

NEW JERSEY TRANSPORTATION INFRASTRUCTURE FINANCING PROGRAM

STATE FISCAL YEAR 2025 FINANCIAL PLAN

Submitted to the State Legislature by:

**The New Jersey Infrastructure Bank
The New Jersey Department of Transportation**

MAY 2024



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**Report to the Legislature
Pursuant to**

P.L. 1985, Chapter 334
New Jersey Infrastructure Trust Act
as amended including P.L.2016, c.56

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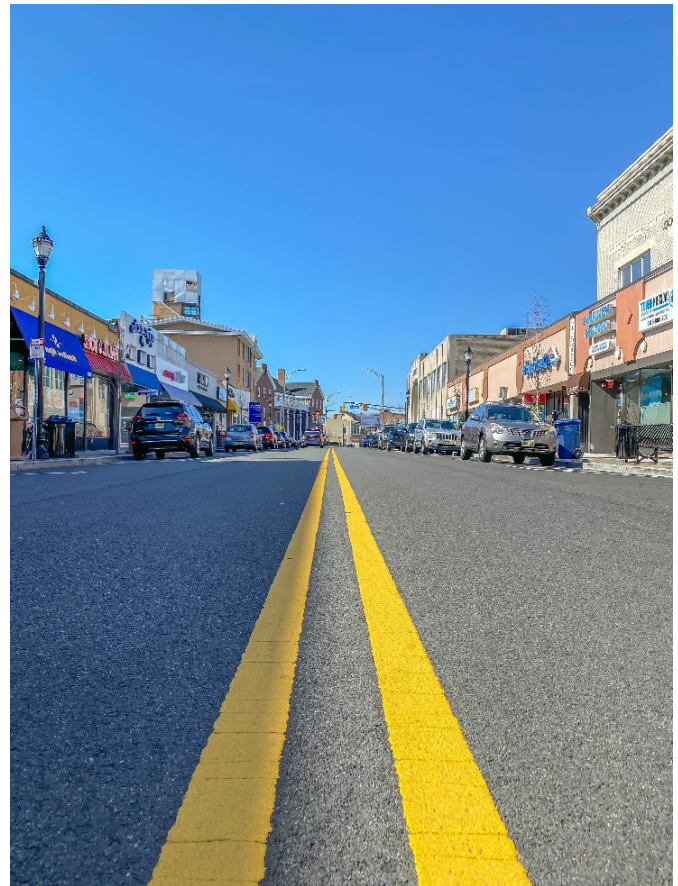
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I. INTRODUCTION / PROGRAM OVERVIEW

The New Jersey Infrastructure Bank¹ (the “I-Bank” or “NJIB”) presents the New Jersey Transportation Infrastructure Financial Plan (the “Financial Plan” or “Report”) for State Fiscal Year (“SFY”) 2025 to the New Jersey State Legislature. The I-Bank is required to submit this Report by May 15th of each year pursuant to the New Jersey Infrastructure Trust Act, N.J.S.A. 58:11B-1 *et seq.* (the “Act”) which establishes, among other things, the “New Jersey Transportation Infrastructure Financing Program” (the “Transportation Bank” or “Program”).

In accordance with the Act, the I-Bank, and the New Jersey Department of Transportation (“DOT” or “Department”) jointly administer the Transportation Bank to make low interest loans to New Jersey counties, municipalities, and regional transportation authorities, or any other political subdivision or instrumentality of the State of New Jersey (“New Jersey” or “State”) for critical transportation infrastructure projects.

In January of 2024, the DOT published the **Project Priority Report** for SFY2025 (the “January Report”) that included:

- A discussion of project eligibility requirements;
- The methodology utilized to prioritize and establish project rankings (“Priority System”); and
- The initial Transportation Infrastructure Project Priority List (“PPL”) SFY2025.²

This **Financial Plan** discusses the following Transportation Bank financing initiatives for SFY2025:

- The loan application process, parameters, and standards of approval for loans;
- Available loans, loan terms, and the loan closing processes to be utilized in SFY2025 for Projects identified in the PPL as updated and amended each quarter in SFY2025; and

ELIGIBLE PROJECTS / ELIGIBLE BORROWERS

In accordance with the Act, the Transportation Bank is authorized to finance under separate funding programs (i) surface transportation, (ii) marine and (iii) aviation projects (individually “Project”; collectively, “Projects”).

Transportation Projects

The Transportation Bank is authorized to finance capital projects for public highways, approach roadways and other necessary land-side improvements, ramps, signal systems, roadbeds, transit lanes or rights of

1. The I-Bank is neither a “bank” nor a “savings bank” within the meaning the New Jersey Banking Act of 1948, or a “national banking association” or a “federal savings bank” within the meaning of the National Bank Act, nor is it subject to the supervision of New Jersey Department of Banking and Insurance (“DOBI”) or the Office of the Comptroller of the Currency (“US Treasury Department”), the Board of Governors of the Federal Reserve System or the Federal Deposit Insurance Corporation. The I-Bank does not accept “deposits” within the meaning of the New Jersey Banking Act of 1948 or the National Bank Act, and its obligations are not insured by the Federal Deposit Insurance Corporation.

2. The SFY2025 January Report is available at: <https://www.njib.gov/nj/Transportation+Bank+Program+Publications.27>

way, pedestrian walkways and bridges connecting to passenger stations and servicing facilities, bridges, and grade crossings (“Transportation Project”). Eligible borrowers (each a “Borrower”) are local government units, including counties, municipalities, municipal/county/regional transportation authorities, or any other political subdivision of the State, authorized to construct, operate, and maintain public highways or Transportation Projects. A detailed discussion of project and Borrower eligibility is set forth in the SFY2025 January Report.

Transportation Bank financing is limited to Transportation Project costs incurred, which include costs or fees related to construction, engineering, legal counsel, financial advisor, permitting, project management, financing, and any other costs or fees as recognized in N.J.A.C. 16:20B-4, excluding any costs for which DOT or other grants have been received. Grant funds for the specific Project being financed that are received prior to loan closing must be utilized, by the local government unit that is seeking a Transportation Bank loan (“Project Sponsor”) to cover a portion of the project costs. Grant funds for the specific Project being financed that are received after loan closing shall be used towards the repayment of the Transportation Bank loan.

Marine Projects

The Transportation Bank is authorized to finance projects to develop or improve public port or terminal facilities, and related infrastructure or capital equipment, including, but not limited to, any design, planning, acquisition, construction, reconstruction, relocation, installation, removal, repair or rehabilitation project that facilitates, increases the efficiency of, or improves the capacity for inter-modal trade and cargo movement for commercial or industrial facilities that are part of port or terminal facilities. Such projects include dredging, soil hardening, paving of the port facilities, and ferry terminal facilities designed for public use and the transportation of people and goods such as watercraft, docks, wharves, piers, slips, storage places, sheds, warehouses, and related infrastructure. At present, no funds have been appropriated for the marine financing program.

Aviation Projects

The Transportation Bank is authorized to finance projects to develop or improve county or municipal airport facilities, or airport facilities owned or operated by a regional transportation authority that is not a bi-state authority, and related infrastructure or capital equipment, including any design, planning, acquisition, construction, reconstruction, relocation, installation, removal, repair or rehabilitation project that facilitates, increases the efficiency of, or improves the capacity for inter-modal trade for commercial and industrial facilities that are part of airport facilities. Such projects include any project to develop or improve terminal facilities designed for public use and for the transportation of people and goods, such as airports, runways, berms, basins, storage places, sheds, warehouses, and related infrastructure. At present, no funds have been appropriated for the aviation financing program.

PROJECT FUNDING METHODOLOGY / PROJECT LIST

The Priority System establishes project rankings and prioritizes the distribution of the limited Transportation Bank funds to projects. The Priority System incorporates the project eligibility

requirements of N.J.A.C. 16:20A and 16:20B for Transportation Projects. Full detail of the Priority System is set forth in the SFY2025 January Report (see footnote 2 on page 1).

PROJECT PRIORITY LIST

Transportation Project Priority List (“PPL”)

Identification of a Project on the PPL is a prerequisite to receiving Transportation Bank financing. Once a project sponsor submits an application to the Transportation Bank for financing (each, a “Project Sponsor”), the Project is placed on the ensuing PPL according to the Priority System. This process is discussed further in Section II, Part B, “Financing Program/Application Process.” The initial list of Projects eligible for funding in SFY2025, pursuant to the SFY2025 Priority System, is set forth in the PPL. The Projects on the initial SFY2025 PPL consist of a pool of **twenty-three (23)** Projects with a total estimated cost of **\$117.8 million**.

The I-Bank may amend the PPL up to four times during each Financing Program year. The SFY2025 PPL is expected to be amended at the beginning of each quarter (July, October, January, and April). Projects will be placed on an amended PPL upon application submission and the Transportation Bank staff’s completion of initial due diligence. Initial due diligence consists of: (i) gathering information relevant to assessing project eligibility, (ii) determining Project Sponsor eligibility and credit worthiness, and (iii) evaluating the reasonableness of proposed project costs.

The anticipated SFY2025 appropriation of funds for surface Transportation Projects is as follows:

Projected Availability of Funds for SFY2025			
Current Year Appropriations	Current Year Leverage	Available Funds from Prior Years^a (including leverage)	Total Available SFY2025
\$20.5 million	\$20.5 million	\$126.5 million	\$167.5 million

^a Prior Year Available Funds include unutilized appropriations, interest and fees earned, and long-term loan repayments.

Marine and Aviation Project Funding

Funds to finance Marine or Aviation Projects have not yet been appropriated by the State Legislature. While projects may be placed on the PPL based on the ranking methodology set forth in the January Report, loans will only be issued subject to the specific appropriation of funds by the State Legislature for marine and aviation projects. Funds available to finance Marine or Aviation Projects may be used to finance planning and design and construction activities through a short-term loan and/or leveraged through the Transportation Bank Indenture for long-term financing. Terms and conditions including fees and creditworthiness requirements will be consistent with the Surface Transportation program. Pursuant to the Act, each of the appropriations to Marine, Aviation and Surface Transportation funds are to be kept separate and apart from each other.

PROJECT FINANCING

The Transportation Bank makes available low interest loans designed to significantly reduce the financing cost for a Borrower relative to the cost of independent financing. Loans will be offered by the I-Bank to the highest Priority System ranked, construction ready projects on a rolling basis.

