

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

Teterboro Airport (TEB)
Teterboro, New Jersey

Proposed Federal Action

The proposed federal action is the Airport Layout Plan (ALP) approval and potential for federal financial assistance for the replacement of Taxiway B with new Taxiway A as part of the Runway Incursion Mitigation Program at Teterboro Airport (TEB), New Jersey.

Project Description

The Proposed Action involves the removal of runway incursion hot spot HS-1 located on Taxiway B. This will be accomplished by decommissioning and removing 423 ft x 50 ft of existing Taxiway B and associated utilities and signage and constructing a new 708 ft x 60 ft Taxiway V, and associated utilities and signage, to connect Taxiway A with Runway 6-24 at a 45 degree angle.

Background

The FAA defines an incursion hot spot (HS) as a location on an airport movement area with a history or potential risk of collision or runway incursion. Heightened attention by FAA Airport Traffic Control, pilots, and vehicle drivers is necessary when operating in these areas. Several congestion areas and hot spots exist on TEB's airfield resulting in interrupted taxi flows and delays. The Proposed Action would remove one (HS-1) of three hot spots on the airfield. HS-2 is located south of HS-1 at the intersection of Taxiway L and Runway 6-24. HS-3 exists at the intersection of Taxiway G and Runway 6-24. HS-2 and HS-3 will not be addressed in the Proposed Action. There are no projects within the Port Authority's ten-year capital plan that will address HS-2 and HS-3. Constraints currently preventing mitigation of HS-2 and HS-3 include tenant leasehold restrictions, wetland impacts, runway safety area requirements, and space available for additional airfield construction.

Purpose and Need

The purpose and need of the Proposed Action is to reduce runway incursions caused by the Taxiway B hot spot, HS-1.

Alternatives

Four alternatives, including the no action alternative were considered. The no action alternative was dismissed because it did not meet the project purpose and need. The other alternatives were dismissed because they resulted in greater environmental impacts and had greater overall costs. The Proposed Action meets the project purpose and need, has the least environmental impacts, and the least overall cost.

Discussion

The attached February 2018 Environmental Assessment (EA) addresses the effects of the Proposed Action 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.

Wetlands and Water Resources

Even after minimizing wetlands impacts to the maximum extent practicable, the Proposed Action would unavoidably impact 3.28 acres of wetlands. The affected wetlands are US Army Corps of Engineers regulated jurisdictional palustrine emergent freshwater wetlands. The Proposed Action would also result in an increase in new impervious surfaces. To mitigate for these impacts, the Port Authority purchased the appropriate number of mitigation credits (3.28) from the Kane Mitigation Bank, LLC. The restoration project via the Kane Mitigation Bank has been designed and constructed to not attract large water fowl. In March 2017, the project received a Department of the Army Section 404 Permit including mitigation the wetlands losses.

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 BMPs include provisions for the control and/or prevention of erosion from soil and debris storage piles and containment of construction materials. Based on the above, implementation of the Proposed Action is not likely to result in significant impacts to wetland and water resources.

Coastal Resources

The Proposed Action would occur in the coastal zone. In the State of New Jersey State, the Coastal Zone Management Program (CZMP) concurrence is issued by the New Jersey Department of Environmental Protection as part of the Flood Hazard Area Permit. The Flood Hazard Area Permit and consistency evaluation of the New Jersey State CZMP was received on March 13, 2017. Based on the above, implementation of the Proposed Action is not likely to result in adverse effect to the Coastal Zone.

Construction Impacts

Limited short-term effects resulting from construction may occur. Specific effects could include noise from construction equipment on the site, fugitive dust, soil erosion, and sedimentation. These impacts will be limited by requiring the contractor to comply with all contract provisions for environmental protection. 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 of in accordance with pertinent local, state, and federal regulations. These short-term construction impacts will not persist beyond the construction period, and no significant long-term construction impacts are expected as a result of this project.

Other Impact Categories

The impacts of the Proposed 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*. The EA was also available at the Port Authority's offices at Teterboro Airport and on the Airport's website. The EA was available to any person who requested to review a copy from July 6, 2015 to July 22, 2015. No public comments were received.

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.
3. Off airport mitigation will be conducted to mitigate for the unavoidable filling of 3.28 acres of wetlands. Based on coordination with the US Army Corps of Engineers and the associated project wetlands permit, the Port Authority purchased the appropriate number of mitigation credits from the Kane Mitigation Bank, LLC. The Port Authority has an agreement with Kane for this purchase and will execute this purchase in accordance with permit requirements.

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:


 Environmental Specialist
 New York Airports District Office

March 12, 2018
 Date

Approved:

EVELYN J
 MARTINEZ
 Manager
 New York Airports District Office

Digitally signed by EVELYN J
 MARTINEZ
 Date: 2018.03.12 12:53:44
 -04'00'

 Date

Disapproved:

 Manager
 New York Airports District Office

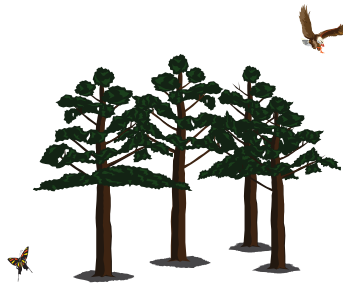
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FEDERAL AVIATION ADMINISTRATION

EASTERN REGION
AIRPORTS DIVISION

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



Airport Name: Teterboro Airport Identifier: TEB

Project Title: Replacement of Taxiway B with new Taxiway V

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

MARIE C JENET Digitally signed by MARIE C JENET
Date: 2018.03.12 12:20:11 -04'00'

Responsible FAA Official

March 12, 2018
Date

INSTRUCTIONS

THIS FORM IS FOR LIMITED USE ON SPECIFIC TYPES OF PROJECTS. AIRPORT SPONSORS MUST CONTACT YOUR LOCAL AIRPORTS DISTRICT OFFICE (ADO) ENVIRONMENTAL PROTECTION SPECIALIST (EPS) BEFORE COMPLETING THIS FORM.

This form was prepared by FAA Eastern Region Airports Division and can only be used for proposed projects in this region.

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

Use: For situations in which this form may be considered, refer to the APPLICABILITY Section below. The local ADO has the final determination in the applicability of this form to a proposed Federal Action. Proper completion of the Form will 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. This Form meets the intent of a short EA while satisfying the regulatory requirements of NEPA for an EA. Use of this form acknowledges that all procedural requirements of NEPA or relevant special purpose laws still apply and that this form does not provide a means for circumvention of these requirements.

Submittal: When using this form for an airport project requesting *discretionary funding*, the documentation must be submitted to the local ADO by April 30th of the fiscal year preceding the fiscal year in which funding will be requested. When using this form for an airport project requesting *entitlement funding*, the documentation must be submitted to the local ADO by November 30th of the fiscal year in which the funding will be requested.

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

APPLICABILITY

Local ADO EPSs make the final determinations for the applicability of this form. 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. Airport sponsors can consider the use of this form if the proposed project meets either Criteria 1 or Criteria 2, 3, and 4 collectively as follows:

- 1) It is normally categorically excluded (see paragraphs 5-6.1 through 5-6.6 in FAA Order 1050.1F) but, in this instance, involves at least one, but no more than two, extraordinary circumstance(s) that may significantly impact the human environment (see paragraph 5-2 in 1050.1F and the applicable resource chapter in the 1050.1F Desk reference).
- 2) The action is one that is not specifically listed as categorically excluded or normally requires an EA at a minimum (see paragraph 506 in FAA Order 5050.4B).
- 3) The proposed project and all connected actions must be comprised of Federal Airports Program actions, including:
 - (a) Approval of a project on an Airport Layout Plan (ALP),
 - (b) Approval of Airport Improvement Program (AIP) funding for airport development,
 - (c) Requests for conveyance of government land,
 - (d) Approval of release of airport land, or
 - (e) Approval of the use of Passenger Facility Charges (PFC).
- 4) The proposed project is not expected to have impacts to more than two of the resource categories defined in the 1050.1F Desk Reference.

This form cannot be used when any of the following circumstances apply:

- 1) The proposed action, including all connected actions, requires coordination with or approval by an FAA Line of Business or Staff Office other than the Airports Division. Examples include, but are not limited to, changes to runway thresholds, changes to flight procedures, changes to NAVAIDs, review by Regional Counsel, etc.
- 2) The proposed action, including all connected actions, requires coordination with another Federal Agency outside of the FAA.
- 3) The proposed action will likely result in the need to issue a Record of Decision.
- 4) The proposed action requires a construction period exceeding 3 years.

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- 5) The proposed action involves substantial public controversy on environmental grounds.
 - 6) The proposed project would have impacts to, or require mitigation to offset the impacts to more than two resources¹ as defined in the 1050.1F Desk Reference.
 - 7) The proposed project would involve any of the following analyses or documentation:
 - a. The development of a Section 4(f) Report for coordination with the Department of the Interior,
 - b. The use of any Native American lands or areas of religious or cultural significance,
 - c. The project emissions exceed any applicable *de minimis* thresholds for criteria pollutants under the National Ambient Air Quality Standards, or
 - d. The project would require noise modeling with AEDT 2b (or current version).

If a project is initiated using this form and any of the preceding circumstances are found to apply, the development of this form must be terminated and a standard Environmental Assessment or Environmental Impact Statement (if applicable) must be prepared.

¹ A resource is any one of the following: Air Quality; Biological Resources (including Threatened and Endangered Species); Climate; Coastal Resources; Section 4(f); Farmlands; Hazardous Materials, Solid Waste, and Pollution Prevention; Historical, Architectural, Archaeological, and Cultural Resources; Land Use; Natural Resources and Energy Supply; Noise and Noise-Compatible Land Use; Socioeconomics; Environmental Justice; Children's Environmental Health and Safety Risks; Visual Effects; Wetlands; Floodplains; Surface Waters; Groundwater; Wild and Scenic Rivers; and Cumulative Impacts.

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: Jane Herndon, Mgr., Environmental Programs, Aviation Technical Services
Address: Port Authority of New York & New Jersey, 4 World Trade Center, 18th Fl.
City: New York State: NY Zip: 10007
Telephone: 212 435 3747 Fax: 212 435 3825
Email: jherndon@panynj.gov

Evaluation Form Preparer Information

Point of Contact: Kathryn Lamond, Airport Environmental Specialist, Aviation Technical Services
Address: Port Authority of New York & New Jersey, 4 World Trade Center, 18th Fl.
City: New York State: NY Zip: 10007
Telephone: 212 435 3783 Fax: 212 435 3825
Email: klamond@panynj.gov

1. Introduction/Background:

The Port Authority of New York and New Jersey (Port Authority) is proposing to remove the runway incursion hot spot HS-1 located on Taxiway B at Teterboro Airport (TEB), New Jersey (Proposed Action). The FAA defines an incursion hot spot (HS) as a location on an airport movement area with a history or potential risk of collision or runway incursion. Heightened attention by FAA Air Traffic Control (ATC), pilots, and vehicle drivers is necessary when operating in these areas. HS-1 will be eliminated by removing existing 423 ft x 50 ft Taxiway B and constructing a new 708 ft x 60 ft Taxiway V between runways 1-19 and 6-24. An overview drawing of the Proposed Action is provided in Attachment A.

The Proposed Action would remove the double hold short on Taxiway B where aircraft must taxi from one Runway Safety Area (RSA) directly to the other, with only sixteen feet of distance between runway hold short lines. Arriving aircraft exiting Runway 06 at Taxiway 'B' have to cross Runway 1-19 to access the apron area. Before crossing the runway, aircraft must hold on Taxiway 'B' until they are cleared to cross. Due to the close proximity of both runways to the hold lines, aircraft holding on Taxiway 'B' can penetrate either Runway 1-19's RSA or Runway 6-24's RSA. The area is a hot spot (HS-1) and can also slow down arrival sequences in north flow.

Several congestion areas and hot spots exist on TEB's airfield resulting in interrupted taxi flows and delays. The Proposed Action would remove one (HS-1) of three hot spots on the airfield. HS-2 is located south of HS-1 at the intersection of Taxiway L and Runway 6-24. HS-3 exists at the intersection of Taxiway G and Runway 6-24. All three hot spots are depicted in Attachment E. HS-2 and HS-3 will not be addressed in the Proposed Action. There are no projects within the Port Authority's ten-year capital plan that will address HS-2 and HS-3. Constraints currently preventing

mitigation of HS-2 and HS-3 include tenant leasehold restrictions, wetland impacts, runway safety area requirements, and space available for additional airfield construction.

Construction work for the removal of Taxiway B and construction of Taxiway V would include the following:

- Removal of Existing Taxiway B and associated utilities
- Construction of new Taxiway V between Runway 6-24 and Taxiway A
- Construction of associated utilities for Taxiway V

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:**

The Proposed Action would remove Teterboro HS-1 by decommissioning and removing existing 423 ft x 50 ft Taxiway B and associated utilities and signage and constructing a new 708 ft x 60 ft Taxiway V, to connect Taxiway A with Runway 6-24 at a 45-degree angle.

Project elements are described in detail as follows:

Decommissioning and Removal of Taxiway B:

Taxiway B, connecting runways 6-24 and 1-19, will be decommissioned and removed. This involves full depth pavement removal and disposal of 1,730 yards of asphalt and aggregate, removal of 28 taxiway edge lights, 9 taxiway centerline lights, 2 guidance signs, 4 elevated guide bar lights, and the removal of 5,170 feet of cable, 2,585 feet of wire, and 2,350 feet of conduit. Approximately 1,000 linear feet of pipe and a subsurface drain will be removed. In accordance with the Port Authority's Sustainable Design Policy, at least 75% of the materials disposed will be recycled or reused. The existing grassy area adjacent to Taxiway B will be disturbed during removal of the preceding items, as a result the project estimates that coarse material and some soil will be removed to a depth of 36 inches for 5,900 square yards and a depth of 6 inches for 15,800 square yards. The disturbed area will be restored with 2,120 tons of clean soil and a 2-inch layer of compost to prepare for seeding. The plant selection will follow the Port Authority's *Sustainable Landscape Design Guidelines* and *FAA Advisory Circular 150/5500-33B* to minimize wildlife attractants.

Construction of Taxiway V:

A new taxiway, V, will be constructed at a 45-degree angle to runway 6-24, and connect to Taxiway A. The proposed pavement is designed to accommodate the expected traffic on Taxiway V, which will consist primarily of aircraft arriving on Runway 06. The design aircraft for the pavement is the Gulfstream V with a weight of 80,000-90,000 lbs. The pavement is designed to accommodate these aircraft at landing weight, because few departing aircraft are expected to use Taxiway V.

The pavement section will consist of a 4-inch asphalt concrete top course, above a 6-inch plant mix macadam course, above a 14-inch dense graded aggregate base course (DGABC), and an underlying 12 inch I-12 sand course to mitigate the poor subgrade soil conditions prevalent at Teterboro Airport. The pavement has an expected 20-year service life.

Construction of Associated Utilities for Taxiway V:

The design of the drainage system will maximize positive drainage under significant rainfall events and will meet required storm water management rules established in New Jersey Administrative Code 7:8, and stormwater quality total suspended solids and pollutant removal best management practices. Since the high groundwater elevation and the intolerance of wildlife associated with frequent standing water in aircraft operations areas prohibits the use of alternative water quality strategies, vegetative filter strips (VFS), grass swales, and manufactured treatment devices (MTD) will be used.

The removal of Taxiway B will connect two sub-basins connected to a 21.7 acre basin bounded by Runway 6-24, Runway 1-19, and Taxiway A. Currently, 6.7 acres of the basin, or 30%, are impervious. The addition of Taxiway V will add 1.26 acres of impervious surface to the basin, while the removal of taxiway B removes 0.55 acres of impervious surface, resulting in a net gain of 0.71 acres of impervious surface. This minimal change will not warrant a redesign of the drainage network in this basin, as the peak ponding elevating during a 2-year average recurrence interval precipitation event remains the same for previous and proposed conditions. Vegetative filter strips will be installed on both sides and for the entire length of taxiway V to serve as an initial filter for stormwater runoff. 680 feet of ductile iron piping will be installed to connect to the existing drainage system. Four manholes and 1 stormwater manufactured treatment devices will be installed. The drainage system will run to a drainage ditch adjacent to Route 46 via two reinforced concrete pipes under Taxiway A. The drainage ditch eventually drains to the East Riser Ditch.

Two taxiway edge lights, 55 taxiway centerline lights, 18 base can lights and covers, and nine runway guard lights will be installed, along with 4,250 feet of conduit, 9,350 feet of cable, and 4,675 feet of grid wire. Seven Taxiway guidance signs and two replacement runway edge lights will also be installed.

