you move to those energy-efficient vehicles — which can be great for the environment — you're not paying into the gas tax, which is how we maintain our roadways," Lewis said. "If there's no money going into the roadways, that will mean maintenance issue to our vehicles like new tire wheel alignments or more significant damage. We're not there yet, but it's very easy to see."

Alexi Friedman: (973) 392-4147 or afriedman@startledger.com

THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT Environmental Assessment RSA Improvements at End of Runway 1 and Construction of the Patrol Road Teterboro Airport, Teterboro, New Jersey

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of an Environmental Assessment (FAA Form 107) for the RSA Improvements at End of Runway 1 and Construction of the Patrol Road Project at Teterboro Airport are available for public review and comment at the following locations:

The Port Authority of NY & NJ Aviation Department Aeronautical & Technical Services 233 Park Avenue South New York, NY 10003 Attn: Edward Knoessel Hours: 9:00 am to 5:00 pm	The Port Authority of NY & NJ Teterboro Airport 90 Moonachie Avenue Teterboro, NJ 07608 Attn: Terri Lee Hours: 8:30 am to 4:30 pm
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The Draft EA document for this project will be available at these locations until the close of the comment period, which is 5:00 PM on June 26, 2013. In addition, a copy of this document may be viewed online at: <http://www.panynj.gov/about/airport/ny-nj-pa-environmental-assessment.pdf>

The Port Authority is inviting the Public to submit, in writing, comments on the Draft EA prepared for the RSA Improvements at End of Runway 1 and Construction of the Patrol Road Project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on June 26, 2013. Comments must be received 5:00 PM on June 26, 2013 in order to be considered.

All comments on this Draft EA should be sent to: The Port Authority of NY & NJ, 233 Park Avenue South, 9th Floor, New York, NY 10003. Attn: Edward Knoessel. In addition, comments may be emailed to TEBRWY1RSAEA@panynj.gov with the subject heading "RSA Improvements at End of Runway 1 and Construction of the Patrol Road".

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