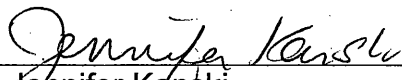


**CERTIFICATION
OF
NEW JERSEY TURNPIKE AUTHORITY**

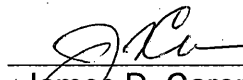
I, James D. Carone, hereby certify that I am the Executive Director of the New Jersey Turnpike Authority and as such, certify that the attached copy of PROCEEDINGS OF THE NEW JERSEY TURNPIKE AUTHORITY is a true and correct copy of the Minutes of the November 19, 2024 Meeting of the Authority.

IN WITNESS THEREOF, I have hereunto set my hand and affixed the official seal of the New Jersey Turnpike Authority **this 19th day of November, 2024.**

ATTEST:



Jennifer Kanski
Secretary to the Authority



James D. Carone
Executive Director

Corporate Seal

Date: November 19, 2024

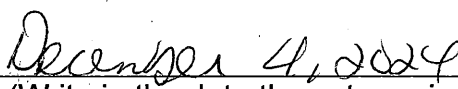
Received in the Governor's Office November 19, 2024

Received by:

Print Name

Signature

Veto Period Ends:



(Write in the date the veto period ends)



State of New Jersey

OFFICE OF THE GOVERNOR
P.O. Box 001
TRENTON, NJ 08625-0001

PHILIP D. MURPHY
GOVERNOR

AARON J. CREUZ
DEPUTY CHIEF COUNSEL

TO: Jennifer Kanski kanski@njta.com
FROM: Kelley Trimble, Authorities Unit, Office of the Governor
DATE: November 19, 2024
RE: New Jersey Turnpike Authority Minutes

This email is confirmation that the Authorities Unit received the minutes from the November 19, 2024, board meeting on November 19, 2024. The calculated veto date is December 4, 2024.

Thank you.

Attachment

cc: Jessica O'Connor

PROCEEDINGS OF MEETING OF NEW JERSEY TURNPIKE AUTHORITY
BOARD OF COMMISSIONERS
Tuesday, November 19, 2024

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Chair O'Connor called the meeting of the Authority's Board of Commissioners (the Board) into session in the Executive Boardroom of the Authority's Headquarters Building at 1 Turnpike Plaza in Woodbridge, New Jersey, at 9:04 a.m.

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Pledge of Allegiance

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PRESENT

Present were Chair Francis O'Connor, Vice Chair Ulises Diaz (absent), Treasurer Michael DuPont, Commissioner Ronald Gravino (by tele-conference), Commissioner Raphael Salerno (by tele-conference), Commissioner Francisco Maldonado and Commissioner John Wisniewski. The meeting commenced at 9:04 a.m.

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ALSO PRESENT

Executive Director James Carone, Deputy Executive Director Donna Wilser, Acting Chief Engineer Daniel Hesslein, Chief Information Officer Jose Dios, Director of Law Thomas Holl, Director of Human Resources Mary-Elizabeth Garrity, Director of Operations Kevin Dunn, Director of Procurement and Materials Management Janet Rzepka, Director of Tolls John La Bella, Director of Community and Government Relations Shawn Taylor, Deputy Director of Internal Audit David Forktus, New Jersey State Police Captain Sean O'Connor, Troop D and Secretary to the Authority Jennifer Kanski.

Also present were: Outside Counsel, Judy Verrone, Esq. of DeCotiis, FitzPatrick, Cole & Giblin, LLP, Governors' Authorities Unit Representative Jessica O'Connor and Deputy DOT Commissioner Joseph Bertoni.

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NOTICE OF MEETING

This is a regular meeting of the New Jersey Turnpike Authority. Adequate notice of this meeting has been provided in accordance with Chapter 231, P.L. 1975 in that notice has been given to The Star Ledger and the Asbury Park Press, as well as numerous other newspapers, posted in the main lobby of the Authority's Administration Offices at 1 Turnpike Plaza, Woodbridge, prominently posted on the New Jersey Turnpike Authority's website at www.njta.com and on various social media platforms, including Facebook and Twitter, and notice has been forwarded to the Secretary of State, Trenton, New Jersey. Additionally, Authority public meetings will be held in-person and telephonically. Information and instructions regarding telephonic access to the meetings by the public has been posted on the Authority's website.

Secretary to the Authority Kanski takes Roll Call and the Following Were Present:

1. Vice Chair Diaz (absent)
2. Treasurer DuPont
3. Commissioner Gravino (by tele-conference)
4. Commissioner Salerno (by tele-conference)
5. Commissioner Maldonado
6. Commissioner Wisniewski
7. Chair O'Connor

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EXECUTIVE SESSION

A motion to enter into Executive Session, not open to the public in accordance with the Open Public Meetings Act, N.J.S.A. 10:4-12(b), to discuss matters pertaining to:

- Litigation

The motion was made by Treasurer DuPont and seconded by Commissioner Wisniewski and, after the voice vote, the motion was duly adopted by the Board of Commissioners of the New Jersey Turnpike Authority.

Executive Session was adjourned at 9:25 a.m. A motion was made by Commissioner Maldonado and seconded by Commissioner Wisniewski to resume the public portion of the meeting at 9:29 a.m.

Secretary to the Authority Kanski takes Roll Call and the Following Were Present:

1. Vice Chair Diaz (absent)
2. Treasurer DuPont
3. Commissioner Gravino (by tele-conference)
4. Commissioner Salerno (by tele-conference)
5. Commissioner Maldonado
6. Commissioner Wisniewski
7. Chair O'Connor

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ACTION ON MINUTES

The Secretary to the Authority reported that ten days, excluding Saturdays, Sundays and holidays, have elapsed since Governor Philip D. Murphy received the minutes of the regular meeting of October 22, 2024; he did not exercise his power to veto any items in those minutes.

Upon motion made by Treasurer DuPont seconded by Commissioner Maldonado the minutes of the meeting was approved.

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RECUSALS

The Secretary to the Authority reported recusals or abstentions submitted for the record:

- o Chair O'Connor is recused on Agenda Item No. 282
- o Commissioner Maldonado is recused on Agenda Item Nos. 271, 272, 274, 275 and 287.

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PUBLIC COMMENT (in Person)

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Patrick Delaney

Mr. Delaney stated he is here not only as a concerned citizen but a resident of Clark and stated he is representing the families in his small community and voiced his concerns regarding a boat ramp and parking lot being in an area in his community that has no sides walks and has become a playground for the neighborhood kids and the safety concerns that arise with that and unfortunately Union County Commissioners announced a project which involved dredging the reservoir but tied it with a design that included a park and as part of that park project decided to design a boat ramp and since the area is populated by many children, Mr. Delaney voiced his safety concerns in that area. Mr. Delaney expressed his concerns regarding if Union County proceeds with the project, Union County would assume every aspect of liability above and below the Garden State Parkway and discussed how his Mayor responded to the New Jersey Turnpike Authority about coming up with a more agreeable solution and to split the liability. Again, Mr. Delaney voiced his safety concerns with having no water police and no way to monitor what is happening in that area and discussed how his community circulated a petition and has over 500 signatures opposing this plan and how this plan threatens the safety of his neighborhood, the valuable green space, the sanctity of the Wildlife Preserve and will erase generations of silent watchers that protected his community, not to mention the impact on taxes.

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CHAIR COMMENTS

Chair O'Connor commented that he believes there is some miscommunication and our Law Department in looking into this matter and it is on the forefront of our Law Department.

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PUBLIC COMMENT (in Person) continued

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Barry Kushnir, Local 194

Mr. Kushnir acknowledged Veterans Day and recognized the service of our Veterans, some who are employees by New Jersey Turnpike Authority. Mr. Kushnir stated he would like to commit on behalf of Local 194 a financial donation to the food drive, which helps Veterans in need and encouraged others to do the same. Mr. Kushnir stated he is thankful for his family, union, our great Governor, the 2024 Budget and the proposed 2025 Budget and wished everyone a happy and safe Thanksgiving.

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Delia Collins

Ms. Collins stated she is a resident of Clark and spoke about how she has been involved in trying to save the reservoir since April 2024 and stated the boating has to go and expressed her concerns with that area of the Garden State Parkway being very congested and the numerous accidents coming and going from Exit 135 and stated having boaters on the lake would be a distraction for drivers and stated it is a horrendous idea of having two boat ramps so close together.

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Diana Gonzalez

Ms. Gonzalez stated she is a resident of Clark and stated for the past seven/eight months residents have formed a committee and she was a part of a 1500 signature petition to stop an amusement park being built on the Wildlife Reserve and was a part of a counter proposal to the county and had great success with scaling back the project with something more reasonable and the proposal included the elimination of one of the boat ramps. Ms. Gonzalez discussed how her community is a quiet cul-de-sac community with very tight narrow streets and with no sidewalks, therefore, children play there and the idea of vehicles coming down that street with a boat trailer does not make sense. In addition to the 1500 signature petition, a new 500 signature petition is in affect to stop a boat ramp at the end of her quiet cul-de-sac. Ms. Gonzalez stated they have support of the mayor to eliminate the second boat ramp if the New Jersey Turnpike Authority can enter into some sort of liability share use agreement and is hoping the two government organizations can work together.

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Susanna Savelli

Ms. Savelli discussed that she is grateful the project was cut back in scope but voiced her concerns with the reservoir project in such a very densely populated area, her concerns with two boat ramps and the liability issues this may cause since this will be a distraction to drivers on the Garden State Parkway and stated there should be no boating at all.

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PUBLIC COMMENT (remote by tele-conference)

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Steve Carrellas

Mr. Carrellas stated he is the Director of Government and Public Affairs for the New Jersey Chapter of the Nationalist Motorist Association and discussed the automatic 3% toll increase and stated the specifics of the indexing are never told or transparent to present the relevant numbers to calculate the actual percentage and appears our index is design to hit the 3% for maximum allowance. Mr. Carrellas stated it was only last year that the index had something to do with the shortfall in Capital Spending needs. Mr. Carrellas explained that other toll authorities in the region said from the start that their index will be based on specific inflation indicators and now that inflation has calmed down, we will be seeing other agencies coming in at less than 3%. Mr. Carrellas asked for the details of our index or asked to change it to something that has a broad practical acceptance in the financial domain. Mr. Carrellas stated that last year our Governor temporarily vetoed the 3% toll hike and this year he will be under more pressure in response to the election and the importance and the concerns of the middle class.

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HUMAN RESOURCES

Director of Human Resources Mary-Elizabeth Garrity requested approval of Agenda Item No. 2024-11-265. Moved is the item as follows:

2024-11-265

Director of Human Resources Mary-Elizabeth Garrity submitted the Personnel Agenda, dated November 19, 2024, and requested confirmation of the personnel matters contained therein. The Executive Director certified the recommendations for consideration.

* * *

2024-11-265

On motion by Commissioner Maldonado and seconded by Commissioner Wisniewski employment of those named to serve at the pleasure of the Authority and other recommended personnel actions, were approved, ratified and confirmed, to become effective as of the dates specified and at the salaries listed.

ROLL CALL

DIAZ	DuPONT	GRAVINO	SALERMO	MALDONADO	WISNIEWSKI	O'CONNOR
ABSENT	YES	YES	YES	YES	YES	YES

ooo0ooo

LAW

Director of Law Thomas Holl, requested approval of Agenda Item Nos. 2024-11-266 through 270. Moved are the items as follows:

2024-11-266

In a memorandum dated November 7, 2024, Authorization to Readopt the New Jersey Turnpike Authority Regulations, N.J.A.C. 19:9-1.1 to -9.3, with Amendments, was approved.

New Jersey Administrative Code Title 19, Chapter 9 sets forth the regulations governing the operations of the Authority. The existing regulations were set to expire on August 24, 2024. Pursuant to N.J.A.C. 1:30-6.4(g), the Office of Administrative Law has granted the Authority a 180-day extension of the expiration date to February 20, 2025. This agenda item seeks authorization to approve the readoption of these regulations with various amendments to reflect changes in areas such as administration, tolls, maintenance, transportation, public safety, and procurement.

The proposed regulations have been reviewed by the Office of the Governor and the Office of Administrative Law. The proposed regulations have also been published in the New Jersey Register and underwent two public comment periods. The entirety of the Authority's proposed regulations, including those with proposed amendments and is recommend by the Law Department for readoption by the Board of Commissioners. Upon approval by the Board, the attached will also be published on the Authority's website and will be sent to the Office of Administrative Law for publication in the New Jersey Register.

Accordingly, it is requested that the Board of Commissioners approve the readoption of the Authority's regulations at N.J.A.C. 19:9-1.1 to -9.3, with amendments, for publication in the New Jersey

Register. It is further recommended that the Board authorize the Executive Director to execute any such documents and take any other actions necessary to effectuate the intent of this authorization, including the review of public comments, if any, and any appropriate replies thereto.

Following the public comment period, the Executive Director is empowered, pursuant to N.J.A.C. 19:9-6.5, to file such rulemaking proposal with the Office of Administrative Law for final adoption if the Executive Director determines, after review, consideration, and reply to such comments, that it is appropriate to adopt the proposal as proposed without any material changes.

[Notice of Readoption with Amendments Attached to these Minutes]

2024-11-267

In a memorandum dated November 4, 2024, **Authorization to enter into an Agreement with Consolidated Rail Corporation ("Conrail") regarding Preliminary Engineering and Final Design in connection with Garden State Parkway Interchange 130 to 131 Improvements Project, Port Reading Secondary, LC 10-0336, Milepost 11.50-11.90 (the "Agreement"), Conrail Agreement Number: 215-24, RM-189888, Budget Code: 00-500-850-156555-5000020001, Amount: not to exceed \$550,000.00,** was approved.

The New Jersey Turnpike Authority ("Authority") is proceeding with plans for improvements to the Garden State Parkway from Interchange 130 to 131 (the "Project"). The project is both situated on and impacts Conrail property located near Conrail's Port Reading Secondary, LC 10-0336, Conrail Milepost 11.50-11.90. Conrail requested that the design and specifications of the Project meet their standards, and that all costs expended by Conrail related to the Project are reimbursed by the Authority, and the parties have negotiated the principal terms of the Agreement.

Pursuant to the Agreement, Conrail agrees to retain the services of consulting engineering firms to review the preliminary and final design plans for the Project and perform all other related services, including reviews by engineering, environmental, real estate, and legal consultants. The Authority shall reimburse Conrail for the costs of oversight of the Project in an amount not to exceed \$550,000.00.

Accordingly, it is requested that the Board of Commissioners delegate to the Executive Director the authority to execute the proposed Agreement with Conrail pursuant to the terms outlined above, upon the recommendation of the Engineering Department. It is further recommended that the Commissioners authorize the Executive Director to execute any such documents and take any such other actions as are deemed necessary to effectuate the intent of this authorization.

2024-11-268

In a memorandum dated November 12, 2024, **Authorization to Renew the Authority's Owner Protective Professional Liability Insurance Program for an additional three (3) years (the "Program") and to pay additional premiums for the 12/31/21 to 12/31/24 term, based on audit, Term: December 31, 2024 to December 31, 2027, RM-190189, Budget Code: 156555-00-500-850-**

5000052003, 2024-2027 Premium Amount: not to exceed \$6,363,468.00 for the renewal term (subject to audit), was approved.

The Authority maintains Owners Protective Professional Liability ("OPPI") coverage brokered by Aon Risk Services Northeast, Inc. ("Aon"), which provides coverage for professional liability claims. This coverage is due to expire on December 31, 2024.

The current policy limit for the Program is \$25 million per claim and in the aggregate, subject to varying deductibles, based on the construction value ("CV") of each contract as indicated below:

- (1) \$100,000 deductible for projects with a CV of less than \$50 million;
- (2) \$250,000 deductible for projects with a CV between \$50 million and \$250 million; and
- (3) \$500,000 deductible for projects with a CV over \$250 million

The final cost of the current policy is subject to audit at the end of the policy term, based on the actual CV.

Aon, the broker of record for this Program, was requested to approach the professional liability insurance market for renewal quotations for the Program, for the same coverage as the expiring Program, and also for additional enhancements and/or limits. Aon approached a number of markets, and requested quotations based on a CV of \$2,552,256,482 for the three (3) year term, at limits of \$25 million and \$30 million. Aon reviewed both options with the Law Department and the Authority's insurance and risk management consultant Turner Surety and Insurance Brokerage, Inc. ("TSIB"). Aon and TSIB recommend increasing the current limit from \$25 million to \$30 million at a small increase in price, but a reduced premium rate. Aon recommends placing the primary \$10 million coverage with Axa XL, for a renewal premium of \$3,922,773. Placement of the first excess layer of \$10 million is recommended with Swiss Re for a renewal premium of \$1,849,891; with respect to the second excess layer of \$10,000,000, placement of this layer is recommended with Vantage, for a renewal premium of \$590,804. The combined total premium for the 2024 through 2027 Program renewal term is \$6,363,468, which is subject to audit, based on actual CV.

While most professional liability programs require the total premium for a multi-year term to be paid upon inception, Aon has negotiated an annual payment plan, which allows payments to be made over the three (3) year term. The Program does not contain a terrorism exclusion and the premiums indicated above include all applicable taxes and mandatory surcharges and are subject to audit based on actual CV.

Accordingly, authorization is requested to renew the Program for a three (3) year term as set forth above, upon the terms, conditions and at the premiums indicated above, subject to a final premium audit based on actual CV. Authorization is further requested to make payment for the 2021-2024 current term additional premium to become due after final audit of the 2021-2024 term, after review and approval by the Authority's Law and Finance Departments and TSIB. It is further recommended that the Executive Director be authorized to take all such actions and execute all such documents which are deemed

necessary or appropriate, after consultation with the Law Department and TSIB, to effect the authorizations set forth above.

2024-11-269

In a memorandum dated November 1, 2024, **Authorization to Settle Litigation in the Matter of Felix Cabrera v. New Jersey Turnpike Authority (HUD-L-1802-22), R-190229, Budget Code: 10-822-441043, Amount: \$200,000.00,** was approved.

This matter is a personal injury lawsuit filed against the Authority as a result of a trip and fall incident that occurred on June 17, 2020 on the New Jersey Turnpike, north of the 495 East toll plaza in Secaucus, NJ. Plaintiff alleges that he was injured when he tripped on a broken trench gate in the roadway. Plaintiff's medical treatment for his injuries included a bone grafting procedure and implanting of hardware in his wrist.

On September 12, 2024, Plaintiff submitted an Offer of Judgment indicating a willingness to settle in the amount of \$200,000.00, which both Authority Counsel and the Law Department feel is a fair and reasonable settlement value for this matter. The parties reached an agreement in principle for a proposed settlement in the amount of \$200,000.00, subject to approval by the Board of Commissioners.

The Law Department has reviewed the matter and recommends the Board of Commissioners approve this settlement pursuant to the terms set forth herein and further authorize the Executive Director to execute any and all documents and take such steps as necessary to fulfill the intent and purpose of this recommendation.

2024-11-270

In a memorandum dated November 4, 2024, **Authorization to Settle Litigation in the Matter of William Russell v. Craig Sodano and the New Jersey Turnpike Authority (OCN-L-2126-22), R-189624, Budget Code: 10-822-441043, Amount: \$215,000.00,** was approved.

This matter is a personal injury lawsuit filed against the Authority and one of its employees as a result of a motor vehicle collision that occurred on October 28, 2020 on the northbound Garden State Parkway near milepost 68.9 in Barnegat, New Jersey. The employee was operating an Authority attenuator truck and attempting to move from the left shoulder to the right shoulder when the truck collided with a vehicle operated by Plaintiff William Russell.

The parties attended court-ordered arbitration on February 8, 2024, which resulted in an award to Plaintiff of \$225,000 in damages. Following additional settlement discussions, the parties have reached an agreement in principle and Authority Counsel recommends settlement in the amount of \$215,000, subject to approval by the Board of Commissioners.

The Law Department has reviewed the matter and concurs with Authority Counsel's recommendation. As such, the Law Department requests the Board of Commissioners approve this settlement pursuant to the terms set forth above and authorize the Executive Director to execute any and all documents and take all necessary steps to fulfill the intent and purpose of this settlement.

* * *

2024-11-266
2024-11-267
2024-11-268
2024-11-269
2024-11-270

On motion by Commissioner Maldonado and seconded by Commissioner Wisniewski, the Board unanimously approved Agenda Item Nos. 2024-11-266 through 2024-11-270; and authorized and ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

ROLL CALL

DIAZ	DuPONT	GRAVINO	SALERMO	MALDONADO	WISNIEWSKI	O'CONNOR
ABSENT	YES	YES	YES	YES	YES	YES

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ENGINEERING

Acting Chief Engineer Daniel Hesslein requested approval of item numbers 2024-11-271, 2024-11-272, 2024-11-274 and 2024-11-275. Moved is the item as follows:

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PUBLIC BID SOLICITATIONS – AWARD OF CONTRACTS

2024-11-271

In a document dated October 25, 2024, **Recommendation to Award Contract No. T100.580, New Jersey Turnpike, IEW Construction Group Inc., Replacement of Structure Nos. E112.95A and E112.95B, R-190252, Budget Code: 5000000002, Amount: \$111,873,703.22,** was approved.

This contract will provide for the removal of Structure Nos. E112.95A and E112.95B and construction of new Structure No. E112.95J. This work involves temporary supports and shielding, deep foundations, micropiles, concrete substructures, structural steel fabrication and erection, seismic isolation bearing installation, and ground improvements. This contract will also provide a widened deceleration lane, reconstruction of roadside barriers, construction of stormwater infiltration basins, installation of ITS equipment, roadway lighting, and new overhead sign structures, roadway resurfacing, and other miscellaneous improvements.

Nine (9) bid proposals were received on September 11, 2024 for the above publicly advertised contract, as shown on the attached bid summary sheet. The low bid proposal, in the amount of \$111,873,703.22, may be compared to the second low bidder in the amount of \$112,213,637.00. The low bid proposal was significantly lower than the Engineer's Estimate in the amount of \$178,085,586.80 which is likely due to the low bidder's knowledge of the work based on similar completed projects and more competitive prices for steel products. Engineering Department representatives confirmed with the low bidder that they can perform at the bid prices. The low bidder, IEW Construction Group Inc. has performed work for the Authority and is considered competent to complete this contract.

It is, therefore, recommended that Contract No. T100.580 be awarded to the low bidder, IEW Construction Group Inc. of Hamilton, New Jersey in the amount of \$111,873,703.22. Bids for this work were procured, and the authorization being sought is to award this fair and open contract to the lowest responsible bidder, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.2, and Executive Order No. 37 (Corzine 2006).

The General Consultant, HNTB Corporation, concurs with this recommendation.

2024-11-272

In a document dated October 25, 2024, **Recommendation Award Contract No. T200.727, New Jersey Turnpike, Creamer Ruberton, A Joint Venture, Guide Rail Improvements, Milepost 119.3 to 122, R-190253, Budget Code: 5000004100, Amount: \$21,691,729.00,** was approved.

This contract will provide for removal and replacement of guide rail at various locations on the Turnpike from Milepost 119.3 to 122. This work includes guide rail upgrades to current standards, construction of concrete barrier, relocation of roadway lighting, ground mounted sign installations and other ancillary improvements. All work is expected to be substantially completed by November 2026.

Two bid proposals were received on October 23, 2024 for the above publicly advertised contract, as shown on the attached bid summary sheet. The low bid proposal, in the amount of \$21,691,729.00, may be compared to the second low bidder in the amount of \$23,665,482.19. The bids were higher than the Engineer's Estimate in the amount of \$18,765,974.00 likely due to the presence of rock within the project limits which may result in slower production rates and additional maintenance and protection of traffic. Engineering Department representatives confirmed with the low bidder that they can perform at the bid prices. The low bidder, Creamer Ruberton, A Joint Venture, has performed work for the Authority and is considered competent to complete this contract.

It is, therefore, recommended that Contract No. T200.727 be awarded to the low bidder, Creamer Ruberton, A Joint Venture of Hackensack, New Jersey in the amount of \$21,691,729.00. Bids for this work were procured, and the authorization being sought is to award this fair and open contract to the lowest responsible bidder, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.2, and Executive Order No. 37 (Corzine 2006).

The General Consultant, HNTB Corporation, concurs with this recommendation.

2024-11-273

Item withdrawn

2024-11-274

In a document dated October 30, 2024, **Recommendation to Award Contract No. A500.846-1, New Jersey Turnpike and Garden State Parkway, USA General Contractors Corp, Immediate & Scheduled Roofing Repairs, Atlantic, Bergen, Burlington, Camden, Cape May, Essex, Gloucester, Hudson, Mercer, Middlesex, Monmouth, Ocean, Passaic, Salem, and Union Counties., R-188969, Budget Code: 00-010-500-461025, Amount: \$4,000,000.00,** was approved.

This contract, managed by the Operations Department, will provide immediate repairs, replacements and scheduled improvements of roofing systems at all Authority owned facilities, including but not limited to, Toll Plazas, Maintenance Districts, Service Areas and Administration Buildings along the New Jersey Turnpike and the Garden State Parkway. The immediate and scheduled repairs will be as directed by the Engineer, via work orders, for a period of two years, with two, one-year options to renew, and a total contract limit of \$4,000,000.00.

One (1) bid proposal was received on October 25, 2024 for the above publicly advertised contract, as shown on the attached bid summary sheet. The lowest bid proposal from USA General Contractors Corp of 10.00% is significantly lower than the Engineer's Estimate of 14.30%. These percentages represent a weighted average mark-up on the Contractor's time and materials cost of performing the work. The Operations Department has discussed the bid percentage with USA General Contractors Corp and is satisfied that USA General Contractors Corp can perform the contract with its percentage. USA General Contractors Corp has previously performed work for the Authority and is considered competent to complete this contract.

It is, therefore, recommended that Contract No. A500.846-1 be awarded to the low bidder, USA General Contractors Corp, Elizabeth, New Jersey in an amount not to exceed \$4,000,000.00. Bids for this work were procured, and the authorization being sought is to award this fair and open contract to the lowest responsible bidder, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.2, and Executive Order No. 37 (Corzine 2006).