Because the Transportation Bank is modeled after the longstanding New Jersey Environmental Infrastructure Financing Program (the “Water Bank”), Project Sponsors that have participated in the Water Bank over the past 37 years will find the financing processes of the Transportation Bank familiar. Each Project financed through the Transportation Bank initially receives a Short-Term Construction Financing Program Loan (“Short-Term Loan”) to finance the cost of engineering work, certain soft costs, and construction that, thereafter, is refinanced, generally at construction completion, through long-term financing (“Long-Term Loan”). This structure offers: (i) low-cost capital from Project design through construction completion; (ii) generally no debt service repayment until after construction completion; (iii) a Long-Term Loan maturity that is the lesser of the Project’s useful life (as certified by the Project Sponsor’s engineer) or 31 years; and (iv) significantly lower interest rates on Long-Term Loans compared to independent financing by the Project Sponsor.

Project Sponsors may close on a Short-Term Loan for the entire eligible cost of the project after the Transportation Bank has certified at least one of the Project's service contracts (e.g., Engineering, Construction Management, or Construction). Funds become available to the Project Sponsor for eligible Project costs upon (i) Short-Term Loan closing and (ii) each individual contract certification. Funds are disbursed upon the Transportation Bank's receipt and approval of requisitions and contractor invoices as discussed in Section II, Part D, “Short-Term Construction Financing Program; Loan Closing.”

Short-Term Loan interest rates will be set monthly as directed by the I-Bank’s Board of Directors (“Board”). Financing will be provided from a combination of funding sources. A detailed discussion of short-term financing terms and conditions may be found in Section II, Part D, “Short-Term Construction Financing Program; Loan Closing.”

In SFY2025, the Transportation Bank is offering interest free Short-Term and Long-Term Loans for projects in disadvantaged communities that have received a commitment of competitive grant funds from the United States Department of Transportation through the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (“BIL”), signed into law by President Biden on November 15, 2021. The Transportation Bank recognizes the challenges disadvantaged communities face in meeting the match requirement for these grants. The Transportation Bank’s BIL Match program (as described below) provides disadvantaged communities quick access to funds at zero percent interest to cover their federal grant match requirement. The Transportation Bank is also offering conduit loans for qualifying redevelopment projects.

ADVANTAGES OF TRANSPORTATION FINANCING

Program participants realize significant cost-savings and benefits through the following Program features:

- Available Financing During Construction – Through Short-Term Loans, funds are available upon certification of the Project’s engineering contract through construction completion. Funds are disbursed through an expedited requisition review process (usually 2-14 business days), enabling payments to contractors on a timely basis and relieving Borrowers from utilizing cash-on-hand or costly bank lines of credit;
- Generous Allowable Costs – Associated project costs that may be financed through the Transportation Bank include engineering design, project management, and other Project-related fees (i.e., legal, financial, and other advisory services) necessary to finance or construct the Project. Advanced payment by the Borrower for services rendered is not a prerequisite to a Borrower’s submission of requisitions or receipt of corresponding funds from the I-Bank. Such funds are disbursed upon the I-Bank’s receipt and approval of eligible contractor invoices;
- Interest Cost Savings During Construction – In SFY2025, Borrowers will receive a Short-Term Loan with an interest rate determined by the Board that is set monthly and shall be based on the I-Bank’s cost of short-term funds and market rates. For example, the short-term loan rate on March 1, 2024 was set at 2.45%. This rate was approximately 1% lower than the average 1-year AA rated tax-exempt Bond Anticipation Notes (“BANS”) sold in the previous month by municipalities in the State. Borrowers accrue interest charges only on funds that have been drawn. This feature produces an advantage over the New Jersey public BANS market and highlights the cost efficiency of a Transportation Bank Short-Term Loan;



Bayonne City 2021 Roadway Improvements

- Debt Service Cash Payments are Deferred During Construction – During Project construction, payment of principal, interest, and fees, including the Transportation Bank’s 2% loan origination fee (“Loan Origination Fee”, hereinafter defined), are generally deferred until construction completion. The accrued interest may be capitalized as part of the Long-Term Loan refinancing and restructuring;

- Interest Cost Savings During Long-Term Financing – Long-Term Loans will be issued in SFY2025, bearing an interest rate of up to 50% of the I-Bank’s all-in market rate. They will be financed with funds appropriated to the Transportation Bank through the DOT from the Transportation Trust Fund (“State Funds”) and may also be financed in part from the proceeds of the sale of I-Bank long-

term bonds (defined hereinafter). This lower cost of funds is accomplished by either blending proceeds of the sale of I-Bank bonds with State Funds at zero percent interest or, for Direct Loans, setting the interest rate for State Funds at approximately half of the I-Bank market rate. In the current interest rate environment, this financing structure results in interest savings of approximately 31.2% of the total Long-Term Loan amount for a Project having a useful life of 30 years when compared to the cost of an average “A” rated Borrower financing their Project independent of the Transportation Bank. In the event interest rates continue to rise, interest savings would increase proportionately;

- Level Debt Service / No Front-Loading Requirement – When issuing their own general obligation debt, local government units are required to “front load” their debt service schedule. This results in debt service payments that are larger in the early years of the loan and decline over time. The Transportation Bank provides for level debt service throughout the life of the loan, normalizing annual payments for budgetary purposes and for taxpayers;
- Transportation Bank borrowers are not required to seek Local Finance Board approval of the waiver of the five percent (5%) down payment requirement provided the local bond ordinance exclusively funds a Transportation Bank Project thereby providing Borrowers with additional upfront cash flow benefits;
- Flexible Long-Term Loan Maturity – Shorter amortization schedules are available for Borrowers who wish to minimize the repayment period of their loan.

II. FINANCING PROGRAM

A. SOURCES/USES OF FUNDS

Surface Transportation Projects – Funding Sources

Beginning in SFY2018, the State Legislature commenced annual appropriations of State Local Aid Infrastructure Funds (“LAIF”) to the I-Bank’s Transportation Infrastructure Bank Fund as a separate program to provide an avenue of financing to surface Transportation Projects. State LAIF appropriations from SFY2018 through SFY2024 total \$158.2 million, of which \$2.6 million was appropriated in each of the first three years and \$1.6 million in each of the last four years and made available to the I-Bank to cover Transportation Bank administration and operation expenses. Any funds not used for such expenses are returned to the Program and made available for lending purposes. In SFY2025, it is anticipated that an additional \$20.5 million appropriation of LAIF funds will be received, of which \$1.6 million is expected to be made available for Transportation Bank administration and operating expenses.

The Transportation Bank may opt to supplement short-term funds by utilizing private sources of funding including, but not limited to, the I-Bank’s \$150 million *Extendable Commercial Paper* (“ECP”), by which the I-Bank would access proceeds from the sale of notes and obligations of the Transportation Bank Program.

If additional funds are appropriated by the State Legislature to the I-Bank for specific types of Transportation Projects, such funds will be dedicated to those projects that meet the criteria set forth in the appropriation. These funds would be made available to eligible projects and financed in accordance

with the terms and conditions of the ranking methodology set forth in the DOT’s January Report as well as the Act.

In addition to utilizing State funds and private capital, the I-Bank has the ability to seek funding from certain federal financing programs under favorable terms to finance Transportation Projects through its designation by the Federal Highway Administration as a State Infrastructure Bank (“SIB”). The I-Bank may consider seeking federal funds pursuant to the Transportation Infrastructure Financing and Innovation Act (“TIFIA”) to partially fund Transportation Projects in rural communities.

In SFY2025, Transportation Bank administration and operations will be funded first by interest earnings on undisbursed funds, administrative fees earned on closed loans, and then if needed, by the \$1.6 million in operating funds appropriated for administration and operations.

Appropriated funds available for SFY2025 will be utilized for loans based on priority ranking and readiness to proceed to loan closing. Any additional funding received by the I-Bank for Transportation Project loans from either private or federal sources shall be applied over the remaining fiscal year quarters in SFY2025 unless otherwise required by law.

Marine and Aviation Projects – Funding Sources

In the event that funds are appropriated for Aviation or Marine Projects, such funds will be dedicated to those projects that meet the criteria as set forth in the appropriation. These projects will be financed in accordance with the terms and conditions of the Transportation Bank. Funds will be committed to the highest ranked Aviation or Marine Projects in accordance with the ranking criteria set forth in the respective sections of the SFY2025 January Report.

Post-Emergency Projects

The I-Bank is authorized to utilize federal emergency or relief funds subsequent to a federal or state declaration of emergency to make loans or grants to qualifying Transportation Projects as set forth in N.J.S.A.58:11B-19.1. Eligibility for these projects shall be determined in accordance with the terms of any such appropriation. Pursuant to this authorization, the I-Bank may make non-Project related loans and provide other assistance, including Customer Assistance Program (“CAP”) payments and other financial assistance, on behalf of, or as a conduit for local government units in accordance with the criteria determined by the appropriation.

B. APPLICATION PROCESS

Overview

Loan applications are accepted through the I-Bank’s online application and review portal (“*NJ-Moves*”) at any time throughout the year for all projects under the Transportation Bank. Funding is prioritized for high ranked Projects which are construction ready. Applications are not accepted after a Project Sponsor advertises for construction bids unless the advertisement is withdrawn, and the receipt of bids is cancelled. A separate application is required for each new Project scope.

Loan applications will only be accepted from an individual specifically authorized by a Project Sponsor to submit the loan application on behalf of the Project Sponsor (the “Authorized Representative”).

Applications shall conform with DOT regulations including, but not limited to, the Standards and Specifications set forth in N.J.A.C. 16:20B-5.1 and 5.2 and N.J.A.C. 16:20A-5.1 and 5.2.

The loan application process is as follows:

Initial Submission (“IS”)

The Authorized Representative initiates an application to apply for Transportation Bank financing by submitting (i) information identifying the Project Sponsor, (ii) general project information, (iii) project location map, (iv) initial estimated cost breakdown, and (v) anticipated project schedule.

Application Meetings / Conference Calls

Upon receipt of the IS, an application meeting may be held (either in person or via conference call) with each applicant and its professional advisors, as necessary, to provide the applicant with an overview of the application and review process. Topics covered at the meeting may include guidance on submission requirements, costs, project scope, environmental compliance, project schedule, small business set aside requirements, and application review process along with contacts and roles and responsibilities. If at any point in time up to loan closing, the Project Sponsor decides not to finance the Project through the Transportation Bank, the I-Bank must be notified in writing immediately, and the project will be bypassed and removed from the PPL.



Orange City Various Street Paving Project

Financial Information Submission (“Financial Addendum Form”)

Once a Project Sponsor is ready to proceed with project financing, financial information must be submitted electronically through **NJ-Moves** at NJ-Moves.com. This submission requires the Project Sponsor to provide the information necessary to demonstrate the Project Sponsor’s ability to meet the I-

Bank’s creditworthiness requirements as described in the I-Bank’s credit policy (“Credit Policy”). The Credit Policy and related guidelines are available for download from the Policies and Procedures section on the I-Bank website at: <https://www.njib.gov/nj/Legal+Structure+Policies.44>.