The Proposed Action would unavoidably impact of 3.28 acres of freshwater wetlands regulated by the United States Army Corp of Engineers (USACE). The loss of wetlands is unavoidable in order to meet the Proposed Action's purpose and need. The USACE issued its Jurisdiction Determination, in accordance with guidance within Section 404 (b)(1) of the Clean Water Act in May 2017 (Attachment F). To mitigate for the expected wetland disturbance, the Port Authority purchased the appropriate number of mitigation credits (3.28) from the Kane Mitigation Bank LLC. The Port Authority entered into an agreement with Kane in December 2012, and the credits are available.

3. Project Purpose and Need:

The primary purpose of the Proposed Action is to reduce runway incursions caused by the Taxiway B hot spot HS-1. Arriving aircraft exiting Runway 06 at Taxiway 'B' have to cross Runway 1-19 to access the apron area. Before crossing the runway, aircraft have to hold on Taxiway 'B' until they are cleared to cross. Due to the close proximity of both runways to the hold lines, aircraft holding on Taxiway 'B' can penetrate either Runway 1-19's RSA or Runway 6-24's RSA. There is only 16 feet of clearance between each RSA, which could result in runway incursions if an aircraft is not immediately cleared to cross Runway 1-19.

Approximately 40% of arrivals to TEB use Runway 6. Because of the hot spot HS-1, the majority of traffic arriving on Runway 6 exits the runway at Taxiway A, located at the end of the runway.

Exiting on Taxiway A increases runway occupancy time on Runway 6 by 7 seconds per flight when compared to the Proposed Action, and therefore can increase delays. Exiting Runway 06 at Taxiway A also increases aircraft fuel usage due to an extended taxi time and creates in-air delays for inbound aircraft.

In summary, the Proposed Action would serve the needs of the Port Authority, aircraft operators, FAA, and the general flying public by removing an FAA-designated hot spot, reducing the risk of runway incursions, and reducing runway occupancy time.

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 hangars, 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. TEB is bounded to the north by industrial development between Rt. 46 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 four (4) alternatives (including the no action alternative) were developed for removing and mitigating the incursion hot spot at Taxiway B. Three of the alternatives (excluding no-action) are depicted in Attachment B.

No Build/Action Alternative

The No Action Alternative does not meet the purpose and need of the project, which is to remove the existing runway incursion hot spot at Taxiway B. A no-action alternative leaves Taxiway B in place, which could result in continued risk of runway incursions.

Preferred Alternative: Construction of Taxiway V and associated utilities, not precluding the future construction of Taxiway P (preferred alternative)

This alternative would entail the removal of existing 423 ft x 50 ft Taxiway B and constructing a new 708 ft x 60 ft Taxiway V between runways 1-19 and 6-24. This alternative would add a net 0.71 acres of impervious surface to the basin as a result of the construction of Taxiway V, and impact of 3.28 acres of existing jurisdictional freshwater wetlands. A drainage analysis determined that the characteristics of the existing watershed would be maintained under this alternative, but that vegetated filter strips and manufactured treatment devices will be needed to maintain current stormwater runoff quality. The estimated construction cost for this alternative is \$2.9 million, excluding the wetland mitigation cost, estimated at \$2,598,750.

Alternative 1: Construction of taxiway V and associated utilities, and taxiway P throat, in anticipation of the future addition of taxiway P to runway 1-19

This alternative would entail the removal of existing 423 ft x 50 ft Taxiway B and constructing a new 708 ft x 60 ft Taxiway V between runways 1-19 and 6-24, along with the construction of a throat for future Taxiway P, which would connect Taxiway V with Runway 1-19. The Proposed Action would add 1.18 acres of impervious surface to the basin as a result of the construction of Taxiway V and the Taxiway P throat, and would impact approximately 5.2 acres of existing jurisdictional freshwater wetlands. A drainage analysis determined that the characteristics of the existing watershed would be maintained under this alternative, but that vegetated filter strips and manufactured treatment devices will be needed to maintain current stormwater runoff quality. The estimated construction cost for this alternative is \$5.067 million, excluding the wetland mitigation cost, estimated at \$3,861,000.

Alternative 2: Full build of taxiway V and P in area bound by taxiway A, and both runways.

This alternative would entail the removal of existing 423 ft x 50 ft Taxiway B and constructing a new 708 ft x 60 ft Taxiway V between runways 1-19 and 6-24, along with the construction of a full-length Taxiway P, which would connect Taxiway V with Runway 1-19. The Proposed Action would add 2.18 acres of impervious surface to the basin as a result of the construction of Taxiway V and Taxiway P, and would impact approximately 5.2 acres of existing jurisdictional freshwater wetlands. A drainage analysis determined that the characteristics of the existing watershed would be maintained under this alternative, but that vegetated filter strips and manufactured treatment devices will be needed to maintain current stormwater runoff quality. The estimated construction cost for this alternative is \$6.238 million, excluding the wetland mitigation cost, estimated at \$3,861,000.

6. Environmental Consequences – Special Impact Categories (refer to the Instructions page and corresponding sections in 1050.1F, the 1050.1F Desk Reference, and the Desk Reference

for Airports Actions for more information and direction. Note that when the 1050.1F Desk Reference and Desk Reference for Airports Actions provide conflicting guidance, the 1050.1F Desk Reference takes precedence. The analysis under each section must comply with the requirements and significance thresholds as described in the Desk Reference).

(A) AIR QUALITY

(1) Will the proposed project(s) cause or create a reasonably foreseeable emission increase? Prepare an air quality assessment and disclose the results. Discuss the applicable regulatory criterion and/or thresholds that will be applied to the results, the specific methodologies, data sources and assumptions used; including the supporting documentation and consultation with federal, state, tribal, or local air quality agencies.

There would be direct and indirect emissions due to the Proposed Action during construction. 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, has a similar footprint, as the Runway 19 end. EMAS project resulted in 41,650 square feet of EMAS material along with a roadway realignment component while the Proposed Action results in 30,928 square feet of additional pavement along with a taxiway demolition. The referenced projects only produced a maximum of 12.51% of emissions for the *de minimus* threshold for NOX, and significantly less than that for VOC and CO. See Attachment D for the Air Quality Studies for the past similar projects at TEB.

(2) Are there any project components containing unusual circumstances, such as emissions sources in close proximity to areas where the public has access or other considerations that may warrant further analysis? If no, proceed to (c); if yes, an analysis of ambient pollutant concentrations may be necessary. Contact your local ADO regarding how to proceed with the analysis.

No. The emissions would occur during construction in the vicinity of HS-1, which is in the middle of the airfield.

(3) Is the proposed project(s) located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act?

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.

4) Are all components of the proposed project, including all connected actions, listed as exempt or presumed to conform (See FRN, vol.72 no. 145, pg. 41565)? If yes, cite exemption and go to (B) Biological Resources. If no, go to (e).

No. The Proposed Action would not qualify as an exempt action under the General Conformity Rule.

(5) Would the net emissions from the project result in exceedances of the applicable *de minimis* threshold (reference 1050.1F Desk Reference and the *Aviation Emissions and Air Quality Handbook* for guidance) of the criteria pollutant for which the county is in non-attainment or maintenance? If no, go to (B) Biological Resources. If yes, stop development of this form and prepare a standard Environmental Assessment.

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 demolition of Taxiway B and construction of Taxiway V 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, has a similar footprint, as the Runway 19 end EMAS project resulted in 41,650 square feet of EMAS material along with a roadway realignment component while the Proposed Action results in 30,928 square feet of additional pavement along with a taxiway demolition. The referenced projects only produced a maximum of 12.51% of emissions for the *de minimus* threshold for NO_x, and significantly less than that for VOC and CO. See Attachment D for the Air Quality Studies for the past similar projects at TEB.

(B) BIOLOGICAL RESOURCES

Describe the potential of the proposed project to directly or indirectly impact fish, wildlife, and plant communities and/or the displacement of wildlife. Be sure to identify any state or federal species of concern (Candidate, Threatened or Endangered).

1) Are there any candidate, threatened, or endangered species listed in or near the project area?

No. While TEB is located within the Meadowlands District, and there have been endangered and threatened wildlife species observed in the district, the Proposed Action 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 a state threatened species, and Snow Egret a species of special concern. 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 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.

Additionally, 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 Action would have no adverse impact on this species and its habitat.

(2) Will the action have any long-term or permanent loss of unlisted plants or wildlife species?

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.

(3) Will the action adversely impact any species of concern or their habitat?

See #2

(4) Will the action result in substantial loss, reduction, degradation, disturbance, or fragmentation of native species habitats or populations?

The location of the Proposed Action is on the northern end of the airport between runways 1-19 and 6-24. Displacement of wildlife is not anticipated to occur due to the nature of the area in between runways. There is limited potential animal habitat at or near the Proposed Action location.

(5) Will the action have adverse impacts on a species' reproduction rates or mortality rate or ability to sustain population levels?

No.

(6) Are there any habitats, classified as critical by the federal or state agency with jurisdiction, impacted by the proposed project?

No.

(7) Would the proposed project affect species protected under the Migratory Bird Act? (If **Yes**, contact the local ADO).

No. The Proposed Action would not affect the species protected under the Migratory Bird Act because the Proposed Project will be performed in a developed area consisting primarily of pavement and maintained vegetated area.

If the answer to any of the above is "Yes", consult with the USWFS and appropriate state agencies and provide all correspondence and documentation.

(C) CLIMATE

(1) Would the proposed project or alternative(s) result in the increase or decrease of emissions of Greenhouse gases (GHG)? If neither, this should be briefly explained and no further analysis is required and proceed to (D) Coastal Resources.

A brief and temporary increase in GHG emissions will result from construction. No expected increase in operational GHG emissions is expected following construction of the Proposed Action.

(2) Will the proposed project or alternative(s) result in a net decrease in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations)? A brief statement describing the factual basis for this conclusion is sufficient.

No.

(3) Will the proposed project or alternative(s) result in an increase in GHG emissions? Emissions should be assessed either qualitatively or quantitatively as described in 1050.1F Desk Reference or Aviation Emissions and Air Quality Handbook.

A brief and temporary increase in GHG emissions will result from construction.

(D) COASTAL RESOURCES

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

(2) 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. The approved permit is included as Attachment G.

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

(3) 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.

(E) SECTION 4(f) RESOURCES

(1) 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? Specify if the use will be physical (an actual taking of the property) or constructive (i.e. activities, features, or attributes of the Section 4 (f) property are substantially impaired.) If the answer is "No," proceed to (F) Farmlands.

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

(2) Is a *De Minimis* impact determination recommended? If “yes”, please provide; supporting documentation that this impact will not substantially impair or adversely affect the activities, features, or attributes of the Section 4 (f) property; a Section 106 finding of “no adverse effect” if historic properties are involved; any mitigation measures; a letter from the official with jurisdiction concurring with the recommended *de minimis* finding; and proof of public involvement. (See Section 5.3.3 of 1050.1F Desk Reference). If “No,” stop development of this form and prepare a standard Environmental Assessment.

(F) 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 Action will be constructed on land owned by the Port Authority.

(G) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

(1) 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 Action is not expected to require the use of land that may contain hazardous substances or may be contaminated. During the construction of the Proposed Action, 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 Action would comply with all federal, state and local regulations regarding the identification, removal, transportation, and disposal of hazardous and non-hazardous material.

(2) 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 Action is complete. There will be a temporary increase in solid waste due to the short-term construction activities. Soils will be reused to the greatest extent possible. There are local

disposal facilities within the area that are capable of handling solid waste associated with construction activities.

(3) Will the project produce an appreciable different quantity or type of hazardous waste? Will there be any potential impacts that could adversely affect human health or the environment?

No, the project will not produce an appreciable different quantity of hazardous waste.

(H) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(1) Describe any impact the proposed project might have on any properties listed 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 Action is limited to taxiway demolition and construction within the periphery of the existing 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.

(2) 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 Action is limited to taxiway demolition and construction within the periphery of the existing 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.

(I) LAND USE

(1) 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 Action is compatible with the existing land use. No businesses or residences will be affected by the Proposed Action.

(2) 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 Action will be located airside within the existing airport boundary and will not be near wildlife or create a wildlife hazard.

(2) Include documentation to support sponsor's assurance under 49 U.S.C. § 47107 (a) (10), of the 1982 Airport Act, that appropriate actions will be taken, to the extent reasonable, to restrict land use to purposes compatible with normal airport operations.

(J) NATURAL RESOURCES AND ENERGY SUPPLY

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

The Proposed Action would have a negligible impact on public utilities, energy supply and natural resources. The Proposed Action would not change the operation of the airport, except to increase its safety. There is no shortage of construction material, within the region, necessary for the completion of the Proposed Action. The project will follow the Port Authority's *Sustainable Infrastructure Guidelines*, which establish sustainable design requirements for infrastructure projects.

(K) NOISE AND NOISE-COMPATIBLE LAND USE

Will the project increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe? (Use AEM as a screening tool and AEDT 2b as appropriate. See FAA Order 1050.1F Desk Reference, Chapter 11, or FAA Order 1050.1F, Appendix B, for further guidance). Please provide all information used to reach your conclusion. If yes, contact your local ADO.

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

(L) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, and CHILDREN'S HEALTH and SAFETY RISKS

(1) Would the 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 Action, 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 the Proposed Action.

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

The Proposed Action 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.

(3) Would the project have a disproportionate impact on minority and/or low-income communities? Consider human health, social, economic, and environmental issues in your evaluation. Refer to DOT Order 5610.2(a) which provides the definition for the types of adverse impacts that should be considered when assessing impacts to environmental justice populations.

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

(4) Would the project have the potential to lead to a disproportionate health or safety risk to children?

No. The proposed action will be located wholly on airport property with all construction taking place on airport property.

If the answer is “YES” to any of the above, please explain the nature and degree of the impact. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

(M) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

(1) Would the project have the potential to create annoyance or interfere with normal activities from light emissions for nearby residents?

No. The Proposed Action would not result in any airport-related lighting impacts on nearby residents. The taxiway edge and centerline lighting installed as a result of constructing Taxiway V will not be significantly more impactful than the existing lighting to be removed as part of Taxiway B demolition.

(2) Would the project have the potential to affect the visual character of nearby areas due to light emissions?

No.

(3) Would the project have the potential to block or obstruct views of visual resources?

No. See above.

If the answer is “YES” to any of the above, please explain the nature and degree of the impact using graphic materials. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

(N) WATER RESOURCES (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS)

(1) WETLANDS

(a) Does the proposed project involve federal or state regulated wetlands or non-jurisdictional wetlands? (Contact USFWS or appropriate state natural resource agencies 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 Document coordination with the resource agencies).

Yes, the Proposed Action does involve impacts to 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 the Proposed Action. USACE makes individual project specific Jurisdictional Determinations for wetlands. For the purposes of the Proposed Action, both the 2001 and 2007 delineations indicate wetland areas that would be impacted by the Proposed Action.

The Proposed Action will unavoidably impact 3.28 acres of USACE jurisdictional palustrine emergent freshwater wetlands. The proposed construction in wetland areas includes the following:

Demolition of Taxiway B:

This portion of the Proposed Action involves full depth pavement removal and disposal of 1,730 yards of asphalt and aggregate, 1,000 linear feet of pipe and a subsurface drain for a 423ft x 50ft taxiway. Because the existing lawn adjacent to Taxiway B will be disturbed during removal of the preceding items, the project expects that coarse material and some soil will be removed to a depth of 36" for 5,900 square yards and a depth of 6" for 15,800 square yards, to be replaced with 2,120 tons of clean soil and a 2" layer of compost to prepare for seeding. The plant selection will follow the Port Authority's *Sustainable Landscape Design Guidelines* and *FAA Advisory Circular 150/5500-33B* to minimize wildlife attractants. This piece of the project will result in a gain of 0.62 acres of pervious surface. There will be no new impervious area added to this part of the project and the characteristics of the watershed will be maintained.

Construction of Taxiway V and Associated Utilities:

This part of the Proposed Action involves construction of a 708ft x 60 ft taxiway. The pavement section will consist of a 4-inch asphalt concrete top course, above a 6-inch plant mix macadam course, above a 14-inch dense graded aggregate base course (DGABC), and an underlying 12 inch I-12 sand course to mitigate the poor subgrade soil conditions prevalent. This portion of the project is expected to add 1.3 acres of impervious surface to the watershed.