The General Consultant, HNTB Corporation, concurs with this recommendation.

2024-11-275

In a document dated November 4, 2024, **Recommendation to Award Contract No. A500.847-1, New Jersey Turnpike and Garden State Parkway, ACP Contracting Inc., Immediate & Scheduled Repairs of Mechanical Systems, Atlantic, Bergen, Burlington, Camden, Cape May, Essex, Gloucester, Hudson, Mercer, Middlesex, Monmouth, Ocean, Passaic, Salem, and Union Counties, R-188970, Budget Code: 010-00-500-461035, Amount: \$4,000,000.00,** was approved.

This contract, managed by the Operations Department, will provide immediate repairs and scheduled improvements to mechanical systems, and all other related work including, but not limited to, HVAC units, boilers, piping & valving, pumps, ductwork, system flushing & cleaning including glycol, and air balancing at all Authority owned facilities along the New Jersey Turnpike and the Garden State Parkway. The immediate and scheduled repairs will be as directed by the Engineer, via work orders, for a period of two years, with two, one-year options to renew, and a total contract limit of \$4,000,000.00.

Two (2) bid proposals were received on November 1, 2024 for the above publicly advertised contract, as shown on the attached bid summary sheet. The lowest bid proposal from ACP Contracting Inc. of 4.65% is significantly lower than the Engineer's Estimate of 13.00%. These percentages represent a weighted average mark-up on the Contractor's time and materials cost of performing the work. The Operations Department has discussed the bid percentage with ACP Contracting Inc. and is satisfied that

ACP Contracting Inc. can perform the contract with its percentage. The second lowest bid was 12.00%, which is 1% lower than the Engineer's Estimate. ACP Contracting Inc. has previously performed work for the Authority and is considered competent to complete this contract.

It is, therefore, recommended that Contract No. A500.847-1 be awarded to the low bidder, ACP Contracting Inc, Fairfield, New Jersey in an amount not to exceed \$4,000,000.00. Bids for this work were procured, and the authorization being sought is to award this fair and open contract to the lowest responsible bidder, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.2, and Executive Order No. 37 (Corzine 2006).

The General Consultant, HNTB Corporation, concurs with this recommendation.

2024-11-271
2024-11-272
2024-11-274
2024-11-275

On motion by Treasurer DuPont and seconded by Commissioner Wisniewski, the Board unanimously approved Agenda Item Nos. 2024-11-271, 2024-11-272, 2024-11-274 and 2024-11-275; and authorized and ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

ROLL CALL

DIAZ	DuPONT	GRAVINO	SALERMO	MALDONADO	WISNIEWSKI	O'CONNOR
ABSENT	YES	YES	YES	RECUSED	YES	YES

Acting Chief Engineer Daniel Hesslein requested approval of item numbers 2024-11-276 through 2024-11-279 and 2024-11-281 through 2024-11-286. Moved are the items as follows:

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ORDER FOR PROFESSIONAL SERVICES (OPS)

2024-11-276

In a document dated November 1, 2024, Recommendation to Issue Order for Professional Services No. T3959, New Jersey Turnpike, WSP USA Inc., Supervision of Construction Services for Contract No. T100.580, Replacement of Turnpike Structure Nos. E112.95A and E112.95B, R-190284, Budget Code: 5000000002, Amount: \$18,800,000.00, was approved.

This Order for Professional Services will provide supervision of construction services for Contract No. T100.580, Replacement of Turnpike Structure Nos. E112.95A and E112.95B. These services include bridge construction inspection, material testing, record keeping, preparation of payment estimates, and other services required to ensure compliance with the contract documents.

This assignment is classified as a "Complex Project" since the scope of work is not clearly defined and likely to change during the course of the project, and the cost exceeds \$2,000,000.00. The Solicitation for Expressions of Interest (EOIs) was posted on the Authority's website and sixty (60)

engineering firms were prequalified and eligible under Profile Codes B155, Bridge Construction Inspection. Four firms submitted EOIs by the closing date of September 24, 2024.

In accordance with the regulations, for Complex Projects, "If only three or four EOIs have been deemed complete by the Authority, these firms shall receive the RFP and the Review Committee will not conduct an evaluation of the EOIs..." [19:9-2.8.3]. The Review Committee recommended that we proceed directly to the RFP phase of the procurement and solicit Technical and Fee Proposals from the four firms which submitted complete EOIs: AECOM Technical Services, Hardesty & Hanover Construction Services, LLC, M&J Engineering, P.C., and WSP USA Inc. The Review Committee reviewed and evaluated each firm's Technical Proposal, and it was determined that oral presentations would not be required. Final scoring resulted in WSP USA Inc. being the highest technically ranked firm. The fee submitted by WSP USA Inc. has been reviewed and is considered to be fair and reasonable for the services to be provided.

It is, therefore, recommended that Order for Professional Services No. T3959 be issued to the firm of WSP USA Inc. of Lawrenceville, New Jersey, in an amount not to exceed \$18,800,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 2.35 to cover the cost of fringe benefits, overhead and profit, plus authorized direct non-salary expenses. These professional services were procured by a fair and open process, and the recommended firm was selected in accordance with N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

2024-11-277

In a document dated October 25, 2024, Recommendation to Issue Order of Professional Services No. T4007, New Jersey Turnpike, Greenman-Pedersen, Inc., Design Services for Interchanges 1 to 4 Capacity Enhancements Program, Section 7, Milepost 26.2 to 31.3, R-190254, Budget Code: 5000056307, Amount: \$36,500,000.00, was approved.

This Order for Professional Services will provide for final design services, preparation of construction contract documents and other related work for improvements on the Turnpike from Milepost 26.2 to 31.3. The proposed improvements include the addition of one lane with a 12-foot right shoulder in each direction, replacement of seven structures and utility relocations.

This assignment is classified as a "Complex Project" since the scope of work is not clearly defined and likely to change during the course of the project, and the cost exceeds \$2,000,000.00. The Solicitation for Expressions of Interest (EOIs) was posted on the Authority's website and thirty-eight (38) engineering firms were prequalified and eligible under Profile Code(s): A090, Bridges: New, A091, Bridges: Widening and Modifications, and A250, Fully Controlled Access Highways. Five firms submitted EOIs by the closing date of August 7, 2024.

The scoring of the EOIs by the Review Committee resulted in the following order of ranking: 1) Greenman-Pedersen, Inc.; 2) Dewberry Engineers; and 3) Jacobs Engineering Group Inc. On September 18, 2024, Technical and sealed Fee Proposals were received from the top three firms. The

Review Committee reviewed and evaluated each firm's Technical Proposals, and it was determined that oral presentations would be required. The final scoring resulted in Greenman-Pedersen, Inc. being the highest technically ranked firm. The fee submitted by Greenman-Pedersen, Inc. has been reviewed, negotiated, and is considered to be fair and reasonable for the services to be provided.

It is, therefore, recommended that Order for Professional Services No. T4007 be issued to the firm of Greenman-Pedersen, Inc. of Bridgewater, New Jersey, in an amount not to exceed \$36,500,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 2.80 to cover the cost of fringe benefits, overhead and profit, plus authorized direct non-salary expenses. These professional services were procured by a fair and open process, and the recommended firm was selected in accordance with N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

2024-11-278

In a document dated November 1, 2024, **Recommendation to Issue Order for Professional Services Nos. P4071 and P4072, Garden State Parkway, Stantec Consulting Services, Inc. (OPS No. P4071), Van Cleef Engineering Associates, LLC (OPS No. P4072), Order for Professional Services No. P4071, Design Services for Contract No. P100.743, Bridge Repairs and Resurfacing, Milepost 0 to 126 (2026), R-190255, Budget Code: 0390002007, Amount: \$1,780,000.00 and Order for Professional Services No. P4072, Design Services for Contract No. P100.739, Bridge Repairs and Resurfacing, Milepost 126 to 172 (2026), R-190256, Budget Code: 0390002008, Amount: \$1,900,000.00**, was approved.

Through this single procurement process, the Authority will select two consultants to furnish design services and prepare construction contract documents for the annual bridge deck and miscellaneous structural repair contracts for 2026, which will address the southern and northern portions of the Parkway.

The design services associated with OPS No. P4071 provides for bridge inspection, condition evaluation and preparation of contract documents for bridge deck repairs, resurfacing and miscellaneous structural repairs on the southern portion of the Parkway. The design services associated with OPS No. P4072 provides for bridge inspection, condition evaluation and preparation of contract documents for bridge deck repairs, resurfacing and miscellaneous structural repairs on the northern portion of the Parkway.

These assignments are classified as "Simple Projects" since the scopes of work are clearly defined and not likely to change during the course of the project, and the cost of each is less than \$2,000,000.00. The Solicitation for Expressions of Interest (EOIs) was posted on the Authority's website and fifty-two (52) engineering firms were prequalified and eligible under Profile Codes: A092, Bridges: Miscellaneous Repairs, and A093, Bridges: Deck Replacements and Rehabilitations. Four firms submitted EOIs by the closing date of October 16, 2024.

The scoring of the EOIs by the Review Committee resulted in the following order of ranking of the top three firms: 1) Van Cleef Engineering Associates, LLC; 2) Stantec Consulting Services, Inc.; and 3) Dewberry Engineers Inc. These three firms were requested to submit sealed Fee Proposals, which were received and have been reviewed. The Fee Proposal of the highest technically ranked firm, Van Cleef Engineering Associates, LLC, for OPS No. P4072 (in accordance with the Solicitation for EOIs) was reviewed and negotiated. Subsequently, a review of the Fee Proposal of the second highest technically ranked firm, Stantec Consulting Services, Inc. for OPS No. P4071 (in accordance with the Solicitation for EOIs) resulted in acceptance of their Fee Proposal. Both fees are considered to be fair and reasonable for the services to be provided.

It is, therefore, recommended that Order for Professional Services No. P4071 be issued to the firm of Stantec Consulting Services, Inc. of Rochelle Park, New Jersey, not to exceed the amount of \$1,780,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 2.80 to cover the cost of fringe benefits, overhead and profit, plus authorized direct non-salary expenses.

It is, therefore, recommended that Order for Professional Services No. P4072 be issued to the firm of Van Cleef Engineering Associates, LLC of Freehold, New Jersey, not to exceed the amount of \$1,900,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 2.62 to cover the cost of fringe benefits, overhead and profit, plus authorized direct non-salary expenses.

These professional services were procured by a fair and open process, and the recommended firms were selected in accordance with N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

2024-11-279

In a document dated November 1, 2024, **Recommendation to Issue Order for Professional Services No. T4117, New Jersey Turnpike, NAIK Consulting Group, P.C., Supervision of Construction Services for Contract No. T200.727, Guide Rail Improvements, Milepost 119 to 122 and Contract No. T200.728, Guide Rail Improvements, Milepost W109.3 to 119.3 and Milepost E115.9 to 119.3, R-188999, Budget Code: 5000004100, Amount: \$4,315,000.00,** was approved.

This Order for Professional Services will provide supervision of construction services for Contract No. T200.727, Guide Rail Improvements, Milepost 119 to 122 and Contract No. T200.728 Guide Rail Improvements, Milepost W109.3 to 119.3 and Milepost E115.9 to 119.3. These services include construction inspection, material testing, record keeping, preparation of payment estimates, and other services required to ensure compliance with the contract documents.

This assignment is classified as a "Complex Project" since the scope of work is not clearly defined and likely to change during the course of the project, and the cost exceeds \$2,000,000.00. The Solicitation for Expressions of Interest (EOIs) was posted on the Authority's website and fifty-nine (59) engineering firms were prequalified and eligible under Profile Code B153, Roadway Construction Inspection. Seven firms submitted EOIs by the closing date of July 24, 2024.

The scoring of the EOIs by the Review Committee resulted in the following order of ranking: 1) NAIK Consulting Group, P.C.; 2) French & Parrello Associates P.A.; and 3) Malick & Scherer, P.C. On August 19, 2024, Technical and sealed Fee Proposals were received from the top three firms. The Review Committee reviewed and evaluated each firm's Technical Proposals, and it was determined that oral presentations would not be required. The final scoring resulted in NAIK Consulting Group, P.C. being the highest technically ranked firm. The fee submitted by NAIK Consulting Group, P.C. has been reviewed, negotiated and is considered to be fair and reasonable for the services to be provided.

It is, therefore, recommended that Order for Professional Services No. T4117 be issued to the firm of NAIK Consulting Group, P.C. of Edison, New Jersey, in an amount not to exceed \$4,315,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 2.35 to cover the cost of fringe benefits, overhead and profit, plus authorized direct non-salary expenses. These professional services were procured by a fair and open process, and the recommended firm was selected in accordance with N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

2024-11-280Item withdrawn

2024-11-281

In a document dated October 30, 2024, **Recommendation to Issue Order for Professional Services No. P4208, Garden State Parkway, Michael Baker International, Inc., Design Services for Contract No. P200.828, Drainage Repairs, Milepost 120.6 to 123.6, R-190287, Budget Code: 5000010013, Amount: \$1,990,000.00,** was approved.

This Order for Professional Services will provide final design services for the final design engineering and environmental permitting services, as necessary, to repair stormwater collection infrastructure less than 60" diameter and other drainage appurtenances on the Garden State Parkway (Parkway) from Milepost 120.6 to 123.6. The locations of the drainage repairs will be based on Contract No. P200.626 "Pipe Cleaning and Video Inspection". The work includes needed drainage repairs developed using the findings from Contract No. P200.626, the associated priority ranking and engineering judgement to recommend and prioritize these repairs, and other related work.

This assignment is classified as a "Simple Project" based on the scope of work being clearly defined and not likely to change during the course of the project, and the cost not exceeding \$2,000,000.00. The solicitation for Expressions of Interest (EOIs) was posted on the Authority's website and thirty-nine (39) engineering firms were prequalified and eligible under Profile Code(s): A250, Fully Controlled Access Highways, and A265, Roadway Storm Water Collection Systems. Seven firms submitted EOIs by the closing date of October 3, 2024.

Subsequent to the scoring of EOIs by the Review Committee, Fee Proposals were requested from the top three technically ranked firms. The firms in the order of ranking are: 1) Michael Baker

International, Inc.; 2) McCormick Taylor, Inc.; and 3) Churchill Consulting Engineers. The fee submitted by Michael Baker International, Inc. has been reviewed, negotiated and is considered to be fair and reasonable for the services to be provided.

It is, therefore, recommended that Order for Professional Services No. P4208 be issued to the firm of Michael Baker International, Inc. of Hamilton, New Jersey, in an amount not to exceed \$1,990,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 1.65 to cover the cost of fringe benefits, overhead and profit, plus authorized direct non-salary expenses. These professional services were procured by a fair and open process, and the recommended firm was selected in accordance with N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

2024-11-282

In a document dated November 14, 2024, **Recommendation to Issue Order for Professional Services No. A4242, New Jersey Turnpike and Garden State Parkway, AtkinsRéalis USA, Inc., On-Call Professional Traffic Engineering Consultant Services, RM-190296, Budget Code: Various Funds, Amount: \$2,000,000.00,** was approved.

This Order for Professional Services will provide on-call professional traffic engineering services, for a two-year period with the option of two (2) – one-year extensions on an as needed basis to assist the Operations Department. It is anticipated that work assignments related to traffic safety and roadway improvements, transportation planning and modeling, congestion management and intelligent transportation systems will be authorized.

This assignment is classified as a "Simple Project" based on the scope of work being clearly defined and not likely to change during the course of the project, and the cost not exceeding \$2,000,000.00. The solicitation for Expressions of Interest (EOIs) was posted on the Authority's website and thirty-five (35) firms were prequalified and eligible under Profile Codes: A500 – Traffic Control Systems and D492 – Traffic Engineering: Data Collection and Demand Modeling. Four (4) firms submitted EOIs by the closing date of October 10, 2024.

Subsequent to the scoring of EOIs by the Review Committee, fee proposals were requested from the top three technically ranked firms. The firms in the order of ranking are: 1) AtkinsRéalis USA, Inc., 2) WSP USA, Inc., and 3) Stantec Consulting Services, Inc. The fee submitted by AtkinsRéalis USA, Inc. has been reviewed and is considered to be fair and reasonable for the services to be provided.

It is, therefore, recommended that Order for Professional Services No. A4242 be issued to the firm of AtkinsRéalis USA, Inc. of Edison, New Jersey, in an amount not to exceed \$2,000,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 2.571 for design services to cover the cost of fringe benefits, overhead and profit, plus authorized direct non-salary expenses. These professional services were procured by a fair and open process, and the recommended firm was selected in accordance with N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

Authorization is further requested for the Executive Director to approve each of the two (2), one (1) year extensions, upon satisfactory performance by the vendor.

2024-11-283

In a document dated November 1, 2024, Recommendation to Issue Supplement A to Order for Professional Services No. T3942, New Jersey Turnpike, Michael Baker International, Inc., Design Services for Contract No. T100.664, Bridge Repairs and Resurfacing, Milepost 0 to 92 and the Pearl Harbor Memorial Turnpike Extension (2025), R-190257, Budget Code: 0390000007, Original OPS Amount: \$1,895,000.00, Amount of Supplement A: \$750,000.00, Revised OPS Amount: \$2,645,000.00, was approved.

This Order for Professional Services was issued at the October 24, 2023 Commission Meeting in the amount of \$1,895,000.00. It provided for design services for bridge inspection, condition evaluation and preparation of contract documents for bridge deck repairs, resurfacing and miscellaneous structural repairs on the southern portion of the Turnpike.

Supplement A will provide for unanticipated design and post-design services which are beyond the current authorized scope of work. The additional accelerated design services work includes inspection, condition evaluation, development of construction documents and post-design construction support services to address high priority defects to structural assets including bridges, retaining walls, sign structures, and miscellaneous structural repairs to six (6) bridges located along the of the southern portion of the Turnpike.

It is, therefore, recommended that Supplement A to Order for Professional Services No. T3942 be issued to Michael Baker International, Inc. not to exceed the amount of \$750,000.00 with compensation on the same basis as the original Order for Professional Services. The addition of this amount increases the total authorized fee from \$1,895,000.00 to \$2,645,000.00. The original contract was procured pursuant to N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

2024-11-284

In a document dated November 1, 2024, Recommendation to Issue Supplement A to Order for Professional Services No. T3943, New Jersey Turnpike, Greenman-Pedersen, Inc., Design Services for Contract No. T100.665, Bridge Repairs and Resurfacing, Milepost 92 to 122 and the Newark Bay-Hudson County Extension (2025), R-190258, Budget Code: 0390000006, Original OPS Amount: \$1,995,000.00, Amount of Supplement A: \$750,000.00, Revised OPS Amount: \$2,745,000.00, was approved.

This Order for Professional Services was issued at the October 24, 2023 Commission Meeting in the amount of \$1,995,000.00. It provided for design services for bridge inspection, condition evaluation

and preparation of contract documents for bridge deck repairs, resurfacing and miscellaneous structural repairs on the northern portion of the Turnpike.

Supplement A will provide for unanticipated design and post-design services which are beyond the current authorized scope of work. The additional accelerated design services work includes inspection, condition evaluation, development of construction documents and post-design construction support services to address high priority defects to structural assets including bridges, retaining walls, sign structures, and miscellaneous structural repairs to twenty-eight (28) bridges located along the northern portion of the Turnpike.

It is, therefore, recommended that Supplement A to Order for Professional Services No. T3943 be issued to Greenman-Pedersen, Inc. not to exceed the amount of \$750,000.00 with compensation on the same basis as the original Order for Professional Services. The addition of this amount increases the total authorized fee from \$1,995,000.00 to \$2,745,000.00. The original contract was procured pursuant to N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

2024-11-285

In a document dated October 29, 2024, **Recommendation to Issue Supplement A to Order for Professional Services No. P3939, Garden State Parkway, Stantec Consulting Services, Inc., Design Services for Contract No. P100.661, Bridge Repairs and Resurfacing, Milepost 0 to 126 (2025), R-190259, Budget Code: 0390002005, Original OPS Amount: \$1,750,000.00, Amount of Supplement A: \$750,000.00, Revised OPS Amount: \$2,500,000.00,** was approved.

This Order for Professional Services was issued at the November 21, 2023 Commission Meeting in the amount of \$1,750,000.00. It provided for design services for bridge inspection, condition evaluation and preparation of contract documents for bridge deck repairs, resurfacing and miscellaneous structural repairs on the southern portion of the Parkway.

Supplement A will provide for unanticipated design and post-design services which are beyond the current authorized scope of work. The additional accelerated design services work includes inspection, condition evaluation, development of construction documents and post-design construction support services to address high priority defects to structural assets including bridges, retaining walls, sign structures, and miscellaneous structural repairs to ten (10) bridges located along the of the southern portion of the Parkway.

It is, therefore, recommended that Supplement A to Order for Professional Services No. P3939 be issued to Stantec Consulting Services, Inc. not to exceed the amount of \$750,000.00 with compensation on the same basis as the original Order for Professional Services. The addition of this amount increases the total authorized fee from \$1,750,000.00 to \$2,500,000.00. The original contract was procured pursuant to N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

2024-11-286

In a document dated November 1, 2024, **Recommendation to Issue Supplement A to Order for Professional Services No. P3940, Garden State Parkway, Van Cleef Engineering Associates, LLC, Design Services for Contract No. P100.662, Bridge Repairs and Resurfacing, Milepost 126 to 172 (2025), R-190260, Budget Code: 0390002006, Original OPS Amount: \$1,900,000.00, Amount of Supplement A: \$750,000.00, Revised OPS Amount: \$2,650,000.00,** was approved.

This Order for Professional Services was issued at the November 21, 2023 Commission Meeting in the amount of \$1,900,000.00. It provided for design services for bridge inspection, condition evaluation and preparation of contract documents for bridge deck repairs, resurfacing and miscellaneous structural repairs on the northern portion of the Parkway.

Supplement A will provide for unanticipated design and post-design services which are beyond the current authorized scope of work. The additional accelerated design services work includes inspection, condition evaluation, development of construction documents and post-design construction support services to address high priority defects to structural assets including bridges, retaining walls, sign structures, and miscellaneous structural repairs to ten (10) bridges located along the of the northern portion of the Parkway.

It is, therefore, recommended that Supplement A to Order for Professional Services No. P3940 be issued to Van Cleef Engineering Associates, LLC not to exceed the amount of \$750,000.00 with compensation on the same basis as the original Order for Professional Services. The addition of this amount increases the total authorized fee from \$1,900,000.00 to \$2,650,000.00. The original contract was procured pursuant to N.J.S.A. 52:34-9.1, et seq., N.J.S.A. 27:23-6.1 of the Authority's enabling legislation, N.J.A.C. 19:9-2.8, promulgated pursuant thereto, and Executive Order No. 37 (Corzine 2006).

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- 2024-11-276
- 2024-11-277
- 2024-11-278
- 2024-11-279
- 2024-11-281
- 2024-11-283
- 2024-11-284
- 2024-11-285
- 2024-11-286

On motion by Treasurer DuPont and seconded by Commissioner Wisniewski, the Board unanimously approved Agenda Item Nos. 2024-11-276 through 2024-11-279, 2024-11-281, 2024-11-283 through 2024-11-286; and authorized and ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

ROLL CALL

DIAZ	DuPONT	GRAVINO	SALERMO	MALDONADO	WISNIEWSKI	O'CONNOR
ABSENT	YES	YES	YES	YES	YES	YES

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- 2024-11-282

On motion by Commissioner Wisniewski and seconded by Commissioner Gravino, the Board unanimously approved Agenda Item No. 2024-11-282; and authorized and ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

ROLL CALL

DIAZ DuPONT GRAVINO SALERMO MALDONADO WISNIEWSKI O'CONNOR
ABSENT YES YES YES YES YES RECUSED

**ACKNOWLEDGE REPORTS OF
ENGINEERING EXPENDITURES UNDER DELEGATED AUTHORITY**

2024-11-287

The Board acknowledges the reports of Engineering Expenditures Under Delegated Authority as indicated below:

- Construction Contract Progress Summary
- Change Order Summary
- Utility Order Report

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2024-11-287

The Authority accepted the reports contained in agenda item number 2024-11-287 and received same for file.

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PROCUREMENT AND MATERIALS MANAGEMENT ("PMM")

Director of PMM Janet Rzepka requested approval of Agenda Item Nos. 2024-11-289 through 2024-11-296. Moved are the items as follows:

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PUBLIC BIDS

2024-11-288

Item Withdrawn

2024-11-289

In a document dated October 29, 2024, **Powersafe VMS UPS Batteries, Electro Battery Systems, Inc., RM-188721 (Information Technology Services), Budget Code: 010 00 830 480030, Amount: \$154,375.00,** was approved.

Under this contract, Electro Battery Systems, Inc. will supply five-hundred (500) Powersafe VMS UPS Batteries for battery replacement at VMS Sign locations. The bid was fully advertised, and the fifteen (15) vendors listed in the Authority's database for the referenced commodity were notified of the procurement. On October 7, 2024, two (2) compliant bids were received.

<u>Vendor</u>	<u>Total Bid Price</u>
<u>Electro Battery Systems Inc., Pompton Plains, NJ</u>	<u>\$154,375.00</u>
<u>Parts Authority LLC., New Hyde Park, NY</u>	<u>\$177,825.00</u>

Departmental Estimate \$223,437.00

An additional bid was received from U.S. Tech Inc. in the amount of \$176,500.00. After review of their bid, it was noted that they did not submit the mandatory bid bond as well as the mandatory vendor disclosure form. As a result, their bid was deemed non-responsive and non-compliant.

Bids for this contract were procured, and the authorization being sought is to award this fair and open contract to the lowest responsible bidder, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.2, and Executive Order No. 37 (Corzine 2006).

Accordingly, authorization is requested to award a contract to Electro Battery Systems, Inc. for Powersafe VMS UPS Batteries for a total amount not to exceed \$154,375.00, subject to funding availability at the time of ordering.