While the specific requirements may vary by type of Project and applicant (i.e., municipal, county or authority), required financial information for each project shall include: (i) information pertaining to official action (declaration of intent to reimburse cost, ordinances, and resolutions) and the status thereof; (ii) Local Finance Board application authorization, typically handled by I-Bank staff when designated to do so by the Project Sponsor; and (iii) any other information needed by the Transportation Bank to evaluate the creditworthiness of the application.

C. CONTRACT REVIEW

All Projects must undergo a review of the applicable contracts to receive Concurrence of Award on their construction contract from the DOT, a prerequisite to qualifying for long-term financing from the Transportation Bank.

Engineering Information Submission

a. Engineering Design Contract:

For Project Sponsors that seek financing for engineering design costs, a copy of the executed engineering contract must be submitted for review and I-Bank certification (“Engineering Design Contract”). The Engineering Design Contract must include: (i) the scope of work; (ii) the total contract value; and (iii) the personnel identified as qualified to perform the tasks by title and projected rate of pay. The Project Sponsor shall also submit the resolution authorizing the Engineering Design Contract.

**CERTIFICATION OF
THE DESIGN CONTRACT AGREEMENT AND
THE CONSTRUCTION MANAGEMENT CONTRACT
AGREEMENT ARE BASED ON THE FOLLOWING CRITERIA:**

- 1) The scope of work aligns to the Project and is necessary for the successful completion of the Project being financed;
- 2) The proposed cost is appropriate for the scope of work and comparable to other similarly situated Transportation Projects; and
- 3) The Project Sponsor has a valid resolution in place authorizing the design and/or construction management work for the Project.

b. Construction Management Contract:

Project Sponsors who choose to finance their construction management and inspection costs through the Transportation Bank must submit the engineering services contract which will be utilized for project construction management (“Construction Management Contract”) for Transportation Bank certification.

Construction Management Contracts must include (i) the scope of work, (ii) the total contract value, and (iii) the personnel identified as qualified to perform the tasks (by title and rate of pay) for services during bidding, construction, inspection, and project performance. The hours associated with the scope of work should match the values present in the final signed contract. Project Sponsors shall also submit a copy of the resolution authorizing the Construction Management Contract.

Construction Contract Submission

a. Authorization to Advertise:

Transportation Bank approval, in the form of an “Authorization to Advertise,” is required prior to a Project Sponsor’s advertisement for construction bids. The Project Sponsor provides the relevant information to secure an Authorization to Advertise by submitting the following documents: (i) Construction plans; (ii) contract specifications; (iii) Engineer’s Design Certification; and (iv) Right of Way Certification (if applicable).

Requirements:

1. Transportation Bank Contract Documents (Plans & Specifications)

Borrowers are required to comply with the current DOT standard specifications. Project Sponsors are required to submit plans and specifications produced by a licensed Professional Engineer containing but not limited to the following:

- A set of detailed plan drawings including site plan/section/elevation views,
- Current NJ prevailing wage rates,
- Certification that the applicant has not and shall not enter into any contract with any person debarred/suspended from government contracting,
- Certification that the applicant and its contractors shall comply with discrimination and affirmative action provisions of N.J.S.A. 10:2-1 through 10:2-4,
- Bonding (performance, payment, maintenance as applicable),
- Buy American provisions (N.J.S.A. 40A:11-18),
- Statement regarding need for uniformed traffic control and bid allowance, if applicable (N.J.S.A. 40A:11-23.1),
- Asphalt Price Adjustment Procedure, if applicable (N.J.S.A. 40A:11-13),
- Fuel Price Adjustment Procedure, if applicable (N.J.S.A. 40A:11-13),
- Brand name or equal, unless otherwise justified (N.J.S.A. 40A:11-13),
- Equal Employment Opportunity certification form, if applicable,
- Small Business Set Aside form(s), as applicable,
- Affidavit of Non-collusion form,
- Certification of Non-Segregated Facilities form, if applicable, and
- Disclosure of Investment Activities in Iran form.

The Transportation Bank retains the right to elicit additional information from the Project Sponsor in conducting its review of either a Project’s potential environmental impacts or engineering

compliance with governing regulations. Project Sponsors are advised of the requirement through ***NJ-Moves*** and provided with links to required forms.

2. Environmental Compliance

Transportation Bank funding recipients must meet the Transportation Bank's environmental compliance requirements. Transportation Bank Projects are required to comply with State environmental regulations detailed in Executive Order 215 ("EO 215") and in the provisions of the New Jersey Register of Historic Places Act. The DOT annually determines the applicability of EO 215 to candidate projects in its Capital Transportation Programs by assessing whether EO 215 exempts such projects from environmental review ("Exemption"). It is anticipated that the DOT will continue to provide environmental reviews for I-Bank applicants in SFY2025 and approve Exemptions as applicable, unless modified in a Memorandum of Understanding between the DOT and the I-Bank. Application Meetings provide a forum to discuss a Project's EO 215 determination. In the event an EO 215 Exemption is not applicable, an applicant will be notified by DOT of the need to submit documentation demonstrating compliance with EO 215 requirements. Borrowers are also required to satisfy applicable federal, or State, and local review processes and obtain all required environmental permits and approvals.

In the event that federal funds become available in the Transportation Bank, Projects funded with federal funds will be required to meet federal compliance requirements including but not limited to the Disadvantaged Business Enterprise Program (DBE), the National Environmental Policy Act (NEPA), Davis-Bacon Act, and American Iron and Steel Act (or its successor) as conditions of funding.

3. Small Business Set Aside Compliance

Transportation Bank loan recipients must comply with the applicable set aside regulations. For Transportation Projects funded in the entirety with State appropriated funds, contracts for construction materials or services must comply with the small business set aside regulations promulgated pursuant to section 15 of P.L.1983, c.483 (C52:32-31). For Transportation Projects funded with any federal funds, contracts must comply with the applicable federal set aside requirements. After the Transportation Bank receives the engineer's estimate, the Project Sponsor is provided with the set aside goal.

4. Prevailing Wage

Borrowers are required to pay not less than the prevailing wage rate to workers employed in the performance of any construction contract pursuant to P.L.1963, c.150 (C.34:11-56.25 et seq.). Applicants are furnished with relevant provisions to be inserted in contract specifications during the application process.

In summary, upon the Project Sponsors satisfaction of, and the Transportation Bank's review and approval of, contract submissions, environmental compliance, applicable set aside requirements, and prevailing wage rates, Authorization to Advertise for construction will be issued. Project Sponsors are required to comply with applicable laws in their solicitation and their award of construction contract(s).

b. Construction Contract Award:

Upon bid opening and approval of the governing body, the Project Sponsor shall submit the following to the Transportation Bank related to the construction contract:

- One copy of the summary of construction bids showing all bid quantities, unit prices and extensions;
- A fully executed and sealed resolution awarding the contract to the lowest responsible bidder, subject to the approval of the Transportation Bank;
- The final sealed plans and specifications;
- Small business set asides documentation s: (i.e., form CR-266 and applicable CR-272, CR-273 and CR-274 forms, or their successors), copy of the signed goal memorandum specifying percentage, copy of the page from the specifications showing the applicable set aside goals, copies of advertisements for bids through public bidding)
- A certification by a licensed engineer that the final sealed plans and specifications comport with that submitted to the Transportation Bank and incorporate the technical comments received from the Transportation Bank;
- A certification from the appropriate local official that all right-of-way is available for the project, if such certification was not already provided prior to advertisement; and
- Other related documents as may be required by the Transportation Bank or the DOT.

Upon the review and approval of such submissions by Transportation Bank staff, the Department will issue a concurrence of construction contract award. Once concurrence of award has been issued, Project Sponsors must submit the executed contract being utilized for project construction ("Construction Contract") to the I-Bank for certification.

CERTIFICATION OF THE CONSTRUCTION CONTRACT IS BASED UPON:

- 1) Concurrence of Award of the Department; and
- 2) The authorizing resolution of the Project Sponsor to enter into the contract.

Post Concurrence of Award:

After the Concurrence of Award is received from the Department and certification by the I-Bank, the Borrower shall arrange a Pre-Construction meeting. This meeting should be attended by representatives of the engineer's office, the contractor, police, utility companies (when applicable), and others involved in the project, and may involve Transportation Bank personnel. Regardless of Transportation Bank staff participation, minutes of the meeting must be kept and sent to the Transportation Bank. Topics of discussion should include:

- Construction Schedule
- Construction Methods

- Utility Relocation and Maintenance
- Traffic Protection
- Construction Items
- Material Questionnaire (Form SA-11)
- Material Sampling Requirements
- Change Orders

D. SHORT-TERM CONSTRUCTION FINANCING PROGRAM; LOAN CLOSING

INTRODUCTION

Funding Commitment

Each Project financed through the Transportation Bank may first receive a Short-Term Loan to finance the Project through construction, and then a Long-Term Loan to convert and refinance the Short-Term Loan. A commitment from the I-Bank of funds for the total estimated Project cost occurs upon Short-Term Loan closing. Short-Term Loan closing occurs after (i) the Transportation Bank’s certification of one or more contracts (i.e. the Engineering Design Contract, Construction Management Contract or Construction Contract); (ii) approval for financing from the Director of the Division of Local Government Services; and (iii) the Project Sponsor’s satisfaction of all other conditions precedent to loan closing including satisfaction of the I-Bank’s creditworthiness standards as set forth in the Credit Policy.

Pursuant to the Act, each Transportation Bank applicant is required to issue a note (with respect to the Short-Term Loan) or a bond (with respect to the Long-Term Loan) to the I-Bank in order to evidence and secure its repayment obligation. Pursuant to the I-Bank’s Credit Policy, each Transportation Bank applicant is required to secure its note or bond with a general obligation tax pledge (“G.O. Pledge”). In addition, each applicant must be able to satisfy its repayment obligations and provide assurances of repayment of existing Transportation Bank obligations in the event of loan default. Such conditions are central to the Transportation Bank’s ability to meet its fiduciary obligations in the management of public funds as well as to ensure loan repayments are available for other Project Sponsors’ future Transportation Projects.

If the Transportation Bank has a critical mass of Borrowers with projects at or near construction completion and sufficient for a long-term public bond offering (“Long-Term Bonds”), it will issue Long-Term Bonds in SFY2025 to partially fund existing and potential Long-Term Loans. To the extent that any existing or future Short-Term Loans mature prior to the date upon which the I-Bank will issue long-term public debt, such Short-Term Loans may be rolled over, extended, or converted to a Direct Loan at the discretion of the I-Bank.