Vegetative filter strips will be installed on both sides and for the entire length of taxiway V to serve as an initial filter for stormwater runoff. 680 feet of ductile iron piping will be installed to connect to the existing drainage system. Four catch basins and 1 stormwater manufactured treatment devices will be installed. The drainage system will run to a drainage ditch adjacent to Route 46 via two reinforced concrete pipes under Taxiway A. The drainage ditch eventually drains to the East Riser Ditch. Based on a drainage analysis, no change to the surrounding drainage network is required to maintain the current performance of the drainage network. 2-year average recurrence interval SCS type III event with constant tailwater elevation of 2.5 feet NAVD88 will result in a peak pond elevation of 3.3 feet under both existing and proposed conditions.

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 purchased the appropriate number of mitigation credits (3.28) 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 in between July and October 2015. The approval was received March 2017 (see Attachment F).

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

Not applicable.

(c) If there are wetlands impacts, are there feasible mitigation alternatives? Explain.

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 purchased the appropriate number of mitigation credits (3.28) 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.

(d) If there are wetlands impacts, describe the measures to be taken to comply with Executive Order 11990, Protection of Wetlands.

See description in (1).

(2) 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). FEMA released Preliminary FIRMS for Bergen County on May 30, 2014. According to Preliminary FIRMS dated May 30, 2014, the Project Area is located in Zone AE, 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, would the project cause notable adverse impacts on natural and beneficial floodplain values as defined in Paragraph 4.k of DOT Order 5620.2, *Floodplain Management and Protection*?

While the Proposed Action would result in a net increase of 0.71 acres of impervious surface, a drainage study determined that the ponding elevation resulting from a 2-year recurrence rainfall event would not change versus a no-build scenario. The effect of the Proposed Action on the drainage basin and on the overall floodplain, therefore, is expected to be negligible.

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

See Attachment C for Preliminary FIRMs.

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. While the Proposed Action would result in a net increase of 0.71 acres of impervious surface, a drainage study determined that the ponding elevation resulting from a 2-year recurrence rainfall event would not change versus a no-build scenario. The effect of the Proposed Action on the drainage basin and on the overall floodplain, therefore, is expected to be negligible.

(3) SURFACE WATERS

(a) Would the project impact surface waters such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate a public drinking water supply such that public health may be adversely affected?

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

- 1) Approximately 195,300 Sq ft (4.51 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 will submit soil erosion and sediment control plans to the Bergen County Soil Conservation District.
- 2) The area to provide graded support for Taxiway V will be filled with structural fill, graded and restored with appropriate, non-bird attractant vegetation. There will be a net increase of 0.71 acres of impervious area.
- 3) Vegetative filter strips will be installed on both sides and for the entire length of taxiway V to serve as an initial filter for stormwater runoff. 680 feet of ductile iron piping will be installed to connect to the existing drainage system. Four catch basins and 1 stormwater manufactured treatment devices will be installed. The drainage system will run to a

drainage ditch adjacent to Route 46 via two reinforced concrete pipes under Taxiway A. The drainage ditch eventually drains to the East Riser Ditch.

- 4) Aircraft operations after implementation of the Proposed Action 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) Would the water quality impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

No mitigation will be required in order to obtain a permit.

If the answer to any of the above questions is "Yes", consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence.

(4) GROUNDWATER

(a) Would the project impact groundwater such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate an aquifer used for public water supply such that public health may be adversely affected?

(b) Would the groundwater impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

No mitigation will be required in order to obtain a permit.

(c) Is the project to be located over an EPA-designated Sole Source Aquifer?

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

If the answer to any of the above questions is "Yes", consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence as an attachment to this form.

(5) WILD AND SCENIC RIVERS

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

No. The Proposed Action would not affect any designated Wild and Scenic Rivers.

(O) 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 Action. The construction schedule for the Proposed Action is July 2018 through October of 2019. With the exception of temporary construction-related impacts, the cumulative adverse environmental impact of the Proposed Action 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 Action 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 2018 there were thirteen development or improvement projects undertaken at the airport, all except for two (EMAS at End of Runway 24 and Runway 1 RSA Improvements) 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

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- EMAS at End of Runway 24
 - Atlantic Aviation Terminal Improvements
 - Runway 1 RSA Improvements
 - Decommissioning of Taxiway M
 - Improvement of Perimeter Wildlife Fencing

Reasonably foreseeable Future Projects

The following actions are planned to be undertaken between 2018 and 2023.

- Jet Aviation FBO – this project includes the demolition of the existing Hangar 114 and the construction of a replacement hangar with office space, associated asphalt apron, and parking within the existing leasehold. This project will help address the physical and maintenance demands of the next generation, technologically advanced aircraft already utilizing the airport. Construction is scheduled to begin in the 2nd Quarter of 2018 and be completed in the 2nd Quarter of 2019. A CATEX has been prepared for this project and was submitted to the FAA in January 2018.
- Signature Flight Support Corporation (Signature) FBO – This project is intended to address congestion at Signature’s East and South locations at Teterboro. As part of the South facility project, Signature intends to construct additional auto parking on the landside as well as two new hangars and a ramp extension on the airside of their current leasehold. The East facility project will also include a ramp extension, the construction of additional parking, and the construction of one hangar on their existing leasehold. This project will increase impervious areas at the airport and require modifications to existing storm drainage systems within the FBO leasehold, but will not require modifications to the airport stormwater drainage system. A construction start date has not yet been determined. An Environmental Assessment for this project will be submitted to the FAA prior to the start of construction.
- Taxiway Rehabilitation – The Port Authority is planning to rehabilitate taxiways L, G, and P in order to maintain a stage of good repair. The rehabilitation project will include mill and overlay of a portion of each of the taxiways. Construction will likely start in 2019.
- Runway 6-24 Rehabilitation - The Port Authority is planning to rehabilitate Runway 6-24 in order to maintain a stage of good repair. The rehabilitation project will include mill and overlay of the runway. Construction will likely start in 2020.

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 Action.

Floodplains

The Proposed Action is 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 Action 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 the Proposed Action.

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 was submitted to the NJDEP for the Proposed Action and was approved in March 2017 (Attachment G). In addition, a Soil Erosion and Sedimentation Control Plan will be 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 Action 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 Action.

Energy Supply and Natural Resources

The net impact of the Proposed Action 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 Action would not cause adverse impacts from light emissions. No new lighting sources are proposed for the Proposed Action.

Construction Impacts

The Proposed Action 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 Action 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? What feedback has the appropriate agency offered in reference to the proposed project? What is the expected time frame for permit review and decision?

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.
- 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 will apply for all permits listed above in advance of project award 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 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 (3.28 acres), the Port Authority purchased the appropriate number of 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. Include copies of Public Notices and proof of publication.

The Port Authority has informed the airport community about the Proposed Action through correspondence with the Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC), a group comprised of the Port Authority, federal, state, and local elected officials, FAA

representatives and airport users. The Port Authority has also made the document available at Port Authority offices at Teterboro Airport and on the Port Authority's website and accepted public comments from July 6-July 22, 2015. To ensure that interested parties are informed, a notice was published in the Star Ledger and the Bergen Record on July 6, 2015 notifying the public that the document was available for review (see Attachment H). As of July 23, 2015, no comments were received through the electronic email portal or by US mail. A public notice will be published in the Star Ledger and the Bergen Record to inform the public of the FAA's final determination.

10. LIST OF ATTACHMENTS

- Attachment A: Project Drawings
- Attachment B: Depiction of Project Alternatives
- Attachment C: FEMA Preliminary Flood Insurance Rate Maps
- Attachment D: Air Quality Studies for Comparable Projects
- Attachment E: Map of TEB Airfield Hot Spots
- Attachment F: USACE Section 404 Permit
- Attachment G: NJDEP Flood Hazard Area Permit
- Attachment H: Public Notice Tear Sheets

Project Title: Replacement of Taxiway B with new Taxiway V

Identifier: TEB

11. PREPARER CERTIFICATION

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

Kathryn Lamond
Signature

2/14/18
Date

Kathryn Lamond
Name

Environmental Specialist
Title

Port Authority of NY & NJ
Affiliation

212-435-3783
Phone #

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) and special purpose laws has occurred.

Jane Herndon
Signature

02-16-18
Date

Jane Herndon
Name

Environmental Manager
Title

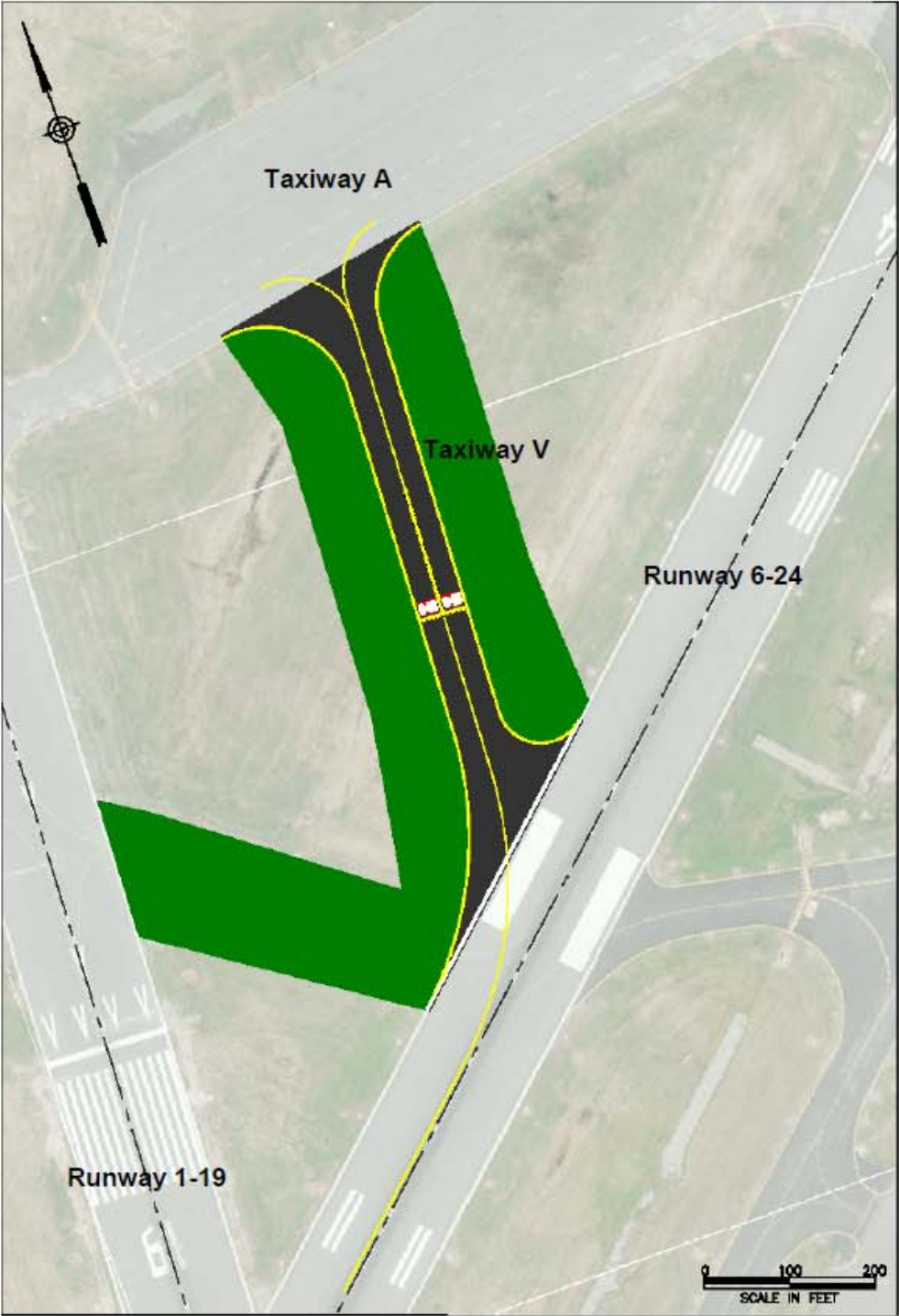
Port Authority of NY & NJ
Affiliation

212-437-3747
Phone #

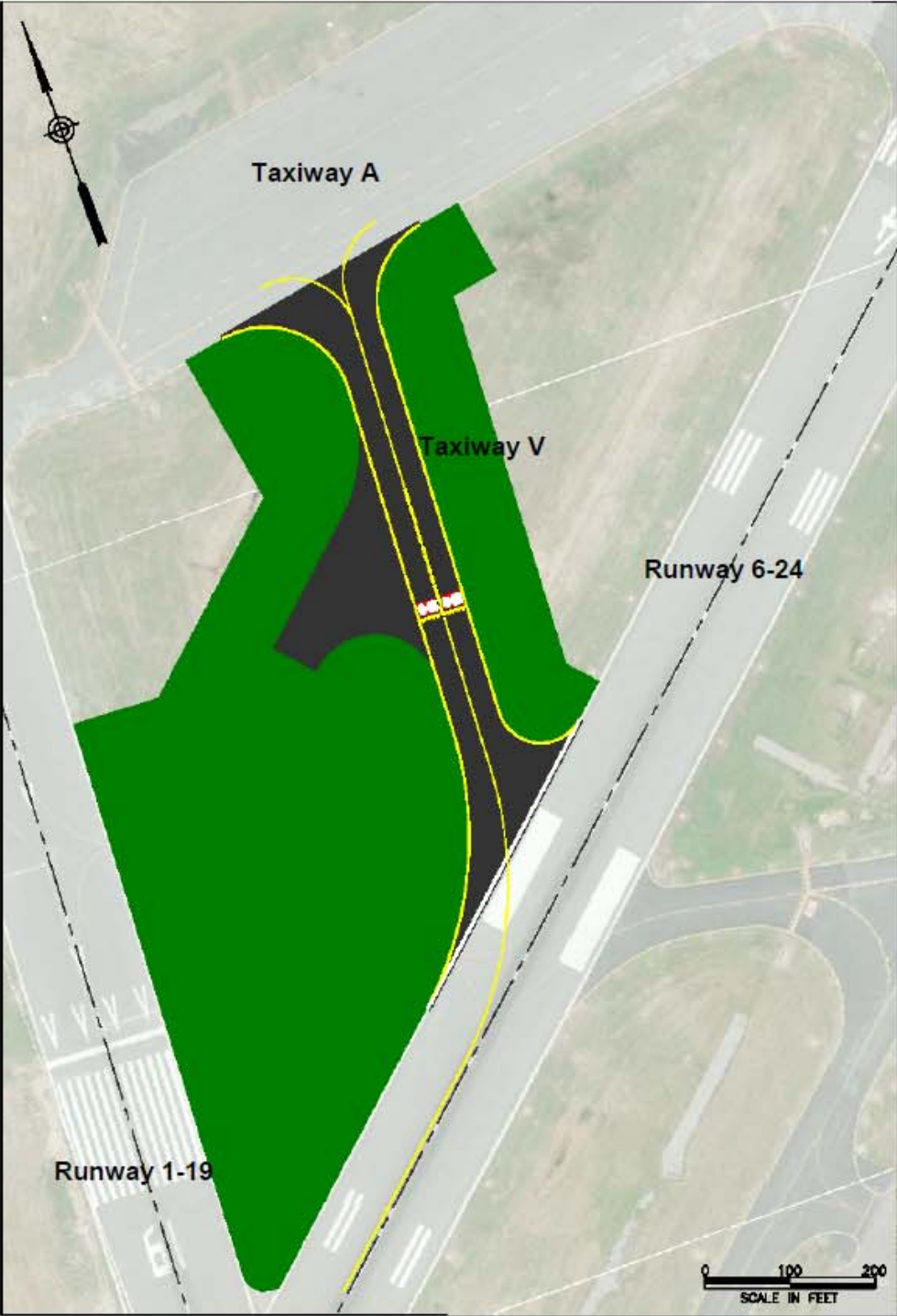
Attachment A: Project Drawings



Attachment B: Depiction of Project Alternatives



Preferred Alternative



Alternative 1



Alternative 2

Attachment C: FEMA Preliminary Flood Insurance Rate 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 and 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 landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). 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 table 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 for this jurisdiction.

The **projection** used in the preparation of this map was New Jersey State Plane 2900 zone. The **horizontal datum** was NAD 83. Differences in datum, spheroid, projection or State Plane 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 North American Vertical Datum of 1988. 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 <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

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 its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was provided in digital format by the State of New Jersey Office of Information Technology. This information was derived from digital orthophotos produced at a scale of 1:2400 with a 1-foot pixel resolution from photography dated 2012.

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.

For information on available products associated with this FIRM visit the Map Service Center (MSC) website at <http://msc.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have questions about this map, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange (FMIX) at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov/business/nflp>.