2024-11-290

In a document dated October 28, 2024, **2024 Rubber Tire Backhoes (3), Jesco Inc., R-189166 (Operations), Budget Code: 049 00 500 156555 0490016034, Amount: \$470,976.00**, was approved.

Under this contract, Jesco Inc. will provide three (3) 2024 Rubber Tire Backhoes with 4WD, four-cylinder turbo-charged Diesel engines, and five-speed auto-shift transmissions. These backhoes are replacing existing older vehicles that have reached their life expectancy and will be sold as surplus, if feasible. The bid was fully advertised, and the five (5) vendors listed in the Authority's database for the referenced commodity were notified of the procurement. On October 24, 2024, three (3) bids were received.

<u>Vendor</u>	<u>Total Bid Price</u>
Jesco Inc.	\$470,976.00
Groff Tractor	\$506,550.00
Foley Inc	\$525,000.00

Departmental Estimate: \$534,000.00

Bids for this contract were procured, and the authorization being sought is to award this fair and open contract to the lowest responsible bidder, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.2, and Executive Order No. 37 (Corzine 2006).

Accordingly, authorization is requested to award a contract to Jesco Inc. for three (3) Rubber Tire Backhoes for a total amount not to exceed \$470,976.00.

2024-11-291

In a document dated October 29, 2024, **Routine Towing and Emergency Services, Multiple Vendors, RM-185544 (Operations), Budget Code: N/A, Amount: Revenue to the Authority**, was approved.

The Authority has promulgated uniform regulations for the procurement of contracts for Routine Towing and Emergency Services on the Garden State Parkway ("Parkway") and Routine Towing Services on the New Jersey Turnpike ("Turnpike") (collectively "Towing Services") (N.J.A.C. 19:9-2.13). Consistent with those regulations, the Authority publicly advertised contracts for Towing Services within designated service provider locations (hereinafter referred to as "Zones") on both Roadways.

The Authority utilizes a two-tiered system for the solicitation and award of contracts for Towing Services. Interested contractors must first be prequalified by the Authority based on several operational and legal/administrative criteria including, but not limited to, experience, location of garage, client references, garage and equipment inspection, and criminal background check. The Authority received seventy-seven (77) prequalification applications (some contractors submitted multiple applications for different Zones, as permitted). The prequalification applications were thoroughly reviewed by staff from the Authority's Operations Department, Procurement and Materials Management Department, as well as representatives from the New Jersey State Police Troop D Commercial Vehicle Inspection Unit. Of the seventy-seven (77) prequalification applications received, sixty-nine (69) were prequalified. Once prequalified, contractors are then eligible to submit bids in response to the Authority's Request for Bids ("RFB").

The RFB solicited bids for fourteen (14) Zones on the Parkway (Zones 1 through 14) and eighteen (18) Zones on the Turnpike (Zones 1, 2, 3, 4, 5, 7, 8, 9, 11, 12, 13, 14, 15E, 15W, 16E, 16W, 18W and I95). The RFB required prequalified contractors to bid on Towing Service Fees to be charged to patrons who require Towing Services on the Roadways. Bidders were permitted to bid up to the maximum Towing Service Fee set forth in the Authority's regulations (N.J.A.C. 19:9-3.1) for the following: A) Class I Vehicles up to \$116.50; B) Straight truck, car with trailer, or trailer without car, up to \$214.00; and C) Tractor trailer or buses, up to \$405.00. All other fees related to Routine Towing and Emergency Services are dictated by the Authority's regulations. On August 1, 2024, sixty-three (63) bids were received in response to the RFB.

Pursuant to the RFB, the Authority can award up to two (2) contracts per Zone on the Parkway and Turnpike with the exception of Zones 5, 8, 11, 15E, 16E and I95 on the Turnpike where up to three (3) contracts may be awarded. A bidder can be awarded no more than one contract on the Turnpike and one contract on the Parkway for each qualified garage facility maintained by that bidder. If a bidder was prequalified for more than one Zone and is subsequently determined to be the lowest responsible bidder for more than one Zone using the same garage facility for each Zone, such bidder shall be awarded a contract for only one Zone, selected by the Authority at its discretion.

The term of the contracts will be five (5) years with the option to extend for two (2) additional one-year terms at the Authority's discretion and the successful bidder's concurrence. Contracts will begin on or about January 1, 2025.

The following prequalified bidders submitted bids, and are the lowest responsible bidders for the referenced Zones:

Garden State Parkway

Zone 1 – MM 0 to MM 35.1	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
NO BIDS			

Zone 2 – MM 35.1 to MM 55.7	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
NO BIDS			

Zone 3 – MM 55.7 to MM 78.5	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Priced Rite Auto Repair & Towing, Inc. 961 North Main St Manahawkin, NJ 08050	\$ 116.50	\$ 214.00	\$ 405.00
South Shore Towing Inc. 311 South Main Street Cedar Run, NJ 08092	\$ 116.50	\$ 214.00	\$ 405.00

Zone 4 – MM 78.5 to MM 89	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Priced Rite Auto Repair & Towing, Inc. 24 Germania Station Rd Toms River, NJ 08755	\$ 116.50	\$ 214.00	\$ 405.00

Zone 5 – MM 89 to MM 102	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Thomas Makuch, LLC Db Accurate Towing Service 14 James Street Toms River, NJ 08753	\$ 116.00	\$ 210.00	\$ 405.00
Grone's Wrecker Service, Inc. 2337 Rt 9 Toms River, NJ 08755	\$ 116.50	\$ 214.00	\$ 405.00

Zone 6 – MM 102 to MM 112.3	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
PROTEST PENDING – CONTRACTS STAYED			

Zone 7 – MM 112.3 to MM 118.5	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
All Car Towing & Recovery, Inc 2085 Rt. 35 South Amboy, NJ 08879	\$ 116.50	\$ 214.00	\$ 405.00

Zone 8 – MM 118.5 to MM 126.6	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Julian's Garage, Inc. Route 9 South Amboy, NJ 08879	\$ 116.50	\$ 214.00	\$ 405.00

Zone 9 – MM 126.6 to MM 132	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
B&L Tire Service, Inc. t/a B&L Towing 500 Milik St Carteret, NJ 07008	\$ 116.50	\$ 214.00	\$ 405.00

Zone 10 – MM 132 to MM 138.8	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
PROTEST PENDING – CONTRACTS STAYED			

Zone 11 – MM 138.8 to MM 145.6	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Twin Inc. t/a Twin Towing 1 Lakeside Ave West Orange, NJ 07052	\$ 90.00	\$ 90.00	\$ 90.00
Tumino's Towing, Inc, 900 Julia St Elizabeth, NJ 07201	\$ 116.50	\$ 200.00	\$ 300.00

Zone 12 – MM 145.6 to MM 150.7	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Twin Inc. t/a Twin Towing 35 Mill St Belleville, NJ 07109	\$ 116.00	\$ 214.00	\$ 100.00
Nicolette Auto Body Works, Inc 117 Passaic Ave Belleville, NJ 07109	\$ 116.00	\$ 210.00	\$ 405.00

Zone 13 – MM 150.7 to MM 158.9	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Bergen Brookside Towing Corp 188 Johnson Ave Hackensack, NJ 07601	\$ 85.00	\$ 105.00	\$ 205.00
Tumino's Towing, Inc. 37 Emerson St Ridgefield Park, NJ 076600	\$ 116.50	\$ 200.00	\$ 300.00

Zone 14 – MM 158.9 to MM 172.4	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Tumino's Towing, Inc. 219 Fort Lee Rd Teaneck, NJ 07666	\$ 116.50	\$ 200.00	\$ 300.00
Bergen Brookside Towing Corp 83 Zabriskie St Hackensack, NJ 07601	\$ 116.00	\$ 214.00	\$ 405.00

New Jersey Turnpike

Zone 1 – Int 2 to Int 1 (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Nick's Auto Repair, LLC 173 East Main St Penns Grove, NJ 08069	\$ 116.50	\$ 214.00	\$ 405.00
Riehl's Towing & Maintenance, Inc 489 Pennsville Auburn Rd Carney's Point, NJ 08069	\$ 116.50	\$ 214.00	\$ 405.00

Zone 2 – Int 1 to Int 2 (Northbound) Int 3 to Int 2 (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Reihl's Towing & Maintenance, Inc. 185 Timberlane Rd Clarksboro, NJ 08020	\$ 116.50	\$ 214.00	\$ 405.00

Zone 3 – Int 4 to Int 3 (Southbound) Int 2 to Int 3 (Northbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Reihl's Towing & Maintenance, Inc. 2301 Pennsylvania Ave Deptford, NJ 08096	\$ 116.50	\$ 214.00	\$ 405.00

Zone 4 – Int 5 to Int 4 (Southbound) Int 3 to Int 4 (Northbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Flanagan's Auto & Truck Service of NJ, Inc 23 Willow Rd Maple Shade, NJ 08052	\$ 116.50	\$ 214.00	\$ 405.00

Zone 5 – Int 4 to Int 5 (Northbound) Int 7 to Int 5 (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Tumino's Towing, Inc 765 Rancocas Rd Westampton, NJ 08060	\$ 116.50	\$ 200.00	\$ 405.00
Hainesport Enterprises, Inc. 1466 Rt 38 Hainesport, NJ 08036	\$ 116.50	\$ 214.00	\$ 405.00
Johnson Specialized Transportation, Inc. 302 Elbow Lane Burlington, NJ 08016	\$ 116.50	\$ 214.00	\$ 405.00

Zone 7 – Int 5 to Int 7 (Northbound) Int 8 to Int 7 (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Haines Towing, Inc. 240 US Hwy 130 Bordentown, NJ 08505	\$ 116.50	\$ 214.00	\$ 405.00

Zone 8 – Int 7 to Int 8 (Northbound) Int 9 to Int 8 (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
George's Garage & Towing Inc. 2681 Route 130 Cranbury, NJ 08512	\$ 116.50	\$ 214.00	\$ 405.00
Treat's Garage, Inc. 1310 Route 130 South Windsor, NJ 08561	\$ 116.50	\$ 214.00	\$ 405.00

Zone 9 – Int 8 to Int 9 (Northbound) Int 11 to Int 9 (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
PROTEST PENDING – CONTRACTS STAYED			

Zone 11 - Int 8 to Int (Northbound) Int 11 to 9 (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Racz's Towing, Inc. 130 Smith Street Keasbey, NJ 08832	\$ 116.50	\$ 214.00	\$ 405.00

Zone 12 – Int 11 to Int 12 (Northbound) Int 13 to Int 12 (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
B&L Tire Service, Inc. t/a B&L Towing 500 Milik St Carteret, NJ 07008	\$ 116.50	\$ 214.00	\$ 405.00
B&L Tire Service, Inc. t/a B&L Towing 100 Minue St Carteret, NJ 07008	\$ 116.50	\$ 214.00	\$ 405.00

Zone 13 – Int 12 to Int 13 (Northbound) Int 15E to Int 13 (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Highway Service Corporation 548 Trumbull St Elizabeth, NJ 07206	\$ 116.50	\$ 214.00	\$ 405.00

Zone 14 – Int 14 to East Terminus – NBHCE East Terminus – NBHCE to Int 14 West	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Tumino's Towing, Inc 900 Julia St Elizabeth, NJ 07201	\$ 116.50	\$ 200.00	\$ 405.00

Zone 15E – Int 13 to Int 15E (Northbound) Int 17E to Int 15E (Southbound) Int 15W to 15E (Southbound) Int 15E to Int 14 (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
B&C Towing, Inc 527 Ave P Newark, NJ 07105	\$ 115.00	\$ 210.00	\$ 400.00

Zone 15W – Int 15E to Int 15W (Northbound) Int 16W to Int 15W (Southbound)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Twin, Inc. DbA Twin Towing 35 Mill St Belleville, NJ 07109	\$ 116.50	\$ 214.00	\$ 405.00

Zone 16E – Int 15E to Int 16E Northeast SNE (Northbound) Rt. 46 South to 17E (Southbound) All ramps outside 16E	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Al's Towing and Recovery Inc 384 Patterson Plank Jersey City, NJ 07307	\$ 115.00	\$ 210.00	\$ 400.00
John's Main Auto Body 1445 Union Turnpike North Bergen, NJ 07047	\$ 116.50	\$ 214.00	\$ 405.00
Tumino's Towing, Inc. 5419 Tonnelle Ave North Bergen, NJ 07047	\$ 116.50	\$ 214.00	\$ 405.00

Zone 16W – Rt. 46 to Int 16W (Southbound) Int 15W to Int 16W (Northbound) TNW Ramp, 15W CSW Ramp, NYC Ramp	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
John's Main Auto Body 1415 Union Turnpike North Bergen, NJ 07047	\$ 116.50	\$ 214.00	\$ 405.00
Nick's Towing Service, Inc 158 E. Passaic Ave Rutherford, NJ 07070	\$ 116.50	\$ 214.00	\$ 405.00

Zone 18W – Int 16W to Rt. 46 Int (Northbound) Int 16/18E and Int 17E Entry Rt. 46 Int (North)	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
Tumino's Towing, Inc. 37 Emerson St Ridgefield Park, NJ 07660	\$ 116.50	\$ 200.00	\$ 405.00
John's Main Auto Body 4209 Dell Avenue North Bergen, NJ 07047	\$ 116.50	\$ 214.00	\$ 405.00

Zone 19S – Rt. 46 to Northern Terminus – North/South	Class 1 Vehicles	Straight Trucks, Cars w/Trailers	Tractor Trailer, Bus
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Bergen Brookside Towing Corp 83 Zabriskie St Hackensack, NJ 07061	\$ 116.00	\$ 214.00	\$ 405.00
Tumino's Towing, Inc. 219 Fort Lee Rd Teaneck, NJ 07666	\$ 116.50	\$ 214.00	\$ 405.00

Protests were filed by B&L Tire Service, t/a B&L Towing Inc. against Noll Brothers Inc. for Zone 10 on the Parkway and by Puleio's Service Center, Inc. against Mandy's A Taylor's Company d/b/a D&J Towing & Recovery, Inc. ("Mandy's") for Zone 9 on the Turnpike in accordance with the Authority's Regulations. Contracts in the affected Zones as well as contracts in Parkway Zones 6 and 8 for Mandy's are stayed pending the outcome of the protests.

Several Zones on both Roadways did not receive sufficient bids to award the number of contracts recommended by the Operations Department for those Zones. Where vacancies exist in Zones following this award, the contracts for those Zones will be re-bid to obtain the recommended number of contracts per Zone. Additionally, no bids were received for Zone 1 or Zone 2 on the Parkway, and it is recommended that those Zones also be rebid. As per the Authority's Regulations, a new prequalification process will be conducted prior to the RFB portion of the new solicitation.

To offset administrative costs, the Authority has set a Zone Fee for each Zone that must be remitted to the Authority by the Contractors awarded the contract(s) for Towing Services for that Zone. The Zone Fee will be equally apportioned among all Contractors awarded contracts for each Zone and shall be submitted monthly to the Authority.

Bids for these contracts were procured, and the authorization being sought is to award these fair and open contracts to the lowest responsible bidders, in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.13, and Executive Order No. 37 (Corzine 2006).

Accordingly, authorization is requested to award contracts to the Contractors as detailed above to provide Routine Towing Services on the Turnpike and Routine Towing Services and Emergency Services on the Parkway.

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STATE/GOVERNMENT CONTRACTS

2024-11-292

In a document dated October 29, 2024, **Commvault Maintenance Renewal 2024 – 2025, Yorktel, R-190000 (Information Technology Services), Budget Code: 010 00 830 121020, State Contract No. T-3121/20-TELE-01509 expiring 05/24/2026, Amount: \$113,645.79,** was approved.

Under this contract, Yorktel will provide the Authority with Commvault Maintenance Renewal 2024-2025. Commvault is the Authority's enterprise backup and recovery software. It is also used to ensure email compliance searches and retrievals. This contract is for Premium Maintenance Renewal which includes 24 hour support coverage as well as software updates and is available under State Contract No. T-3121/20-TELE-01509 expiring 05/24/2026.

This procurement, under State Contract No. T-3121/20-TELE-01509 is in accordance with N.J.A.C. 19:9-2.5(a), promulgated pursuant to N.J.S.A. 27:23-1 *et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey.

Accordingly, authorization is requested to award a contract under State Contract No. T-3121/20-TELE-01509 for Commvault Maintenance Renewal 2024-2025 to Yorktel for an amount not to exceed \$113,645.79.

2024-11-293

In a document dated October 29, 2024, Verizon Security Services 2025 – 2027, Verizon Business Network Services, RM-190103 (Information Technology Services), Budget Code: 010 00 830 445900, State Contract No. T-1776/22-TELE-80910 expiring 07/31/2029, Amount: \$3,270,720.24 (3-Year Contract), was approved.

Under this contract, Verizon Business Network Services ("Verizon") will provide the Authority with Security Services 2025-2027 which includes VTRAC software which manages incoming security incidents. Verizon's Advanced Security Operations Center (ASOC) will provide the Authority with three-years of managed security services, which includes 24/7 monitoring, remediation, as well as tuning and reporting. Verizon's ASOC is equipped with threat analytics software, security architects, forensics specialists, and executive management dedicated to meet the Authority's security needs. The ASOC will monitor the Authority's firewalls, domain controllers, servers and PCs for ingress and egress threats and is available under State Contract No. T-1776/ 22-TELE-80910 expiring 07/31/2029.

This procurement, under State Contract No. T-1776/20-TELE-80910 is in accordance with N.J.A.C. 19:9-2.5(a), promulgated pursuant to N.J.S.A. 27:23-1 *et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey.

Accordingly, authorization is requested to award a contract under State Contract No. T-1776/20-TELE-80910 for Verizon Security Services 2025 - 2027 to Verizon Business Network Services for an amount not to exceed \$3,270,720.24, subject to funding availability at the time of ordering.

2024-11-294

In a document dated November 12, 2024, AssetWise Annual Software As A Service (SAAS), Carahsoft Technology Corp., R-190187 (Information Technology Services), Budget Code: 010 00 830 121020, State Contract No. M-4002/19-COMP-00601 expiring 09/15/2026, Amount: \$213,750.53, was approved.

Under this contract, Carahsoft Technology Corp. will provide annual license renewal, data transfer services, and consulting hours for the Bentley AssetWise Asset Reliability Inspections (AWARI Software as a Service) software. AWARI has been utilized by the Engineering Department's Structures Section since 2014 to perform bridge inspections, and the software transfers data to report bridge

conditions to the New Jersey Department of Transportation. Bentley has devised a new platform, Bentley Enterprise Connection Services (BECS), to interface with external systems for data transfer, making it necessary to procure integration service hours. This software is available under State Contract No. M-4002/19-COMP-00601 expiring 09/15/2026.

This procurement, under State Contract No. M-4002/19-COMP-00601 is in accordance with *N.J.A.C. 19:9-2.5(a)*, promulgated pursuant to *N.J.S.A. 27:23-1 et seq.*, the Authority's enabling legislation, and Executive Order No. 37 (Corzine 2006) which permits the Authority, without advertising, to purchase goods and services directly from vendors who hold contracts with the State of New Jersey.

Accordingly, authorization is requested to award a contract under State Contract No. M-4002/19-COMP-00601 for AssetWise Annual Software As A Service (SAAS) to Carahsoft Technology Corp. for an amount not to exceed \$213,750.53.

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SOLE SOURCE

2024-11-295

In a document dated October 29, 2024, **UPS Maintenance, Repair, and Installation, Eaton Corporation, RM-189925 (Information Technology Services), Budget Code: 010 00 830 466010, Amount: \$1,183,483.00,** was approved.

Under this contract, Eaton Corporation will provide maintenance, repair, and installation of Uninterruptible Power Systems (UPS) and their associated components for a period of three (3) years. These UPS are installed at all Toll Plazas on both Roadways, as well as all State Police Barracks, Maintenance Facilities, Headquarters, and the Statewide Traffic Management Center. The UPS provide back-up power to all technology equipment at these locations ensuring constant functionality until the site generator provides power.

As the proprietary owner of the Eaton brand, Eaton Corporation is the sole provider of authorized service support, factory trained technicians, certified replacement parts, and the latest software and diagnostic tools for the maintenance and repair of all Eaton UPS.

Thus, it is recommended that this award be made without public advertisement under the sole source procurement authorization of *N.J.A.C. 19:9-2.2(d)1*, as promulgated under *N.J.S.A. 27:23-6.1* and consistent with Executive Order No. 37 (Corzine 2006). A resolution, as required by *N.J.A.C. 19:9-2.2(d)1*, is attached hereto.

Accordingly, authorization is requested to award a sole source contract to Eaton Corporation for UPS Maintenance, Repair, and Installation for the period January 1, 2025 through December 31, 2027 for an amount not to exceed \$1,183,483.00, subject to funding availability at the time of ordering.

**RESOLUTION FOR SOLE SOURCE PROCUREMENT
UNINTERRUPTIBLE POWER SYSTEMS (UPS) MAINTENANCE, REPAIR, AND
INSTALLATION**

WHEREAS, the New Jersey Turnpike Authority's Information Technology Services Department has requested the award of a "sole source" contract to Eaton Corporation to supply the maintenance, repair, and installation of Uninterruptible Power Systems and their associated parts; and

WHEREAS, Eaton Corporation is the proprietary owner of the Eaton brand and therefore the sole provider to supply the maintenance and repair of all Eaton UPS and their associated parts; and

WHEREAS, the UPS are installed at all Toll Plazas, State Police Barracks and Maintenance Facilities on both roadways as well as Headquarters and the Statewide Traffic Management Center and provide backup power to all technology equipment in particular technology associated with toll collection; and

WHEREAS, the Authority's regulations pursuant to *N.J.A.C. 19:9-2.2(d)1* promulgated under *N.J.S.A. 27:23-6.1* permits sole source procurement when only one source of the required service exists.

NOW, THEREFORE, BE IT RESOLVED THAT the Authority's Commissioners hereby authorize and approve the award of a contract to Eaton Corporation to supply the maintenance and repair of all Eaton UPS and their associated parts for the period January 1, 2025 thru December 31, 2027 in an amount not to exceed \$1,183,483.00, as a sole source exception to procurement by public advertisement permitted by *N.J.A.C. 19:9-2.2(d)1* promulgated under the Authority's enabling legislation, *N.J.S.A. 27:23-6.1*.

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PROFESSIONAL SERVICES

2024-11-296

In a document dated November 7, 2024, Deferred Compensation Consultant Services, Stifel, RM-188866 (Human Resources), Budget Code: 010 00 824 445900, Amount: \$105,000.00, was approved.

The New Jersey Turnpike Authority ("Authority") issued a Request for Proposal ("RFP") to engage the services of a firm to provide Deferred Compensation Consultant Services related to its Deferred Compensation 457b Plan (the "Plan"). Specifically, the selected consultant will review current plan structure, and meet with the Authority's Deferred Compensation Committee on the status of the plan, provide legislative updates, fund analysis, and assist in the development of the Investment Policy.

The RFP was advertised on September 20, 2024, in the Star Ledger and the Asbury Park Press and posted on the Authority's and State of New Jersey websites. In addition, the nine (9) firms listed in the Authority's database for the referenced services were notified of the procurement. On October 22, 2024, proposals were received from the following three (3) firms:

1. Gallagher Fiduciary Advisors, LLC – Whippany, NJ ("Gallagher")
2. MMA Securities LLC – Conshohocken, PA ("MMA")
3. Stifel – Fairport, NY

An Evaluation Committee (the "Committee"), established by the Executive Director, consisted of personnel from the Authority's Executive, Human Resources and Operations Departments. In addition,

staff from the Law and Procurement and Materials Management Departments served as non-voting members of the Committee. The Committee reviewed the written proposals based on the criteria set forth in the RFP and scored each firm individually. Based on the Committee's review of the proposals, the Committee invited representatives from all three (3) firms to make oral presentations and provide best and final offers ("BAFOs"). Based upon the written and oral presentations, the Committee prepared a report that detailed the evaluation process and set forth its findings and recommendation.

The Committee found that all three firms were highly qualified and responsive to the Authority's Scope of Services. All three firms provided a professional and comprehensive oral presentation with experienced account management teams.

The Committee concluded that Stifel was the most qualified firm and recommended that it be awarded the contract. Stifel and its proposed team demonstrated a clear understanding of the Authority's needs acting as Fiduciary to its Plan along with relevant experience with the Authority's current recordkeeper.

Stifel proposed an annual fee of \$35,000.00 for three (3) years for the three-year price of \$105,000. Stifel's fees included assisting the Authority in preparing an RFP for a Deferred Compensation Service Provider should that occur during the contract period. Stifel also quoted fees for the extension years should the Authority exercise these at \$35,000.00 annually for years four (4) and five (5).

This professional services procurement was conducted in accordance with N.J.S.A. 27:23-6.1, N.J.A.C. 19:9-2.1(b), Executive Order No. 37 (Corzine 2006), and Executive Order No. 26 (Whitman 1994).

Accordingly, authorization is requested to award a three (3) year contract to Stifel for Deferred Compensation Consultant Services in an amount not to exceed \$105,000.00. Authorization is further requested for the Executive Director to approve each of the two (2) optional one-year extensions, subject to funding availability at the time of service. It is also requested that the Executive Director be authorized to take such actions and to execute any and all documents that may be deemed necessary and appropriate to further the intent and purpose of the authorizations stated herein.

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- 2024-11-289
- 2024-11-290
- 2024-11-291
- 2024-11-292
- 2024-11-293
- 2024-11-294
- 2024-11-295
- 2024-11-296

On motion by Treasurer DuPont and seconded by Commissioner Maldonado the Board unanimously approved item numbers 2024-11-289 through 2024-11-296; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

ROLL CALL

DIAZ	DuPONT	GRAVINO	SALERMO	MALDONADO	WISNIEWSKI	O'CONNOR
ABSENT	YES	YES	YES	YES	YES	YES

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GENERAL BUSINESS

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OPERATIONS

Director of Operations Kevin Dunn requested acceptance of Agenda Item No. 2024-11-297.