SHORT-TERM LOANS

Short-Term Loans may close as early as the Project design phase. These loans serve to finance eligible costs associated with engineering design, construction management, and construction. The maturity of a Short-Term Loan is limited to the periods set forth in N.J.S.A. 58:11B-9(g) (i.e., pending legislation sets this

period as the last day of the fifth succeeding fiscal year following the closing date of the Short-Term Loan). Any Short-Term Loan made by the I-Bank may mature in a shorter period of time as necessary to align with construction completion or to address the funding needs of the Transportation Bank.

One supplemental Short-Term Loan is available to Projects which have been certified by DOT as requiring additional construction time beyond the Short-Term Loan maturity date (a “Residual Loan”). In these cases, the initial Short-Term Loan is converted to a Long-Term Loan for all outstanding amounts incurred and requisitioned up to and including the date of long-term conversion. A Residual Loan is then issued to finance the remaining Project amount is available for the lesser of three additional full fiscal years, or construction completion. The interest rate of the Residual Short-Term Loan will be set in accordance with the terms of the then applicable Financial Plan in the SFY in which the new loan closes. Upon conversion to a Long-Term Loan, the Residual Loan will have a maturity term equal to the Project’s original Long-Term Loan and a financing package that mirrors the terms of the of the original Long-Term Loan, consistent with the loan terms associated with each certified construction contract.

Construction draws for Project expenses will be made pursuant to requisitions submitted by Borrowers on certified contracts. All interest charges relating to a Short-Term Loan will be assessed on outstanding requisitioned amounts for the time period such amounts are outstanding, at a blended rate, which methodology will be established by the I-Bank Board, set monthly and posted on the I-Bank website. The basis for the methodology will consider the I-Bank’s cost of funds as well as the current market rate on New Jersey BANS.

The Borrower is generally not obligated to repay principal or interest during the term of the Short-Term Loan. Interest charges are accrued and may be capitalized for the term of the loan for up to six months after construction completion. Short-Term Loans are generally termed out at the earlier of construction completion or maturity of the loan. Payments of principal, interest, and fees commence after Long-Term Loan closing or Short-Term Loan payoff.

Assuming the Project Sponsor has the requisite approvals in place, Short-Term Loans are available within as little as three (3) weeks of receiving (i) I-Bank contract certification, (ii) approval by the Director of Local Government Services, and (iii) satisfaction of the Transportation Bank’s creditworthiness standards defined in the Credit Policy.

i. I-Bank Contract Certification

For a Project to receive Transportation Bank short-term financing, the I-Bank Executive Director must certify that each of a Project's component contracts satisfy Transportation Bank eligibility requirements.

ii. Approval by the Director of Division of Local Government Services

Transportation Bank loan applicants are not required to directly secure Local Finance Board (“LFB”) approval of the applicants’ short-term debt instruments sold to the I-Bank to secure the applicant’s pledge of the repayment obligation pursuant to the Act (N.J.S.A. 58:11B-7). Instead, the Project Sponsor may authorize the I-Bank to secure such approval upon the Project Sponsor’s authorization set forth in the Financial Information Submission at which point the I-Bank will

request approval from the Director of the Division of Local Government Services on behalf of the Project Sponsor. The five percent (5%) down payment mandated by the State's Local Bond Law is not required of I-Bank loan applicants provided the local bond ordinance exclusively funds a Transportation Bank Project. In addition, projects financed through the Transportation Bank do not need approval from the Local Finance Board to deviate from the established principal payment requirements as set forth in the Local Bond Law.

iii. **Creditworthiness Standards**

All Borrowers are required to satisfy the I-Bank's Credit Policy by demonstrating an ability to satisfy both the loan repayment obligations and the Transportation Bank's credit worthiness standards as set forth in the I-Bank's Credit Policy. Generally, all applicants are required to have no less than one investment grade rating from Fitch Ratings, Moody's Investors Service or Standard & Poor's Global Ratings as set forth in the I-Bank Credit Policy and no non-investment grade ratings. Applicants with a credit rating of less than Baa1 or BBB+ are required to procure an additional investment grade rating. The Credit Policy allows for limited exceptions to this requirement (e.g., the ability of a borrower to supply the I-Bank with a State Municipal Qualified Bond Act bond). In addition, each applicant is required to secure its note or bond to the benefit of the Transportation Bank with a G.O. Pledge which must be investment grade rated to secure its repayment obligations. The updated Credit Policy may be obtained on the I-Bank's website at: <https://www.njib.gov/nj/Legal+Structure+%252F+Policies.44>.

Upon satisfaction of (i)-(iii) above, the I-Bank will contact the applicant to schedule the Short-Term Loan closing. In connection with Short-Term Loan closing, the I-Bank will circulate each of the following documents:

- (i) the form of Note to be issued by the Borrower to the I-Bank, including a series of Exhibits for inclusion thereto that shall include but not be limited to, the following:
 - a) the project description;
 - b) the basis for the determination of allowable costs of the project;
 - c) the loan amounts available for draw;
 - d) the Project application schedule;
 - e) the general administrative requirements;
 - f) a form of certification regarding lobbying; and
 - g) a disclosure of lobbying activities form; and
- (ii) the form of opinion to be rendered by bond counsel and general counsel to the Borrower, including, without limitation, the enforceability of the Note being issued to the I-Bank.

In addition to such forms to be completed and submitted by the Borrower at closing in the form required by the Transportation Bank, the Borrower must provide a certified copy of its official action relating to the authorization of its project and the issuance of the Note. The nature of the Short-Term Loan and its structure as a note purchase program results in an efficient economy of closing documents.

Upon Short-Term Loan closing, funds are committed for the entire estimated project cost but are only available to draw, upon each specific contract certification. For Short-Term Loans issued upon the

certification of engineering contracts, long-term financing terms are established based upon the terms available in the state fiscal year of certification of each individual construction contract. If a project has multiple construction contracts, various financing year terms may apply to a single project loan, terms which are set for the costs of each construction component at the time of each contract certification. Funds for construction are made available at the time of Concurrence of Award by the DOT and certification by the I-Bank. For Short-Term Loans issued after construction contract certification, long-term financing terms are established based on the terms available in the year that the Short-Term Loan is closed. In the event that there is a subsequent construction contract certification after Short-Term Loan closing, the terms of the financing program year in which a subsequent contract was certified would apply to that portion of the Short-Term Loan. For applicants that choose to finance engineering and construction costs on their own prior to long-term financing from the Transportation Bank (i.e., self-funders), long-term financing terms are set at the time of Long-Term Loan closing based on the terms available in that state fiscal year.

ADDITIONAL SHORT-TERM FUNDING

Projects for which the Short-Term Loan amount is insufficient to complete construction may request additional loan amounts for eligible project costs. Project Sponsors shall submit the request for additional funds and supporting documentation through [NJ-Moves.com](https://www.nj-moves.com). Up to 50% of the funds available at the time of the next PPL amendment, at the discretion of the Executive Director, may be prioritized to fund eligible cost increases to Projects for which loans have already closed. Such additional funding is available to Projects for up to 20% of the total Project cost. Cost increases in excess of this threshold amount requires Program approval.

DISBURSEMENT OF FUNDS

Upon Short-Term Loan closing, Transportation Bank funds for eligible costs are disbursed by the I-Bank for a certified contract upon the review and approval of contractor invoices and requisitions. Funds are disbursed to Borrowers upon the Borrowers' demonstration that project costs have been incurred. Borrowers are not required to demonstrate that they have paid such costs prior to disbursement.

BIL MATCH PROGRAM

On November 15, 2021, President Joe Biden signed the BIL, which offers competitive funding opportunities to municipalities to receive grant money for local transportation projects. This federal program is structured to provide up to 80% of the funding for these projects, while the local government covers the residual project costs as a match. To help disadvantaged communities meet the match requirement, the Transportation Bank has set aside \$10 million for these communities who are receiving a federal BIL grant and such Project Sponsors receive a creditworthiness exemption in the Credit Policy for the match amount. In FY2025, the Transportation Bank will finance 100% of the match needed for disadvantaged communities to receive these competitive grants at zero percent interest. Funds are available to eligible BIL Match projects upon placement on the PPL. Fees will be charged only on the

amount lent by the Transportation Bank. To the extent such funds are not utilized for the BIL Match Program, they are available to finance priority ranked Transportation Projects.

E. SFY2025 EMERGENCY AND RESILIENCY FINANCING PROGRAMS

DISASTER RELIEF (SAIL) PROGRAM OVERVIEW

The Disaster Relief Emergency Loan Financing Program, also known as the Statewide Assistance Infrastructure Loan Program (“SAIL Program”), was enacted in August 2013, in recognition of the challenges that local governments faced in securing funding for Sandy recovery projects from multiple federal and State sources. While initially established to fund and finance environmental infrastructure projects, recent legislation, P.L.2021, c.74, expands the purview of the SAIL Program to include the funding and financing of surface transportation Projects, aviation Projects, and marine Projects.

The SAIL Program works in coordination with the existing Federal Highway Emergency Relief Program administered by the DOT Local Aid Program to provide local government units quick access to temporary, low-cost, short-term bridge loans in the aftermath of a declared disaster to repair damages incurred during the disaster and to improve transportation infrastructure. Projects funded through the SAIL Program must be identified on a project priority list which can be submitted to the legislature any time during the year prior to receipt of SAIL Program financing pursuant to N.J.S.A. 58:11B-9.5(c). SAIL Program loans are available to local government units seeking short-term financing assistance to address

SAIL PROGRAM PROJECT FUNDING IS AVAILABLE* TO LOCAL GOVERNMENT UNITS UPON THE DETERMINATION AND CERTIFICATION IN WRITING BY THE DOT COMMISSIONER THAT EACH PROJECT:

1. Is necessary and appropriate to repair damages to a transportation, marine or aviation facility directly arising from an act of terrorism, seismic activity, weather conditions or other emergency event which occurred within the three fiscal years that gave rise to a declaration by the Governor of a state of emergency; or
2. Is necessary and appropriate to mitigate the risk of future damage to a transportation, marine or aviation facility from an act of terrorism, seismic activity, weather conditions or other emergency event comparable in scope and severity to the act of terrorism, seismic activity, weather conditions or other emergency event that gave rise to a declaration by the Governor of a state of emergency which occurred within three fiscal years of the project being identified on the Project Priority List;
3. Is related to a transportation, marine or aviation facility located in a County included in the Governor’s state of emergency declaration;
4. Has an applicant that has satisfied the Transportation Bank’s eligibility requirements of the funding sources for which reimbursements are sought (e.g., FHWA ER, FEMA, and/or USDOT); and
5. Has an applicant that has secured all SAIL Program application and financial approvals*.