This digital FIRM was produced through a unique cooperative partnership between the New Jersey Department of Environmental Protection (NJDEP) and FEMA. As part of the effort, NJDEP has joined in a Cooperative Technical Partnership agreement to produce and maintain FEMA's digital FIRMS.

NJFHADF is equal to the 1-percent-annual chance flood plus an additional 25% in flow, and not to exceed the 0.2-percent-annual chance flood. NJFHADF boundary is to regulate disturbance to the land and vegetation within flood hazard area of a water body. This regulation is set forth by the State of New Jersey Flood Hazard Area Control Act Rules N.J.A.C. 7:13, and is administered by New Jersey Department of Environmental Protection (NJDEP).

Borough of
Hasbrouck Heights
340041

ZONE AE
(EL 8)

ZONE AE
(EL 8)

New Jersey
Meadowlands
Commission
340570

Borough of
Teterboro
340537

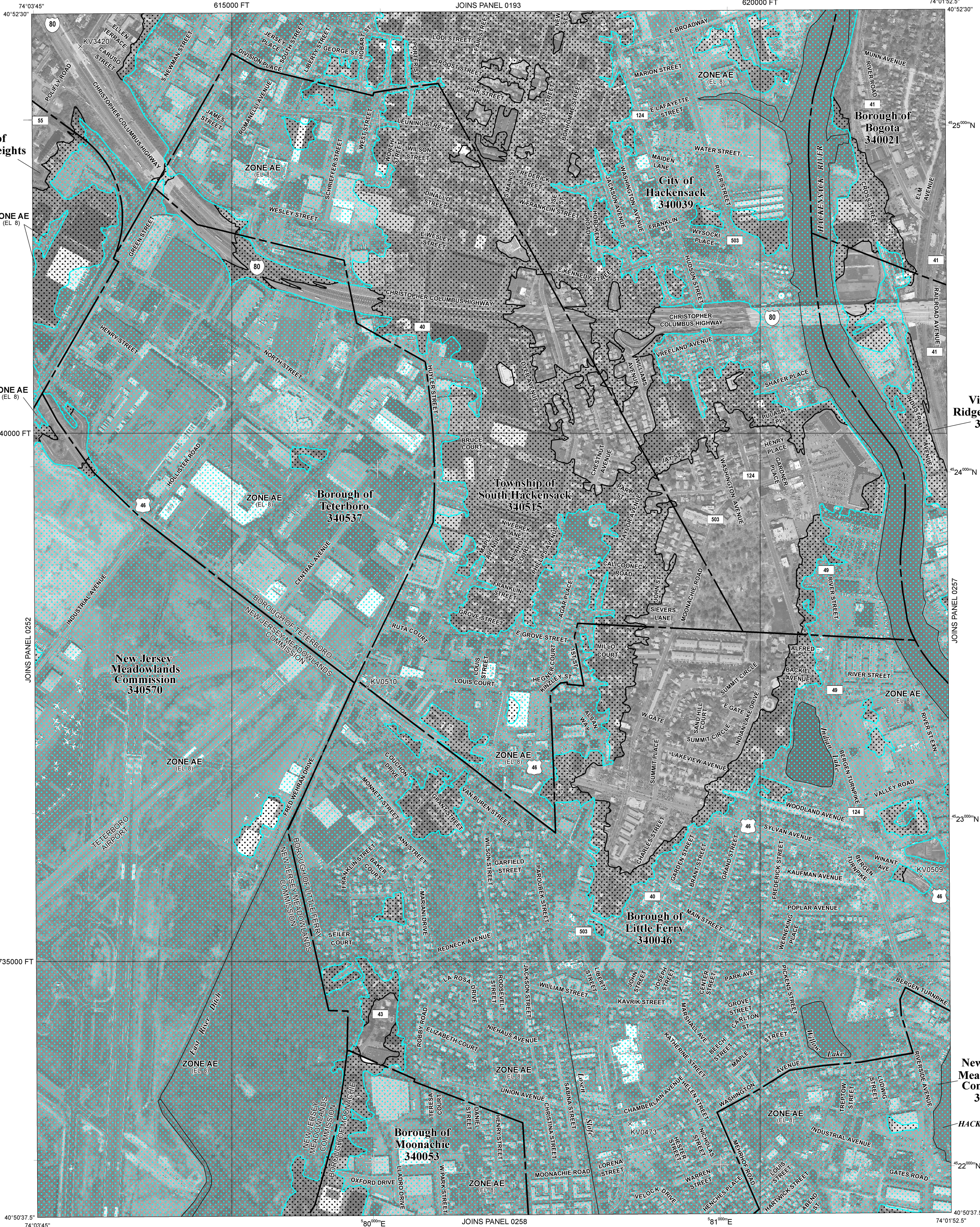
Township of
South Hackensack
340515

Borough of
Little Ferry
340046

Borough of
Moonachie
340053

New Jersey
Meadowlands
Commission
340570

HACKENSACK RIVER



LEGEND

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

The 1% annual 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, A99, 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 deleted. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99 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
- New Jersey Flood Hazard Area Design Flood (NJFHADF)
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

- Limit of Moderate Wave Action
- 513 Base Flood Elevation line and value; elevation in feet*
(EL 987) Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- Cross section line
- Limited detail cross section line
- Transsect line
- 87°07'45", 32°22'30" Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

- 276°00'N 1000-meter Universal Transverse Mercator grid values, zone 18
- 600000 FT 5000-foot grid values; New Jersey State Plane coordinate system (FIPSZONE 2900), Transverse Mercator projection

- DX5510 x Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 River Mile

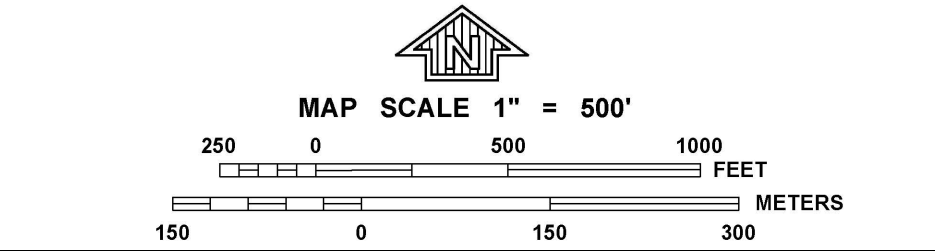
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP September 20, 1995

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL September 30, 2005 - See Notice to Users in Flood Insurance Study Report

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.



PANEL 0256J

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, BOROUGH OF	340021	0256	J
HACKENSACK, CITY OF	340039	0256	J
HASBROUCK HEIGHTS,	340041	0256	J
BOROUGH OF			
LITTLE FERRY, BOROUGH OF	340046	0256	J
MOONACHIE, BOROUGH OF	340053	0256	J
NEW JERSEY MEADOWLANDS	340570	0256	J
COMMISSION			
RODGERS PARK VILLAGE	340095	0256	J
OF			
SOUTH HACKENSACK TOWNSHIP OF	340095	0256	J

PRELIMINARY
AUGUST 29, 2014
Notice 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
34003C0256J

MAP REVISED

Federal Emergency Management Agency

Attachment D: Air Quality Studies for Comparable Projects

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 (NO_x), and carbon monoxide (CO) for the proposed EMAS project are well below the Federal de minimis thresholds for VOC, NO_x, 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
NO _x	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 De minimis Thresholds, tons	% of De minimis 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 E: Map of TEB Airfield Hotspots

Current Airfield Issues

Airfield Hotspots

→ HS 2:

- Geometrical Complexity - "High Energy" Intersection
- Pilots fail to turn right on TWY Q and continue straight on Lima and cross RWY 6/24

→ HS 1:

- Double "Hold Short" marking.
- Aircraft remain inside RSA while holding short

→ HS 3:

- Short Taxi Time - Direct Route from Apron to Runway - Taxiways G & C



Attachment F: USACE Section 404 Permit

DEPARTMENT OF THE ARMY PERMIT

Permittee: Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street, 20th Floor
New York, New York 10007
(212) 435-6112

Permit Number: NAN-2016-01325

Date Issued:

Issuing Office: U.S. Army Corps of Engineers, New York District

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description:

Discharge of approximately 1,000 cubic yards of fill material into approximately 3.28 acres of waters of the United States to facilitate the following regulated activities associated with the construction and installation of Taxiway "V" at the Teterboro Airport:

Taxiway "V" Replacement Activities: Construct and install a new 700-foot long by 60-foot wide paved aircraft taxiway known as Taxiway "V", and an associated at-grade 600-foot long by 12-foot wide gravel access road. The new taxiway shall be graded to an elevation of 6.0 feet. Upon completion of the existing 440-foot long by 50-foot wide paved aircraft taxiway, the area shall be regraded, and seeded with non-bird-attractant vegetative grass species. All materials associated with the removal of Taxiway "B" shall be disposed of at a state approved upland site.

Storm Water Management Activities: Construct and install a 450-foot long by 3.5-foot wide rock riprap open storm water swale along each side of the new taxiway.

All work shall be performed in accordance with the attached drawings and special conditions (A) through (E) which are hereby made part of this permit, and the New Jersey Department of Environmental Protection Permit No. 0262-02-0002.1 FHA 160003, 0262-02-0002.1 FHA 160004, 0262-02-0002.1 CDT 160002, incorporating the Section 401 Water Quality Certificate, which is hereby made a part of this permit.

PERMITTEE: Port Authority of New York and New Jersey
PERMIT NO.: NAN-2016-01325

Project Location: IN: East Riser Ditch and West Riser Ditch (Hackensack River Watershed)

AT: Borough of Teterboro, Bergen County, New Jersey

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on MAY 02 2020. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.
6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

(A) Prior to commencing placement of any fill material authorized by this permit, the permittee shall provide the New York District Corps of Engineers with written verification that a total of 3.28 wetland mitigation credits have been purchased from the federally approved wetland mitigation bank known as the Richard P. Kane Wetland Mitigation Bank located in South Hackensack and Carlstadt, Bergen County, New Jersey, to compensate for the 3.28 acres of

PERMITTEE: Port Authority of New York and New Jersey
PERMIT NO.:NAN-2016-01325

permanent wetland impacts associated with the Taxiway "V" Replacement project. This verification document shall be submitted to the following address:

Chief, Regulatory Branch
New York District, U.S. Army Corps of Engineers
Jacob K. Javits Federal Building
26 Federal Plaza, 19th Floor
New York, New York 10278-0090

(B) The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the U.S. Army Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

(C) The permittee and their designated contractor shall be responsible for, and shall comply with, all of the conditions and stipulations contained within the attached New Jersey Department of Environmental Protection Water Quality Certification dated March 13, 2017 (Permit No. 0262-02-0002.1 FHA 160003, 0262-02-0002.1 FHA 160004, 0262-02-0002.1 CDT 160002), and all amendments, thereto.

(D) The permittee shall undertake the authorized filling activities in a manner aimed at reducing impacts upon the general environment. In addition, the permittee shall not stockpile fill or other materials in a manner conducive to erosion, or in areas likely to cause high turbidity runoff during storm events. The permittee shall use all practicable measures during construction (e.g. silt fences, hay bales, erosion control netting, vegetative stabilization) to stabilize all exposed soils immediately upon the completion of each phase of the grading activities in all areas.

(E) The permittee shall restore temporarily impacted wetlands or waters of the United States to their pre-construction elevations and re-seed or plant these areas with native vegetation where appropriate. The permittee shall install appropriate temporary fencing around all on-site wetlands and waters of the United States not authorized herein to be impacted and other sensitive ecological areas during construction periods, to prevent equipment and personnel from entering these areas.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

(X) Section 10 of the Rivers and Harbors Act of 1899 (33 U.S. Code 403).

PERMITTEE: Port Authority of New York and New Jersey
PERMIT NO.:NAN-2016-01325

(X) Section 404 of the Clean Water Act (33 U.S. Code 1344).

() Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization:

a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability: In issuing this permit, the Federal Government does not assume any liability for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision: This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).

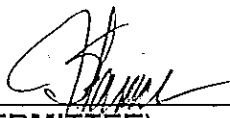
c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

PERMITTEE: Port Authority of New York and New Jersey
PERMIT NO.: NAN-2016-01325

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions: General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.


(PERMITTEE)

4/14/17
(DATE)

Port Authority of New York and New Jersey

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.


(DISTRICT ENGINEER)

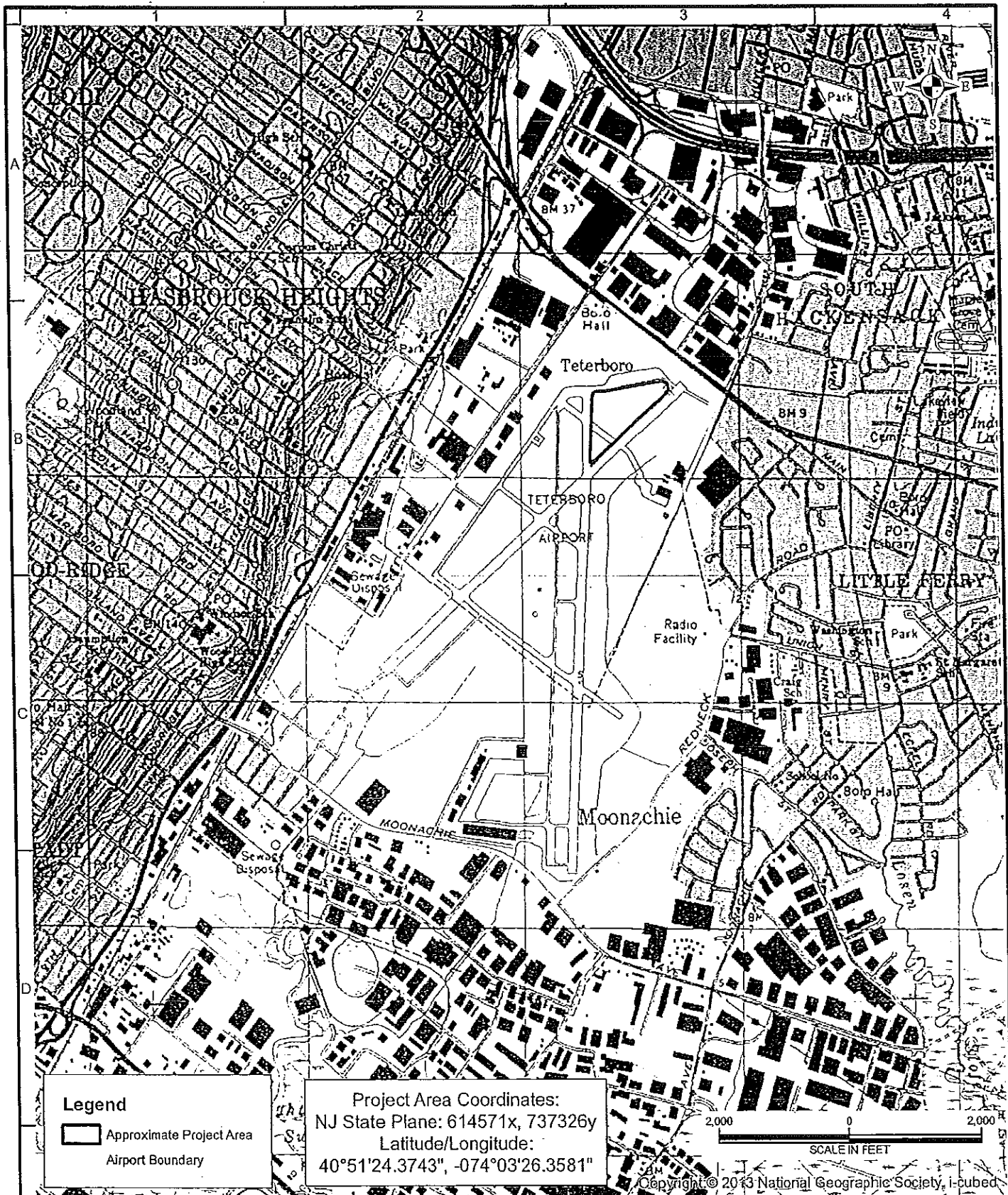
MAY 02 2017
(DATE)

For and in behalf of
David A. Caldwell
Colonel, U.S. Army
Commander

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below. A copy of the permit signed by the transferee should be sent to this office.