Moved is the item as follows:

2024-11-297

Director of Operations Kevin Dunn requested acceptance of Volumes and Crash Synopses for the Garden State Parkway and New Jersey Turnpike: Period 01/01/2024 through 10/31/2024; with 2022-2023 Yearly Comparisons through October 2024, was approved.

* * *

2024-11-297

On motion by Commissioner Wisniewski and seconded by Commissioner Maldonado, the Board unanimously accepted Agenda Item No. 2024-11-297; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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STATE POLICE

Captain Sean O' Connor requested acceptance of Agenda Item No. 2024-11-298. Moved is the item as follows:

2024-11-298

Captain Sean O'Connor requested acceptance of the New Jersey State Police Troop D Activity Reports for October 2024, with 2023– 2024 Yearly Comparisons.

* * *

2024-11-298

On motion by Treasurer DuPont and seconded by Commissioner Gravino, the Board unanimously accepted the reports contained in Agenda Item No. 2024-11-298 and received same for file.

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FINANCE

Executive Director James Carone requested acceptance of Agenda Item No. 2024-11-299.

Moved is the item as follows:

2024-11-299

Executive Director James Carone presented the Financial Summary for the Ten (10) months ended October 31, 2024, was accepted.

* * *

2024-11-299

On motion by Treasurer DuPont and seconded by Commissioner Wisniewski, the Board unanimously accepted Agenda Item No. 2024-11-299; and authorized and ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

* * *

Executive Director James Carone requested approval of Agenda Item Nos. 2024-11-300 and 2024-11-301. Moved are the items as follows:

2024-11-300

In a memorandum dated November 19, 2024, **Authorization to Adopt the 2025 Annual Budget**, was approved.

Attached for your consideration is the 2025 Annual Budget, which includes the Authority's 2025 budgets for Revenue, Operating Expenses, Debt Service, Debt Reserve, and General Reserve. In addition, the 2025 Annual Budget consists of the Authority's Capital Spending Program, presented on a rolling five-year basis. The Authority has established a rolling five-year program for all capital projects regardless of funding source for more meaningful, high-level reporting and management of revenue and bond funding. The Authority's Capital Spending Program consists of projects for both the revenue-funded and the bond-funded capital programs. The revenue-funded programs include i) Maintenance Reserve, ii) Special Project Reserve, and iii) Supplemental Capital Program. The bond-funded programs include – i) 2025-2029 Capital Improvement Program (2025-2029 CIP), which is derived from the 2020 Long-Range Capital Plan, ii) 2019 Capital Improvement Program (2019 CIP), and iii) 2008 \$7 Billion Capital Improvement Program (2008 \$7 Billion CIP).

The 2025 Annual Budget has been prepared consistent with the Authority's Strategic Plan and mission. This mission is to prudently manage the finances and operations of the Authority to provide our customers with a safe, efficient, innovative, and resilient toll road system that facilitates mobility in New Jersey and the Northeast United States. The budget has been prepared considering the pressures on traffic and costs caused by the challenging economic environment. Despite these pressures, the Authority's financial and operational resiliency allows for a 2025 Annual Budget that provides enough funding to meet the Authority's goals as it operates two of the busiest toll roads in the United States - the New Jersey Turnpike (the "Turnpike") and Garden State Parkway (the "Parkway"). The Authority continues to focus on the state of good repair, which is the goal to maintain and improve any aging assets at leading practice standards, as well as the financial and operational needs of a system that includes more than 4,400 lane miles, 1,100 bridges, 130 interchanges, and 600 tolling locations.

The proposed 2025 Annual Budget accomplishes the following:

(1) Includes \$2.7 billion in budgeted total revenue, which includes toll rate indexing of 3% on January 1, 2025;

(2) Provides enough funding for operating expenses budgeted at approximately \$783.9 million. The budget includes 2,231 authorized full-time positions for 2025. There are four key factors impacting the operating expense budget compared to the 2024 budget: contractual, growth, state police services, and snow/severe weather.

(3) Provides \$1.0 billion for debt service payments and includes potential new money bond issuances totaling \$1.5 billion in 2025. These will fund the various ongoing Capital Improvement Programs.

(4) Provides \$34.5 million in additional funding to the Debt Reserve Fund based on assumed increased debt reserve requirements.

(5) Provides nearly \$1.6 billion for spending on capital projects in 2025, including almost \$529.9 million of spending for revenue-funded Capital Budget projects (Maintenance Reserve, Special Project Reserve, and Supplemental Capital Program) and approximately \$1.0 billion of spending on bond-funded Construction Fund projects (included in 2025-2029 CIP, 2019 CIP, and 2008 \$7 Billion CIP). This spending includes state of good repair projects, as well as planned safety, mobility, and capacity enhancements. In addition, nearly \$1.4 billion in Construction Contracts and Orders for Professional Services are planned to be awarded in 2025.

(6) Maintains a minimum unencumbered General Reserve Fund balance of more than 10% of budgeted total annual revenue (about \$267.3 million as of 12/31/25) as required by Board policy. This balance is after all contractual obligations to the state, as well as all other financial obligations that are paid from the General Reserve.

(7) Meets General Bond Resolution financial covenant and Board adopted financial targets. The debt service coverage ratio is projected to be 2.02 times in 2025, with a total requirements ratio of 1.53 times.

The 2025 budget for Revenue is about \$2.7 billion, which is a \$95.3 million, or 3.7%, increase from the 2024 budget. The budget includes a projected increase in toll revenue of 2.9% on the Turnpike and 3.7% on the Parkway, or a combined 3.1% compared to the 2024 budget. The 2025 revenue budget assumed a 3% toll rate increase effective January 1, 2025. The 2025 budget for toll revenue was provided by the Authority's traffic consultant, CDM Smith, in the August 6th, 2024 Updated Toll Revenue Forecast, which updated the New Jersey Turnpike System 2023 Traffic and Toll Revenue Forecast Study from July 2023. Interest Income is expected to have no change in 2025. The 2025 budget is based on the assumption of lower interest rates, reflecting predictions of a decrease in the Federal Funds rate. However, invested balances are expected to be higher in 2025.

The proposed 2025 budget for operating expenses of about \$783.9 million represents a \$26.8 million, or 3.5%, increase compared to the 2024 budget. Four key factors impact the budget most significantly compared to last year: (1) Contractual - \$29.0 million of total budgeted increase; (2) Growth - \$6.9 million of total budgeted increase; (3) State Police Services - \$8.7 million of total budgeted increase and (4) Snow/Severe Weather - \$19.6 million decrease, partially offsetting the total budgeted increase.

The factors noted above are affecting costs primarily in five areas, with significant increases totaling \$46.9 million as follows (note – Compensation includes salaries, pension, and benefits):

- Salaries are budgeted to increase by \$16.0 million or 8.2%, as the assumed 3.5% contractual increase is paired with additional 2024 mid-year contractual increases, such as an additional increase for individuals who are at top of range for at least a year
- Pension costs are budgeted to increase by \$2.9 million from an assumed increase in the contribution rate based on budgeted covered payroll
- Health Benefits are budgeted to increase by \$6.8 million due to an anticipated increase in benefit claims and prescription plan expenses
- State Police Services are increasing \$8.7 million due to the approved expansion of the State Police trooper roster from 408 troopers to 439. 418 troopers are budgeted for in 2025, while the remainder will be budgeted in 2026 and 2027
- Other Professional Services are increasing \$7.6 million due to new Engineering bridge inspections and an increase in transaction related variable costs
- Insurance is increasing \$3.0 million largely due to a rise in casualty insurance linked to nuclear verdicts and NJTA claims, as well as a rise in bridge and property insurance fees stemming from a strong Atlantic storm season prediction and the Francis Scott Key Bridge collapse
- Banking Services are increasing \$1.8 million due to an increase in New Jersey E-ZPass volume-based credit card and away agency credit card fees.

While operating expenses are budgeted to increase by 3.5% for 2025, note that the increases above total more than the overall increase, because other categories, largely Rock Salt and Roadway Maintenance for snow-related activities, were reduced based on an adopted snow and severe weather budgeting methodology based on actual historical spending trends.

The 2025 Annual Budget also includes Debt Service, which is budgeted at \$1.0 billion and includes both principal and interest payments on Turnpike Revenue Bonds. The 2025 budget is an increase of about \$39.0 million compared to 2024, primarily due to scheduled increases in principal payments on existing debt which are higher by about \$25.5 million when compared to the 2024 budget. The 2025 budget provides for interest payments on the assumed \$1.5 billion new money issuance in 2025 to fund the Authority's various capital improvement programs. The budget assumes that out of the total \$1.0 billion in debt service, \$936.6 million will be funded from net revenue, while \$109.6 million is budgeted to be paid from capitalized interest bond proceeds (capitalized interest).

The 2025 Annual Budget includes the Debt Reserve, which is budgeted to increase by \$34.5 million from the 2024 balance. The \$34.5 million represents the anticipated increase necessary to bring the total balance in the Debt Reserve to \$646.2 million and is required under the Bond Resolution based upon the assumed \$1.5 billion new money bond issuance. The 2025 budget for General Reserve totals \$682.9 million and consists mainly of the Authority's contractual payments due in calendar 2025 under

its various state agreements, totaling \$532.1 million. These payments include \$487.5 million for the 2021 State Public Transportation Projects Funding Agreement (half of the state fiscal year 2025 payment of \$480.0 million and half of the state fiscal year 2026 payment of \$495.0 million), as well as for the Transportation Trust Fund, Feeder Road and Gateway Development Commission obligations. The 2025 budget is decreasing by about \$21.8 million, primarily due to the reduction of the transfer into the Supplemental Capital Program by \$49.5 million in 2025. This decrease results from the completion of Phase 5 of the Service Area Rehabilitation Program which required additional funding in 2024.

The Authority's Capital Spending Program is also part of the 2025 Annual Budget and is presented on a rolling five-year basis, with a spending plan included for the years 2025-2029. The Capital Spending Program consists of both revenue funded and bond funded projects.

The rolling five-year Capital Spending Program anticipates \$8.8 billion to be spent during 2025-2029, or an average of about \$1.8 billion per year. Approximately 23.7%, or \$2.1 billion, will be funded from revenue, leaving 76.3%, or \$6.7 billion, to be funded by bond proceeds. Of the total \$8.8 billion to be spent, 37.0% is budgeted to be spent on Capacity Enhancements on both roadways, while 21.3% is for Bridge Construction, Preservation, and Security. These, along with the 12.4% budgeted for Pavement Resurfacing and Other Roadway Improvements, combine for 70.7% of the budgeted spending over the five-year period.

The revenue funded capital projects are referred to as the Capital Budget. Projects included in the 2025 rolling five-year Capital Budget focus on pavement resurfacing, bridge repairs, roadway and technology improvements, fleet replacements, and facility upgrades. These projects are funded by net revenue transfers into the Maintenance Reserve Fund, Special Project Reserve Fund, and the revenue funded account in the Construction Fund for Supplemental Capital Program projects. The average annual spending for these projects is about \$418.1 million/year.

The Maintenance Reserve has a rolling five-year spending plan of \$1.4 billion, or an average of \$284.3 million/year, which primarily supports spending for the maintenance and resurfacing of roadways and bridges on the Turnpike and Parkway. All included projects have a combined spending budget for 2025 of about \$339.6 million, with the remainder planned to be spent in 2026-2029. The budgeted spending for 2025 is an increase of about \$2.3 million, or 0.7%, over the 2024 spending budget, mostly due to more spending on bridge repairs. Of note, in 2024, the Authority is budgeting for the resurfacing of approximately 300 lane miles and 82 bridge deck repairs on both roadways.

The Special Project Reserve has a rolling five-year spending plan of \$376.5 million, or an average of \$75.3 million/year. The 2025 spending budget is about \$120.2 million, with the remainder to be spent in 2026-2029. The budgeted spending for 2025 represents a \$5.5 million, or a 4.8% increase over 2024 budgeted spending. The spending budget provides funding for the Authority's scheduled fleet replacement program and funds for facility improvements, including state police substation replacement and site improvements at Pleasant Plains, Avalon, and the Celia Cruz Service Area along the Parkway. Additionally, the budget will cover the stormwater pump system equipment replacement, renovations to

the Turnpike milepost 92 pump house, and upgrades to the sewage pre-treatment system at the Richard Stockton Service Area on the Turnpike.

The Supplemental Capital Program has a rolling five-year spending plan of \$278.6 million, or an average of \$55.7 million/year. The 2025 spending budget is about \$70.1 million, with the remainder to be spent in 2026-2029. The 2025 spending budget is decreasing by about \$75.0 million compared to 2024, a decrease of 51.5%, primarily due to the completion of Phase 5 of the Service Area Improvement Program, which included the Jon Bon Jovi and James Gandolfini locations on the Parkway, as well as John Fenwick and Clara Barton locations along the Turnpike. Notably, 35.3% of the 2025 budget is still designated for service areas, with construction planned to begin at the John Stevens Service Area along the Turnpike's Newark Bay-Hudson County Extension, as well as safety upgrades at the Colonia Service Area on the Parkway.

The bond funded Construction Fund projects included in the rolling five-year plan focuses on maintaining the existing infrastructure in a state of good repair, capacity enhancement projects, and bridge rehabilitation and replacement projects. Construction Fund projects consist of those projects included in the 2025-2029 CIP, the 2019 CIP, and the 2008 \$7. Billion CIP. Average annual spending over the five years for all bond-funded projects is about \$1.3 billion/year.

The 2025-2029 CIP, derived from the 2020 Long-Range Capital Plan, approved in May 2020, has a rolling five-year spending plan of \$6.6 billion, or an average annual spending of approximately \$1.3 billion. This is an increase from the 2024-2028 rolling five-year plan, attributed to the commencement of various initiatives outlined in the Long-Range Capital Plan in the coming years. Key projects include the expected awards of the first Turnpike Capacity Enhancement contracts for Interchanges 1 to 4 and the Newark Bay-Hudson County Extension, set to begin in 2025 and 2026, respectively. Additionally, the plan encompasses the next-generation implementation of the E-ZPass Customer Service Center. The 2025 spending budget is about \$964.3 million, which is an increase of \$310.5 million, or 47.5%, as compared to the 2024 spending budget. Turnpike Capacity Enhancements and Bridge Construction, Preservation, and Security are the most significant drivers of the 2025 spending budget, accounting for 60.7% of total spending. Several projects are already underway or expected to begin, including Turnpike bridge replacements at mileposts W110.42 Sawmill Creek, W111.48 Berry's Creek, and W112.72B at Interchange 16W; the Interchange 17 ramp bridge replacement; the Turnpike bridge rehabilitation at mileposts W107, E107, and 84 N & S; the deck rehabilitation of the Turnpike Westerly bridges; and the replacement of Turnpike superstructure E111.15.

The 2019 CIP, approved in April 2019, has a rolling five-year spending plan of \$92.6 million, of which about \$75.5 million will be spent between 2024 and 2025. This program mainly includes the rehabilitation of the Passaic River bridges. The 2025 spending budget has a \$5.0 million, or 7.1% increase from the 2024 spending budget, as projects near completion.

The 2008 \$7 Billion CIP, approved in December 2008, is nearing completion. The rolling five-year spending plan is \$4.0 million, which is nearly all to be spent in 2025 as the remaining projects are closed out.

In summary, the Authority's 2025 Annual Budget provides funding for the successful navigation of economic conditions, including current and previous year's inflation levels, which impact discretionary travel on the roads (fuel costs), purchases of operating and capital project goods and services, and borrowing costs. In addition, the 2025 Annual Budget addresses sustainability through adequate funding for the Authority's capital spending programs, with about \$1.4 billion in planned awards for capital projects. Finally, the 2025 Annual Budget demonstrates financial resiliency by exceeding all the bond financial covenants and the Authority's financial management principles and guidelines after providing nearly \$1.0 billion for interest and principal payments on bonds and honoring all other contractual requirements. It is therefore recommended that the Authority adopt the attached 2025 Annual Budget. The Authority's General Consulting Engineer, HNTB, concurs with this recommendation.

Your approval of this recommendation is respectfully requested.

[Budget in Brief Attached to these Minutes]

2024-11-301

In a memorandum dated November 6, 2024, Net Revenue Certification under Turnpike Revenue Bond Resolution Section 713 (c), was approved.

Under the provisions of Section 713 (c) of the Turnpike Revenue Bond Resolution adopted by the Authority on August 20, 1991 as amended and supplemented (the "Resolution"), the Authority, on or before December 1 in each year, shall complete a review of its financial condition for the purpose of estimating whether the Net Revenues (as such term is defined in the Resolution) for such year and for the next succeeding year will be sufficient to comply with subsection (b) of Section 713 of the Resolution and shall by resolution make a determination with respect thereto. A copy of such resolution, certified by an Authorized Officer of the Authority, together with a certificate of such Authorized Officer setting forth a reasonably detailed statement of the actual and estimated receipts and the payments to be made therefrom for such year, shall be filed with the Trustees on or before December 20.

If it fails to meet the requirements of Section 713 (b) of the Resolution, the Authority shall have its Traffic Engineers conduct a study for the purpose of recommending a schedule of tolls which will provide the necessary revenues to meet the requirements.

The undersigned has completed the review of the financial condition of the Authority for the years 2024 and 2025. The Authority is now in a position to make the determination showing that the requirements of Section 713 (b) of the Resolution will be met in the years 2024 and 2025.

As the basis for your review, I have prepared the following schedules relative to the two years under review, 2024 and 2025, which accompany this memorandum.

Schedule A

This schedule contains a Resolution which states that a review has been made of the Authority's financial condition for the purpose of estimating whether the tolls, revenues, fees, charges, rents and other income and receipts from the operation of the New Jersey Turnpike and the Garden State Parkway during 2024 and 2025, including investment income treated as revenues for each year, will be sufficient to provide all of the payments and meet all other requirements as specified in Section 713 (b) of the Resolution.

Schedules B and C

These schedules set forth calculations relative to 2024's revenue requirements. Specifically, the schedule provides actual revenue through September 30, 2024 and projected revenue for the balance of the year (October-December 2024).

Schedules D and G

These schedules set forth figures to support the certification under Section 713(c) of the Resolution demonstrating that in each calendar year (2024 and 2025) "Net Revenues shall at least equal the Net Revenue Requirement for such year" as required by Section 713(b) of the Resolution. Under Section 101 of said Resolution, Net Revenues are defined as "... for any calendar year or other period of time, the Pledged Revenues during such year or period less the amounts of the Operating Expenses for such year or period." The Net Revenue Requirement means with respect to any period of time, "an amount equal to the greater of

- (i) The Sum of the Aggregate Debt Service, Maintenance Reserve Payments, Special Project Reserve Payments, and payments, if any, to the Charges Fund for such period
- or
- (ii) 1.20 Times the Aggregate Debt Service for such period (excluding, for purposes of clause (ii) only, any payment due and payable by the Authority under a Qualified Swap upon an early termination thereof)."

Schedules E and F

These schedules set forth calculations relative to 2025's financial projections and estimated revenue provisions.

Based upon a review of the financial condition of the Authority, it is estimated that Net Revenues (as such term is defined in the Resolution) for 2024 and 2025 will be sufficient to comply with Section 713 (b) of the Resolution.

[Schedule A through Schedule G attached to these Minutes]

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COMMISSIONERS COMMENT

Treasurer DuPont said well-done to the staff and management on the budget. Commissioner Salerno agreed.

On motion by Commissioner Wisniewski and seconded by Commissioner Salerno the Board unanimously approved item numbers 2024-11-300 and 2024-11-301 authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

ROLL CALL

DIAZ	DuPONT	GRAVINO	SALERMO	MALDONADO	WISNIEWSKI	O'CONNOR
ABSENT	YES	YES	YES	YES	YES	YES

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EXECUTIVE

Executive Director James Carone requested approval of Agenda Item No. 2024-11-302. Moved is the item as follows:

2024-11-302

In a resolution dated November 19, 2024, Resolution for Patrick Jones Recognizing his Leadership and Outstanding Contributions as Executive Director and Chief Executive Officer of the International Bridge Tunnel and Turnpike Association, was approved.

{Resolution Attached to these Minutes}

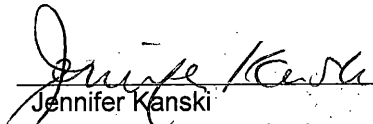
On motion by Treasurer DuPont and seconded by Commissioner Wisniewski the Board unanimously approved item number 2024-11-302 authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda

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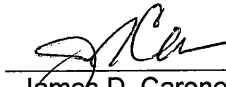
ROLL CALL

DIAZ	DuPONT	GRAVINO	SALERMO	MALDONADO	WISNIEWSKI	O'CONNOR
ABSENT	YES	YES	YES	YES	YES	YES

The motion to adjourn was made by Commissioner Maldonado and seconded by Commissioner Gravino and, after the voice vote, the motion was duly adopted. The Board of Commissioners adjourned the meeting at 10:17 a.m. and advised that the next meeting will be held on Tuesday, December 17, 2024, at 9:00 a.m., in person, with optional telephonic public call in (check the website NJTA.com to get call-in information), at the Authority's headquarters building located at 1 Turnpike Plaza in Woodbridge, New Jersey.



Jennifer Kanski
Secretary to the Authority



James D. Carone
Executive Director

Date: November 19, 2024

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OTHER AGENCIES**NEW JERSEY TURNPIKE AUTHORITY****New Jersey Turnpike Authority Rules****Readoption with Amendments: N.J.A.C. 19:9**

Proposed: March 4, 2024, at 56 N.J.R. 321(a).

Notice of Proposed Substantial Changes upon Adoption to Proposed Amendments: August 5, 2024, at 56 N.J.R. 8(1).

Adopted: _____, 2024, by the New Jersey Turnpike Authority, Francis K. O'Connor, Chair.

Filed: _____, as R.2024 d.____, **without change.**

Authority: N.J.S.A. 27:23-5.s.

Effective Dates: January 6, 2025, Readoption with Amendments.

Expiration Date: January 6, 2032.

The purpose of this rulemaking is the readoption with amendments of the New Jersey Turnpike Authority's substantive regulations governing its operations.

The notice of rules proposed for readoption with amendments was published in the New Jersey Register on March 4, 2024, at 56 N.J.R. 321 (a). Following receipt and consideration of public comments, a notice of proposed substantial changes upon adoption to proposed amendments was published in the New Jersey Register on August 5, 2024, at 56 N.J.R. 8(1). Both the notice of rules proposed for readoption with amendments and the notice of proposed substantial changes upon adoption to proposed amendments were posted on the Authority's website and disseminated to interested persons, State House news media, and published in the *Star-Ledger*, *Trenton Times*, *Bergen Record*, and *Courier News*. Written comments for the notice of proposed substantial

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changes upon adoption to proposed amendments were accepted through October 4, 2024, but none were submitted. The notice of readoption with amendments has been discussed and was approved for adoption at the Authority's _____, 2024, public meeting.

Summary of Public Comments and Agency Responses

A. Comments received during the comment period on the proposal, giving rise to the proposed substantial changes on adoption:

Ryan Sharpe, Director of Governmental Affairs and Communications, Utility Transportation Contractors Association of New Jersey

1. SUMMARY OF COMMENT: The proposed changes by the Authority at N.J.A.C. 19:9-2.7 base a contractor's financial capacity on the amount of work billed/completed in a year. This process does not coincide with the bonding/financial industry's procedure based on: (1) the contractor's net working capital with a multiplier of 15; (2) net book value of equipment less the amount owed with a multiplier of 15; and (3) lines of credit with a multiplier of seven. The commenter provided suggested language, and separately suggests removing the word "certified" from the term "certified audited financial statement."

RESPONSE: The Authority recognizes the commenter's concern of financially and technically capable contractors bidding on work classified pursuant to the Authority's new classification rating tiers. However, the Authority cannot adopt the language suggested by commenter because it does not allow for classification ratings to be determined pursuant to the classification being sought and it does not allow the Authority to apply professional judgment based on project reference checks to the determined classification rating.

To address the initial concern, the Authority is proposing a change to the classification rating tiers in that the \$100 million and \$200 million classification ratings will be deleted;

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contractors who perform \$50 million worth of satisfactory work pursuant to the regulatory timeframe will attain an unlimited rating in the classification for which that type of work was self-performed.

The Authority takes no exception to the comment removing “certified” from the requirement of an audited financial statement and will apply this change.

Steven Gardner, Director, New Jersey Laborers’-Employers’ Cooperation and Education Trust

2. SUMMARY OF COMMENT: The Authority has proposed the repeal of N.J.A.C. 19:9-2.4 because the provision is superfluous and essentially reproduced in each contract entered into by the Authority. While we are in agreement with the current practice described by Authority counsel, we believe that the Authority should maintain language in its regulations that explicitly states that the Authority shall consistently include contractual language preserving all of the interests, remedies, and prerogatives available to it pursuant to the law.

If the Authority is concerned that the rule, as currently worded, unduly limits the Authority’s ability to adequately protect its interests, we would recommend that instead of repealing the section, the Authority amend the existing provision with language that retains the express directive to include appropriate language regarding the termination of contracts in a manner that is more flexibly general than the current text.

RESPONSE: The Authority agrees with the commenter that the existing section should remain in place and the proposal to eliminate it is stricken.

B. Comments received during the comment period on the proposal, not giving rise to the proposed substantial changes on adoption:

Ryan Sharpe, Director of Governmental Affairs and Communications, Utility Transportation Contractors Association of New Jersey

1. SUMMARY OF COMMENT: The following language should be added to N.J.A.C. 19:9-2.2:

“In addition, a contract shall not be awarded unless the negotiated price is lower than the lowest rejected bi price submitted on the second occasion, and is the lowest negotiated price offered by any responsible contractor.”

RESPONSE: The Authority believes that the suggested change is redundant given that the last sentence of this subsection encompasses the required legal analysis under public bid law for determining the proper low bid and award.