** Funds are not yet appropriated for Aviation or Marine Projects.*

immediate cash flow needs for their disaster-related transportation infrastructure projects where the funds are to be used for local match requirement and/or anticipation of reimbursement through federal grant programs such as those provided by the Federal Highway Administration (“FHWA”) Emergency Relief (“ER”) Program administered through the DOT, the Federal Emergency Management Act (“FEMA”) or other United States Department of Transportation programs. For Local Government Units seeking to rebuild their transportation infrastructure after disasters, New Jersey’s SAIL Program is designed to provide ready cash to alleviate the financial stress that may result from delays in the receipt of federal reimbursement and to finance those aspects of a project that may not be eligible for funding through federal grant programs, such as certain betterments. Importantly, SAIL Program participants also receive assistance with compliance oversight as many local communities are neither equipped nor experienced in dealing with federal FEMA or FHWA requirements. The I-Bank requires that any funds disbursed as part of the SAIL Program, which are reimbursed by a federal program, be immediately paid back by the recipient to the Transportation Bank. These funds are not long-term financed.

Partnership with NJOEM and FEMA

The I-Bank works closely with the NJ Office of Emergency Management (“NJOEM”), FEMA, FHWA and the DOT Local Aid Office on behalf of Borrowers: to (i) help obtain reimbursement of eligible costs as quickly as possible while optimizing the amount recovered; and (ii) provide compliance oversight to mitigate the potential of funding rejection or future de-obligation of funds. Given the necessity that project expenses meet federal requirements as a condition of reimbursement, and the need to have such applications approved expeditiously, the I-Bank, on behalf of the Transportation Bank, may retain an outside engineering consulting firm to assist in the review of construction design and eligible costs, conduct site visits and review disbursement requests. SAIL Program Borrowers are responsible for payment of the review costs of the consulting engineer, incurred on a borrower’s behalf, the terms of which are set by the Board in a future SAIL Program Authorization Resolution. Depending on the size of the project, engineering review costs for emergency projects would be generally equivalent to the Transportation Bank’s 2% Loan Origination Fee and incorporated into the Borrower’s long-term financing package.

SAIL Program financing will be available in SFY2025 for short-term financing for projects to repair or improve the resiliency of transportation infrastructure systems adversely impacted by any newly declared disaster pursuant to terms set forth in the Act. SAIL Program Short-Term Loans may be issued for the same maturity terms as are available to Transportation Bank Short-Term Loans. SFY2025 SAIL Program loan interest rates are structured identically to that of Short-Term Loans as discussed above.

LOAN FUNDING SOURCES

The sources of funding for the SAIL Program are the same as those available under the Short-Term Loan program. For both the Short-Term Loan Program and SAIL Program, the I-Bank may procure private capital or utilize the I-Bank’s transportation operating revenues to secure additional funds, as necessary.

F. COLLATERALIZED UNDERWRITING AND REDEVELOPMENT ENHANCEMENT (“CURE”) PROGRAM (CONDUIT LOANS)

Redevelopment/Conduit Loans:

A Local Government Unit may serve as the applicant on behalf of, or in conjunction with (a “Conduit Borrower”), a private entity for eligible transportation component costs of a redevelopment project (a “Conduit Redevelopment Loan”). For Conduit Redevelopment Loans, such government unit must secure its repayment obligations pursuant to the provisions of the Redevelopment Area Bond Financing Law, and/or the borrowed funds must be provided by the Conduit Borrower to a redeveloper or its agent to fund all or a portion of the project’s expenses. The loans to the Conduit Borrower will be structured at a Blended Interest Rate of 50% of the I-Bank all-in Market Rate regardless of the maturity of the loan.

Funds made available by the State for economic redevelopment will be used by the I-Bank to provide assistance/funds as a reserve or guarantee as collateral to provide enhanced borrowing rates for Conduit Redevelopment Loans. \$6 million dollars has been appropriated to the I-Bank for economic development. The I-Bank will use these funds to support infrastructure components of redevelopment projects in disadvantaged and overburdened communities that would otherwise not qualify for Conduit Redevelopment Loans on their own credit. These funds, and any additional funds that may become available for such purpose, will be used as a debt reserve, or guarantee to support Transportation Bank financing of Transportation components of redevelopment projects in communities meeting the Program’s Affordability Criteria (see Appendix C). Such loans shall be structured as Conduit Redevelopment Loans as described above.

Projects shall be prioritized by the DOT in accordance with the ranking methodology. Funds will be disbursed on a readiness basis to the extent funds are available and a project satisfies the Program’s creditworthiness standards pursuant to the I-Bank Credit Policy and meets all other Transportation Bank Program requirements.

G. FEDERAL GRANT RESILIENCE PROGRAMS (BRIC AND STORM)

Based on the success of the SAIL Program under the Water Bank, the I-Bank is taking steps to enhance its ability to serve the disaster needs of the State by further leveraging federal emergency funding. For example, in coordination with NJOEM, the I-Bank has received a grant through FEMA’s Building Resilient Infrastructure and Communities (BRIC) Program, a federal competitive grant program designed to support states and local communities that undertake hazard mitigation projects. BRIC is a relatively new FEMA pre-disaster hazard mitigation program that shifts the focus from financing post-disaster clean up and rebuild to investing in infrastructure to mitigate the damage that could result from a disaster.

In partnership with the NJOEM-Recovery Bureau, the I-Bank is creating an application screening process that will efficiently compile applicant and project data for prioritizing, selecting, and developing complete BRIC applications. The expected result would be an improvement in the state’s capability to identify suitable mitigation projects and increase (i) the State’s capacity by developing a steady queue of application-ready mitigation projects for the submission of BRIC grants, and (ii) the potential for a higher success ratio of BRIC awards from FEMA.

The I-Bank will also provide construction financing for grant recipients by reimbursing for construction expenses in advance of the receipt of approved BRIC funds. As with the I-Bank's successful SAIL Program, the I-Bank will act in the oversight role of construction progress, ensuring the completion of projects in a timely manner and in compliance with all applicable rules and regulations. Any qualified amounts not reimbursed by the federal grant program (local non-federal cost share responsibility and amounts not reimbursable by BRIC) will be long-term financed by the I-Bank through its respective Water Bank or Transportation Bank, thus satisfying the non-federal cost share requirements of the BRIC program, typically up to 25% of eligible Project costs.

Similarly, the I-Bank is working with NJOEM to administer the recently established Community Hazard Assistance Mitigation Program (NJ CHAMP) to make low interest loans to finance eligible hazard mitigation and resilience projects undertaken by local government units and nonprofit organizations under the Federal Emergency Management Agency's ("FEMA") Safeguarding Tomorrow through Ongoing Risk Mitigation ("STORM") Act, Pub. L. 116-284 (42 U.S.C. s. 5135), as amended or supplemented. New Jersey was awarded just over \$6.4 million for the NJ CHAMP program, the third highest award to any state. Together with State match funds of \$646,296.30, NJ CHAMP anticipates fully committing over \$7 million of funds in its first year to eligible projects with construction costs estimated at \$30 million, the remainder of funds expected to be provided by FEMA HMA grants. Pursuant to the STORM Act, NJ CHAMP financing is offered to eligible projects at 1% interest.

Transportation Bank project sponsors should be aware that certain Projects may also qualify for co-funding from one of the I-Bank's other financing programs (Water Bank or NJ CHAMP). The I-Bank will work with project sponsors to coordinate any available co-funding opportunities and program compliance requirements.

H. OTHER EMERGENCY APPROPRIATIONS

The I-Bank may access federal emergency or relief funds that are appropriated to the State subsequent to a federal or State declaration of emergency. These funds may be used to make loans or grants in the implementation of the Transportation Bank to local government units included on the PPL.

I. LONG-TERM FINANCING

In anticipation of construction completion, a Project listed on the PPL will be designated eligible for long-term financing and placed on the Project Eligibility List ("PEL") (set forth in Appendix A). To be eligible for Long-Term Loan closing, Projects must be identified in an appropriations law passed by the Legislature and signed by the Governor and receive certification from the State Treasurer and the I-Bank Board for long-term financing.

THE I-BANK LONG-TERM BONDS

Upon completion of construction, or such earlier time as determined by the I-Bank, a Long-Term Loan will be closed to refinance a Project's Short-Term Loan. In some instances, the I-Bank may directly finance a project with a Long-Term Loan and in other instances Long-Term Loans may be issued in conjunction with the issuance of bonds. Long-Term Loans have a maximum term equal to the lesser of the Project's certified

useful life (based on a certification provided to the Transportation Bank by the Borrower's consulting engineer) or the period set forth in N.J.S.A. 58:11B-6(d) (currently 31 years). In addition, Transportation Projects included on a federal financing program list may have a maximum maturity term equal to the term eligible under the federal financing program (e.g., 35 years under TIFIA, see Federal Funding section below). The Transportation Bank reserves the right to set a shorter maturity term based upon State or national projections of the impact of climate change on any project, such as rising sea level.

For large Project loans, long-term financing for the first \$100 million of project costs is offered at a blended interest rate of approximately 50 percent of the I-Bank's all-in market rate for Projects with maturities of greater than 10 years up to 31 years and 25 percent of the I-Bank's all-in market rate for Projects with maturities of 10-years or less as capacity allows. Project costs over \$100 million will be 100% financed at the I-Bank's all-in market rate, as capacity allows.

Projects may receive a Long-Term Loan financed 100% with I-Bank cash on hand ("Direct Loans") or I-Bank bonds may be used for a portion of the funding. The I-Bank has adopted a Master Transportation Bank Indenture pursuant to which supplemental indentures may be authorized to issue Long-Term Bonds. Direct Loans will be included in the Master Transportation Bank Indenture in advance of a bond issuance. The I-Bank may consider issuing Long-Term Bonds in SFY2025, dependent upon its loan portfolio diversification.

The following are the currently anticipated general parameters of the I-Bank's Long-Term Bonds with the purpose to refinance multiple Short-Term Loans.