(TRANSFeree)

(DATE)



LANGAN

300 Kimball Drive
 Parsippany, NJ 07054
 T: 973.560.4900 F: 973.560.4901 www.langan.com

Langan Engineering & Environmental Services, Inc.
 Langan Engineering, Environmental, Surveying and
 Landscape Architecture, D.P.C.
 Langan International LLC
 Collectively known as Langan

NJ CERTIFICATE OF AUTHORIZATION No. 24QA2795E400

Project

**REMOVAL OF
 TAXIWAY B AND
 INSTALLATION OF
 NEW TAXIWAY V**

PORTION OF BLOCK 203 LOT 1
 BOROUGH OF TETERBORO
 BERGEN COUNTY NEW JERSEY

Drawing Title

**USGS
 SITE LOCATION
 MAP**

Project No. 170369701	Figure 1
Date 06/26/2015	
Scale 1"=2,000'	
Drawn By ARL	

USACE FILE NUMBER: NAN-2016-01325

[illegible]

Figure 2 of 18

USACE FILE NUMBER: NAN-2016-01325

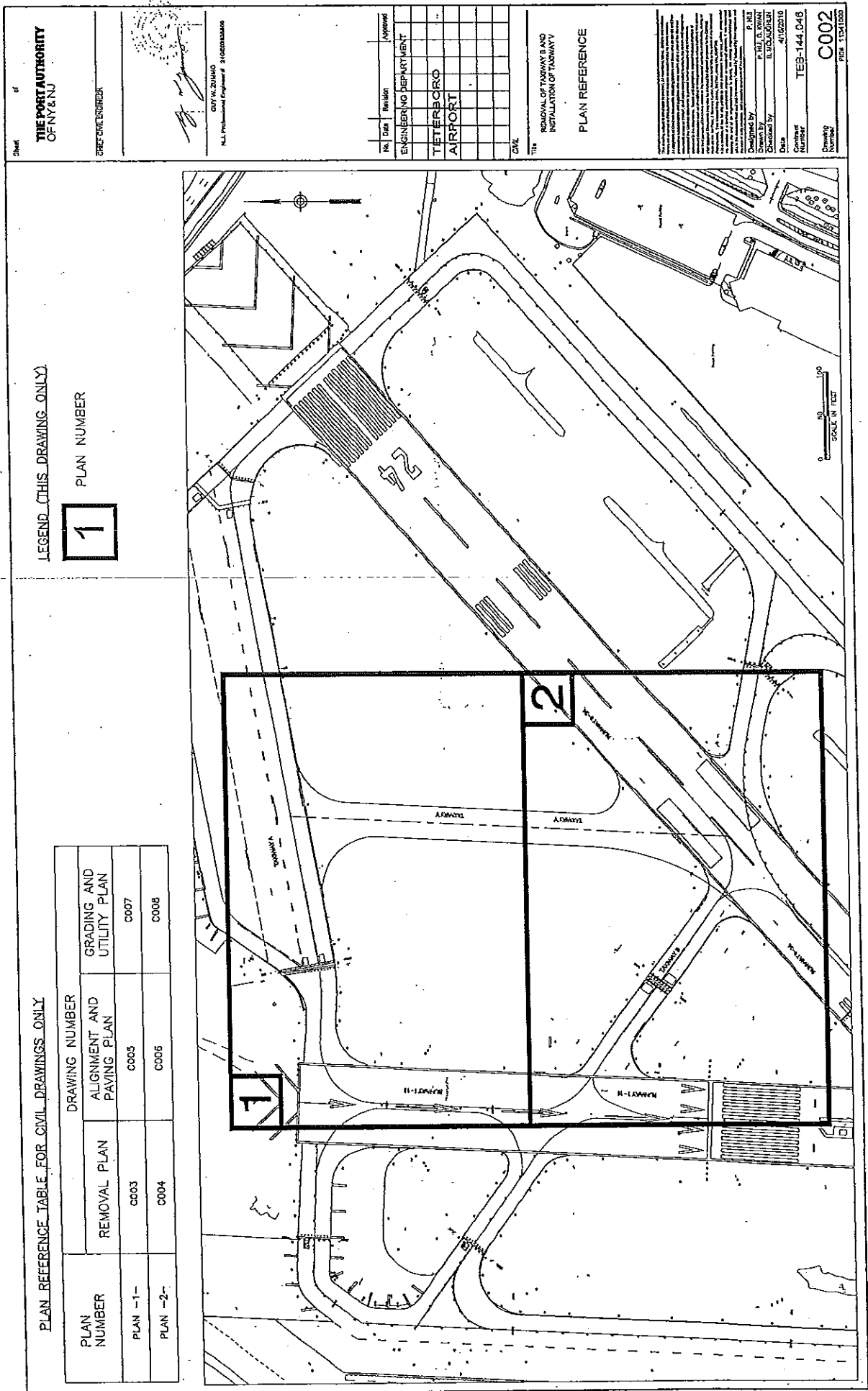


Figure 3 of 18

(Plan Number 1)

MATCH LINE SEE DRAWING NO. C004

Figure 4 of 18

USACE FILE NUMBER: NAN-2016-01325

MATCH LINE SEE DRAWING NO. C003

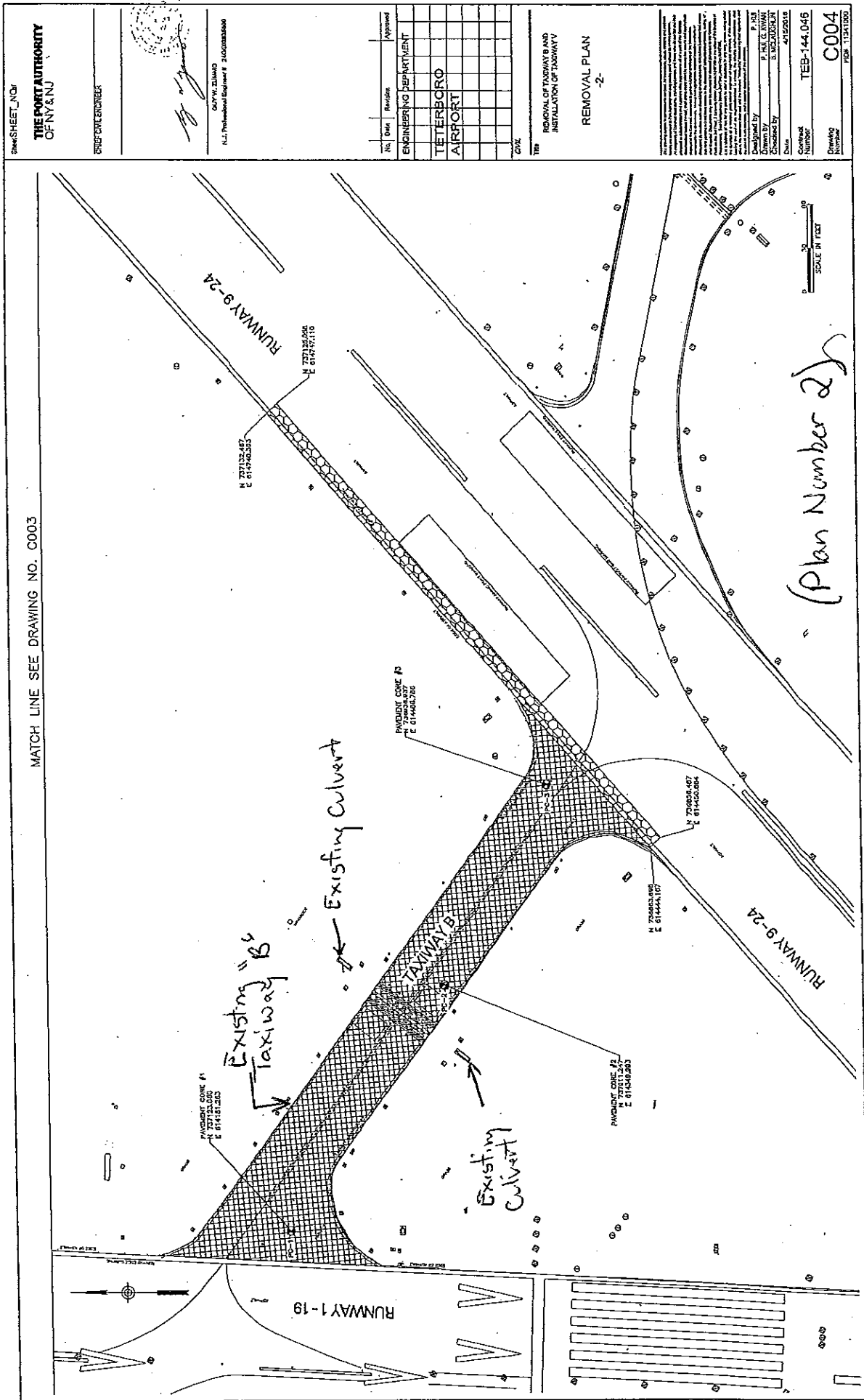


Figure 5 of 18

[illegible]

MATCH LINE SEE DRAWING NO. C006

[illegible]

Figure 7 of 18

USACE FILE NUMBER: NAN-2016-01325

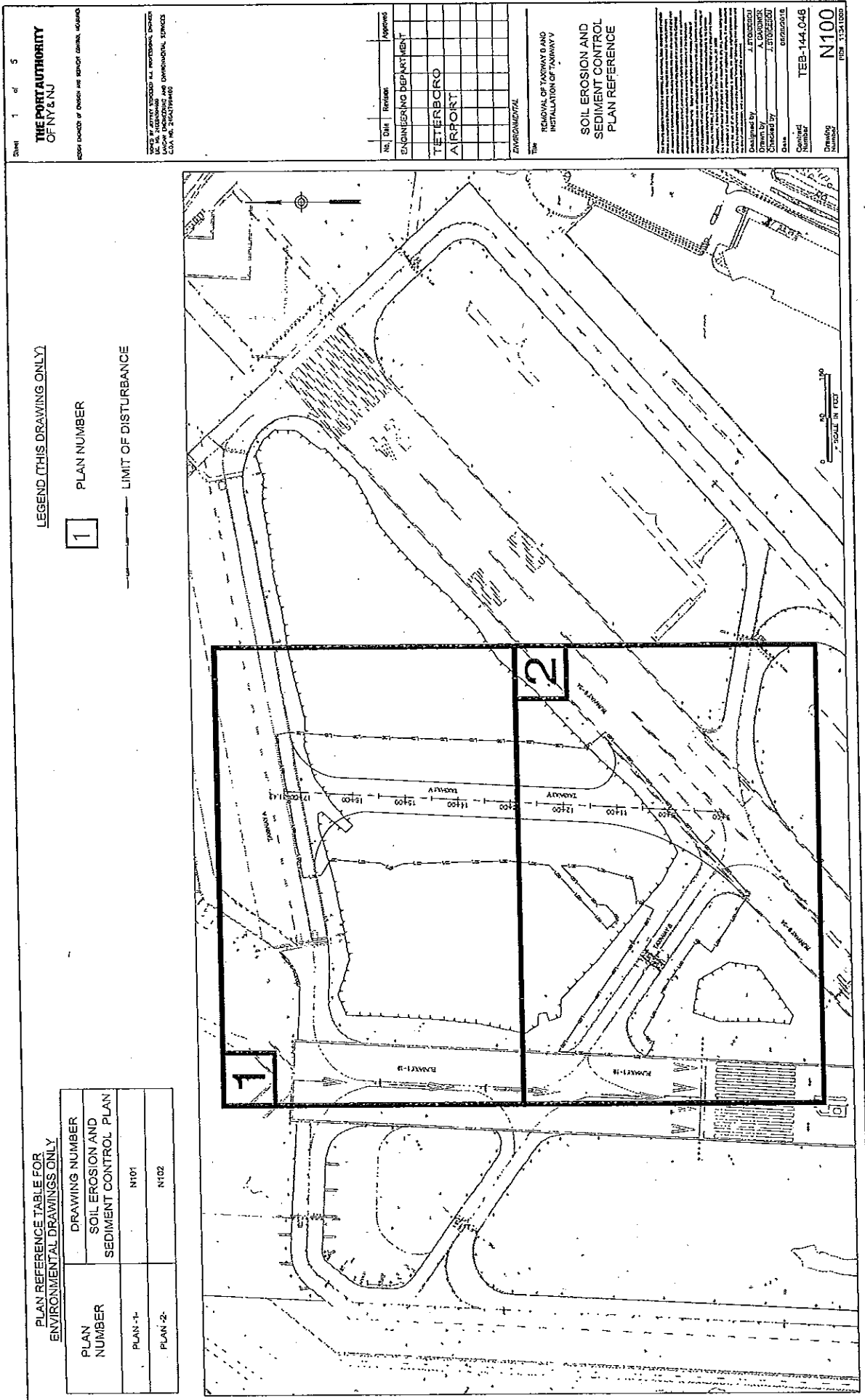


Figure 8 of 18

[illegible]

GENERAL NOTES:

1. DUCKWORTHS WILL USE FOR ANY PURPOSE INCLUDING ANY (RECEIVED ELECTRONICALLY FROM THE CONTRACTOR ON 01/29/2016), EXISTING CONTRACTS (RECEIVED ELECTRONICALLY FROM THE CONTRACTOR ON 01/29/2016), EXISTING AND PROPOSED UTILITIES (RECEIVED ELECTRONICALLY FROM THE PORT AUTHORITY ON 06/27/2015) AND RECORDS (RECEIVED ELECTRONICALLY FROM THE PORT AUTHORITY ON 06/27/2015).
2. THE CONTRACTOR SHALL ADDRESS CONTINGENCIES TO THE QUALITY AND QUANTITY OF WORK INFORMATION WHICH IS OBTAINED DURING INVESTIGATIONS. THE CONTRACTOR SHALL MAKE A THOROUGH SITE INSPECTION IN ORDER TO DETERMINE THE EXISTING UTILITIES AND ADDRESS THE SAME. THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION CONTRACTS PRIOR TO THE COMMENCEMENT OF WORK. ANY CONTINGENCIES THAT DIFFER FROM THE INFORMATION SHOWN ON THE DRAWINGS SHALL BE BRINGED TO THE ATTENTION OF THE ENGINEER PRIOR TO THE START OF WORK.
3. THERE ARE SEVERAL OTHER STRUCTURES AND REQUIREMENTS CONTAINED THROUGHOUT THE PROJECT THAT ARE REFERENCED TO SPECIFICATIONS FROM APPLICABLE CONTRACTS, SPECIFICATIONS AND INSTANT STANDARDS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN, REVIEW AND ADHERE TO ALL THESE DOCUMENTS.
4. THIS PLAN SHALL NOT BE CONSIDERED AS PART OF THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND RECORDS PRIOR TO LEAVING THE PROJECT SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND RECORDS PRIOR TO LEAVING THE PROJECT SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND RECORDS PRIOR TO LEAVING THE PROJECT SITE.
5. ALL REFERENCES TO "ENGINEER" REFER TO THE OWNER OF RECORD UNLESS SPECIFICALLY

SEQUENCE OF CONSTRUCTION:

1. FIELD VIBRITY LIMIT OF DISTURBANCE.
2. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
3. INITIAL SURVEYOR AND FIELD CONTROL LOCATIONS SHOWN ON DRAWINGS LIST 1, 1122, AND 1124 AS WELL AS FIELD CONTROL PROGRAM AND SIGNMENT CONTROL NOTE 1 ABOVE.
4. FIELD VIBRITY LOCATIONS AND DEPTH OF EXISTING UTILITIES TO REMAIN FOR CONSTRUCTION.
5. LOCATE LATERAL/PROPOSED AREAS WHICH WILL BE PLACED WITHIN CURRENTLY CONSTRUCTED AND/OR EXISTING TOWNSHIP AND DISTRICT BOUNDARIES. THE POST AUTHORITY HAS OBTAINED ADEQUATE FIELD AND DISTURBANCE STABILIZATION AND ALSO NOT TO BE LOCATED WITHIN 50' OF A RETAIN, SLOPE, ROADWAY OR DRAINAGE FACILITY.
6. BEGIN REPAIRING EXISTING TOWNSHIP AND FORMER TOWNSHIP CHANGING AS SHOWN ON DRAWINGS AND UTILITY PLAN.
7. INSTALL PROPOSED UTILITIES.
8. BEGIN BUILDING PROPOSED TOWNSHIP V LIT AND FORMER TOWNSHIP CHANGING AS SHOWN ON DRAWING AND UTILITY PLAN.
9. FINE GRADE THE AREAS WITHIN THE LIMIT OF DISTURBANCE.
10. COMPLETE CONSTRUCTION OF PROPOSED TOWNSHIP V INCLUDING RECONSTRUCTION OF IMPACTED AREAS.
11. MAKE CONSTRUCTION IS COMPLETE AND THE SITE IS PERMANENTLY STABILIZED. REMOVE

No.	Date	Revision	Approved
ENGINEERING DEPARTMENT			
TETERBORO			
AIRPORT			

REMOVAL OF TAXIWAY D AND INITIAL DIVERSION OF TAXIWAY V

SOIL EROSION AND
SEDIMENT CONTROL
NOTES

the 1990s, the system has been "re-engineered" to allow a more integrated approach to the management of the system. The new system, which is being implemented in 1995, will allow the system to be managed in a more integrated manner, and will also allow the system to be managed in a more integrated manner.