Joseph A. Fiordaliso on behalf of the American Council of Engineering Companies, New Jersey

2. SUMMARY OF COMMENT: In 19:9-2.8 (e)4-vi, the Authority is proposing to add the word “any.” Please explain the intent of the proposed addition of the word “any” to this statement. Please clarify whether “any” outstanding work with the Authority is intended to include potential work, as in the ceiling of an on-call agreement. Please indicate all of the active and potential work that “any outstanding work” might be inclusive of. Commenter is concerned that this proposed edit could significantly impact Expression of Interest rankings and could include projects that are substantially complete but have not yet been closed out.

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RESPONSE: "Any" was included to support the definition as described in the solicitation documents. The definition of outstanding work has not changed per the Authority Consultant's Disclosure of Outstanding Work form found at www.njta.com.

3. SUMMARY OF COMMENT: Many SBE/DVOB firms have a high workload since the Authority mandates that prime consultants utilize these firms. Commenter proposes to prorate the subconsultants' (and possibly the prime consultants') workload to the percentage of work being assigned.

RESPONSE: The proposed changes do not include modifications to this section on this topic. The Authority declines to make the proposed change as contracting set-asides for small business, minority-owned business and others are applied in conformance with State statute and Department of the Treasury regulations, including N.J.S.A. 52:32-17 et seq., N.J.A.C. 17:13-1.1 et seq. and N.J.A.C. 17:14-1.1 et seq.

4. SUMMARY OF COMMENT: Commenter expresses concerns about the impact the proposed change in limit for simple procurements in N.J.A.C. 19:9-2.8 g(2) will have on a firm's multiplier.

RESPONSE: The Authority's regulations do not govern the multiplier for professional services.

5. SUMMARY OF COMMENT: Regarding the Authority's review of "all fee proposals" when negotiating a fair and reasonable fee with the highest technically ranked qualified firm, fee proposals from other selected qualified firms should only be considered if fee negotiations with the top technically ranked qualified firm do not result in the negotiation of a fair and reasonable fee. Commenter cites qualifications-based selection (QBS) benefits and provides a mark-up of the language in question, primarily proposing to add the word "qualified" in front of "firm".

RESPONSE: The use of all fee proposals to negotiate a fair and reasonable fee is an effective procedure for the Technical Review Committee and is unchanged as proposed. The Authority

declines to modify the existing procedure as the suggested change would restrict the information available to make an informed procurement decision.

Jonathan Testa, Esquire, legal counsel for the Garden State Towing Association, Inc.

6. SUMMARY OF COMMENT: The Authority proposes to amend its towing rate regulations “in response to regular surveying of comparable, regional toll roads, and substantive comments received during a recent rulemaking that culminated in modest adjustments, effective August 1, 2022 and March 20, 2023, to the fees that may be charged by services providers for towing services and road services on the Roadway.”

As the GSTA previously explained in its prior public comments, and now reiterates, its members continue to experience significant increases in overhead operational costs due from commercial insurance rates, labor, fuel, and equipment costs over the past 12 approximate years.

The drastic increases in overhead expenses experienced by GSTA members in New Jersey is corroborated by a 2019 pre-pandemic study conducted by the Towing and Recovery Association of America, Inc., and roadside assistance/claims management company Agero, Inc., which found towing companies saw a drastic increase in annual average overhead costs beginning in 2016, with annual average increases in overhead costs accelerating to 7.36%, over 2x higher than the annual 3.28% average increase for overhead costs from 2012 through 2015. The TRAA-Agero Study is directly in-line with, if not lower than, the drastic increases in overhead costs our members have experienced during the same time-period.

The GSTA thanks the Authority for having reconsidered its prior position with respect to the rate regulations and appreciates the Authority’s recognition of the exceptional service GSTA members have provided its patrons over the years, enabling the Authority to exceed national averages in incident response and roadway clearance. Increases to the rate regulations remain

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necessary as a matter of public safety and to ensure that reliable and professional towing and recovery services continue to be provided to the users of the Parkway and Turnpike.

However, further nominal increases are necessary which are set further in further detail below. The GSTA respectfully disagrees with the limited nominal increases by the Authority, especially considering that prior to 2023 the rate regulations had not been adjusted for approximately 10 years. To date, the Authority has not adopted many of the established New Jersey State Police (NJSP) maximum rates, which have been determined to be objectively reasonable and have been adopted for use throughout the state, including on the Atlantic City Expressway.

The Authority's current rates have pushed many of the most reliable towers to the brink and GSTA has lost trained, experienced, and highly skilled drivers to other business industries, while many towing companies have been forced to abandon their Turnpike/Parkway contracts all together. Without nominal increases and amendments to the rate regulations, we remain very concerned that many of the towing businesses servicing the Turnpike and Parkway will not be able to survive. Specific suggestions for rate increases follow.

Under the NJTA's prior approved rate regulations, storage under N.J.A.C. 19:9-3.1(b) is now free for the first 12-hours after a vehicle is towed from an Authority roadway, thereby making the Authority's rates lower than that of the NJSP. The Authority should adopt further increases to the storage rates to better enable towers to free-up storage space, combat historical abuses for the commercial trucking industry, and alleviate the growing overhead expenses towers are incurring to safely store electric vehicles post-accident.

The commercial trucking industry and insurance industry are well-aware of the Authority's longstanding reduced storage rates and have taken advantage of these rates to the direct detriment

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and expense of GSTA towers for years. As a result, instead of having vehicles promptly relocated to a non- Authority regulated yard, commercial trucks remain dormant at our towers' storage yards for an extraordinary amount of time and take up much needed space for passenger vehicles.

The only way to prevent this long-standing abuse by the commercial trucking industry is to increase the Authority storage rates to the same level of the NJSP maximum rates. Otherwise, the commercial trucking/insurance industry will continue to be unmotivated to remove vehicles from our tower's Authority regulated storage yards within a reasonable amount of time.

In addition, electric vehicles continue to increase in popularity and, based on a September 2022 report from BloombergNEF, are projected to account for over half of the passenger vehicles sold in the U.S. by 2030. Almost all electric vehicles on the market are powered by high-voltage lithium-ion batteries, which pose a new risk of injury to towers and other emergency responders as they are highly susceptible to ignite/reignite after an electric vehicle is involved in an accident. According to a 2021 Safety Report published by the National Transportation Safety Board (NTSB), the high-voltage lithium-ion batteries used in electrical vehicles pose a risk of after an accident and further revealed that a lithium-ion battery can reignite multiple times, even days or weeks after a crash. Due to the increased potential for lithium-ion batteries to ignite/reignite in a damaged electric vehicle post-accident; the NTSB has found towers are highly susceptible to risks of injury and storage yard fires. These risks will only continue to increase as electrical vehicles become more prevalent. The NTSB, the National Fire Protection Association (NFPA), SAE International and most electric vehicle manufacturers recommend a 50-foot clearance around a stored, damaged electric vehicle while it remains in the tower's storage yard. However, the NTSB's study further found this to be infeasible and potentially impossible as the electric vehicle market continues to expand.

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For these reasons, at a minimum, the following nominal increases are necessary to the storage rates under N.J.A.C. 19:9-3.1(b) to bring the NJTA's rates more in line with industry standard rates and the NJSP's established rates:

1. The storage rate for "Passenger Vehicles" should be increased to \$50.00 per calendar day;
2. The storage rate for all "Vehicles over 15,000 pounds" except buses should be increased to \$125.00 per unit per calendar day; and
3. The storage rate for "Buses" should be increased to \$250 per calendar day.

For "[l]andoll w/tractor" the current NJTA proposed rate should be increased from \$450.00 per hour to the current NJSP rate of \$500.00 per hour;

For "[r]elief refrigerated tractor trailer," the current NJTA rate should be increased from \$450.00 per hour to the current NJSP rate of \$550.00 per hour;

For "[f]ront end loader (two-yard minimum bucket)" the current NJTA rate of \$300.00 per hour should be increased to the current NJSP rate of \$400.00 per hour;

For "[b]ob cat/skid steer," the current NJTA rate of \$300.00 per hour should be increased to the current NJSP rate of \$400.00 per hour for each piece of equipment used;

For "[f]ork lift (5,000 pounds minimum capacity)" the current NJTA rate of \$300.00 per hour should be increased to the current NJSP rate of \$400.00 per hour regardless of the capacity;

For "[b]ackhoe" the current NJTA rate of \$300.00 per hour should be increased to the current NJSP rate of \$400.00 per hour;

For "[d]ump truck" the current NJTA rate of \$350.00 per hour should be increased to the current NJSP rate of \$400.00 per hour;

For "[d]ump truck w/tractor" the current NJTA rate of \$350.00 per hour should be increased to the current NJSP rate of \$400.00 per hour; and

For "[r]oll off container (40-yard) + disposal fee" the current NJTA rate of \$350.00 per hour should be increased to the current NJSP rate of \$400.00 per hour plus the disposal fee.

RESPONSE: The Authority designed the proposed rates by applying and adjusting for current market influences such as insurance, storage, real estate taxes, fuel costs and employee competition

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by other industries, as well as factoring in current cyclical and sustained market forces. The Authority also considered existing and recently amended NJSP rates and believes the Authority rates as proposed reflect existing market conditions, and that further increases are unwarranted at this time. In response to the towing industry's concerns, the Authority has taken significant steps to adjust towing and storage rates over the past two years. NJSP rates are only one of several factors considered in the proposed rates, and the Authority's statutory mandates and responsibilities to its patrons, who pay to use its roadways, are neither identical nor unilaterally analogous to those of the NJSP.

Sean Cody, President of B&L Recovery & Towing

7. SUMMARY OF COMMENT: As a long-time towing and recovery contractor for the Turnpike and Parkway, we respectfully request these below itemized fees be increased and implemented as quickly as possible. The towing, recovery and storage industry has been hit with the highest increases for insurance, drivers / mechanics and labor, fuel costs continue to skyrocket, inflation has hurt this industry especially hard; there is no relief in sight. This is a crucial time for this industry and without relief and increased rates, many companies may have problems fulfilling their obligations, and may not be able to keep to the standards expected of them to run a 24-hour towing operations for the Turnpike/Parkway. We propose the following increases:

Passenger Vehicles storage rate to \$50.00 per calendar day.

Vehicles over 15,000 pounds storage rate to \$125.00 per unit per calendar day.

Landoll tractor trailer towing rate to the current NJSP rate of \$500.00 per hour.

Relief refrigerated tractor trailer to the current NJSP rate of \$550.00 per hour.

Front end loader (two-yard minimum bucket)" to the current NJSP rate of \$400.00 per hour.

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Bob cat/skid steer to the current NJSP rate of \$400.00 per hour for each piece of equipment used.

Forklift (5,000 pounds minimum capacity) to the NJSP rate of \$400.00 per hour regardless of the capacity.

Backhoe to the current NJSP rate of \$400.00 per hour.

Dump truck to the current NJSP rate of \$400.00 per hour.

Dump truck w/ tractor trailer to the current NJSP rate of \$400.00 per hour.

Roll off container (40-yard) + disposal fee to the current NJSP rate of \$400 per hour.

RESPONSE: The Authority designed the proposed rates by applying and adjusting for current market influences such as insurance, storage, real estate taxes, fuel costs and employee competition by other industries, as well as factoring in current cyclical and sustained market forces. The Authority also considered existing and recently amended NJSP rates and believes the Authority rates as proposed reflect existing market conditions, and that further increases are unwarranted at this time. In response to the towing industry's concerns, the Authority has taken significant steps to adjust towing and storage rates over the past two years. NJSP rates are only one of several factors considered in the proposed rates, and the Authority's statutory mandates and responsibilities to its patrons, who pay to use its roadways, are neither identical nor unilaterally analogous to those of the NJSP.

John Tumino, Tumino's Towing

8. SUMMARY OF COMMENT: We would ask to rise the truck and car storage town rate to match the NJSP rate because a 53-foot trailer takes up the same space as three cars that are now \$43.00 per day each car, which nets us \$143.00 storage, and a single trailer is only \$81.00 and we have

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had trucking companies not pick up a trailer because of the low rate for storage. Car storage should also be raised to \$50.00 per day.

A fuel surcharge is needed, paid by the Authority or the patron, and could be the same as NJSP rates.

The Authority should increase all extra heavy duty towing and recovery services equipment under N.J.A.C. 19:9-3.1(a)5i to match NJSP rates.

RESPONSE: The Authority designed the proposed rates by applying and adjusting for current market influences such as insurance, storage, real estate taxes, fuel costs and employee competition by other industries, as well as factoring in current cyclical and sustained market forces. The Authority also considered existing and recently amended NJSP rates and believes the Authority rates as proposed reflect existing market conditions, and that further increases are unwarranted at this time. In response to the towing industry's concerns, the Authority has taken significant steps to adjust towing and storage rates over the past two years. NJSP rates are only one of several factors considered in the proposed rates, and the Authority's statutory mandates and responsibilities to its patrons, who pay to use its roadways, are neither identical nor unilaterally analogous to those of the NJSP.

C. Comments received on the notice of proposed substantial changes on adoption:

None.

Federal Standards Statement

The rules proposed for readoption with amendments do not include any standards or requirements that exceed the standards or requirements imposed by Federal law because no Federal standards or requirements apply to the rules proposed for readoption with amendments and repeals.

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Full text of the readopted rules can be found in the New Jersey Administrative Code at N.J.A.C. 19:9.

Full text of the rules proposed for readoption with amendments follows:

CHAPTER 9

NEW JERSEY TURNPIKE AUTHORITY RULES

SUBCHAPTER 1. TRAFFIC CONTROL ON, AND USE OF, NEW JERSEY TURNPIKE AUTHORITY PROPERTY

19:9-1.1 Definitions

The following words and terms, when used in this chapter, shall have the following meanings, unless the context clearly indicates otherwise:

...

“Authority’s Standard Specifications” means the 7th Edition 2016 of the New Jersey Turnpike Authority’s Standard Specifications, as amended and supplemented.

“Bicycle” means any two- or three-wheeled vehicle, with or without a motor, having a rear drive wheel that is solely human-powered and having a seat height of 26 inches or greater when the seat is in the lowest adjustable position, or of any seat height when the rider sits in a reclined position with the feet extended forward to the pedals.

...

“Day” means a calendar day, unless otherwise specified. The last day of a period is to be included, unless it is a Saturday, Sunday, or legal holiday, in which event, the period runs until the end of the next day which is neither a Saturday, Sunday, nor legal holiday.

...

“Drone” means any unmanned aircraft system, without a human pilot onboard, which is instead controlled by an operator on the ground.

...

“Hazardous material” means any material or substance that is capable of posing a risk to health, safety, and property or as set forth at N.J.A.C. 7:1E-1.7 or 7:26-8 or 40 CFR Part 261 or 49 CFR Part 172, as recodified.

...

“Parkway” means the express highway, superhighway, or motorway known as the Garden State Parkway, owned and operated by the Authority pursuant to the provisions at N.J.S.A. 27:23-1 et seq., and shall include, but not be limited to, the Parkway right-of-way, all bridges, tunnels, underpasses, interchanges, entrance plazas, approaches, toll houses, service areas, service stations, service facilities, maintenance and communication facilities, and administration, storage, State Police, and other buildings that the Authority may deem necessary for the operation of the Parkway, together with all property, rights, easements, and interests that may be acquired by the Authority for the construction, maintenance, or operation thereof and all other property within the Parkway right-of-way, the Arts Center, the New Jersey Vietnam Veterans Memorial, and all real property and any improvements thereon owned by or operated pursuant to the jurisdiction of the Authority and any improvements thereon. The term “Parkway” shall not include the Turnpike.

...

“Turnpike” means the express highway, superhighway, or motorway known as the New Jersey Turnpike, owned and operated by the Authority pursuant to the provisions at N.J.S.A. 27:23-1 et seq., and shall include, but not be limited to, the Turnpike right-of-way, all bridges, tunnels, underpasses, interchanges, entrance plazas, approaches, toll houses, service areas, service

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stations, service facilities, maintenance and communication facilities, and administration, storage, State Police, and other buildings that the Authority may deem necessary for the operation of the Turnpike, together with all property, rights, easements, and interests that may be acquired by the Authority for the construction, maintenance, or operation thereof and all other real property within the Turnpike right-of-way and all real property and any improvements thereon owned by or operated pursuant to the jurisdiction of the Authority. The term "Turnpike" shall not include the Parkway.

...

19:9-1.2 Speed limits

(a) Speed limits on the Turnpike shall be as follows:

1.-4. (No change in text.)

5. Except as specified at (a)1 through 4 above, vehicles shall not be operated elsewhere on the Turnpike at a speed in excess of 55 miles per hour.

(b) Speed limits on the Parkway shall be as follows:

1. Unless otherwise posted, the maximum legal rate of speed at which any motor vehicle may be operated on the main roadway of the Parkway in both directions of traffic shall be 65 miles per hour for its entire length, except the following portions, for which the speed limits will be as indicated below:

i. Fifty-five miles per hour between milepost 80.6 to milepost 85.2; and

ii. Fifty-five miles per hour between milepost 123.5 to milepost 163.7.

(c)-(g) (No change in text.)

19:9-1.3 Traffic control

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(a) The regulating, warning, or guiding of all traffic control on the Roadway shall be governed by official traffic control devices.

(b) (No change in text.)

(c) All official traffic control devices on the Roadway shall be obeyed by the operators of all vehicles, unless a New Jersey State Police officer or authorized Authority personnel directs otherwise.

19:9-1.4 Uniform direction of traffic

(a) No vehicle shall be operated, pushed, or otherwise caused to move in a direction that is against the normal flow of traffic on any traffic lane, deceleration lane, acceleration lane, access ramp, shoulder, or other roadway on the Roadway.

(b)-(c) (No change in text.)

19:9-1.5 U-turns prohibited

(a) The making of a u-turn at any point on the Roadway is prohibited.

(b)-(c) (No change in text.)

(d) The making of a u-turn on a toll plaza shall be done only at the direction of, and under the supervision of, toll plaza personnel or the New Jersey State Police.

19:9-1.6 Parking, standing, or stopping on Roadway prohibited, except in case of emergency

(a)-(e) (No change in text.)

(f) No vehicle is permitted to stop or stand on any portion of the Roadway for more than two continuous hours, except as set forth at (f)1 and 2 below. In addition to the State Police, Authority

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employees in charge of operating parking facilities used for bus, vanpool, carpool, and related operations are authorized to enforce the provisions of this subsection.

1. Parking is permitted in the designated areas of facilities used for bus, vanpool, carpool, and related operations (Park-n-Ride) for more than two continuous hours; provided, however, that parking in Park-n-Rides is prohibited before and after the posted hours of operation. Parking in Park-n-Rides on the Roadway shall be limited to the period of 4:00 A.M. to 2:00 A.M., prevailing local time.

2. Truck parking is permitted at designated truck parking facilities on the Roadway for more than two hours in designated truck spaces, but in any event for no longer than 10 consecutive hours. Trucks parked pursuant to this subsection may utilize electrification, as may be provided by the Authority or its vendors, or subject to the terms and conditions of any applicable agreement between the Authority and its vendors, may park without using electrification. Vehicles parked pursuant to this subsection shall always be subject to compliance with all applicable laws, rules, and regulations.

3. Bus parking is permitted at designated bus parking facilities on the Roadway for more than two hours in designated bus spaces, but in any event. For no longer than eight consecutive hours. Buses parked pursuant to this subsection may utilize electrification, as may be provided by the Authority or its vendors, or subject to the terms and conditions of any applicable agreement between the Authority and its vendors, may park without using electrification. Vehicles parked pursuant to this subsection shall always be subject to compliance with all applicable laws, rules, and regulations.

(g)-(h) (No change in text.)

19:9-1.9 Limitations on use of Roadway

(a) Use of the Roadway and entry thereon by the following, unless otherwise authorized by the Authority, is prohibited:

1.-11. (No change in text.)

Recodify existing 13.-20. as 12.-19. (No change in text.)

20. Vehicles owned or operated by a member or employee of a diplomatic mission, where said member or employee of the diplomatic mission has been sent prior written notice from the Authority that said member or employee violated any provision in this chapter and who, subsequent to said notice, committed another violation of a provision of this chapter. Upon the occurrence of the second violation, said vehicle or vehicles shall be escorted off the Roadway at the nearest point of exit or interchange;

Recodify existing 22.-24. as 21.-23. (No change in text.)

24. Vehicles operated with a tandem trailer combination, commonly known as a "double bottom," if one or more of the individual trailers exceeds 28 feet, six inches in length;

25. (No change in text.)

26. Notwithstanding (a)1 through 25 above, limitations, a combination of vehicles designed, built, and used to transport other motor vehicles may carry a load that does not exceed 65 feet overall length, including load overhang. The overhang shall be limited to seven feet and may not exceed three feet at the front and four feet at the rear.

(b) Use of the Parkway and entry thereon by the following is prohibited north of Interchange 105:

1. (No change in text.)

2. Notwithstanding the limitation at (b)1 above, all vehicles in excess of 10,000 pounds are allowed on the KT Ramp in Woodbridge Township, Middlesex County, for purposes of accessing

the Turnpike from northbound Route 9.

Recodify existing (d) as (c). (No change in text.)

19:9-1.12 Damaging or defacing of the Roadway

(a) No unauthorized person shall cut, mutilate, or remove any trees, shrub, or plants located on the Roadway.

(b) No unauthorized person shall deface, damage, mutilate, or remove any official traffic control device, delineator, structure, fence, or other property or equipment of the Authority or its concessionaires.

(c) No material shall be discharged on the Roadway, whether intentionally or unintentionally, that may cause damage to the Roadway, the general public, the Authority, its agents and employees, or any real or personal property owned, leased, or under the supervision of the Authority. For purposes of this subsection only, "damage" includes any effect that may be injurious to health, safety, or welfare, or which may cause financial loss or delay the movement of traffic.

(d) (No change in text.)

(e) In addition to any penalties prescribed by this chapter or by the laws and regulations of other government entities including, but not limited to, Titles 2C, 13, 27, 39, and 58 of the New Jersey Statutes and Federal law or regulation, any person violating any provision of this section or N.J.A.C. 19:9-1.10, 1.11(b), or 1.15, shall be liable to the Authority for any and all costs arising out of said violation, including the costs of:

1.-5. (No change in text.)

(f) The Authority may recover the costs pursuant to (e) above by way of complaint filed in Superior Court, Law Division, or United States District Court, by an administrative consent order executed

by an authorized representative of the New Jersey Department of Environmental Protection, or by any other lawful means.

19:9-1.13 Prohibited conduct

(a)-(b) (No change in text.)

(c) No person shall loiter on the Roadway in such a manner as to:

1.-3. (No change in text.)

4. Obstruct, molest, or interfere with any person lawfully on the Roadway. This paragraph shall include the making of unsolicited remarks of an offensive, disgusting, or insulting nature or which are calculated to annoy or disturb the person to whom, or in whose hearing, they are made.

(d) No person shall enter or remain on the Roadway for the purpose of offering, selling, hiring, or leasing any goods, wares, merchandise, or services, whether or not such services are to be rendered for compensation, nor for the purpose of distributing samples, pamphlets, or advertising matter of any sort, except as authorized by the Authority.

(e) No unauthorized person shall install or attempt to install, construct, or place upon any portion of the Roadway, any item, sign, structure, or equipment for any purpose whatsoever. Except as otherwise provided at N.J.A.C. 19:9-5.9, no person shall erect or place any displays, posters, or placards, or engage in leafleting or display any advertising matter of any kind, regardless of the character or content of the message, on the Roadway.

(f) No unauthorized person shall encroach, obstruct, or encumber, or attempt to encroach, obstruct, or encumber any portion of the Roadway through:

1. Building, construction, or installation of a structure or building;
2. Installation or construction of a fence;

3. Planting or installation of trees or plants;
4. Depositing debris, garbage, or rubbish; or
5. Any other actions covered by this section.

Recodify existing (f)-(m) as (g)-(n) (No change in text.)

(o) Operation or flying of a drone over the Roadway for any use is prohibited, except in cases where such operation is authorized by the Authority or by law.

19:9-1.14 Repairs and towing

(a) Subject to the provisions at N.J.A.C. 19:9-1.6, a vehicle that becomes disabled while using the Roadway may be repaired by the occupants thereof, provided that the occupants can complete repairs within a two-hour period from the time of disablement and the disabled vehicle does not create a hazardous condition. A vehicle disabled and unattended by its occupants will be removed immediately by an authorized service provider of the Authority at the expense of the owner.

(b)-(f) (No change in text.)

19:9-1.15 Transportation of hazardous materials

(a) The transportation or shipment on the Roadway of any hazardous materials, as defined in Part 172 of the regulations of the United States Department of Transportation (49 CFR 172), shall be subject to the requirements of Parts 171 through 178 inclusive of such regulations (49 CFR 171 through 178) governing the preparation of the materials for transportation, construction of containers, packing, weighing, marking, labeling, billing, and certification of such materials.

(b) The transportation or shipment on the Roadway of radioactive materials or devices, and transportation of Division 1.1, 1.2, 1.3, and 1.4 explosives, as defined in Part 173 of the regulations

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of the United States Department of Transportation (49 CFR 173), shall be subject to the prior written approval of the Authority. All applications for such approval shall be made, in writing, addressed to the Director of Operations and shall provide, to the satisfaction of the Authority, that the shipment shall comply in all respects with the provisions of Parts 171 through 178 and 397 inclusive of such regulations (49 CFR 171 through 178, 397). The fee for processing the application for such approval shall be \$50.00. All approvals granted shall be subject to annual renewal.

(c) The Authority reserves the right to withhold the approval required at (b) above, and to prohibit entry to the Roadway of any carrier of any hazardous materials, despite compliance with the aforementioned regulations of the United States Department of Transportation or any other pertinent regulations or law, if in the Authority's opinion, the transportation or shipment will be likely to endanger life or property.

(d) (No change in text.)

(e) Any operator, owner, or lessee of a vehicle on the Roadway that contains any hazardous material shall be subject to all provisions and penalties in this chapter, in addition to any provisions of the United States Code, the New Jersey Statutes, and the New Jersey Administrative Code.