- Each series of Long-Term Bonds will fund a pool of Long-Term Loans. Bond proceeds will refinance the Short-Term Loans of pool participants or in some cases directly finance a project. Each participant will be assigned to a loan pool by the I-Bank based on factors such as the Project's status of construction completion, the Borrower's individual credit characteristics, the Borrower's effect on the pool's coverage, and the terms and conditions of each Borrower's own outstanding bond documents.
- Each series of Long-Term Bonds will be special obligations of the I-Bank, secured primarily by the repayment by each pool participant of its Long-Term Loan pursuant to the terms of a Long-Term Loan agreement by and between the I-Bank and each such participant. Each such Borrower's loan repayments will be collateralized by a guarantee sold to the I-Bank in the form of a bond to secure such Borrower's obligation to make loan repayments on time and in full. All Borrowers are required to issue bonds to the I-Bank, backed by the Borrowers' General Obligation pledge.
- Pursuant to the Credit Policy, for Borrowers with lower credit ratings, additional security for the Long-Term Bonds may be provided through the Municipal Qualified Bond Act or through a debt service reserve fund.
- The Long-Term Loan agreement and the local unit bond or other approved collateral of the Borrower are, except for certain reserved rights, assigned by the I-Bank to the Trustee for the Long-Term Bonds as security for the Long-Term Bonds.

- Neither the State nor any political subdivision thereof (other than the I-Bank, but solely to the extent of the applicable I-Bank transportation trust estate) is obligated to pay the principal of or interest on the Long-Term Bonds, and neither the full faith and credit nor the taxing power of the State or any political subdivision thereof is pledged to the payment of the principal of or interest on the Long-Term Bonds. The I-Bank has no taxing power.
- The I-Bank will structure its Long-Term Bond financings to optimize the cost of financing for Transportation Bank Borrowers relative to the amount of funds the Transportation Bank makes available for loans.
- The I-Bank will consider various alternative and/or additional structural features and sources of funds with respect to its Long-Term Bonds to be issued in SFY2025 and thereafter, to the extent such structural features and sources of funds will serve the best interests of the Transportation Bank, optimize funds for the Program, and/or will provide additional savings for the Borrowers.

FEDERAL FUNDING

The Transportation Bank is assessing the viability of utilizing federal TIFIA loan funds as an additional source of funds for project financing. The final maturity date of a loan financed in part with TIFIA funds shall not exceed the maximum time allowed under the TIFIA program, currently 35 years, from the date the TIFIA loan is obligated. The I-Bank anticipates utilizing a portion of its available appropriated TTF funds as the match requirement for a TIFIA loan which, depending on the Borrowers in the pool, ranges between 20% to 51% of the total project costs. The Department shall have no obligation to provide additional funds and TIFIA borrowing by the I-Bank will not impact DOT's annual federal funding allocations.

For Transportation Projects which receive financing from the I-Bank sourced in part from TIFIA funds, financing shall be provided with a combination of up to 80% financing from TIFIA at the TIFIA cost of funds (generally, 50% of the U.S. Treasury interest rate for rural projects as defined by FHWA) and the balance provided by the I-Bank at a rate between zero-percent to approximately 50% of the I-Bank's all-in market rate.

CLOSING

Loans will be closed for each Borrower provided such Borrower has adopted all necessary ordinances and resolutions and procured all required authorizations relating to its participation. Depending upon the timing of the issuance of Long-Term Bonds, loan agreements may be closed in escrow and held along with the Borrower bonds and related certifications until after bond sale and until all conditions precedent to final closing have been met. At that time, the documents are released from escrow concurrently with closing. This process ensures, to the greatest extent possible, that all Borrower conditions precedent to closing are satisfied prior to a bond sale and that closing proceeds without incident. Escrow is estimated to commence four to eight weeks prior to each bond sale closing, thereby minimizing any potential disruption at the time of bond closing.

SALE OF LONG-TERM BONDS

The Act allows the I-Bank's Long-Term Bonds to be sold via a competitive or negotiated sale. If the Long-Term Bonds are competitively sold, the I-Bank must publish a summary of the "Notice of Sale" in at least three New Jersey newspapers and in a recognized bond publication. If sold competitively, the Long-Term Bonds will be awarded on the basis of the lowest true interest cost bid. If bonds are sold on a negotiated basis, an underwriter will be selected pursuant to a competitive bid process in accordance with Executive Order No. 26, I-Bank Policy and Procedures for the Selection and Appointment of Managers and Co-Managers in Connection with Negotiated Sale and I-Bank Procurement Policy.

BORROWER DISCLOSURE IN CONNECTION WITH THE MARKETING AND SALE OF I-BANK BONDS

Borrowers' closing Long-Term Loans (regardless of funding sources) are required to provide, through completion of a Long-Term Financial Addendum Form and certification of the accuracy of the data therein, information necessary for disclosure in the I-Bank's Official Statement to be disseminated in connection with the sale and issuance of its Long-Term Bonds. Full disclosure is required for all participants determined by the I-Bank to be "material obligated persons" (defined as any Borrower whose debt service repayments exceed 10% of the aggregate debt service repayments for publicly issued bonds relative to the aggregate debt service from all Borrowers included in this Transportation Bank Indenture). A reduced disclosure is required by the I-Bank from those Borrowers that do not meet the standard for "material obligated persons."

SECONDARY MARKET DISCLOSURE

Securities and Exchange Commission ("SEC") Rule 15c2-12 requires that certain information be provided on an annual basis, following the issuance of bonds, for use in the secondary market. The I-Bank has developed a policy, in satisfaction of the requirements of SEC Rule 15c2-12, to: (i) provide ongoing secondary market disclosure with respect to each series of bonds issued by the Transportation Bank ; (ii) ensure the provision of ongoing secondary market disclosure by certain Borrowers (i.e., those Borrowers that are determined by the I-Bank to be "material obligated persons" with respect to all outstanding series of I-Bank issued Long-Term Bonds; and (iii) ensure the disclosure of certain "Listed Events" in a timely fashion not in excess of ten business days from the occurrence thereof.

STATE-AID INTERCEPT

The Act authorizes the State Treasurer to intercept State aid to eligible local government units that fail to meet their debt obligations to the I-Bank and to utilize those State aid funds to satisfy the local government unit's debt obligations to the I-Bank.

The I-Bank will employ its State aid intercept powers to intercept funds of any Borrower that has defaulted on its I-Bank obligation. Intercepted funds will be applied to make up any repayment deficiencies to the I-Bank. Further, the I-Bank may take other actions to cause the local government unit to repay in a timely manner any sums in default pursuant to the terms of the local government unit's loan agreement.

COVENANTS AFFECTING THE LOCAL UNIT

The Transportation Bank Long-Term Loan agreements and the Long-Term Bonds and other collateral securing such loan agreements must be legally valid and binding obligations of the Borrower or Local Government Unit. Borrower bond counsel is required to provide the I-Bank with opinions verifying such obligations are legally binding and valid.

Consequently, each Borrower must be able to make unequivocal representations concerning its status. Ordinances and resolutions of the governing body must be in place to establish that the Borrower has either the legal right and authority to undertake the Project, and own, operate and appropriately maintain the Project, or the legal right and authority to borrow funds on behalf of a duly-constituted regional transportation authority, commission, or similar organization (a "Transportation Authority"), for a Project that will be owned, operated, and/or maintained by such Transportation Authority. The Borrower will need to certify that no undisclosed fact or event, and no pending litigation, will materially adversely affect the Borrower, the Project, or the ability to make timely loan repayments. In the case of a Borrower borrowing Transportation Bank funds on behalf of a Transportation Authority, the I-Bank may require that the Transportation Authority provide certain certifications as well.

Other covenants include:

- A pledge of borrower's full faith and credit to exercise the unlimited *ad valorem* taxing power of the local government unit to insure the timely payment of principal, interest, and fees;
- The intercept of State aid payable to a G.O. Borrower who fails to meet I-Bank Loan repayment and/or administrative fee ("Administrative Fee" as hereinafter defined) payment schedules;
- A limitation on the Borrower's discretion to issue Qualified Bonds unless the coverage afforded by State aid anticipated for the current fiscal year is equal to a reasonable coverage test, which test in the past has required that the annual debt service on all outstanding Qualified Bonds divided by the annual funds available for debt service payments pursuant to the Qualified Bond Act that does not exceed 0.80;
- A limitation on the use of loan proceeds to only finance allowable costs of the project funded by the Long-Term Loan;
- A limitation on the Borrower's right to sell, lease, abandon or otherwise dispose of the infrastructure without (i) an effective assignment of the Borrower's loan obligations, (ii) the prior written approval of the I-Bank, and (iii) an opinion from the I-Bank's bond counsel that such sale, lease, etc. will not have an adverse impact on either the security for the I-Bank's bonds or the tax-exempt status (if applicable) of the I-Bank's bonds;
- A prohibition on actions that may jeopardize the tax status of the bonds issued by the I-Bank (if applicable); and
- A provision to provide secondary market disclosure information in accordance with the provisions of SEC Rule 15c2-12 and the policy established by the I-Bank, if required under the Rule.

The I-Bank may impose additional covenants on certain Borrowers to address unique circumstances.

TERMS OF REPAYMENT

Interest begins accruing on the I-Bank's Long-Term Loan at the time of loan closing.

Other repayment terms include:

- A level annual repayment schedule for the Long-Term Loan, with interest and principal payable in semi-annual installments, unless, upon request of the Project Sponsor, and as agreed to by the I-Bank and LFB;
- The remaining balance, trued up to the actual Project cost, of the 2% project loan origination fee (1%) shall be paid at the time of the first Long-Term Loan repayment or at the time of Short-Term Loan payoff for those projects who do not proceed to long-term conversion;
- The I-Bank's annual administrative fee at the rate of 0.17% of the original principal amount of the Long-Term Loan shall be paid semiannually for the term of the loan commencing with the first Long-Term Loan repayment. Administrative fee revenue up to 0.02% will be reserved to assist disadvantaged communities with Technical Assistance in preparing and implementing plans for capital projects financed through the Transportation Bank;
- For any payment not made on-time and in-full, inclusive of the Administrative Fee, a late charge of 12% per annum, or 0.50% above the prime rate, whichever is greater, of the outstanding loan balance calculated from the due date; and
- The application of each I-Bank loan repayment pursuant to the terms set forth in the Transportation Bank Master Indenture of Trust.

The loan agreements may also provide Borrowers with an option to prepay loan obligations without penalty. Prepayment of the I-Bank Loan requires a 90-day written notice to the I-Bank and a written response from the I-Bank for approval thereof. I-Bank Loan prepayments, at a minimum, must satisfy the payment in full of accrued interest (if applicable), any premium, and principal through the prospective payment date for which the prepayment is to be credited and any fees incurred by the Transportation Bank to execute such prepayment, including charges to prepay or defease Long-Term Bonds associated with the Borrower's repayment. Since the loans may combine funds raised from Long-Term Bond proceeds with I-Bank appropriated funds for the financing of a project's eligible costs, the prepayment of any I-Bank Loan will be applied pro-rata to each corresponding portion of the loan. In addition, whether or not prepayment is involved, any modification of the local government bonds securing the I-Bank Loan will require prior, written approval of the I-Bank.