Designed by J. STONEGARD
 Drawn by A. GARDNER
 Checked by J. STONEGARD
 Date 04/06/2016

Contract Number: TEB-144.046
Drawing Number: N103
Plot: 11341003

SOIL EROSION AND SEDIMENT CONTROL NOTES:

- [illegible]

Figure 11 of 18

Figure 12 of 18

USACE FILE NUMBER: NAN-2016-01325

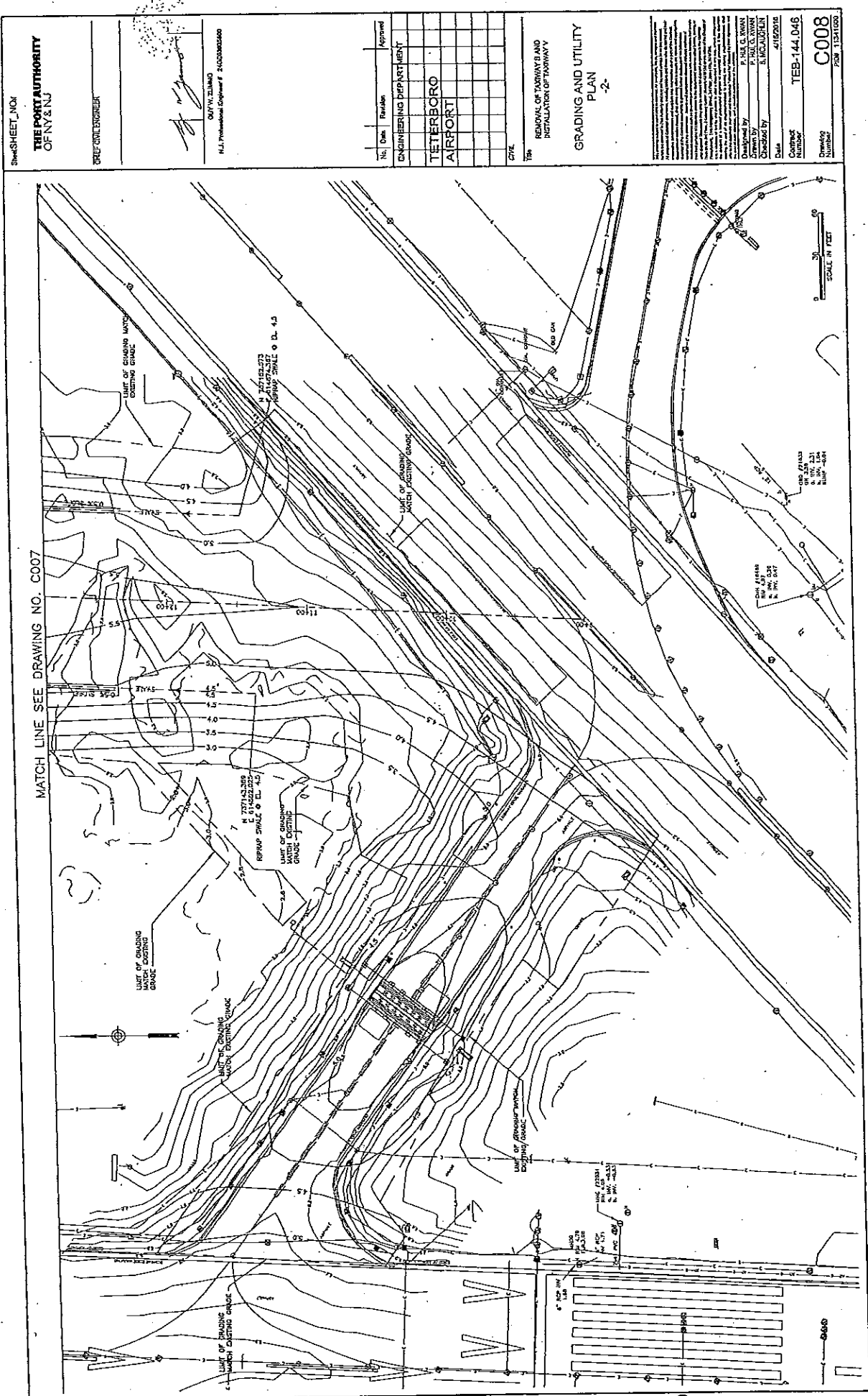
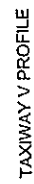
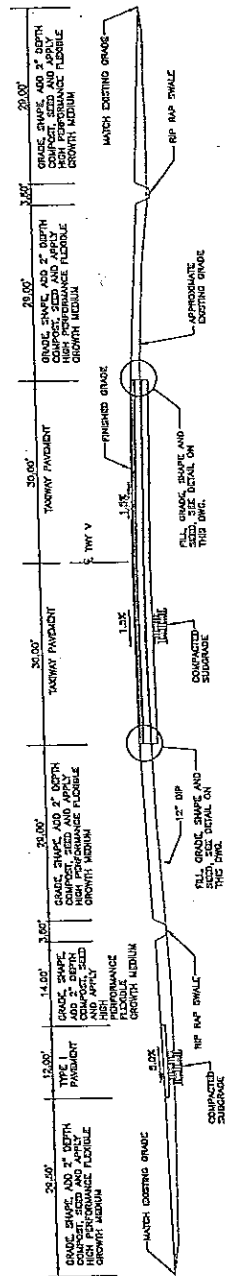


Figure 13 of 18

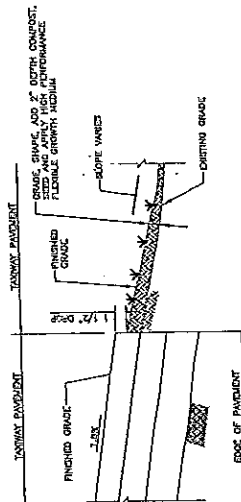
[illegible]

REMOVAL OF TOWERWAY B, AND INSTALLATION OF TOWERWAY V	PROFILE TOWERWAY V	This drawing is the property of the City of Charlotte, NC. It is loaned to you for your information and use only. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the City of Charlotte. If you are not an employee of the City of Charlotte, this drawing is to be returned to the City of Charlotte upon completion of your project. If you are an employee of the City of Charlotte, this drawing is to be returned to the City of Charlotte upon termination of your employment.			
		The City of Charlotte is not responsible for any errors or omissions in this drawing. The user of this drawing is responsible for verifying the accuracy of the information contained herein. The City of Charlotte is not responsible for any damages or losses resulting from the use of this drawing.			
		The City of Charlotte is not responsible for any claims, damages, or losses resulting from the use of this drawing. The user of this drawing is responsible for obtaining all necessary permits and approvals from the appropriate authorities.			
		The City of Charlotte is not responsible for any claims, damages, or losses resulting from the use of this drawing. The user of this drawing is responsible for obtaining all necessary permits and approvals from the appropriate authorities.			
		Designed by	P. HE		
		Drawn by	P. HE		
		Checked by	R. MCGOUGH		
		Date	4/1/2016		
		Contract Number	TEB-144,046		
		Printing			
		Sheet			0009
					REV 11/1/2000

V: H:

[illegible]

2003
11
SECTION 11 NOT TO SCALE



FILL GRADE, SHAPE AND SEED DETAIL
NOT TO SCALE

NOT TO SCALE

[illegible]

**REMOVAL OF TAXWAY B AND
INSTALLATION OF TAXWAY V**

SECTION

<p>THIS DOCUMENT CONTAINS NEITHER RECOMMENDATIONS NOR CONCLUSIONS OF THE NATIONAL BUREAU OF STANDARDS. IT IS THE PROPERTY OF THE NATIONAL BUREAU OF STANDARDS AND IS LOANED TO YOUR ORGANIZATION; IT AND ITS CONTENTS ARE NOT TO BE DISTRIBUTED OUTSIDE YOUR ORGANIZATION.</p> <p>U.S. GOVERNMENT PRINTING OFFICE: 1964 O 344-100</p>	<p>Designed by P. J. M. Drawn by P. J. M. Checked by B. McLAUGHLIN Date 4/15/22/18</p>	<p>Contract Number TEB-144-046</p>	<p>Ordering Agency C010 NBS 134-1000</p>
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USACE FILE NUMBER: NAN-2016-01325

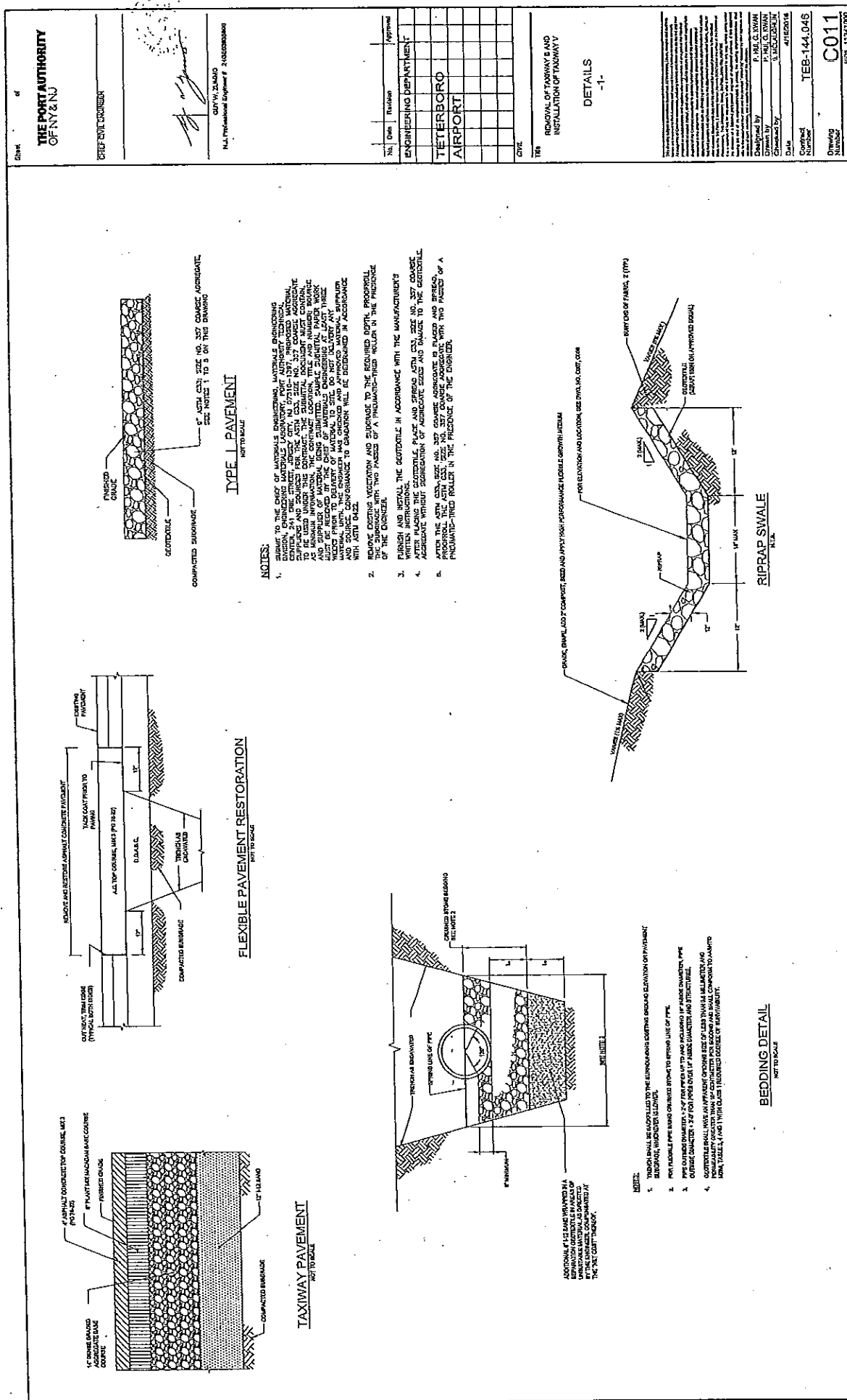
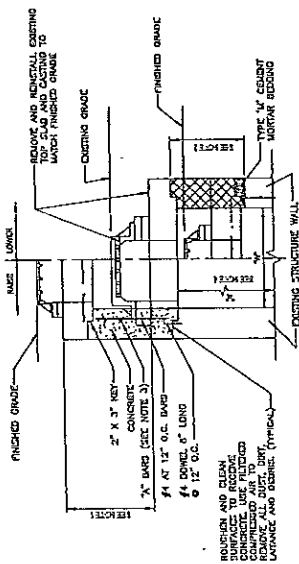


Figure 16 of 18

USACE FILE NUMBER: NAN-2016-01325

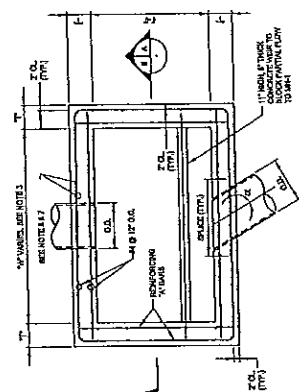


NOTES:

- BE BUILT UP EXTERIOR WALL WITH CONCRETE AS REQUIRED AND TIGHT Joints ON TWO SIDES OF CONCRETE DECK AND INTERIOR Laid RANDOMLY. REMOVE EXISTING WALL AS REQUIRED. CLEAN CONCRETE SURFACE AND SET TOP FLAS ON EXTERIOR SIDE. FOR INTERIOR AREAS, EXISTING UNPAINTED CONCRETE SHALL BE AS IS. IN INTERIOR CONCRETE WALLS, EXISTING JOINTS SHALL BE REPAIRED. ALL BASE SHALL BE AS IS EXCEPT ON CEILING.

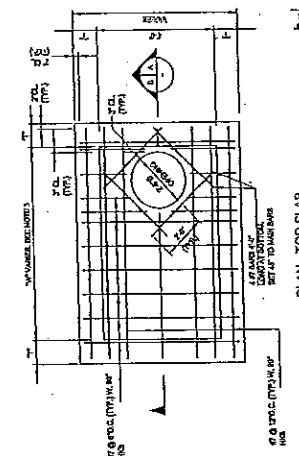
[illegible]

ADJUSTMENT OF MANHOLE 6" OR MORE
NOT TO SCALE

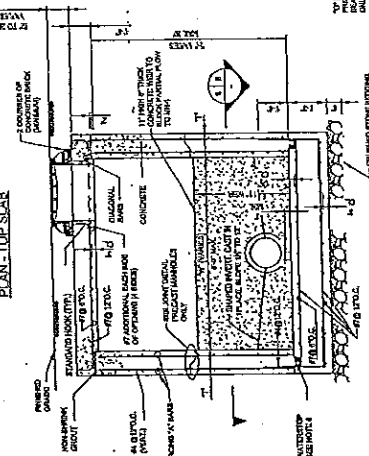


NOTES

- [illegible]



PLAN - TOP SLAB



TOP RING CASSETTE OR
PERFORMED PLASTIC JOINT
RESILIENT AT TOP BLADE
DAILY

REPAIRING 1" BARS				WALL THICKNESS T"	
REPAIR WIDTH W"	REPAIR LENGTH L"		PRECAST CONCRETE	CAST-IN- PLACE	CAST-ON THICKNESS T"
	4 FT TO 8 FT	8 FT TO 12 FT			
1/4" TO 3/4"	16' TO 32'	16' TO 32'	16"	16"	16"
1/2" TO 1"	16' TO 32'	16' TO 32'	16"	16"	16"
1 1/4" TO 1 3/4"	16' TO 32'	16' TO 32'	16"	16"	16"
2" TO 2 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
3" TO 3 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
4" TO 4 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
5" TO 5 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
6" TO 6 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
7" TO 7 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
8" TO 8 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
9" TO 9 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
10" TO 10 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
11" TO 11 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
12" TO 12 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
13" TO 13 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
14" TO 14 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
15" TO 15 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
16" TO 16 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
17" TO 17 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
18" TO 18 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
19" TO 19 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
20" TO 20 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
21" TO 21 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
22" TO 22 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
23" TO 23 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
24" TO 24 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
25" TO 25 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
26" TO 26 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
27" TO 27 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
28" TO 28 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
29" TO 29 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
30" TO 30 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
31" TO 31 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
32" TO 32 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
33" TO 33 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
34" TO 34 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
35" TO 35 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
36" TO 36 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
37" TO 37 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
38" TO 38 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
39" TO 39 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
40" TO 40 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
41" TO 41 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
42" TO 42 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
43" TO 43 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
44" TO 44 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
45" TO 45 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
46" TO 46 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
47" TO 47 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
48" TO 48 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
49" TO 49 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
50" TO 50 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
51" TO 51 1/2"	16' TO 32'	16' TO 32'	16"	16"	16"
52" TO 52 1/2"					

MANHOLE-AIRCRAFT
NOT TO SCALE

WILEY
WILEY

Figure 17 of 18

The primary concern of the authors is to identify and investigate the measurement of various dimensions of the construct of "customer loyalty." The authors first define the construct and then outline its properties. They identify four dimensions: (1) attitudinal loyalty, (2) behavioral loyalty, (3) cognitive loyalty, and (4) emotional loyalty. They then discuss the measurement of each dimension and the relationship between the dimensions. They conclude by discussing the implications of the findings for future research.