(f) In the event of a discharge of hazardous materials on the Roadway, all remedial efforts shall be conducted in compliance with this chapter and under the supervision of the Authority, the State Police, and/or the Department of Environmental Protection.

1. Unless contrary to the rules of the New Jersey Department of Environmental Protection or unless it would create an unsafe condition to the operator, the general public, or the Roadway, the operator, owner, or lessee of the vehicle may be afforded the opportunity to contain and

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remove, where practicable, discharged hazardous material using personnel, materials, and equipment:

i. (No change in text.)

ii. By another vehicle owned or leased by the operator, owner, or lessee of the vehicle from which the discharge occurred;

iii. (No change in text.)

iv. By third parties contracted to contain, clean up, and/or dispose of the discharge (emergency response contractor) by the operator, owner, or lessee of the vehicle specifically for the purpose of remediating hazardous materials discharges from the operator's vehicle.

2. No emergency response services may be provided pursuant to (f)1 above unless all the entities undertaking such services have provided to the Authority the following:

i. (No change in text.)

ii. An indemnification and hold harmless agreement in a form provided by or acceptable to the Director of Law signed by the operator, owner, or lessee of the vehicle, the manufacturer's response team, or the emergency response contractor, as applicable; and

iii. Such other information, as may be required by the Director of Operations or the Director of Law.

3. The operator, owner, or lessee of the vehicle from which the discharge occurred shall arrange and pay for emergency response services to be performed by any emergency response contractors approved pursuant to the requirements at (f)2 above. Approval of such contractors pursuant to (f)2 above is not to be considered a warranty or assurance by the Authority of such contractors' ability to perform emergency response services.

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4. Whenever the operator, owner, or lessee refuses to arrange for an emergency response contractor, or whenever exigent circumstances or the risk posed by the discharge to Authority patrons, the general public, or the Authority's agents or employees is too great to await the arrival of the emergency response contractor arranged by the operator, owner, or lessee in the opinion of the Director of Operations, or the Director's designee, the Director, or the Director's designee, may arrange for emergency response services and long-term remedial efforts to be provided by an emergency response contractor of the Authority's choice. Emergency response and long-term remedial services may be performed by or through the Department of Environmental Protection or its agents, including, but not limited to, any county environmental health department, or by private organizations engaged by the Authority. Procurement of emergency response contractors by the Authority to provide services pursuant to this section shall be performed in accordance with the requirements at N.J.A.C. 19:9-2, and the Authority shall make available to any operator, owner, or lessee so requesting a list of such emergency response contractors, which shall be deemed approved pursuant to the requirements at (f)2 above. The cost of services pursuant to this paragraph shall be based on the most recent agreement between the Authority and the emergency response contractor, or if there is no such agreement, shall be based on the schedule of rates normally charged to commercial concerns for emergency response or long-term remedial services, and shall be borne by the operator, owner, or lessee of the vehicle.

i.-ii. (No change in text.)

5. Access to the Roadway for the purposes of investigating or remediating contamination caused by the discharge or release of any material will be granted only after compliance with (f)2 above and only after application to the Chief Engineer. Such access will not be unreasonably withheld. All investigatory data, including, but not limited to, soil investigations, soil boring logs,

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soil and/or groundwater disposal manifests, ground water monitoring well logs, laboratory analytical data, correspondence with regulatory agencies, and all reports and submissions generated as a result of work on the Roadway shall be made available for review by the Authority and prior to submission to any regulatory agency inspection by the Authority or its agents, and copies of all such information and data shall be produced for the Authority or its agents upon request.

19:9-1.16 Intoxicating substances

No person shall consume or imbibe any intoxicating substance or beverage from a bottle or container containing liquor, beer, wine, or other alcoholic beverage, while occupying a vehicle on the Roadway. Intoxicating substances include, but are not limited to, any cannabis or cannabinoid product as defined in the Cannabis Regulatory, Enforcement Assistance, and Marketplace Modernization Act, N.J.S.A. 24:61-31 et seq.

19:9-1.18 Noise limits

(a) No vehicle shall be operated on the Roadway in violation of 49 CFR 325 or any other noise standards promulgated by the United States or the State of New Jersey and applicable to that class of vehicle.

(b) (No change in text.)

19:9-1.19 Tolls; payment required

(a) Except as provided at N.J.S.A. 27:23-40, no vehicle shall be operated on the Roadway except upon the payment of such tolls as are required by the Authority.

(b)-(c) (No change in text.)

(d) It is hereby declared to be unlawful, and contrary to the toll collection monitoring system rules at N.J.A.C. 19:9-9, for any person to operate, or owner to permit to be operated, a vehicle in an "Exact Change" toll lane of the Roadway, unless the person has the exact amount in coin to pay the applicable toll in accordance with the current toll schedule.

(e) It is hereby declared to be unlawful, and contrary to the toll collection monitoring system rules at N.J.A.C. 19:9-9, for any person to operate, or owner to permit to be operated, any vehicle in an "Exact Change" toll lane of the Roadway other than a Class 1 Vehicle without a Trailer.

(f) It is hereby declared to be unlawful, and contrary to the toll collection monitoring system rules at N.J.A.C. 19:9-9, for any person to operate, or owner to permit to be operated, a vehicle in an "E-ZPass Only" toll lane of the Roadway, unless the vehicle contains a functioning and registered electronic toll collection device compatible with the electronic toll collection system employed or utilized by the Authority.

(g) It is hereby declared to be unlawful, and contrary to the toll collection monitoring system rules at N.J.A.C. 19:9-9, for any person to operate, or owner to permit to be operated, a vehicle in a staffed toll lane of the Roadway, unless the person has sufficient funds in the vehicle to pay the applicable toll in accordance with the current toll schedule, or unless the vehicle contains a functioning and registered electronic toll collection device compatible with the electronic toll collection system employed or utilized by the Authority.

(h) On the Turnpike, any person who does not present a valid toll ticket upon exit, or whose electronic toll collection device is not read at both entry and exit, may be charged up to the maximum toll for the vehicle's class at the applicable exit interchange. It is hereby declared to be unlawful, and contrary to the toll collection monitoring system rules at N.J.A.C. 19:9-9, if such

occurrence is a result of patron misuse or improper installation of the electronic toll collective device in the vehicle.

19:9-1.21 Other regulations

In addition to this chapter, users of the Roadway are subject to all applicable statutory provisions, including, but not limited to, penalties for nonpayment of tolls (N.J.S.A. 27:23-25), penalties for violation of any of the Authority's regulations (N.J.S.A. 27:23-32), United States Department of Transportation regulations, and, except as otherwise provided in this chapter, the Motor Vehicle and Traffic Acts of New Jersey (N.J.S.A. 39:3-1 et seq., and 39:4-1 et seq.). Commercial vehicles in interstate commerce using the Roadway remain subject to Interstate Commerce Commission regulations.

19:9-1.22 Filming, photographing, or videotaping on the Roadway prohibited, except as authorized

To ensure the health, safety, and welfare of motorists, the general public, and the Authority, no person shall be permitted to park, stop, stand, or travel at a slow speed in violation of N.J.S.A. 27:23-27, for the purpose of taking photographs, videos, or motion pictures (collectively, "film") on the Roadway for any reason without a permit issued by the Authority in accordance with N.J.A.C. 19:9-5.6. Notwithstanding the foregoing, filming for solely personal use is allowed without a permit in those areas of the Roadway in which parking, stopping, or standing is otherwise permitted.

19:9-1.24 Lane usage; Interchanges 11 to 14

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(a) The left travel lanes of the Turnpike's outer roadways from Interchange 11 in the Township of Woodbridge to Interchange 14 in the City of Newark are designated as special reserved lanes for high occupancy vehicles (HOVs) during certain weekday hours specified below. Such lanes may only be used by vans or cars with a minimum of three persons or more, inclusive of the driver, or by buses or motorcycles, or vehicles with electric or hybrid engines, regardless of occupancy, during time periods set forth at (a)1 and 2 below. During all other hours, the lanes will be open to all vehicular traffic, with the exception of commercial vehicles.

1.-2. (No change in text.)

(b) (No change in text.)

(c) The Authority retains discretion to modify or suspend the occupancy requirement and/or hours of operation and permit the closure of the HOV lanes to allow operation as general purpose traffic lanes in emergency circumstances based upon the impact on patron safety, convenience, and the orderly flow of traffic.

(d) Enforcement of this section shall be governed by the traffic control provisions set forth at N.J.S.A. 27:23-28 and N.J.A.C. 19:9-1.3.

19:9-1.30 Arts Center

(a) For events requiring a paper or electronic ticket, no person shall be admitted to the Amphitheater without a ticket, including, but not limited to, minors. For events requiring a paper or electronic ticket, no person, including, but not limited to, a minor, may occupy a reserved seat at the Amphitheater unless able to produce a paper or electronic ticket for that seat, nor occupy lawn space unless able to produce a paper or electronic ticket.

(b) (No change in text.)

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(c) No person shall be admitted to the Amphitheater with the following in his or her possession:

1. (No change in text.)

2. Animals, except that a service animal is permitted upon the showing of relevant documentation that the animal is individually trained to provide assistance to an individual with a disability;

3. Firearms, knives, and other weaponry; or

4. (No change in text.)

(d)-(g) (No change in text.)

19:9-1.33 Violations and penalties

(a) (No change in text.)

(b) Except as set forth at (a) above and N.J.A.C. 19:9-9.3(a), any violation of this chapter shall be punishable by a fine not exceeding \$500.00 or by imprisonment not exceeding 30 days or by both such fine and imprisonment. While imposing any penalty pursuant to the provisions of this subchapter, the court having jurisdiction shall be guided by the appropriate provisions of any statute fixing uniform penalties for violation of certain provisions of the motor vehicle and traffic laws at Title 39 of the Revised Statutes.

(2) The penalty for a person determined to be in violation of any weight restriction set forth at N.J.A.C. 19:9-1.9(a)25iv shall be calculated as set forth at N.J.S.A. 39:3-84.3.j.

(d) A person determined to be in violation of the speed limits set forth at N.J.A.C. 19:9-1.2 or to have committed another motor vehicle offense, when committed in an area of highway construction or repair, or when committed in a designated safe corridor, shall be subject to the fine in double the amount specified by law, in accordance with N.J.S.A. 39:4-203.5 and 27:23-29.

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(e) A person determined to be in violation of any speed limit designated as 65 miles per hour at N.J.A.C. 19:9-1.2 shall be subject to the fine in double the amount specified by law, in accordance with N.J.S.A. 39:4-98.6 and 27:23-29.

SUBCHAPTER 2. PURCHASING AND CONTRACTING

19:9-2.1 General provisions

(a) All contracts of the Authority entered into for the performance of any work, or any purchases or hiring of personal property, services, supplies, equipment, or goods, shall be as prescribed in this subchapter. The objective of this subchapter is to enable the Authority to accomplish its procurement equitably and expeditiously at the least possible cost. This subchapter may be added to or amended by the specific provisions of requests for bids, requests for proposals, or requests for qualifications of a particular procurement issued by the Authority, as incorporated therein.

(b) The Authority shall develop and implement procedures for utilizing electronic procurement platforms that preserve the integrity of the procurement process, ensures that timely receipt of bids, proposals, or statements of qualifications can be established and verified, and allows the entire contents of each bid, proposal, or statement of qualifications to be publicly inspected at the date and time established for receipt and opening thereof. To the extent practicable and consistent with realizing efficiencies that can be achieved through the use of electronic bidding, the Authority's procedures with respect to electronically submitted documents shall be functionally equivalent to those followed with respect to equivalent documents that are submitted in paper form.

(c) Where an applicable statute, rule, or specification requires the submission of any document in electronic form, the Authority shall reject any such documents that are submitted in paper form as nonresponsive.

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19:9-2.2 Purchases, contracts, and agreements for amounts over the applicable bid threshold, except contracts and agreements governed at N.J.A.C. 19:9-2.8 and 2.9

(a) Rules concerning advertising and awards of purchases, contracts, and agreements:

1. Advertisements soliciting purchases, contracts, and agreements over the bid threshold shall be placed in at least one newspaper or journal having a large circulation in the State, and may be advertised on the Authority's website, www.njta.com, or through other electronic means. Such advertisements shall be published not less than 10 days preceding the date upon which the bids, proposals, or statements of qualifications are to be received and opened. All advertisements shall contain:

- i. A brief description of the supplies, materials, equipment, or services to be furnished or performed;
- ii. Notice of the place where the request for bids or request for proposals or request for qualifications may be obtained; and
- iii. The place, date, and time when the sealed or electronic bids, proposals, or statements of qualifications shall be publicly opened.

2. In addition to advertising, solicitations for any purchases, contracts, or agreements may be sent to all known interested parties by email, regular mail, or by any other means, and such solicitations shall provide at least the same information contained in the public advertisement.

3. If an amendment of any pertinent information to the request for bids, request for proposals, or request for qualifications becomes necessary, notice of such amendment(s), in the form of a written addendum, shall be given, at least three business days prior to the public opening

of such bids, proposals, or statements of qualifications, to all who received the request for bids, request for proposals, or request for qualifications.

(b) Rules concerning terms and conditions applicable to submission of bids or proposals:

1. All bids and proposals submitted must be properly signed by the bidder's or proposer's duly authorized representative.

2. Any correction of an entry made on a bid or proposal form submitted as a paper copy shall be initialed by a duly authorized representative of the bidder or proposer. Changes to documents submitted electronically in PDF or other format that provides the equivalent of a copy of a paper document, shall be made by submission of a replacement PDF document. If the replacement document contains handwritten or other corrections, they shall be initialed on the replacement document in the same manner as would be required as to a paper document. Changes in electronic files can only be made in accordance with the submission rules of the electronic procurement platform being used by the Authority.

3. Bidders and proposers may withdraw bids or proposals, or withdraw and resubmit bids or proposals, as the case may be, at any time prior to the time scheduled for public opening. A duly authorized representative of the bidder or proposer, as the case may be, must sign for the withdrawal of bids or proposals submitted in paper form. Bids or proposals so withdrawn shall be returned to the bidders or proposers, as the case may be, unopened. Any bid or proposal that is received by the Authority at the date and time established for public opening will be deemed to have been submitted intentionally. It is the bidder's and proposer's sole responsibility to ensure that their withdrawal of any electronic bid or proposal actually prevents the withdrawn bid or proposal from being received and opened by the Authority.

4. (No change in text.)

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5. In particular cases where permitted or required by the Authority in the particular bids or proposals, bidders or proposers may be permitted to submit partial bids or proposals. The Authority reserves the right to accept any item or group of items of any bid.

(c) Rules concerning receipt, opening, and award:

1. All bids, proposals, and requests for qualifications solicited by the Authority must be submitted in accordance with the request for bids, request for proposals, or request for qualifications on or before the time fixed for the public opening. Any bids, proposals, or statements of qualifications received after the deadline for receipt of such bids, proposals, or statements of qualifications shall not be opened.

2. The Authority shall ensure that all sealed paper bids, proposals, and statements of qualifications received in response to a request for bids, request for proposals, or request for qualifications shall be date-stamped upon receipt and deposited unopened in a secure location until the time fixed for public opening. Bids, proposals, and statements of qualifications submitted electronically shall be securely maintained by the electronic procurement platform until the time fixed for public opening.

3. Paper bids, proposals, and statements of qualifications shall be opened publicly at the time and place designated in the request for bids, request for proposals, and request for qualifications. As to bids only, the amount of each bid, the identity of each bidder, and such other information relevant to the bid shall be recorded and the bid tabulation shall be open to public inspection. As to responses to requests for proposals and requests for qualifications, the identity of each respondent shall be recorded and read aloud.

4. As to electronic bids, the bids will be downloaded by the Authority, at the time designated for receipt of bids in the request for bids, from the electronic procurement platform,

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publicly opened, and the results posted on the electronic procurement platform's website and/or the Authority's website at www.njta.com.

5. Bids, proposals, and statements of qualifications received shall be evaluated based on the requirements or criteria set forth in the request for bids, request for proposals, and request for qualifications, as the case may be.

6. The Authority may, in its discretion and consistent with law, allow a bidder to withdraw its bid or proposal based on mistake.

7. Any contract awarded shall be awarded with reasonable promptness by written notice to the lowest responsible and responsive bidder or in the case of an RFP, to the successful proposer.

8. As to bids, if bid prices submitted by two or more low responsible and responsive bidders are identical, the tied low bids shall be broken by a coin toss held in the presence of a representative of the Department of Internal Audit. The interested bidders shall be invited to observe the coin toss. Such tie breaking shall be noted on the bid summary. The Authority retains the right to reject any or all bids, to waive informalities and minor irregularities, and to rebid the entire contract, in accordance with applicable law.

9. Bid or proposal guarantee, in the form of bonds, letters of credit, or certified or cashier's check may be required in such form and format as deemed acceptable by the Director of Law, and in such amount as deemed necessary by the Director of Procurement and Materials Management or Chief Engineer to guarantee the amount of the bid or proposal. In that event, the requirement of bid or proposal guarantees, and the form, format, and amount thereof shall be set forth or specified in the request for bids or request for proposals, as the case may be. Failure of the successful bidder or proposer to enter into a contract shall result in a forfeiture of the bid or proposal guarantee and any other loss or penalty permitted by law.

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10. The request for bids or request for proposals may require the submittal of a consent of surety with the bid or proposal, which consent of surety must evidence that the surety will provide the required performance security if the bidder or proposer is awarded a contract. In such event, performance security, in the form of a bond or letter of credit, shall be required in such form and format as deemed acceptable by the Director of Law, and in such amount as set forth in the request for bids or request for proposals to ensure faithful performance of the contract and for the payment of persons performing work on the contract. The performance security shall be submitted by the successful bidder upon notification.

11. Subject to applicable law, the Authority may disqualify from bidding any bidder in connection with the withdrawal or attempted withdrawal of any bid because of unilateral mistake. Such disqualification may be for a period not to exceed 12 months, and on such terms as the Authority may determine.

12. (No change in text.)

(d) A supply, service, or product may be procured without competitive sealed proposals:

1.-3. (No change in text.)

4. For the furnishing or performing of services of a professional or consultative nature.

5. For the supplying of any product or the rendering of any service by a public utility subject to the jurisdiction of the New Jersey Board of Public Utilities and tariffs and schedules of the charges, made, charged, or exacted by the public utility for any such products to be supplied or services to be rendered are filed with such board.

6. When the Authority has advertised for bids on two occasions and has received no bids on both occasions in response to its advertisements, or received no responsive bids. Any purchase, contract, or agreement may then be negotiated and may be awarded to any contractor or supplier

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determined to be responsible, except that the terms, conditions, restrictions, and specifications set forth in the negotiated contract shall not be substantially different from those that were the subject of competitive bidding.

19:9-2.3 Purchases, contracts and agreements for amounts under the applicable bid threshold, except contracts and agreements governed by N.J.A.C. 19:9-2.8 and 2.9

(a) Purchases, contracts, and agreements for goods and services, where the aggregate cost or amount involved is less than the applicable bid threshold, competitive bidding is not required. Price quotations shall be solicited from at least three vendors, unless such solicitation is not feasible, as determined by the Chief Engineer or the Director of Procurement and Materials Management.

(b) A purchase of goods or services, or the award of a contract or agreement need not be made on the basis of the lowest price quotation if, specifically, recommended by the Chief Engineer or the Director of Procurement and Materials Management in consultation with the Director of Law.

19:9-2.4 Termination of contract

(No change in text.)

19:9-2.5 Purchase under government contracts

(a) When it is determined to be proper and in the best interest of the Authority, the Authority may purchase equipment, goods, materials, supplies, and services directly, without advertising, from vendors who hold contracts with the State of New Jersey, other State or multi-state authorities or

agencies (State contracts), or the United States, or any agencies or political subdivisions of the United States (Federal contracts).

(b)-(d) (No change in text.)

19:9-2.6 Sale of surplus property

(a) The purpose of this section is to establish and prescribe uniform general rules and procedures for the sale of surplus real property and personal property owned by the Authority at the highest possible price and to provide for the electronic solicitation of bids where doing so is likely to be advantageous to the Authority. No such sale shall be made except in accordance with this section.

(b) Surplus property procedures are as follows:

1. From time to time, or in response to a request, the Law Department, in consultation with other Authority departments, may undertake a review of real property owned by the Authority in order to make an initial determination whether such real property may no longer be necessary for the operations of the Authority and may, therefore, potentially be classified as surplus real property. In making such a determination, one or more of the following factors may be considered:

i.-iii. (No change in text.)

iv. The property's estimated market value;

2. Upon such an initial determination that real property may be classified as surplus, the Director of Law, or his or her designee, shall request certifications from the following persons stating that the real property, to the best of their knowledge, may properly be categorized as surplus property and is no longer needed by the Authority and is surplus to its needs: the Director of Operations, the Chief Engineer, the General Consulting Engineer, and the Chief Information Officer. If appropriate, the above persons shall so certify as requested by the Law Department. In

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the alternative, if the property may not be properly categorized as surplus, the above persons shall so indicate and advise the Law Department that the property shall not be declared surplus;

3. No real property may be sold or otherwise disposed of by the Authority without issuance of all of the certifications set forth at (c)2 above, and a determination by the Authority that the real property is surplus to its needs;

4. An appraisal or administrative determination of value, as deemed appropriate by the Director of Law, or his or her designee, shall be obtained by the Authority in order to determine the fair market value of the surplus real property;

5. Surplus real property shall be disposed of only after public advertisement for competitive bids in accordance with (e) below, except for those dispositions set forth at (b)5i through vii below, which shall be exempt from the public bidding requirement:

i. Disposition to a public or governmental entity, including, but not limited to, any political subdivision, agency, department, commission, board, authority, or body corporate and politic of the State of New Jersey, any county or municipality of the State of New Jersey, any public entity or authority of the United States or any department or agency thereof, or any public utility, as defined at N.J.S.A. 48:2-13.a;

ii.-iii. (No change in text.)

iv. Disposition of surplus real property that, at the discretion of the Authority, has been determined to be undersized (and, therefore, not developable pursuant to applicable laws or ordinances) or severely impaired;

v.-vi. (No change in text.)

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vii. When the Executive Director determines that the character or condition of the real property or unusual circumstances make it impractical to advertise publicly for competitive bids;

6. Prior to disposition of surplus real property that does not fall under one of the exceptions set forth at (b)5ii through vii above, the Authority shall contact the appropriate public and governmental entities, as set forth at (b)5i above, that may have a reasonable interest in the surplus real property to inquire whether such entities wish to purchase such property. The Authority shall allow such entities a reasonable time, not less than 14 days, to respond before publicly advertising the real property for bids. If more than one public or governmental entity makes an offer to purchase the surplus real property, the Authority shall accept the offer that best serves the interest of the Authority and the public interest; and

7. (No change in text.)

(c) Surplus personal property procedures are as follows:

1. In response to a request from a department or through periodic reviews of personal property undertaken by the Procurement and Materials Management Department, in consultation with other Authority departments, certain personal property may no longer be necessary for the operations of the Authority and, therefore, will be classified as surplus personal property;

2. No personal property may be sold or otherwise disposed of by the Authority without a determination by the Executive Director, as recommended by the Director of Procurement and Materials Management, that such personal property is surplus to the Authority's needs;

3. All sales of surplus personal property where the aggregate anticipated proceeds exceed \$2,500 shall be made only after public advertisement for competitive bids in accordance with the procedures set forth at (e) below, unless one of the following circumstances is met:

i.-ii. (No change in text.)

iii. The Authority specifically provides by resolution that the requirement of public advertising be waived as to a particular transaction;

4. Where there is a reserve or other minimum price for an item or items offered for sale below which bids will not be accepted by the Authority, all prospective bidders shall be so advised in the bid solicitation; and

5. If, after advertising and public bidding of the surplus personal property, or if, after an attempt at sale of the surplus personal property pursuant to (d)3 below, bid prices are not deemed reasonable or acceptable to the Authority or no bids are received, the surplus personal property may be traded in, scrapped, or sold to any interested purchaser, including sale through an agent or liquidator who specializes in such sales, or may be donated by the Authority to a not-for-profit, public, or governmental entity.

(d) Public advertising of competitive bids for sales of surplus real property and surplus personal property shall be as follows:

1. Advertisements for competitive bids shall be placed in an appropriate newspaper(s) or journal(s) having a large circulation in the State, posted on the Authority's website, the State of New Jersey's website, and by any other reasonable means or as required by applicable law. Such advertisements shall be published in sufficient time to allow inspection of the property being sold prior to the date upon which the bids are to be received and opened.

2. All advertisements must contain:

i. (No change in text.)

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ii. Notice of the place or electronic location where quotation forms, terms, and conditions may be obtained, together with a provision that any or all bids may be rejected, in accordance with applicable laws;

iii.-iv. (No change in text.)

3. In addition to advertising, when required, known interested parties may be sent by email, regular mail, or by any other means, a copy of bid solicitations.

4. A written addendum shall be publicized on the Authority's website at least five days prior to the public opening of the bids, in the event that an amendment to any pertinent information becomes necessary.

5. The Authority shall make available any back title reports in its possession with respect to the real property being advertised, but without any representation by the Authority as to the accuracy or completeness of the reports.

6.-8. (No change in text.)

9. Sealed or electronic bids shall be publicly opened at the place, date, and time for the receipt of bids.

10. (No change in text.)

11. Bids shall be accompanied by a deposit equaling 10 percent of the total submitted price. Such bid deposit shall be submitted in the form of a certified check, cashier's check, executed money order payable to the "New Jersey Turnpike Authority," or such other lawful payment as may be set forth in the bid solicitation. Failure to comply with this provision shall result in rejection of the bid. Bids of less than \$100.00 shall require no bid deposit.

Recodify existing 13.-14. as 12.-13. (No change in text.)

14. Any correction of an entry made to a bid shall be initialed by the bidder.

15. Bidders may withdraw bids, or withdraw and resubmit bids, at any time prior to the scheduled time of the public opening. A duly authorized representative shall sign for the withdrawal of paper bids. Paper bids so withdrawn shall be returned to the bidders unopened. Electronic bids may be withdrawn pursuant to the electronic bidding procedures set forth by the Authority. Any bid that is received by the Authority at the date and time established for bid opening will be deemed to have been submitted intentionally.