DEFAULT

The Long-Term Loan agreements will define an Event of Default as any one of the following:

1. the failure by the Borrower to make a loan repayment in full on or before the due date;

2. the failure to make timely payment of the Administrative Fee within 30 days after written notice is given;
3. the representation of false and misleading information that has a material effect on the integrity of the loan agreements or related documents;
4. the filing by or against a Borrower of any petition of bankruptcy or insolvency;
5. the general failure of the Borrower to pay its debts (i.e., cross defaults); and
6. the failure to observe or perform any other duties, obligations or responsibilities required for participation in the Transportation Bank, within 30 days after written notice.

With respect to the Events of Default specified in (2) and (6), the Trustee may be authorized to provide relief for up to 120 days if the Borrower can represent that the failure to pay, observe or perform is in process and correctable within that time frame. In addition, default may be averted if a petition of bankruptcy or insolvency is dismissed without prospects for appeal.

In an event of payment default, the I-Bank may accelerate the Long-Term Loan, and in the event of any default, the I-Bank may elect to take whatever action at law or in equity it deems necessary or direct the Trustee to pursue these remedies.

J. FEES

Loan Origination Fee (Administrative Loan Surcharge)

A Loan Origination Fee in the amount of 2% of the total eligible Project cost is charged to all Borrowers. This non-refundable Loan Origination Fee offsets the cost of engineering and environmental services and requisition review, fund disbursement and site inspection services, legal fees, credit review and modeling, document processing and administrative expenses provided by the Transportation Bank for the Borrower in connection with, and as a condition precedent to, the inclusion of the project in the Transportation Bank Program. The total Loan Origination Fee is two percent (2%) of the final project cost and is trued-up at long-term financing. One-half of the Loan Origination Fee (1% of the total estimated eligible Project cost) is due by the Project Sponsor upon Short-Term Loan closing and will be financed through the Short-Term Loan. This fee will be drawn on the date of closing of the Short-Term Loan and transferred to the I-Bank in satisfaction of this partial fee payment obligation. The remaining 1% Loan Origination Fee balance is due and payable by the Project Sponsor upon Short-Term Loan conversion, as a component of the Borrower's first Long-Term Loan repayment or upon Short-Term Loan payoff for those projects who do not proceed to long-term financing.

Cost of Issuance Fee

A fee equal to 0.10% on 50% of the total original principal amount of the Long-Term Loan is applied to all Borrowers for Cost of Issuance.

Administrative Fee (Loan Servicing Fee)

A separate loan servicing fee in the amount of up to 0.17% of the total original loan amount is payable semi-annually to the I-Bank throughout the Long-Term Loan repayment period by all Borrowers to offset the I-Bank's ongoing loan servicing efforts. Up to 0.02% of the total original loan amount collected as the Administrative Fee may be set aside and dedicated to assist communities that meet the environmental justice, economic overburdened community or affordability criteria with early technical assistance, which includes, but is not limited to, public engagement services, technical assistance and expertise, and community education, and any other form of aid to develop and support the success of financing capital projects through the Transportation Bank.



Hackensack City Two-Way Main Street Conversion

Event of Default Fees and Expenses

The Borrower is charged reasonable fees, including an interest rate default penalty, attorney fees, and other expenses incurred in the collection of repayments or any other sum due or the enforcement of the performance of any duties, covenants, obligations, or agreements of the Borrower under the Note. The hourly cost of professional services is set forth in agreements between the I-Bank and its professional advisors.

Engineering Costs

To the extent that consulting engineers are used by the Transportation Bank for application review or construction management for a Borrower's Project, the costs thereof may be charged to the Borrower.

The Borrower's Loan Origination Fee discussed previously will be reduced in accordance to offset any such charge. The hourly cost of such services will be set forth in agreements between the I-Bank and its consulting engineers and the costs shared with Borrowers.

III. PINELANDS PROJECT FINANCING

Established by the Pinelands Infrastructure Trust Bond Act of 1985, L.1985, c.302, the Pinelands Infrastructure Trust Fund provides a source of funds specifically for infrastructure projects needed to accommodate existing and future needs in the 23 designated Pinelands Regional Growth Areas. Pinelands projects are approved by the Commissioner of the New Jersey Department of Environmental Protection ("DEP") only after a finding has been made by the Pinelands Commission that the master plan and zoning ordinance of the municipality, and master plan of the county where the project is to occur conforms to the Pinelands Infrastructure Master Plan and the provisions of the comprehensive management plan.

Pinelands infrastructure projects are prioritized pursuant to the Pinelands Project Priority Methodology and placed on the Pinelands Project Priority List. The Pinelands Infrastructure Master Plan provides all ranking and prioritization guidelines for Pinelands infrastructure projects. The Pinelands Project Priority List is developed in conformance with the Pinelands Infrastructure Master Plan. The Pinelands Infrastructure Master Plan was amended in February 2019 to include one transportation infrastructure project. The Pinelands Commission has requested that the project be financed through the Transportation Bank using the funds sourced from the Pinelands Infrastructure Trust Fund. The Transportation Bank has included Pinelands Projects on its Project Priority List based on the methodology and ranking of the Pinelands Commission.

Pinelands/I-Bank financing for the Pinelands transportation infrastructure project(s) will be structured in accordance with the Pinelands Commission Master Plan:

- Pinelands infrastructure transportation projects are funded by the I-Bank with monies appropriated to the I-Bank from the Pinelands Infrastructure Trust Fund;
- Up to 40% of allowable project costs will be in the form of a grant;
- Up to 50% of allowable project costs will be in the form of a loan at an interest rate of 1.00%;
- The remaining 10% of any Pinelands transportation infrastructure project shall be funded through local match ("Match"). A Project Sponsor may either self-finance the Match or apply for an I-Bank loan to finance the Match requirement as long as the project qualifies for Transportation Bank funds pursuant to the Transportation Bank Project Priority List. The interest rate of such an I-Bank loan would be at a rate commensurate with the I-Bank's Transportation Bank. In the event a participant elects to fund the Match with an I-Bank loan, the Project Sponsor is subject to the terms and conditions of the applicable Transportation Bank Short-Term Loan Program; and
- A participant may issue their own bonds to finance the unallowable costs of the project and allowable costs which exceed the I-Bank/Pinelands amounts or participants may finance these costs from other funds. Each participant must be capable of financing these costs in order to be eligible for financing from the Transportation Bank.

IV. FUNDS APPROPRIATED IN SFY2025

To the extent that additional funds are appropriated to the I-Bank to finance transportation infrastructure projects in SFY2025, the I-Bank shall finance projects in accordance with the terms and conditions of the source of funds and Board approval. In the event funds are appropriated to the I-Bank for financing the transportation infrastructure component of redevelopment projects, the I-Bank may issue grants, loans and provide other financial assistance including the establishment of a debt service reserve fund, and establish financing terms in accordance with, and in furtherance of, the purposes of the appropriation.

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V. APPENDICES

SFY2025 Project Eligibility List A
SFY2025 Operating Budget B
Transportation Bank Affordability Criteria C

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APPENDIX A

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Appendix B

SFY2025 Project Eligibility List

Priority List Rank	Applicant	Project No.	Estimated State Funded Amount	Estimated Total Loan Amount	Project Description
1	Bayonne City	TB0901-001	\$ 1,460,615	\$ 2,921,230	E. 25th Street Pedestrian Bridge Replacement
2	Essex County	TB0700-004	\$ 2,586,269	\$ 5,172,537	Priority Repairs to County Bridges - Harrison, East Newark and Newark
3	Hoboken City	TB0905-001	\$ 3,194,134	\$ 6,388,267	Sinatra Drive Redesign Project
4	Flemington Borough	TB1009-001	\$ 835,775	\$ 1,671,550	Corcoran South Main Dewey Road Improvements
5	Princeton	TB1110-001	\$ 4,100,600	\$ 8,201,200	Improvement of Witherspoon Street Phases 2 and 3
6	Atlantic County	TB0100-001	\$ 6,085,250	\$ 12,170,500	Atl. Co. Rte. 629 Pedestrian & Traffic Signal Improvement Project
7	Little Ferry Borough	TB0230-001	\$ 728,917	\$ 1,457,834	2023 Road Improvements Project
8	Raritan Township	TB1021-002	\$ 1,316,535	\$ 2,633,070	Road Resurfacing Project 2022
9	Willingboro Township	TB0338-001	\$ 1,793,167	\$ 3,586,334	2023 Segment Rating 4 Roadway Project
10	Robbinsville Township	TB1112-001	\$ 1,149,705	\$ 2,299,409	Improvements to Newtown Village
11	Mendham Township	TB1419-001	\$ 1,238,099	\$ 2,476,197	Mendham Township - 2023 Road Improvements
12	Prospect Park	TB1610-001	\$ 300,253	\$ 600,505	Prospect Park 2023 Transportation Projects
15	Robbinsville Township	TB1112-002	\$ 1,485,756	\$ 2,971,512	Country Meadows, Brookshire Estate and Meadowbrook Road
16	Plumsted Township	TB1523-001	\$ 666,781	\$ 1,333,561	Plumsted Road and Drainage Projects 2021
Total Projects: 14			\$ 26,941,853	\$ 53,883,706	

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APPENDIX B

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NEW JERSEY INFRASTRUCTURE BANK

July 1, 2024 to June 30, 2025

REVENUES		Water		Trans		CHAMP		Combined	
		2024	Draft 2025	2024	Draft 2025	2024	Draft 2025	2024	Draft 2025
Total Annual Admin Fee		6,135,140	6,140,823	71,443	97,255	-	-	6,206,583	6,238,078
Transportation Origination Fee LT and ST				700,883	518,337	-	-	700,883	518,337
Unrestricted Admin Fee Total =		6,135,140	6,140,823	772,326	615,592	0	0	6,907,466	6,756,415
INTEREST INCOME / ONE-TIME FEES	Loan Surcharge (COI at closing)(Fall Deal)	289,894	97,500	6,977	5,476	-	-	296,871	102,976
	Loan Surcharge (COI at closing)(Spring Deal)	87,022	67,500	6,977	5,476	-	-	93,999	72,976
	Loan Surcharge Total =	376,916	165,000	13,954	10,952	0	0	390,870	175,952
	Short-Term Loan Interest Income	2,808,289	2,684,667	566,652	625,151	-	-	3,374,941	3,309,818
	Direct Long-Term Loans Interest Income	179,864	178,590	952,571	1,069,510	-	-	1,132,435	1,248,100
	Net Earnings Credits From Bond Maturities	67,302	34,530	-	0	-	-	67,302	34,530
	BRIC Reimbursement	150,000	75,000	-	0	-	-	150,000	75,000
	Investment Interest Income:	704,000	712,000	3,690,000	2,871,685	14,400	8,349	4,408,400	3,592,035
	State Appropriations for Operations	-	0	1,600,000	1,600,000	240,000	240,000	1,840,000	1,840,000
	Other Income Total =	3,909,455	3,684,786	6,809,223	6,166,346	254,400	248,349	10,973,078	10,099,482
TOTAL REVENUES =		10,421,510	9,990,610	7,595,504	6,792,891	254,400	248,349	18,271,414	17,031,850