Designed by	P. HUI, G. KWAN
Drawn by	P. HUI, G. KWAN
Checked by	B. MEEAUSAMUN
Date	4/12/2016
Contract Number	TEB-144.048
Drawing Number	C012

Sheet _____ of _____

**THE PORT AUTHORITY
OF NY & NJ**

CHIEF CIVIL ENGINEER

DATE: _____

PROJECT: _____

LOCATION: _____

SCALE: _____

DESIGNED BY: _____

CHECKED BY: _____

APPROVED BY: _____

NO. _____ DATE _____

REVISION _____

ENGINEERING DEPARTMENT

TETERBORO AIRPORT

CIVIL

REMOVAL OF TAXWAYS AND
INSTALLATION OF TAXWAY V

DETAILS

-3-

MANHOLE FRAME AND COVER-AIRCRAFT TYPE

NOTES:

1. MANHOLE FRAME AND COVER SHALL BE CONCRETE WITH THE EXCEPTION OF THE FRAME WHICH SHALL BE STEEL.
2. THE FRAME SHALL BE REINFORCED WITH 4 #4 BARS.
3. THE COVER SHALL BE REINFORCED WITH 4 #4 BARS.
4. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
5. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
6. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
7. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
8. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
9. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
10. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.

FLARED END SECTION FOR CONCRETE PIPE

NOTES:

1. THE FLARED END SECTION SHALL BE CONCRETE WITH THE EXCEPTION OF THE FRAME WHICH SHALL BE STEEL.
2. THE FRAME SHALL BE REINFORCED WITH 4 #4 BARS.
3. THE COVER SHALL BE REINFORCED WITH 4 #4 BARS.
4. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
5. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
6. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
7. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
8. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
9. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.
10. THE CURB SHALL BE REINFORCED WITH 4 #4 BARS.



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) 777-3636
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>		Approval Date MAR 13 2017
		Expiration Date MAR 12 2022
Permit Number(s): 0262-02-0002.1 FHA160003 0262-02-0002.1 FHA160004 0262-02-0002.1 CDT160002	Type of Approval(s): Flood Hazard Area Individual Permit Flood Hazard Area Verification Water Quality Certificate	Enabling Statute(s): NJSA 58:16A et seq. PHACA NJSA 58:10A et seq. WPCA NJSA 13:1D-29 et seq. 90-D CPI NJSA 13:1D-1 et seq. RDCD
Permittee: Port Authority of NY & NJ Attn: Dr. Marc Helman 4 World Trade Center, 150 Greenwich Street, 20 th Floor New York, New York 10007		Site Location: Block(s) & Lot(s): [203, 1] Municipality: Teterboro Boro County: Bergen
Description of Authorized Activities: This permit verifies the flood hazard elevation and authorizes the removal of the existing Taxiway B and the construction of Taxiway V, stormwater management facilities and to raise the existing stormwater discharge pipe in the flood plain of the West Riser Ditch within Lot No. 1 of Block No. 203, in the Borough of Teterboro, Bergen County, New Jersey, as shown on the plans referenced on the last page of this permit.		
Prepared by: <u>Nabil M. Andrews</u> Nabil M. Andrews		Received and/or Recorded by County Clerk:
If the permittee undertakes any regulated activity authorized under a permit, such action shall constitute the permittee's acceptance of the permit in its entirety as well as the permittee's agreement to abide by the permit and all conditions therein.		
This permit is not valid unless authorizing signature appears on the last page.		

FLOOD HAZARD SPECIAL CONDITIONS:

1. Any new, reconstructed, enlarged, or elevated structure within a flood hazard area shall be secured to resist flotation, collapse, and displacement due to hydrostatic and hydrodynamic forces from floodwaters.
2. The regulated activity shall not adversely affect low-flow aquatic passage in any regulated water.
3. The regulated activity shall not expose unset or raw cement to flowing water within any channel or regulated water during construction.
4. All riparian zone vegetation that is temporarily cleared, cut, and/or removed to conduct a regulated activity, access an area where regulated activities will be conducted, or otherwise accommodate a regulated activity shall be replanted immediately after completion of the regulated activity, unless prevented by seasonal weather, in which case the vegetation shall be replanted as soon as conditions permit. The vegetation to be replanted shall:
 - a. Consist of vegetation of equal or greater ecological function and value as the vegetation that was cleared, cut, or removed. For example, herbaceous vegetation may be replaced with the same type of vegetation or with trees, but the trees in forested areas must be replaced with trees of equal or greater density and ecological function and value;
 - b. Consist of native, non-invasive vegetation, except in an actively disturbed area. In an actively disturbed area, the vegetation may be replaced with the same type of vegetation that was cleared, cut, or removed, or with another kind of vegetation typical of an actively disturbed area. For example, lawn grass may be replaced with garden plants or agricultural crops; and
 - c. In cases where replanting would interfere with continued access to or maintenance of a structure that is required by Federal, State, or local law, the vegetation replanted shall meet the requirements to the extent feasible.
5. The applicant shall adhere to the maintenance plan for the stormwater management measures incorporated into the design of the major development in accordance with N.J.A.C. 7:8-5.8 and the guidelines of the New Jersey Stormwater Best Management Practices Manual.
6. The Department has determined that this project meets the requirements of the Stormwater Management rules at N.J.A.C. 7:8. Any future expansion or alteration of the approved stormwater management system, which would affect water quality, increase the rate or volume of stormwater leaving the site, affect the infiltration capacity on the site, or alter the approved low impact site design, shall be reviewed and approved by the Department prior to construction. This includes any proposed changes to the discharge characteristics of any basin, the construction of new inlets or pipes that tie into the storm sewer network and/or the replacement of existing inlets or pipes with structures of different capacity.
7. All excavated material shall be disposed in a lawful manner and outside any regulated flood plain, open water, freshwater wetlands or adjacent transition areas, and in such a way as to not interfere with the positive drainage of the receiving area.
8. Prior to the start of any activities within wetlands associated with the authorized project, the permittee shall obtain approval from the U.S. Army Corps of Engineers for the permanent disturbance to 3.28 acres of wetlands.

9. Provision of the Hackensack Meadowlands Water Quality Certificate

This permit authorizes the permanent disturbance to 3.28 acres of wetlands for activities authorized under this permit. No additional impacts to freshwater wetlands or open water are permitted.

Wetlands Mitigation Conditions:

10. The permittee shall mitigate for the permanent disturbance of 3.28 acres of emergent wetlands through an on-site or off-site creation, restoration or enhancement project or with the purchase of credits from a mitigation bank serving the appropriate watershed management area in accordance with the mitigation hierarchy. (N.J.A.C. 7:27A-15 et seq).
11. The Department approves the proposal to purchase 3.28 acres of emergent freshwater wetland mitigation credits from the Kane Wetland Mitigation Bank as indicated in the "APPLICATION FOR: INDIVIDUAL FLOOD HAZARD AREA PERMIT, FLOOD HAZARD ARE VERIFICATION, COASTAL ZONE MANAGEMENT CONSISTENCY DETERMINATION AND INDIVIDUAL WATER QUALITY CERTIFICATE [for the] Removal of Taxiway B and Installation of New Taxiway V" dated May 31, 2016 and prepared by Langan Engineering.
12. The Department notes that on December 17, 2012 the Port Authority purchased 22 credits from the Kane Wetland Mitigation Bank. According to Army Corps records, 4.56 credits were deducted for an Army Corps permit dated June 11, 2013 (Permit No. NAN-2009-00346, Runway 2/4); and 4.11 credits were deducted for an Army Corps permit dated October 16, 2013 (NAN-2013-00671, Runway 1 RSA). There are therefore 13.33 credits remaining. With the approval of this permit, 3.28 credits will be debited from the remaining credits leaving 10.05 credits available to the Port Authority.

STANDARD CONDITIONS:

1. The issuance of a 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 or structure(s). Neither the State nor the Department shall, in any way, be liable for any loss of life or property that may occur by virtue of the activity or project conducted as authorized under a permit.
2. The issuance of a permit does not convey any property rights or any exclusive privilege.
3. The permittee shall obtain all applicable Federal, State, and local approvals prior to commencement of regulated activities authorized under a permit.
4. A permittee conducting an activity involving soil disturbance, the creation of drainage structures, or changes in natural contours shall obtain any required approvals from the Soil Conservation District having jurisdiction over the site.
5. 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.

6. The permittee shall immediately inform the Department by telephone at (877) 927-6337 (Warn DEP Hotline) of any noncompliance that may endanger the public health, safety, and welfare, or the environment. In addition, the permittee shall inform the Division of Land Use Regulation by telephone at (609) 777-0454 of any other noncompliance within two working days of the time the permittee becomes aware of the noncompliance, and in writing within five working days of the time the permittee becomes aware 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. The written notice shall include:
 - a. A description of the noncompliance and its cause;
 - b. The period of noncompliance, including exact dates and times;
 - c. If the noncompliance has not been corrected, the anticipated length of time it is expected to continue; and
 - d. The steps taken or planned to reduce, eliminate, and prevent recurrence of the noncompliance.
7. It shall not be a defense for a permittee in an enforcement action that it would have been necessary to halt or reduce the authorized activity in order to maintain compliance with the conditions of the permit.
8. The permittee shall employ appropriate measures to minimize noise where necessary during construction, as specified in N.J.S.A. 13:1G-1 et seq. and N.J.A.C. 7:29.
9. The issuance of a permit does not relinquish the State's tidelands ownership or claim to any portion of the subject property or adjacent properties.
10. The issuance of a permit does not relinquish public rights to access and use tidal waterways and their shores.
11. The permittee shall allow an authorized representative of the Department, upon the presentation of credentials, to:
 - a. Enter upon the permittee's premises where a regulated activity is located or conducted, or where records must be kept under the conditions of the permit;
 - b. Have access to and copy, at reasonable times, any records that must be kept under the conditions of the permit; and
 - c. Inspect at reasonable times any facilities, equipment, practices, or operations regulated or required under the permit. Failure to allow reasonable access under this paragraph shall be considered a violation of this chapter and subject the permittee to enforcement action under.
12. The permittee and its contractors and subcontractors shall comply with all conditions, site plans, and supporting documents approved by the permit. Any noncompliance with a permit constitutes a violation of this chapter and is grounds for enforcement action under, as well as, in the appropriate case, suspension and/or termination of the permit.
13. All conditions, site plans, and supporting documents approved by a permit shall remain in full force and effect so long as the regulated activity or project, or any portion thereof, is in existence, unless the permit is modified.

14. For Coastal Permits, Flood Hazard Permits and Flood Hazard Verifications, the permittee shall record the permit, including all conditions listed therein, with the Office of the County Clerk (the Registrar of Deeds and Mortgages, if applicable) of each county in which the site is located. The permit shall be recorded within 30 calendar days of receipt by the permittee, unless the permit authorizes activities within two or more counties, in which case the permit shall be recorded within 90 calendar days of receipt. Upon completion of all recording, a copy of the recorded permit shall be forwarded to the Division of Land Use Regulation at the address set forth in the rules.
15. If any condition or permit is determined to be legally unenforceable, modifications and additional conditions may be imposed by the Department as necessary to protect public health, safety, and welfare, or the environment.
16. A copy of the permit and all approved site plans and supporting documents shall be maintained at the site at all times and made available to Department representatives or their designated agents immediately upon request.
17. A permit shall be transferred to another person only in accordance with the regulations.
18. A permit can be suspended or terminated by the Department for cause.
19. The submittal of a request to modify a permit by the permittee, or a notification of planned changes or anticipated noncompliance, does not stay any condition of a permit.
20. 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.
21. The permittee shall submit written notification to the Bureau of Coastal and Land Use Compliance and Enforcement, 401 East State Street, 4th Floor, P.O. Box 420, Mail Code 401-04C, Trenton, NJ 08625, at least three working days prior to the commencement of regulated activities.
22. The permittee shall not cause or allow any unreasonable interference with the free flow of a regulated water by placing or dumping any materials, equipment, debris, or structures within or adjacent to the channel while the regulated activity(ies) is being undertaken. Upon completion of the regulated activity(ies), the permittee shall remove and dispose of in a lawful manner, all excess materials, debris, equipment, and silt fences and other temporary soil erosion and sediment control devices from all regulated areas.
23. The regulated activity shall not destroy, jeopardize, or adversely modify a present or documented habitat for threatened or endangered species, and shall not jeopardize the continued existence of any local population of a threatened or endangered species.

APPROVED PLANS:

The drawings hereby approved are twenty-three (23) sheets prepared by The Port Authority of NY & NJ, dated April 15, 2016, unrevised, unless otherwise noted, entitled:

"REMOVAL OF TAXIWAY B AND INSTALLATION OF TAXIWAY V"

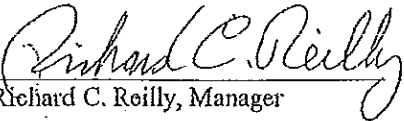
"LEGEND, CIVIL NOTES AND ABBREVIATIONS", sheet no. C001;
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"REMOVAL PLAN -1-", sheet no. C003;
"REMOVAL PLAN -2-", sheet no. C004;
"ALIGNMENT AND PAVING PLAN -1-", sheet no. C005;
"ALIGNMENT AND PAVING PLAN -2-", sheet no. C006;
"GRADING AND UTILITY PLAN -1-", sheet no. C007;
"GRADING AND UTILITY PLAN -2-", sheet no. C008;
"PROFILE TAXIWAY V", sheet no. C009;
"SECTION", sheet no. C010;
"DETAILS -1-", sheet no. C011;
"DETAILS -2-", sheet no. C012;
"DETAILS -3-", sheet no. C013;
"MTD DETAILS -1-", sheet no. C014;
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"SOIL EROSION AND SEDIMENT CONTROL PLAN REFERENCE", sheet no. N100, dated May 25, 2016;
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"SOIL EROSION AND SEDIMENT CONTROL PLAN -2-", sheet no. N102, dated May 25, 2016;
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"SOIL EROSION AND SEDIMENT CONTROL DETAILS", sheet no. N104, dated May 25, 2016;
"WETLAND IMPACT PLAN", sheet no. N301, dated May 20, 2016;
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"PROPOSED CONDITIONS FLOOD HAZARD AREA VERIFICATION PLAN", sheet no. N401, dated May 20, 2016.

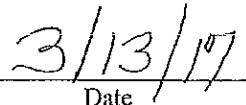
LUR File# 0262-02-0002.1 FHA 160003 (FHA IP)
0262-02-0002.1 FHA 160004 (FHA V)
0262-02-0002.1 CDT 160002 (HMC WQC)

7

If you need clarification on any section of this permit or conditions, please contact the Division of Land Use Regulation's Technical Support Call Center at (609) 777-0454.

Approved By:


Richard C. Roilly, Manager


Date

Bureau of Inland Regulation
Division of Land Use Regulation

Original sent to Agent to record
c: Permittee
Construction Official

Attachment G: NJDEP Flood Hazard Area Permit



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



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.

Approval Date

MAR 13 2017

Expiration Date

MAR 12 2022

Permit Number(s):

0262-02-0002.1 FHA160003
0262-02-0002.1 FHA160004
0262-02-0002.1 CDT160002

Type of Approval(s):

Flood Hazard Area Individual Permit
Flood Hazard Area Verification
Water Quality Certificate

Enabling Statute(s):

NJSA 58:16A et seq. FHACA
NJSA 58:10A et seq. WPCA
NJSA 13:1D-29 et seq. 90-D CPI.
NJSA 13:1D-1 et seq. RDCD

Permittee:

Port Authority of NY & NJ
Attn: Dr. Marc Helman
4 World Trade Center,
150 Greenwich Street, 20th. Floor
New York, New York 10007

Site Location:

Block(s) & Lot(s): [203, 1]
Municipality: Teterboro Boro
County: Bergen

Description of Authorized Activities:

This permit verifies the flood hazard elevation and authorizes the removal of the existing Taxiway B and the construction of Taxiway V, stormwater management facilities and to raise the existing stormwater discharge pipe in the flood plain of the West Riser Ditch within Lot No. 1 of Block No. 203, in the Borough of Teterboro, Bergen County, New Jersey, as shown on the plans referenced on the last page of this permit.