Recodify existing 17. as 16. (No change in text.)

(e) The following general terms and conditions apply to the sale of surplus real property and surplus personal property:

1.-3. (No change in text.)

4. For surplus personal property, the balance of the bid price is due within 15 calendar days after the bidder's receipt of notice of the award. If such balance is in the amount of \$100.00 or more, payment shall be made by certified check, cashier's check, executed money order, or such other lawful method of payment as may provided for in the bid solicitation. Failure to pay such balance or to pick up the awarded property within the 15-day period shall entitle the Authority to retain the bid deposit as liquidated damages and not as a penalty, as the amount of damages to the Authority resulting from such breach would be difficult, if not impossible, to determine and retention of the deposit would be justified. Under such circumstances, with the approval of the Executive Director, or his or her designee, the Director of Procurement and Materials Management may sell the property to the next highest bidder, or otherwise dispose of the property in accordance with this section. This action is to be accomplished by a memorandum of the Director of Procurement and Materials Management, approved by the Executive Director, or his or her designee, with copies to the Law and Finance Departments.

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5. For surplus real property, the balance of the bid price shall be paid by the successful bidder by certified check, cashier's check, executed money order, or such other method of payment as may be provided for in the bid solicitation within the time set forth in the bid solicitation. Installment sales are not permitted. Title to the surplus real property shall be transferred to the purchaser when full and final payment of the approved bid price is made, or as otherwise agreed, in writing, between the purchaser and the Authority. The contract of sale shall require that the purchaser's failure to pay the balance of the purchase price as specified by the Authority or failure to take title or abide by any other term or condition of the contract shall result in a cancellation of the sale and a forfeiture of the bid deposit to the Authority, as liquidated damages and not as a penalty, as the amount of damages to the Authority resulting from such breach would be difficult, if not impossible, to determine and retention of the deposit would be justified. Upon such cancellation, the Authority may accept the bid of the next highest qualified bidder or, if none exists, otherwise dispose of the surplus real property in accordance with this section.

6. Unless specifically stated otherwise in the solicitation, the surplus real property and surplus personal property upon which bids are invited is for sale only "as is, where is, and with all faults" and the Authority makes no representation, express or implied, as to the condition of said property. The surplus personal property items sold are to be removed at the buyer's expense.

7. The procedure for handling tie bids shall be the same as that set forth at N.J.A.C. 19:9-2.2.

19:9-2.7 Procedure for prequalification to bid on construction contracts

(a) All prospective bidders for construction contracts in excess of \$50,000 shall annually apply to be prequalified by the Chief Engineer by submitting a Contractor's Qualifying Statement.

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Prospective bidders will be prequalified in a category of work at a maximum classification rating for which they are entitled to bid in accordance with the Contractor Classifications and Ratings Schedule available on the Authority's website at www.njta.com. The Chief Engineer may, from time to time, add additional specialized work categories to the Contractor Classifications and Ratings Schedule. Bidders shall have effective classification rating in an amount not less than the amount of their respective bids. Instructions for prequalification for award of construction contracts are located on the Authority's website at www.njta.com.

(b) In order to prequalify, prospective bidders shall submit annually, or at least 21 calendar days prior to bid opening, proof of the items listed in this subsection. In determining the prequalification of a prospective bidder, only that work performed by the prospective bidder on a contract(s) shall be considered:

1. As to type of work, recent satisfactory experience as a contractor on a contract involving substantially the same or similar work as the classification being sought;

2. As to value of work, satisfactory experience within the past three years by the contractor, either on a single contract performed in a single year, or several contracts performed in a single year, having the following minimum values of contract work for such single year, for the specified classification ratings listed below:

- i. Less than \$1,200,000 worth of contract work in a year for a classification rating up to \$1,000,000 maximum;

- ii. \$1,200,000 to \$2,999,999 worth of contract work in a year for a classification rating up to \$2,000,000 maximum;

- iii. \$3,000,000 to \$5,999,999 worth of contract work in a year for a classification rating up to \$5,000,000 maximum;

iv. \$6,000,000 up to \$11,999,999 worth of contract work in a year for a classification rating up to \$10,000,000 maximum;

v. \$12,000,000 up to \$29,999,999 worth of contract work in a year for a classification rating up to \$20,000,000 maximum;

vi. \$30,000,000 to \$49,999,999 worth of contract work in a year for a classification rating up to \$50,000,000 maximum;

vii. \$50,000,000 or greater worth of contract work in a year for a classification rating up of unlimited;

3. Satisfactory financial condition of the prospective bidder. The Contractor's Qualifying Statement must be accompanied by audited financial statements or a CPA review of financial statements. The financial statements shall be complete, with a balance sheet, related statements of income and retained earnings and cash flows, or equivalent generally accepted accounting principles (GAAP)-compliant statement. The financial statements shall be audited by a certified public accountant, as established at N.J.S.A. 45:2B-49 et seq., who is independent of, and not an employee of, the contractor for which the financial statements are being provided.

i. The audited financial statements shall have an unqualified opinion. The CPA review of financial statements shall be in conformity with GAAP. Both the audited and CPA-reviewed financial statements shall be for a full one-year accounting cycle.

ii. Submission of a consolidated financial statement is acceptable. It may be submitted with the Contractor's Qualifying Statement completed in the name of the parent company. A consolidated financial statement submitted with a Contractor's Qualifying Statement and completed in the name of the subsidiary shall include a separate breakdown of the financial statements, and a separate unqualified opinion that includes balance sheet, income statement,

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statement of changes in financial position, and cash flows, or equivalent GAAP-compliant statement, all in the name of the subsidiary.

iii. (No change in text.)

iv. If a contractor does not submit audited financial statements, then the maximum classification rating that the contractor may be granted is \$10,000,000; in addition, the lack of audited financial statements will result in a reduction by one rating of the classification rating to which the contractor would have otherwise been entitled;

4. (No change in text.)

5. That the prospective bidder is not now, nor has been involved, directly or indirectly, in any proceeding, conduct, or activity adversely relating to, or adversely reflecting upon, the moral integrity of the prospective bidder by means of sworn affidavit;

6. A satisfactory workplace safety record based on projects listed in a Contractor's Qualifying Statement and any other workplace safety records or information requested by the Chief Engineer; and

7. When submitting a proposal, prequalified bidders need not submit another Contractor's Qualifying Statement but shall instead submit a prequalification recapitulation in such form as may be prescribed by the Chief Engineer.

(c) The Chief Engineer, or his or her designee(s), shall review the Contractor's Qualifying Statement and other information submitted by the prospective bidder and shall provide written notice to the prospective bidder of the decision. The classification will be valid for a period of one year from the date of the Chief Engineer's decision, and the prospective bidder will be allowed to bid on all Authority contracts within its classification limits for this one-year period without the need of additional prequalification, subject to (d) and (g) below. At the end of this one-year period,

the prequalification of the prospective bidder will expire, and to be renewed, the prospective bidder must meet the requirements at (b) above.

(d) The Chief Engineer shall reserve the right to require a prospective bidder to submit such additional evidence of qualifications as deemed necessary, and shall consider any evidence available of the financial, technical, and other qualifications and ability of the prospective bidder.

The Chief Engineer may change or revoke at any time the classifications of any prospective bidder upon any evidence that such prospective bidder does not meet the financial, technical, moral, or other qualifications of the classification. The Chief Engineer may direct a Request for Qualifications Information (RFQI) process to be used in prequalifying contractors under classifications not listed in Contractor Classifications and Ratings Schedule on the Authority's website at www.njta.com, but appropriate for specialized projects involving homeland security or other exigent circumstances.

(e) The Chief Engineer may deny prequalification to any prospective bidder who fails to satisfy the requirements of this subchapter and, further, may recommend rejection of any bid requiring prequalification where the bidder has failed to be prequalified.

(f) (No change in text.)

(g) Bidders on all other contracts not requiring prequalification shall, however, comply with the provisions at (b)3, 4, 5, and 6 above.

19:9-2.8 Procedure for prequalification and award of contracts for architectural, engineering, and land surveying services

(a) This section shall apply to contracts for architectural, engineering, and land surveying services that are not subject to N.J.A.C. 19:9-2.2(d), 2.3, or 2.5. The Authority may choose to apply this

section to contracts below the public bidding threshold as set forth at N.J.S.A. 27:23-6.1.b in its sole discretion. The Authority may use procurement processes other than those prescribed in this section if those processes have been approved by the Federal government or other State statute, rule, or executive order, or if an emergency has been declared by the Executive Director. In its discretion, the Authority may issue one solicitation for award of contracts for multiple projects that are similar in size and complexity. The prequalification and solicitation process outlined in this section shall be followed, and any multiple-project Requests for Expressions of Interest (RFEOI) shall require proposers to submit EOIs for all projects listed in the solicitation. Under no circumstances will a proposer be awarded more than one contract under a multiple-project solicitation.

(b) The following words and terms, when used in this section, shall have the following meanings, unless the context clearly indicates otherwise.

“Complex procurements” means the process for soliciting professional services having an estimated fee over \$6,000,000 or that involve transportation, planning, or complex design. Upon request of the Chief Engineer based on his or her professional judgment, and with the approval of the Executive Director, a particular procurement otherwise meeting the definition of a complex procurement may be classified as a simple procurement.

“Director” means either the Chief Engineer or Director of Operations, depending on whether the contract emanates from the Engineering Department or the Operations Department.

“EOI” means an expression of interest from firms interested in performing professional architectural, engineering, and land surveying services for the Authority.

“Firm” means any individual, firm, partnership, corporation, association, joint venture, or other legal entity permitted by law to provide professional architectural, engineering, or land surveying services in this State.

“Order for professional services” (OPS) means a contract for professional services awarded in accordance with this section.

“Professional services” means architectural, engineering, and land surveying services performed by an architect, engineer, or land surveyor in connection with his or her professional employment practice, and which are subject to N.J.S.A. 52:34-9.1 et seq.

“Qualified firm” means a firm that is currently prequalified, prior to submission of the EOI, in accordance with the Professional Service Prequalification Questionnaire process set forth in this section.

“Simple procurement” means the process for soliciting professional services where the scope is clearly defined, is not likely to change during the course of the professional services, and the estimated fee is \$6,000,000 or less. Upon request of the Chief Engineer, based on his or her professional judgment, and with the approval of the Executive Director, a particular procurement otherwise meeting the definition of simple procurement may be classified as a complex procurement.

...

(c) Professional services prequalification requirements shall be as follows:

1. A firm interested in a contract for professional architectural, engineering, or land surveying services shall complete and file a “Professional Service Prequalification Questionnaire” (PSPQ) with the Authority. Firms qualified for a particular type of professional services based on the Authority’s evaluation of the PSPQs will be eligible for consideration when such professional

services are being contracted for by the Authority without having to present their qualifications on a contract-specific basis.

2. For the procurement of general consultants, rather than for a specific type of professional services, the procedures relating to prequalification of firms may be modified to address the needs and requirements of the Authority.

3. Each firm shall identify on the PSPQ each type of work for which the firm desires prequalification. All PSPQs shall contain the following information:

i. Current and past professional services undertaken by the firm;

ii. The nature of the professional services identified in response to (c)3i above;

iii. The resumes, including the qualifications, of the professionals employed by the firm seeking prequalification;

iv. For the most current full year accounting cycle, copies of:

(1) Audited or independent CPA-reviewed financial statements, in which case, the PSPQ may remain current for 24 months; or

(2) Compiled or internally prepared financial statements, in which case, the PSPQ may remain current for 12 months; and

v. Other information that the Authority may determine necessary to assess the firm's qualifications.

4. A firm shall notify the Authority, in writing, of any substantial change in the information on its PSPQ when such change occurs. A firm shall have a current PSPQ on file with the Authority on the date of the Expressions of Interest (EOI) submission in order to be considered for a contract. For purposes of this section, a current PSPQ is one that has been on file with the Authority for no more than 24 months or, in certain cases, for no more than 12 months.

(d) Advertisement for Requests for Expressions of Interest shall be as follows:

1. A Request for EOIs (RFEOI) shall be advertised in an appropriate newspaper or journal, having a large circulation in the State and/or advertised on the Authority's website, www.njta.com, or through other electronic means. Such advertisements shall be published not less than seven calendar days preceding the date upon which the EOIs are to be received. The RFEOI shall identify the scope of professional services required from the prequalified firms and the evaluation process to be used for the selection of the successful prequalified firm. When the Authority seeks to award more than one contract through a single RFEOI, the number of contracts that the Authority intends to award shall be identified in the RFEOI.

2. When professional services of a general consultant are needed, the Authority shall establish a list of criteria that firms must meet in order to receive an RFEOI for the general consultant contract. Firms that meet such criteria shall be sent an RFEOI.

(e) Evaluation of EOIs shall be as follows:

1. Upon receipt of the EOIs for a simple procurement or complex procurement, the Authority shall review the EOIs for completeness and shall reject those EOIs that are incomplete. The Authority shall notify, in writing, all firms whose EOIs are determined to be incomplete. If fewer than three EOIs are deemed complete, the EOI solicitation may be re-solicited, with or without modification, or the procurement may continue with fewer than three firms, as determined by the Executive Director, in consultation with the Director.

2. For simple procurements, if the EOIs are deemed complete in accordance with (e)1 above, the Technical Review Committee shall evaluate and rank the EOIs in accordance with (e)4 below, and request a fee proposal from the top three technically ranked firms, or from less than three firms, as the case may be, in accordance with (e)1 above. At the discretion of the Director,

fee proposals may be requested from more than three firms. No firms shall be told of their ranking position at that time. The selection process shall continue in the manner described at (g) below. If a particular simple procurement warrants, the Director may elect to issue a Request for Proposal (RFP) and the selection process shall proceed in accordance with the process for complex procurements.

3. For complex procurements, if five or more EOIs are deemed complete in accordance with (e)1 above, the Technical Review Committee shall evaluate the EOIs in accordance with (e)4 below. If at least three, but not more than four, EOIs are deemed complete, these firms need not be evaluated pursuant to (e)4 below, but shall receive the RFP. If less than three EOIs are deemed complete, complex procurements shall proceed in accordance with (e)1 above.

4. Except as otherwise provided at (e)3 above, the EOIs shall be ranked by the Technical Review Committee on the basis of numerical scores resulting from weighted rating factors. In ranking the EOIs, the Technical Review Committee shall consider criteria contained in the RFEOI, including, but not limited to:

- i. Experience of the qualified firm on similar projects or professional services on similar assignments;
- ii. Experience of the project manager or resident engineer on similar projects;
- iii.-iv. (No change in text.)
- v. Approach and methodology in performing the professional services required;
- vi. Commitment and ability to perform the proposed work and **any** outstanding work with the Authority;
- vii. (No change in text.)

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viii. Attainment of Small Business Enterprise (SBE) and Disabled Veteran-Owned Business (DVOB) goals; and

ix. (No change in text.)

(f) Requests for Proposals (RFPs) shall be evaluated as follows:

1. Responses to the RFP shall be comprised of the technical proposal and fee proposal. The qualified firms receiving the RFP shall be directed to submit a detailed fee proposal in a separate sealed envelope at the time of submission of the technical proposal.

2. (No change in text.)

3. The Technical Review Committee may require an interview and/or presentation by the qualified firms with the highest ranked proposals. The Director, in his or her discretion, may waive this requirement for a particular project. Subsequent to the interview and/or presentation, the Technical Review Committee shall revisit its technical ranking of the qualified firms, re-score as appropriate, and shall thereupon recommend the highest ranked qualified firms to the Director, or the Executive Director if the Director was a member of the Technical Review Committee.

(g) Cost negotiation and final selection shall be as follows:

1. For all projects, upon reviewing the Technical Review Committee's recommendation, the Director or the Executive Director, as the case may be, shall either concur with the selections or direct the Technical Review Committee to pursue additional evaluation measures, consistent with the EOI solicitation or RFP, as the case may be, which shall be specified, in writing, by the Director or the Executive Director.

2. Once the selections are approved, the selected qualified firms' fee proposals will be reviewed by the Technical Review Committee. The Executive Director may add one or more persons to the Technical Review Committee to assist in the negotiation process. Using all fee

proposals and the engineer's estimate as a guideline, the Technical Review Committee shall negotiate a fair and reasonable fee with the highest technically ranked qualified firm, taking into consideration all relevant factors, including, but not limited to, the estimated value of the services to be rendered and the scope, complexity, and professional nature thereof. If the Technical Review Committee is unable to negotiate a fair and reasonable fee with the highest technically ranked qualified firm, it shall formally terminate negotiations and undertake negotiations with the second highest technically ranked qualified firm. Failing accord with the second highest technically ranked qualified firm, the Technical Review Committee shall formally terminate negotiations and undertake negotiations with the third highest technically ranked qualified firm. If the Technical Review Committee is unable to negotiate successfully with any of the three highest technically ranked qualified firms, it shall negotiate with the next-highest technically ranked qualified firms, in order of their competence and qualifications and it shall continue negotiations in accordance with the procedure set forth in this section until an agreement is reached. The Executive Director, upon consultation with the Director, may direct the Technical Review Committee to re-solicit the contract. Once a final fee is agreed upon, the Technical Review Committee shall make its recommendation to the Director.

3. The Technical Review Committee, in consultation with the Director, shall prepare a written report outlining its recommendations and activities in reviewing, negotiating, and selecting the recommended qualified firm(s). The Director shall submit the Technical Review Committee's report to the Executive Director.

4. If the Executive Director concurs with the recommendation, the Executive Director shall recommend, to the Board, in writing, that the qualified firm(s) be awarded an Order for Professional Service.

5. (No change in text.)

19:9-2.9 Procedure for prequalification and award of contracts for other professional and consultative services

(a)-(b) (No change in text.)

(c) In the event the Authority determines that it is necessary or advisable to retain professional or consultative services, advertisement for proposals or qualifications shall be placed in an appropriate newspaper or journal having a large circulation in the State, and any appropriate professional periodicals, and advertised on the Authority's website, www.njta.com, or through other electronic means. Such advertisements shall be published not less than seven calendar days preceding the date upon which the proposals or qualifications are to be received and opened. The advertisement shall refer interested parties to the Request for Proposals or Request for Qualifications (RFP/RFQ), which may be downloaded from the Authority's website, www.njta.com, or requested, in writing, from the Director by mail or electronic means.

(d) (No change in text.)

(e) Evaluation of proposals or qualifications received shall be as follows:

1. The proposals or qualifications shall be ranked by the Evaluation Committee on the basis of numerical scores resulting from weighted rating factors. These factors will be weighted in proportion to their relative importance on a contract-by-contract basis. In ranking proposals or qualifications, the Evaluation Committee shall consider criteria contained in the RFQ or RFP, as the case may be, including, but not limited to:

i.-ix. (No change in text.)

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x. Attainment of Small Business Enterprise (SBE) and Disabled Veteran-Owned Business (DVOB) goals; and

xi. (No change in text.)

2. (No change in text.)

(f)-(h) (No change in text.)

19:9-2.12 Procedures to resolve protested solicitations and awards

(a) (No change in text.)

(b) Upon the filing of a timely protest, the Executive Director or his or her designee shall have the authority, but not the obligation, to conduct a hearing, to settle and resolve a protest of an aggrieved bidder, proposer, or contractor concerning the solicitation or award of a contract or its prequalification status or classification, with the Executive Director retaining authority for the final decision of the Authority. Any such hearing may be conducted on written submissions, or through an in-person informal conference, as determined in the discretion of the Executive Director, or his or her designee, as deemed necessary based upon the nature of the protest.

(c) (No change in text.)

(d) A decision pursuant to (c) above shall constitute a final agency decision.

(e) In the event of a timely protest pursuant to (a) above, the Authority shall not proceed further with the solicitation, or with the award of the contract until the decision is rendered pursuant to (c) above, or until the Executive Director, or his or her designee, after consultation with the Director of Procurement and Materials Management or Chief Engineer, makes a written determination that the continued solicitation or award of the contract without delay is necessary to protect the interest of the Authority or the public.

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19:9-2.13 Procurement of routine towing services on the Roadway

(a) All contracts between the Authority and qualified contractors for routine towing services on the Turnpike and Parkway shall be procured pursuant to the procedures and regulations promulgated pursuant to this section. For purposes of this section, routine towing services on the Turnpike include towing services and storage services. Road services on the Turnpike shall be provided by a separate third-party contractor. Routine towing services on the Parkway include towing services, storage services, and road services.

(b) The objective of this section is to establish procedures for the award of contracts for **routine** towing services on the Turnpike and Parkway, **to be provided on a rotational basis**, utilizing a competitive bid process open to prequalified bidders. Contracts shall be awarded to the lowest responsible bidders as determined pursuant to applicable law, including, but not limited to, this subchapter, and the specific requirements contained in all requests for bids issued by the Authority, from time to time. In issuing a request for bids, the Director of Procurement and Materials Management is empowered to procure up to three rotational towers per Zone on the Turnpike and up to two rotational towers per Zone on the Parkway, or such other number as may be required in any request for bids. It is the Authority's intent to solicit bids, as, and when, needed, for specific Zones along the Turnpike and the Parkway. In the case of the Turnpike, the Zones shall be established between specific interchanges, and in the case of the Parkway, the Zones shall be established between specific mileposts, all as more expressly set forth in the request for bids.

(c) Only bids submitted by contractors who have been prequalified pursuant to a prequalification process shall be considered. At the discretion of the Director of Procurement and Materials Management, the prequalification process may be accomplished through a combined request for

qualifications/request for bids process or by a separate prequalification process preceding the issuance of request for bids. Upon award of a contract to the successful bidder(s), the standards governing prequalification shall be of continuing force and effect for the duration of such contract. The failure to maintain the standards of prequalification during the term of any contract awarded to a successful bidder shall be deemed a material breach of the contract.

(d) The criteria to be used by the Authority in determining prequalification shall include the following, the specific requirements of which shall be set forth in the request for prequalification: reliability, experience, response time, acceptance of credit cards, and prepaid towing contracts; equipment; location and condition of storage facilities to safeguard the personal property of patrons and their towed and stored vehicles; liability and other insurance coverage; safeguards to protect the personal safety of customers, considerations related to the criminal background of employees; and such other factors as the Authority may deem relevant and which shall be specified in the request for prequalification. In recognition of the differences between the physical characteristics (for example, number of access and exit ramps) and operational aspects (for example, classes of permitted vehicles) on the Turnpike and the Parkway, the Director of Procurement and Materials Management may establish different specific criteria for prequalification of contractors on each the Turnpike and Parkway.

(e) A prequalified contractor shall be entitled to submit a bid in response to a request for bids. Each request for bids issued by the Authority shall prescribe specific requirements for the routine towing services being procured, which may include, at the discretion of the Authority, fixed fees for certain services, and which shall include a provision mandating contractors shall not charge patrons any fees for towing services other than those applicable fees that are expressly set forth at N.J.A.C. 19:9-3.1 and 3.2.

(f) The provisions at N.J.A.C. 19:9-2.1, 2.2, 2.4, and 2.12 shall be applicable to procurements for towing services on the Turnpike and Parkway, unless such provisions are inconsistent with the provisions of this section, in which event, the provisions of this subchapter shall govern.

SUBCHAPTER 3. FEES

19:9-3.1 Towing rates on the Turnpike and the Parkway

(a) Towing rates charged by Authority-authorized companies on the Roadway shall not exceed the following rates or such rates as may be approved and amended by the Board from time to time in accordance with the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., and the rules on agency rulemaking, N.J.A.C. 1:30:

1. Class 1 Vehicles (under 7,000 pounds G.V.W.R. (generally, "Passenger Vehicles"), for the purpose of towing rates only):

i. Service charge of \$125.75 plus:

(1) \$4.50 per mile on the Roadway, up to a maximum fee to tow the vehicle to the Authority-authorized garage facility, including the service charge, of \$170.75;

2. Other classes of vehicles (7,000 pounds and over G.V.W.R.):

i. Class 2 Vehicles (for the purpose of towing rates only, straight truck (up to 15,000 pounds G.V.W.R.), Passenger Vehicle with trailer, or trailer without Passenger Vehicle):

(1) Service charge of \$231.00 plus:

(A) \$5.00 per mile on the Roadway, up to a maximum, including the service charge, of \$281.00;

ii. Class 3 Vehicles (for the purpose of towing rates only, tractor trailer, bus (over 15,000 pounds G.V.W.R.)), or any vehicle requiring the use of a Landoll tractor trailer:

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(1) Service charge of \$437.00 plus \$6.00 per mile on the Roadway, up to a maximum, including the service charge, of \$497.00.

iii. Where applicable, the following additional fees may be charged for services to Class 2 or Class 3 Vehicles:

(1) \$50.00 for connecting air lines and \$50.00 for connecting lights;

(2)-(4) (No change in text.)

3. Winching and wrecking (all classes of vehicles):

i. \$300.00 per hour for a light or medium wrecker;

ii. \$525.00 per hour for a heavy wrecker; and

iii. (No change in text.)

4. Specialized equipment for routine towing services:

i. (No change in text.)

ii. \$1,095 per hour for Rotator 60-ton capacity and up.

5. Extra heavy duty towing and recovery services, which shall mean, as used in this section, the immediate, coordinated, professional response by authorized extra heavy duty towing and recovery service contractors to incidents that have occurred on the Roadway, causing or having the potential to cause serious and lengthy disruption to Roadway operations, specifically, the normal flow of traffic, as determined in the sole discretion of the Authority. These incidents include, but are not limited to, large overturned commercial vehicles such as trucks, buses, or spillage of products that require the use of special heavy duty recovery equipment and expertise to resolve. Extra heavy duty towing and recovery service contractors must provide service under critical time restraints and work under severe pressure in an effort to return the Roadway to normal operating conditions. Recovery equipment must be operated in a team response and coordinated

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effort, providing the utmost safety and care in the actual operation, which will include, but not be limited to, winching, uprighting of overturned commercial vehicles, towing, and expeditious removal of all vehicles, as well as the expeditious removal of cargo and debris from the affected Roadway. The Authority-authorized extra heavy duty towing and recovery services contractor shall be solely responsible for the removal of all such vehicles, cargo, and debris.

i. Rates for the following extra heavy duty towing and recovery services, chargeable in one-half hour increments by Authority-authorized extra heavy duty towing and recovery services contractors, shall not exceed the following amounts:

Equipment:

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60-ton rotator	\$1,095 per hour
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...