EXPENSES		2024	Draft 2025	2024	Draft 2025	2024	Draft 2025	2024	Draft 2025
FINANCING PROGRAMS	Bond Counsel - Bond/Loan Issuance Costs (M&E, CSG)	804,250	823,350	220,000	120,000	59,617	-	1,083,867	943,350
	- Program / Development Charges (M&E, CSG)	414,000	484,178	160,000	100,000	-	60,000	574,000	644,178
	B.C. Total =	1,218,250	1,307,528	380,000	220,000	59,617	60,000	1,657,867	1,587,528
	Financial Advisor - Bond/Loan Issuance Costs (PFM, Hilltop)	220,500	170,850	50,000	37,500	-	-	270,500	208,350
	- Program / Development Charges (PFM, Hilltop)	131,500	125,000	40,000	40,000	-	-	171,500	165,000
	F.A. Total =	352,000	295,850	90,000	77,500	0	0	442,000	373,350
	Technical Assistance Set Aside	90,955	-	5,582	-	-	-	96,537	-
	Short Term Borrowing Fees and Interest	1,308,125	957,500	-	-	-	-	1,308,125	957,500
	Custodial, Trustee, MPT and Loan Servicer Fees (Includes UCC Filings)	231,225	244,624	14,150	16,128	-	30	245,375	260,782
	Rating Service (ST & Bond Programs)	585,960	339,475	-	30,225	-	-	585,960	369,700
Arbitrage Rebate Services	38,950	41,050	-	-	-	-	38,950	41,050	
3rd Party Bond Issuance Expenses (iPREO, Newspapers, POS/OS)	38,517	51,790	-	-	-	-	38,517	51,790	
TOTAL FINANCING PROGRAM EXPENSES =		3,863,982	3,237,817	489,732	343,853	59,617	60,030	4,413,330	3,641,700

Total Salaries & Fringe (Original)		3,178,728	3,448,625	1,445,411	1,349,255	145,485	85,506	4,769,624	4,883,385
a. FTE Salaries (Original)		2,158,283	2,327,793	981,400	910,736	98,781	57,716	3,238,463	3,296,244
b. Fringe		1,020,446	1,120,832	464,010	438,519	46,704	27,790	1,531,160	1,587,141
Human Resources (HRIS+Payroll Svcs, Train, Memberships, Recruit)		29,111	32,386	13,237	12,671	1,332	803	43,681	45,860
I.T.	- Expenses (Hardware, Software, Online Services)	304,006	377,130	138,235	147,550	13,914	9,351	456,155	534,030
Admin Expenses General (Office supplies, bond buyer, pubs, etc.)		16,681	16,525	7,585	6,465	763	410	25,029	23,400
Facilities - Rent & Property Insurance, PSEG		196,284	162,555	89,253	63,599	8,984	4,030	294,521	230,185
Investment Advisor (PFM-AM)		101,568	106,617	49,053	49,447	-	-	150,621	156,064
Auditor	- NJIB Financials (CLA LLP)	18,594	39,542	8,455	10,776	851	683	27,900	51,000
	- State CW/DW SRF Financials (CLA LLP)	56,700	63,000	-	-	-	-	56,700	63,000
Internal Control Audit (CohnReznick)		94,303	70,620	42,881	27,630	4,316	1,751	141,500	100,000
Accounting System Maintenance & Support		17,528	N/A	7,970	N/A	802	N/A	26,300	N/A
State Liason Charges (AG/GAU)		88,574	155,462	56,262	34,955	-	15,002	144,836	205,419
Reports, Publications, Conferences & Marketing		45,943	45,842	20,891	11,951	2,103	596	68,936	58,388
Vehicle (Insurance, gasoline, maintenance)		7,354	4,763	3,344	1,864	337	118	11,035	6,745
Depreciation (Other: IT, Furniture, etc)		15,785	22,301	8,536	12,576	275	677	24,596	35,554
Board Member Expense (Bond + misc)		26,699	49,434	12,140	19,341	1,222	1,226	40,061	70,000
TOTAL OPERATING EXPENSES =		4,197,857	4,594,800	1,903,253	1,748,078	180,383	120,152	6,281,493	6,463,030

TOTAL EXPENDITURES =	8,061,839	7,832,617	2,392,984	2,091,931	240,000	180,182	10,694,823	10,104,730
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Unencumbered Contingencies (for Direct Loans, etc.)	2,359,671	2,157,992	5,202,519	4,700,960	14,400	68,168	7,576,591	6,927,120
One Time charge for Net Pension Liability (TBD Pensions)	(2,665,810)	(2,824,782)	(1,212,180)	(1,105,180)	-	(70,038)	(4,000,000)	(4,000,000)
Net Unencumbered Contingencies (for Direct Loans, etc.)	(306,138)	(666,790)	3,990,340	3,595,780	14,400	(1,870)	3,576,591	2,927,120

TECHNICAL ASSISTANCE SET ASIDE		Water		Trans		CHAMP		Combined	
Revenues		2024	Draft 2025	2024	Draft 2025	2024	Draft 2025	2024	Draft 2025
From Prior Year Loans		\$ -	\$ 66,252	\$ -	\$ 1,751	\$ -	\$ -	\$ -	\$ 68,004
From New Issue Loans (estimate)		\$ -	\$ 89,333	\$ -	\$ 4,422	\$ -	\$ -	\$ -	\$ 93,755
Total T/A Set Aside Revenue		\$ -	\$ 155,586	\$ -	\$ 6,173	\$ -	\$ -	\$ -	\$ 161,759
Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Technical Assistance Program		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Net Technical Assistance Set Aside (2 bps)		\$ -	\$ 155,586	\$ -	\$ 6,173	\$ -	\$ -	\$ -	\$ 161,759

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APPENDIX C

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Appendix C

Transportation Bank Affordability Criteria

Those Project Sponsors that have a **Project Affordability Score** of 80 or less are considered to have satisfied the I-Bank's **Transportation Bank Affordability Criteria**.

Project Affordability Score = Project Median Household Income (MHI) Factor – Project Unemployment (UE) Factor – Project Population Trend (PT) Factor

Project MHI Factor = $100 \times (\text{Project MHI} / \text{State MHI})$ (Rounded down to the nearest integer)

Project UE Factor = 1 if Project Unemployment Rate > State Unemployment Rate

Project UE Factor = 0 if Project Unemployment Rate < or = State Unemployment Rate

Project PT Factor = 1 if Project Population Trend < State Population Trend

Project PT Factor = 0 if Project Population Trend > or = State Population Trend

Project Unemployment Rate is equal to weighted unemployment rate of the project service area over multiple communities using service area populations and county unemployment data. Calculation is similar to weighted MHI example below.

Project Population Trend is equal to the weighted population trend for the project service area using service area populations and municipal population trend data of each community. Calculation is similar to weighted MHI example below.

Consideration may be given for Transportation Projects with a qualifying service area population within a municipality that does not meet the Affordability Criteria.

Data Sources:

MHI Percent - Municipal median reported household income (MHI) as a percent of the statewide MHI. The income reported is an estimate from 2019 from the U.S. Census Bureau's ACT 2014-2019 5-year estimates as found in the 2020 Municipal Revitalization Index, <https://www.nj.gov/dca/home/MuniRevitIndex.html> provided by the New Jersey Department of Community Affairs. Values are expressed in 2020 dollars. Values over 100 indicate that the municipality has a MHI greater than the state as a whole. Conversely, values under 100 show that the MHI in the municipality is lower than state. This statewide MHI used was \$85,245.

County Unemployment - Annual average county unemployment rate as provided by the New Jersey Department of Labor. These values are compared to the statewide annual average unemployment rate. The statewide annual average used was 3.4%. In order to correct for labor market distortions caused by the pandemic, 2019 values were used here.

Population Change - The average annual rate of change in total population from 2009 to 2019, also provided by NJDCA in the [Municipal Revitalization Index](#). These values are compared to the statewide population change during that same time period. The statewide rate of change used in this analysis was -0.3%

A weighted MHI is calculated for a Project Sponsor whose Transportation Project crosses more than one municipality, as shown in the example below. Population served is based on the permanent population of the service area.

Example – Weighted MHI for a Transportation Project Serving Multiple Communities:

Municipalities Served	MHI	Populations Served	Fraction of Total Population Served	Weighted Municipal MHI
A Town	30,000	5,000	0.167	5,000
B Town	20,000	10,000	0.333	6,660
C Town	25,000	15,000	0.500	12,500
Total		30,000	1.00	24,160

A weighted unemployment rate for use in the UE Factor is calculated for a Project Sponsor whose Transportation Project crosses more than one municipality/county, as shown in the example below. Population served is based on the permanent population of service area.

Example – Weighted Unemployment Rate for a Transportation Project Serving Multiple Communities:

Municipalities Served	County Unemployment Rate	Populations Served	Fraction of Total Population Served	Weighted Municipal Unemployment Rate
A Town, County A	4.0%	5,000	0.167	0.668%
B Town, County A	4.0%	10,000	0.333	1.332%
C Town, County B	6.5%	15,000	0.500	3.250%
Total		30,000	1.00	5.25% (Project Unemployment Rate)

A weighted population trend for use in the Population Trend Factor is calculated for a Project Sponsor whose Transportation Project crosses more than one municipality/county, as shown in the example below. Population served is based on the permanent population of the service area.

Example – Weighted Population Trend for a Transportation Project Serving Multiple Communities:

Municipalities Served	Municipal Population Trend	Populations Served	Fraction of Total Population Served	Weighted Municipal Population Trend
A Town	2.0%	5,000	0.167	0.334%
B Town	2.0%	10,000	0.333	0.660%
C Town	-1.0. %	15,000	0.500	-0.500%
Total		30,000	1.00	0.494% (Project Population Trend)

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