Prepared by:

Nabil M. Andrews
Nabil M. Andrews

Received and/or Recorded by
County Clerk:

If the permittee undertakes any regulated activity authorized under a permit, such action shall constitute the permittee's acceptance of the permit in its entirety as well as the permittee's agreement to abide by the permit and all conditions therein.

This permit is not valid unless authorizing signature appears on the last page.

FLOOD HAZARD SPECIAL CONDITIONS:

1. Any new, reconstructed, enlarged, or elevated structure within a flood hazard area shall be secured to resist flotation, collapse, and displacement due to hydrostatic and hydrodynamic forces from floodwaters.
2. The regulated activity shall not adversely affect low-flow aquatic passage in any regulated water.
3. The regulated activity shall not expose unset or raw cement to flowing water within any channel or regulated water during construction.
4. All riparian zone vegetation that is temporarily cleared, cut, and/or removed to conduct a regulated activity, access an area where regulated activities will be conducted, or otherwise accommodate a regulated activity shall be replanted immediately after completion of the regulated activity, unless prevented by seasonal weather, in which case the vegetation shall be replanted as soon as conditions permit. The vegetation to be replanted shall:
 - a. Consist of vegetation of equal or greater ecological function and value as the vegetation that was cleared, cut, or removed. For example, herbaceous vegetation may be replaced with the same type of vegetation or with trees, but the trees in forested areas must be replaced with trees of equal or greater density and ecological function and value;
 - b. Consist of native, non-invasive vegetation, except in an actively disturbed area. In an actively disturbed area, the vegetation may be replaced with the same type of vegetation that was cleared, cut, or removed, or with another kind of vegetation typical of an actively disturbed area. For example, lawn grass may be replaced with garden plants or agricultural crops; and
 - c. In cases where replanting would interfere with continued access to or maintenance of a structure that is required by Federal, State, or local law, the vegetation replanted shall meet the requirements to the extent feasible.
5. The applicant shall adhere to the maintenance plan for the stormwater management measures incorporated into the design of the major development in accordance with N.J.A.C. 7:8-5.8 and the guidelines of the New Jersey Stormwater Best Management Practices Manual.
6. The Department has determined that this project meets the requirements of the Stormwater Management rules at N.J.A.C. 7:8. Any future expansion or alteration of the approved stormwater management system, which would affect water quality, increase the rate or volume of stormwater leaving the site, affect the infiltration capacity on the site, or alter the approved low impact site design, shall be reviewed and approved by the Department prior to construction. This includes any proposed changes to the discharge characteristics of any basin, the construction of new inlets or pipes that tie into the storm sewer network and/or the replacement of existing inlets or pipes with structures of different capacity.
7. All excavated material shall be disposed in a lawful manner and outside any regulated flood plain, open water, freshwater wetlands or adjacent transition areas, and in such a way as to not interfere with the positive drainage of the receiving area.
8. Prior to the start of any activities within wetlands associated with the authorized project, the permittee shall obtain approval from the U.S. Army Corps of Engineers for the permanent disturbance to 3.28 acres of wetlands.

9. Provision of the Hackensack Meadowlands Water Quality Certificate

This permit authorizes the permanent disturbance to 3.28 acres of wetlands for activities authorized under this permit. No additional impacts to freshwater wetlands or open water are permitted.

Wetlands Mitigation Conditions:

10. The permittee shall mitigate for the permanent disturbance of 3.28 acres of emergent wetlands through an on-site or off-site creation, restoration or enhancement project or with the purchase of credits from a mitigation bank serving the appropriate watershed management area in accordance with the mitigation hierarchy. (N.J.A.C. 7:7A-15 et seq).
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"REMOVAL OF TAXIWAY B AND INSTALLATION OF TAXIWAY V"


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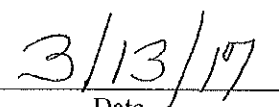
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0262-02-0002.1 CDT 160002 (HMC WQC)

7

If you need clarification on any section of this permit or conditions, please contact the Division of Land Use Regulation's Technical Support Call Center at (609) 777-0454.

Approved By:


Richard C. Reilly, Manager


Date

Bureau of Inland Regulation
Division of Land Use Regulation

Original sent to Agent to record
c: Permittee
Construction Official

Attachment H: Public Notice Tear Sheets

NEW JERSEY



Gov. Chris Christie shakes hands Saturday as he walks in the Fourth of July parade with his wife, Mary Pat, in Wolfeboro, N.H. Christie spent five days in New Hampshire, traveling there hours after he kicked off his 2016 campaign in Livingston. (MARY SCHWALM/ASSOCIATED PRESS)

Christie

CONTINUED FROM PAGE 1

“I will never apologize for what I did in the aftermath,” responded Christie, who has since been chastised by more ardent Republicans for welcoming the president. “I’m not happy that it was six days away from the presidential election,” he said, “but ... (I) was much less happy that the storm hit my state.”

During the same meeting, Christie said in his pitch on foreign policy that the United States couldn’t negotiate with a country that, among other things, “kills homosexuals in the public square.”

Christie also broke with many in his party’s social conservative wing when he said state employees who have objections to issuing same-sex marriage licenses shouldn’t be permitted to opt out.

“I think for folks who are in the government world, they kind of have to do their job, whether you agree with the law or you don’t,” Christie said in Bristol, N.H.

“I’m sure there are

individual circumstances that might merit some examination,” he said. “But none that come immediately to mind for me.”

Christie charted similar paths on other lightning rod issues.

When he was asked during meet-and-greets or town hall meetings about anything to do with climate change, Christie first told the questioner that he believes people contribute to climate change (he just doesn’t know how much they contribute).

When he’s asked to weigh in on Donald Trump’s controversial comments about immigrants coming to the United States from Mexico, Christie insists that Trump’s remarks about “rapists” coming over the border “have no place” in the 2016 race and “were inappropriate.”

Christie’s repositioning comes after the Republican governor of a Democratic-leaning state noticeably moved to the right on some issues as he neared a 2016 campaign.

Most recently, on Common Core, the governor

announced New Jersey would dump the national education standards two years after he said he planned to continue with them.

“This is one of those areas where I have agreed more with the president than not,” Christie said in August 2013. “I think part of the Republican opposition you see in some corners in Congress is a reaction, that knee-jerk reaction that is happening in Washington right now, that if the president likes something the Republicans in Congress don’t. If the Republicans in Congress like something, the president doesn’t.”

And when it comes to gun rights, Christie touts vetoing a proposed ban on .50 caliber assault rifles. What he hasn’t told voters in New Hampshire is that he once supported the measure.

Christie spent five days in New Hampshire, traveling there hours after he kicked off his 2016 campaign in Livingston and staying through the Fourth of July.

Matt Arco, NJ Advance Media, marco@njadvancemedia.com.

SPARTA

Man who refused to shelve fireworks display arrested

By Kimberly Redmond
For The Star-Ledger

A man was arrested Saturday evening after refusing to comply with police officers’ requests to disassemble a large pyrotechnic display he planned to set off at his Fourth of July party, authorities said.

Shortly after 9:30 p.m., Officer Timothy Lynott responded to a Lambert Drive home after police received a report that Bujar Khudo, 52, was setting up fireworks on his front lawn, Lt. John Paul-Beebe said.

The display, which Beebe described as “extensive,” included more than 100 separate explosive airborne devices that were wired into an electronic controller.

After explaining the safety issues associated with fireworks, Lynott asked the display be dismantled but Khudo said no, Beebe said.

When Sgt. Keith Hannam arrived at the home, he also requested Khudo disassemble the fireworks, Beebe said.

The man again refused and indicated to police he planned to set off the fireworks for the large party he was hosting, the lieutenant said.

Khudo was ultimately arrested after failing to comply with the orders of police officers and transported to the Sparta Police Department, Beebe said.

He was charged with unlawful possession of fireworks and released pending a Thursday appearance in Sparta Municipal Court, the lieutenant said.

After speaking with members of the State Police bomb squad, the display was dismantled by Sparta police officers and firefighters, Beebe said.

The fireworks were taken to police headquarters, where, next week, the State Police bomb squad will arrive to conduct a complete inventory and dispose of the explosives, Beebe said.

Kimberly Redmond, NJ Advance Media, kredmond@njadvancemedia.com

GLADSTONE
Buses replace midday trains starting today

By Larry Higgs
For The Star-Ledger

NJ Transit passengers who ride the Gladstone Branch during the middle of the day will find themselves on a bus instead of a train starting today.

The switch will last until Aug. 28 to allow crews to replace 163 wooden poles that support the overhead catenary wire that powers trains with more durable steel poles in concrete foundations, NJ Transit officials said. The steel poles will be more durable during storms and high winds.

“The catenary pole replacements are being done as part of the ongoing Sandy resiliency project work on the Gladstone line,” said Jennifer Nelson, an NJ Transit spokeswoman.

That means from 9:30 a.m. to 3:30 p.m. weekdays through the summer, buses will replace trains on the Gladstone Branch between the Gladstone and Summit stations. Customers should leave extra travel time.

This means the last eastbound trains to Hoboken will leave Gladstone at 7:53 a.m. and leave Bernardsville at 8:55 a.m. before busing begins.

Eastbound rail service resumes from Gladstone for the 3:41 p.m. departure.

The last westbound to Gladstone before busing begins departs from Hoboken at 7:54 a.m.

Rail service resumes west of Summit with the 2:40 p.m., departure from Hoboken.

RAHWAY
Opponents ‘boo’ plans for park’s \$5M turf field

By Tom Haydon
For The Star-Ledger

Opponents of plans to put in a turf athletic field in Rahway River Park failed to get the answers they wanted on Wednesday when county officials outlined details of the nearly \$5 million project.

“It was a Muppet show,” said Jerry Caprario, of Rahway, criticizing the presentation officials gave on the stage of the Hamilton Theatre.

“They haven’t answered the question of who needs this,” said Tom Mulvihill, of Clark, one of about 90 people who attended the meeting where an engineer and county officials outlined the project to replace an existing grass soccer field and six-lane track in Rahway River Park with a turf field and eight-lane track.

The park straddles the border of Rahway and Clark. The field is near the border but entirely in Rahway. Under county plans, the improved field would accommodate soccer, football and lacrosse games, and track and field events. It would also have bleachers with 1,200 seats, along with a concession stand, restrooms, a multipurpose room and four 70-foot-high stanchions to light the field at night.

County officials last October unveiled the plans, saying it was part of a continuing effort to upgrade parks. Since 2012, the county has been budgeting funds toward the \$2.6 million price for the turf field. Rahway also plans to spend another \$2.3 million for the bleachers and other buildings, making this site the home for the city’s high school football, track and soccer teams.

Opponents, mostly from Rahway and Clark, say 3,000 people around the county have signed a petition objecting to the plans.

Critics have repeatedly spoken out at freeholder meetings, while parents, coaches and young players from Rahway’s travel soccer program have attended to show support for the proposed improvements.

Tom Haydon, NJ Advance Media, thaydon@njadvancemedia.com

UNION CITY

PA road-funds investigation may include local project

By Ken Thorbourne
The Jersey Journal

The Record reported Sunday that the probe into the Port Authority’s decision to redirect \$1.8 billion in toll money from its Hudson River crossings to fix roads in New Jersey is escalating.

More than 15 Port Authority officials now have lawyers to represent them in the investigation that is being conducted by the Manhattan District Attorney’s Office and the U.S. Securities and Exchange Commission.

Most of the money was redirected to rebuilding the Pulaski Skyway, the iconic 3.5-mile span that touches down in Jersey City, Kearny, and Newark. But the investigation might also want to take a look at a \$2.6 million grant to Union City to rehabilitate New York Avenue between 16th and 48th streets.

According to Port Authority rules, the only roadways besides its own property the bistate agency can spend money on are “access roads” to the Lincoln Tunnel and George Washington Bridge.

This grant to Union City arose as an issue in 2013, when

a community group opposed to Union City’s Democratic mayor and close Christie ally, Brian Stack — the Union City Concerned Citizens — made hay that the money to do the roadwork was unaccounted for in the municipal budget.

At that point, the only evidence the city had that it might be receiving the money was a June 6, 2012, letter from Gov. Christie to then-Port Authority Chairman David Samson, in which the governor requests the money to “rehabilitate New York Avenue in Union City,” citing it as an “approach roadway for the Lincoln Tunnel.”

While the Jersey Journal was investigating this matter, an official at the Port Authority, who requested anonymity, called the paper to confirm the money had been set aside for the New York Avenue project. Union City would pay for the improvements, but would be reimbursed by the Port Authority, the source said.

New York Avenue is an access road for Route 495, which takes motorists into the Lincoln Tunnel, but that is true for dozens of streets in

Union City, North Bergen and Weehawken.

Christie was actively courting Democratic mayors to endorse him when this grant became an issue. Stack not only endorsed the Republican governor in 2013, but has called him the state’s best governor ever.

Stack said Sunday no official agency or department has notified him that Union City is in any way connected to the ongoing investigation.

And if he were to be notified of such a circumstance, he would assert that Union City appropriately and legitimately applied for funding and received it.

THE PORT AUTHORITY OF NY & NJ
NOTICE OF AVAILABILITY and REQUEST FOR COMMENT
Environmental Assessment for Replacement of Taxiway B with new Taxiway V Teterboro Airport, Teterboro New Jersey

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a draft Environmental Assessment (FAA Form “C”) for the Replacement of Taxiway B with new Taxiway V project at Teterboro Airport are available for public review online at www.panynj.gov/about/pdf/teb-draft-ea-twvy.pdf and at the following location:

Teterboro Airport, Manager’s Office
90 Moonachie Avenue, Teterboro, NJ 07608
(201)807-4020

In addition, a copy of this document may also be obtained by calling Edward Knoesel, at (212) 435-3747. In accordance with NEPA, The Port Authority is accepting comment on this document. **The official comment period for this document will close at 5PM on July 22, 2015.**

This project will be located in the 100 year floodplain. As the project is a safety enhancement activity on an existing facility, no alternatives were identified to the location of the project in the floodplain. The impacts of the project on area floodplains are included in the project document.

All comments on this Draft EA should be sent to: The Port Authority of NY & NJ, 4 World Trade Center/150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Edward Knoesel. In addition, comments may be emailed to TEBTWYVEA@panynj.gov with the subject heading “TEB Taxiway V EA”.


NEW JERSEY TURNPIKE AUTHORITY
P.O. Box 5042
Woodbridge, NJ 07095
(732) 750-5300 Fax (732) 750-5399
REQUEST FOR BIDS
NOTICE OF SURPLUS PERSONAL PROPERTY SALE

Notice is hereby given that sealed bids for the following will be received by the New Jersey Turnpike Authority, Attention: Robert Poling, Asset Management, P.O. Box 5042, Woodbridge, New Jersey 07095-5042, at the time indicated below. Said proposals will be publicly opened and read at the Statewide Traffic Management & Technology Center, 3rd Floor Conference Room, King George Road at Route 9, Woodbridge, New Jersey.

Please also be advised that bidders can visit our website:
<http://www.state.nj.us/turnpike> for additional information.

Opening Date	Time	Req. No.	Description of Commodity
8-4-2015	10:00 AM	15-S-2	Surplus Vehicles, Roadway/Landscaping Equipment and Misc. Items Including NEC Phone System

Bidders are required to comply with the requirements of P.L. 1975, C.127 (N.J.A.C. 17:27)

PROSPECTIVE BIDDERS MAY EXAMINE THE SURPLUS PROPERTY AT: Property Control Surplus Yard, Crawford’s Corner Road, Holmdel, NJ (Exit 116 off Garden State Parkway) on July 27, 28, 29, 30 & 31, 2015, between the hours of 8:00 am & 2:30 pm.

If you have any questions or need more information please call Robert Poling @ 732-888-0550 ext.7071 or email rpoling@turnpike.state.nj.us

ALL BIDS MUST BE SUBMITTED PRIOR TO THE BID OPENING DATE AND TIME INDICATED ABOVE.


NEW JERSEY TURNPIKE AUTHORITY
PROCUREMENT AND MATERIALS MANAGEMENT DEPARTMENT
DONNA C. WILSER, DEPUTY DIRECTOR

July 6, 2015 \$173.88

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