Labor:

Supervisor (Wreck Master)	\$225.00 per hour (charges limited to one supervisor per incident)
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Tech Labor (Driver, Rigger)	\$125.00 per hour
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Manual Labor	\$100.00 per hour
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(b) Storage rates charged by Authority-authorized companies shall not exceed the following rates or such rates as may be approved and amended by the Board from time to time in accordance with the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., and the rules on agency rulemaking, N.J.A.C. 1:30:

1.-3. (No change in text.)

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4. Cargo, crash debris, load storage, or vehicle components: \$43.00 per 10 foot by 20 foot space per calendar day.

19:9-3.2 Road services rates on the Roadway

(a) Road service rates on the Turnpike for Class 1 Vehicles charged by Authority-authorized service companies shall conform with the following rates or such rates as may be approved and amended by the Board from time to time in accordance with the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., and the rules on agency rulemaking, N.J.A.C. 1:30:

1. Road service charge: \$109.50;

2.-6. (No change in text.)

7. Tire repair/replacement services for trucks and buses: The service charge to be charged by a contractor shall not exceed \$196.00. The maximum hourly labor rate shall not exceed \$118.00 per hour. The only charges that a contractor may charge a patron are: the service charge bid by the contractor; if applicable, the hourly labor rate bid by the contractor multiplied by the actual time spent by the contractor at the scene, beyond the initial one-half hour, in repairing/replacing tires and/or rims; if applicable, an additional tire service charge of \$39.00 for each additional tire change beyond the first tire change; and the retail price of any supplied tires or rims and any other related equipment supplied. No other charges are permitted. The terms "contractor," "service charge," "hourly labor rate," and "additional tire service charge" are defined terms that shall have the meanings set forth in the procurement documents issued by the Authority from time to time for tire repair/replacement services for trucks and buses.

(b) Road service rates on the Parkway for Class 1 Vehicles charged by Authority-authorized towing and emergency service providers shall conform with the following rates or such rates as

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may be approved and amended by the Board from time to time in accordance with the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., and the rules on agency rulemaking, N.J.A.C. 1:30:

1. Road service charge: \$109.50;

2.-6. (No change in text.)

7. Tire repair/replacement services for trucks and buses: The service charge to be charged by a contractor shall not exceed \$196.00. The maximum hourly labor rate shall not exceed \$118.00 per hour. The only charges that a contractor may charge a patron are: the service charge bid by the contractor; if applicable, the hourly labor rate bid by the contractor multiplied by the actual time spent by the contractor at the scene, beyond the initial one-half hour, in repairing/replacing tires and/or rims; if applicable, an additional tire service charge of \$39.00 for each additional tire change beyond the first tire change; and the retail price of any supplied tires or rims and any other related equipment supplied. No other charges are permitted. The terms “contractor,” “service charge,” “hourly labor rate,” and “additional tire service charge” are defined terms that shall have the meanings set forth in the procurement documents issued by the Authority from time to time for tire repair/replacement services for trucks and buses.

SUBCHAPTER 4. INSPECTION AND OBTAINING OF AUTHORITY RECORDS

19:9-4.1 General provisions

(a) Except as otherwise provided by law, all “public records,” as that term is defined in the Open Public Records Act, N.J.S.A. 47:1A-1 et seq. (OPRA), shall be available to any individual for the purpose of inspection or hand copying during regular business hours at the Authority’s main offices at 1 Turnpike Plaza, Woodbridge, New Jersey 07095, in accordance with the procedure set

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forth at N.J.A.C. 19:9-4.3. Other records within the possession of the Authority may be made available for inspection or copying subject to applicable law. For convenience, the Authority recommends that any request made pursuant to this subchapter be made using forms provided by the Authority and available on the Authority's website, www.njta.com.

(b) Except as otherwise specified in this section, copies of records may be obtained as follows:

1. By electronic request through the online OPRA form on the Authority's website at www.njta.com/forms-public-records/opra-form; or

2. By written request by mail or facsimile to:

OPRA Records Custodian

New Jersey Turnpike Authority

Law Department

1 Turnpike Plaza

PO Box 5042

Woodbridge, New Jersey 07095

Fax: 732-750-5384

(c) Copies of accident reports concerning accidents on the Roadway may be obtained through the Authority's website at www.njta.com/about/crash-report-request.

(d) Copies of bid documents for contractors and vendors bidding on work, services, or materials may be obtained at www.bidx.com/njta/main and shall be obtained at fees established by the Authority to cover printing and distribution costs and published in the advertisement for the receipt of bids, subject to applicable law.

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(e) The fees for obtaining Authority records that are set forth at N.J.A.C. 19:9-4.3, shall be collectable at or before delivery of the documents copied. Payment shall be made by check or money order payable to the New Jersey Turnpike Authority.

19:9-4.2 Procedures for obtaining Authority records

(a) The Director of Law, or his or her designee, shall review all requests for inspection or copying of public records and shall notify the requesting party of the time and date, or alternative times and dates, that the records will be made available for inspection and copying. If the request is denied, the requesting party will be notified of the denial and the reasons for such denial. All records requests shall be made electronically through the Authority's website, by mail, facsimile, or in person at the applicable address, as specified in this subchapter, during regular business hours or at such other times and/or locations as the Director of Law deems convenient.

(b) All duplication shall be done by, or at the request of, the Authority, and the charges shall be in accordance with those set forth at N.J.A.C. 19:9-4.3. If it is not practicable for the Authority to copy any document, that document will be copied commercially, and the party requesting the copy shall be charged a fee equal to the Authority's cost for such commercial reproduction.

19:9-4.3 Fees

(a)-(c) (No change in text.)

(d) The Authority may, in its discretion, prepare responses to requests for traffic and accident statistics. Such requests shall be submitted to the Director of Operations. There shall be a minimum fee of \$50.00 for responses to each such request. For requests that involve more than one work-

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hour for research, investigation, and/or analysis by Authority employees, the charges shall be on a work-hour basis.

SUBCHAPTER 5. LICENSES, PERMITS, AND WAIVERS

19:9-5.2 Licenses to cross

(a) A license to cross is a formal agreement with the Authority granting permission to enter upon or access the Roadway or other Authority property. This access pertains to public and private utilities that must occupy the property under, on, or over the Roadway in order to provide service to the public.

(b) In order to apply for a license to cross, a fully completed application form, along with four copies of the engineering plans and specifications, as may be required by the Authority, including, but not limited to, supporting documentation, and the required application fee set forth in this section, shall be submitted to:

Finance Department – Accounts Receivable Section

New Jersey Turnpike Authority

1 Turnpike Plaza, PO Box 5042

Woodbridge, New Jersey 07095

The license to cross application form may be found on the Authority's website, www.njta.com.

(c) The Chief Engineer may approve or reject an application for a license to cross. License to cross applications shall be evaluated based on the following:

1. Adherence to the Authority's Standard Specifications, Procedures Manual, Design Manual, and Traffic Control Manual;

- 2.-5. (No change in text.)

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6. The financial health and stability of the applicant;
 7. The effect of the proposed crossing on the financial, economic, operational, or engineering aspects of the activities of the Authority, the public, or neighboring property owners;
and
 8. Whether the lease of existing Authority infrastructure is a viable alternative to a license to cross.
- (d) An application for a license to cross can be rejected based on a violation of, or non-compliance with, any of the requirements of this section. Competing applications will be assessed based on the requirements of this section and the award will be based on the application that most closely serves the needs of the Authority and the public. Appeals of rejected applications will be addressed using the procedure set forth at N.J.A.C. 19:9-5.5.
- (e) All license to cross applications that contemplate entry by or work being performed by the applicant or its contractors or agents on the Roadway shall be accompanied by a completed traffic permit application, in accordance with N.J.A.C. 19:9-5.4. The traffic permit application form may be found on the Authority's website, www.njta.com. No work on the Roadway may be commenced by the applicant or its contractors or agents until the Authority has issued a traffic permit in accordance with the procedures set forth at N.J.A.C. 19:9-5.4.
- (f) (No change in text.)
- (g) The permission granted to occupy the Roadway shall be deemed revocable at the sole discretion of the Authority and shall not be construed to be a grant or conveyance of any interest in land or of any right or interest in property.
- (h) Except in the case of a public utility, as described at N.J.S.A. 27:23-6, a license to cross licensee will be responsible for all costs associated with relocating any of the licensee's facilities or

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equipment determined by the Authority to be impeding or interfering with any Roadway improvements or projects.

19:9-5.3 License to cross fee schedule

(2) The fees in this section shall apply to all licenses to cross. The Authority reserves the right to waive or reduce the fees in this section. The Executive Director, or his or her designee, upon written request for waiver or reduction of these fees, may waive or reduce the fees upon his or her determination that such waiver or reduction is warranted based on the nature and scope of the project and the justification for waiver or reduction presented in the written request. The determination of the Authority regarding waiver and/or reduction of fees shall be in the sole discretion of the Authority and shall not be subject to appeal. All fees that are required to be submitted in connection with licenses to cross shall be by cashier's check or executed money order made payable to "The New Jersey Turnpike Authority" and sent to the address specified at N.J.A.C. 19:9-5.2(b) with a reference to the license to cross.

(b) Application Fee. A minimum application fee of \$6,000 shall be submitted along with the completed license application and associated documents. Such fee shall be non-refundable, whether the Authority's final decision is to issue or deny the required license. The application fee shall be renewed, and another \$6,000 application fee shall be paid, if there is a six-month period of application inactivity caused by the applicant. A period of inactivity shall be defined as the time lapsed between written correspondence regarding the application.

(c)-(h) (No change in text.)

19:9-5.4 Traffic permits

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(2) A traffic permit must be issued by the Authority before any person or entity may access or engage in activity within the Roadway not otherwise authorized by this chapter. The traffic permit application form may be found on the Authority's website, www.njta.com. A person or entity wishing to obtain a traffic permit must submit a fully completed traffic permit application and all required supporting documentation to the Authority at least 15 days prior to the date on which access is sought.

(b)-(c) (No change in text.)

(2) The traffic permit application must be accompanied by the following:

1. Certificates of insurance, indicating the New Jersey Turnpike Authority, its officers, agents, and employees, as an additional insured under the policies, in types and limits deemed by the Authority to be acceptable. The Director of Law reserves the right to amend or increase the types of insurance and limits required based on the activities sought to be permitted;

2. An indemnification and hold harmless agreement signed by the applicant in a form provided by or acceptable to the Director of Law; and

3. (No change in text.)

(e) Except as otherwise set forth in this chapter, the Director of Operations may approve or reject an application for a traffic permit, which may be approved only if the applicant has met all of the requirements at (c) and (d) above, and the Director of Operations has determined that the permit can be granted without any undue risk to the safety, traffic security, or movement of the Roadway or the Authority's employees or patrons.

(f)-(g) (No change in text.)

19:9-5.5 Procedure to resolve protested applications for, and awards of, licenses to cross and

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traffic permits

- (2) Any actual or prospective applicant for a license to cross or traffic permit with respect to any Authority property or facility who is aggrieved in connection with the application for and/or award of such a license or permit, may protest to the Authority. The protest shall be submitted, in writing, to the Director of Law within five days after such aggrieved party knows or should have known of the facts giving rise to the grievance. Failure to file a timely protest shall bar any further action. The written protest shall set forth, in detail, the facts upon which the aggrieved applicant bases its protest and shall define, as clearly as the available information permits, those issues or facts in dispute.
- (b) Upon the filing of a timely protest, the Executive Director, or his or her designee, shall have the authority, but not the obligation, to conduct a hearing, in order to settle and resolve a protest of an aggrieved applicant, or prospective applicant, concerning the application for, or award of, a license to cross or traffic permit. Any such hearing may be conducted on written submissions, or through in-person informal conference, as determined in the discretion of the Executive Director, or his or her designee, as deemed necessary based upon the nature of the protest.
- (c) If the protest is not resolved by mutual agreement, the Executive Director, or his or her designee, shall promptly issue a decision in writing. The decision shall state the determination made and the reasons for the action taken. The decision shall be mailed or furnished promptly to the aggrieved applicant and any other interested party.
- (d) (No change in text.)
- (e) In the event of a timely protest pursuant to (a) above, the Authority shall not proceed further with the application for, or with the award of, a competing license to cross or traffic permit until the decision is rendered pursuant to (c) above.

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19:9-5.6 Film permits

(a) Persons wishing to take photographs, videos, or motion pictures (collectively, “film”) on those portions of the Roadway or any other property under the Authority’s control, or persons wishing to fly any unmanned aircraft system or vehicle, including, but not limited to, a drone, over the roadway to film, shall apply for a traffic permit in accordance with the procedures set forth at N.J.A.C. 19:9-5.4, subject to the approval of the Executive Director. The application for a traffic permit to film on the Roadway is found on the Authority’s website, www.njta.com.

(b)-(c) (No change in text.)

(d) In the event that a bona fide representative of the news media requires immediate permission to film an emergency situation on the Roadway, the Executive Director, or his or her designee, may grant a permit to film to the news media representative, provided that:

1. (No change in text.)

2. The Executive Director, or his or her designee, has determined that such filming would not create an unreasonable risk to the safety, traffic security, or movement of the Roadway or the Authority’s employees or patrons; and

3. (No change in text.)

(e) (No change in text.)

19:9-5.7 Distribution of literature

(a) Literature, other than commercial or advertising literature, may be distributed at service areas of the Roadway, which, for purposes of this section, shall include Park-n-Rides, at the times and places and in accordance with the terms and conditions enumerated at (b) through (1) below.

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(b) A person, persons, or organization who desires to distribute literature or conduct a survey at or about a service area shall first file an application for a Certificate of Registration. Applicants shall complete the application form (providing identification and distribution specifics) and a waiver of claims and indemnity form supplied by the Authority. Applicants shall also submit a certificate(s) of insurance, indicating the "New Jersey Turnpike Authority, its officers, agents and employees" as additional insured under the policies, in types and limits deemed necessary by the Director of Law. Certificates will be issued without charge on a first-come, first-served basis, subject to availability and limitations of space. Certificates shall be issued for not more than one calendar day. Applications may be obtained and submitted and Certificates obtained by mail or in person, on weekdays between 9:00 A.M. and 5:00 P.M., from the Director of Law, New Jersey Turnpike Authority, 1 Turnpike Plaza, Woodbridge, New Jersey 07095, or by facsimile from the Director of Law, New Jersey Turnpike Authority, at 732-750-5384.

(c) (No change in text.)

(d) Certificate holders shall, at no time, shout, make outcries, use devices for voice or sound amplification, or any other instruments or devices for sound production.

(e)-(l) (No change in text.)

19:9-5.8 Sale of New Jersey agricultural or horticultural products at Roadway service areas

(a)-(c) (No change in text.)

(d) Agricultural Products may be sold in those service areas listed at (c) above only during the period from the third Friday in May until the second Sunday in September (Sale Season) or at other times as permitted by the Authority.

(e) A sale permit must be issued by the Authority before any person or entity may sell any

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Agricultural Products in accordance with this section. The sale permit application form may be found on the Authority's website, www.njta.com. A person or entity wishing to obtain a sale permit for a particular Sale Season must submit a fully completed permit application and all required supporting documentation to the Authority by the March 1 prior to the Sale Season for which the permit is sought. Every permit issued pursuant to this section will expire at the end of the Sale Season of the year issued.

(f) Applications for sale permits shall be submitted to:

Director of Operations

New Jersey Turnpike Authority

PO Box 5042

1 Turnpike Plaza

Woodbridge, New Jersey 07095

(g)-(h) (No change in text.)

(i) Sale permits shall not be issued to any person or entity that engages in:

1. (No change in text.)

2. The sale of tobacco or tobacco-related products, or the sale of any cannabis or cannabinoid product, as defined in the Cannabis Regulatory, Enforcement Assistance, and Marketplace Modernization Act, N.J.S.A. 24:61-31 et seq.;

3.-5. (No change in text.)

(j)-(k) (No change in text.)

19:9-5.9 Miscellaneous permits

Access to the Roadway for activities not prohibited by this chapter shall be by permit. In

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the event that the protocol for obtaining any permit is not set forth in this chapter, a request shall be forwarded to the Director of Law. If it is determined to be proper and in the best interest of the Authority, its patrons, and the public to grant such a permit, the Executive Director may grant the permit and impose an appropriate permit fee.

19:9-5.10 Sponsorship program

(a)-(b) (No change in text.)

(c) Definitions. The following words and terms, when used in this section, shall have the following meanings, unless the context clearly indicates otherwise:

...

“Highway” means the Garden State Parkway and the New Jersey Turnpike; their shoulders and sidewalks; the airspace above and below the Garden State Parkway and New Jersey Turnpike; areas for drainage, utilities, landscaping, berms, and fencing along the Garden State Parkway and New Jersey Turnpike; and any highway project as defined in section 4 at P.L. 1948, c. 454 (N.J.S.A. 27:23-4).

...

“Manual of Uniform Traffic Control Devices” or “MUTCD” means the 11th edition of the Manual of Uniform Traffic Control Devices for Streets and Highways, as amended and supplemented, issued by the U.S. Department of Transportation, Federal Highway Administration. The MUTCD is available at: <http://mutcd.fhwa.dot.gov/>.

...

(d) Sponsorship criteria is as follows:

1. Sponsors shall comply with any State or Federal laws prohibiting discrimination

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because of age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability, nationality, or sex including, but not limited to, New Jersey's Law Against Discrimination, P.L. 1945, c. 169 (N.J.S.A. 10:5-1 et seq.).

2. The Authority shall not accept the sponsorship of a person or entity engaged in:

2. (No change in text.)

2. The sale of tobacco or tobacco-related products, or the sale of any cannabis or cannabinoid product, as defined in the Cannabis Regulatory, Enforcement Assistance, and Marketplace Modernization Act, N.J.S.A. 24:61-31 et seq.;

2. (No change in text.)

iv. The sale of obscene material as defined at N.J.S.A. 2C:34-3; or

v. (No change in text.)

3. Sponsors determined by the Authority to fall within one or more of the categories set forth at (d)2 above shall not be considered further for sponsorship pursuant to the provisions of this section and shall be advised, in writing, of that determination.

(e)-(f) (No change in text.)

SUBCHAPTER 6. AUTHORITY RULEMAKING: PETITIONS FOR RULES, OPPORTUNITY

TO BE HEARD, AND SUFFICIENT PUBLIC INTEREST

19:9-6.2 Petition for rulemaking: procedure for petitioner

(a) (No change in text.)

(b) A petitioner has the option of providing the text of the proposed new rule, amended rule, or repealed rule with the information at (a) above, although this option is not required.

(c)-(d) (No change in text.)

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19:9-6.4 Authority's failure to act on a petition for rulemaking

(a) If the Authority fails to act in accordance with the time frames set forth at N.J.A.C. 19:9-6.3, the petitioner may request, in writing, a public hearing on the petition by submitting a request to the Director of the Office of Administrative Law in accordance with N.J.A.C. 1:30-4.3.

(b) If a petitioner requests a public hearing from the Director of the Office of Administrative Law due to the Authority's failure to adhere to the time frames listed at N.J.A.C. 19:9-6.3, and if the Authority receives notice from the Director of the Office of Administrative Law of his or her intent to hold a public hearing on the petition, the Authority may, within 15 days of receipt of said notice, provide notice of a public hearing.

19:9-6.5 Rulemaking

(2) With respect to any duly authorized rule proposal, which the Authority proposes for adoption pursuant to the provisions at N.J.S.A. 27:23-1 et seq.:

2. The Authority shall provide at least 30 calendar days notice of its intended action in accordance with the Administrative Procedures Act, N.J.S.A. 52:14B-1 et seq. In addition to the notice requirements set forth at N.J.S.A. 52:14B-4, the Authority shall also publish the notice of proposal on its website, www.njta.com, which publication shall act as "other secondary notice."

2. (No change in text.)

SUBCHAPTER 7. ORGANIZATION OF THE NEW JERSEY TURNPIKE AUTHORITY

19:9-7.1 Authority responsibilities

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The Authority is responsible for the design, construction, maintenance, and operation of the Roadway, for related projects designed at N.J.S.A. 27:23-1 et seq., and for such other activities as may be authorized by law.

19:9-7.2 Functions of the departmental units and divisions

(a) The Authority is organized into various departments as shall be determined from time to time by the Executive Director. As of April 24, 2024, the Authority is organized into the following functional departments:

1.-4. (No change in text.)

5. Information Technology Services. This department is responsible for the Authority's management information and operations management systems. It also is responsible for implementing, maintaining, and monitoring the electronic toll collection functions (E-Zpass®) and the oversight of the related electronic toll collection customer service center and violation processing center. It is headed by the Chief Information Officer.

6. (No change in text.)

7. Law. This department provides legal services to all departments, including, but not limited to, reviewing contracts, acquisition and disposition of real and personal property, coordination and administration of the Authority's legal affairs and litigation matters with outside counsel, and ensures compliance with the Authority's governing statutes, rules, and policies. In addition, this department is responsible for risk management and insurance, Equal Employment Opportunity complaints, and the preparation of the Authority's Affirmative Action Plan. It is headed by the Director of Law.

8. Operations. This department manages all activities related to day-to-day operations, care, maintenance, and equipment of the Roadway, including traffic engineering, traffic regulations, emergency services, coordination of construction and maintenance activities, hazardous material response, patron safety and services, the Traffic Management Center, and towing contractors. It is headed by the Director of Operations.

Recodify existing 10.-11. as 9.-10. (No change in text.)

SUBCHAPTER 8. DEBARMENT, SUSPENSION, AND DISQUALIFICATION FROM CONTRACTING

19:9-8.1 Definitions

(No change in text.)

19:9-8.2 Causes for debarment of a person(s)

(a) In the public interest, the Authority may debar a person for any of the following causes:

1.-2. (No change in text.)

3. Violation of Federal or State antitrust statutes, or of the Federal Anti-Kickback Acts (18 U.S.C. § 874 and 40 U.S.C. § 276b and c);

4. (No change in text.)

5. Violation of the New Jersey Law Against Discrimination (P.L. 1945, c. 169, N.J.S.A. 10:5-1 et seq., as supplemented by P.L. 1975, c. 127), or of the act banning discrimination in public works employment (N.J.S.A. 10:2-1 et seq.), or of the act prohibiting discrimination by industries engaged in defense work in the employment of persons therein (N.J.S.A. 10:1-10 et seq.);

6. Violation of any laws governing hours of labor, minimum wage standards, prevailing wage standards, discrimination in wages, child labor, or other labor standards;

7.-14. (No change in text.)

(b) In the public interest, the Authority may debar a vendor for violation of any of the following prohibitions on vendor activities or for breach of any of the following affirmative obligations:

1. No vendor shall pay, offer to pay, or agree to pay, either directly or indirectly, any fee, commission, compensation, gift, gratuity, or other thing of value of any kind to any State officer or employee or special State officer or employee, as defined at N.J.S.A. 52:13D-13.b and e, to any officer or employee of the Authority or any other agency with which such vendor transacts or offers or proposes to transact business, or to any member of the immediate family, as defined at N.J.S.A. 52:13D-13.i, of any such officer or employee, or any partnership, firm, or corporation with which they are employed or associated, or in which such officer or employee has an interest within the meaning at N.J.S.A. 52:13D-13.g.

2. The solicitation of any fee, commission, compensation, gift, gratuity, or other thing of value by a State officer or employee, special State officer or employee, or Authority officer or employee from any vendor shall be reported, in writing, forthwith by the vendor to the Attorney General and the Executive Commission on Ethical Standards.

2. Unless a waiver has been granted in accordance with (b)4 below, no vendor may, directly or indirectly, undertake any private business, commercial, or entrepreneurial relationship with, whether or not pursuant to employment, contract, or other agreement, express or implied, or sell any interest in such vendor to, any State officer or employee, special State officer or employee, or Authority officer or employee having any duties or responsibilities in connection with the purchase, acquisition, or sale of any property or services by or to any state agency or any instrumentality thereof, or with any person, firm, or entity with

which he or she is employed or associated or in which he or she has an interest within the meaning at N.J.S.A. 52:13D-13.g.

4. Any relationship subject to the provisions at (b)3 above shall be reported, in writing, forthwith to the Executive Commission on Ethical Standards, which may grant a waiver of this restriction upon application of the State officer or employee, special State officer or employee, or Authority officer or employee upon a finding that the present or proposed relationship does not present the potential, actual, or appearance of a conflict of interest.

5.-6. (No change in text.)

19:9-8.3 Conditions affecting the debarment of a person(s)

(a) The following conditions shall apply concerning debarment:

1. (No change in text.)

2. The existence of any of the causes set forth at N.J.A.C. 19:9-8.2 shall not necessarily require that a person be debarred. In each instance, the decision to debar shall be made within the discretion of the Board, unless otherwise required by law, and shall be rendered in the best interests of the Authority.

3. All mitigating factors shall be considered in determining the seriousness of the offense, failure, or inadequacy of performance and in deciding whether debarment is warranted.

4. The existence of a cause set forth at N.J.A.C. 19:9-8.2(a)1 through 8 shall be established upon the rendering of a final judgment or conviction, including, but not limited to, a guilty plea or a plea of *nolo contendere* by a court of competent jurisdiction or by an administrative agency empowered to render such judgment. In the event an appeal taken from such judgment or

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conviction results in reversal thereof, the debarment shall be removed upon the request of the debarred person unless other cause for debarment exists.

5. The existence of a cause set forth at N.J.A.C. 19:9-8.2(a)9 through 12 and (b) shall be established by evidence which the Authority determines to be clear and convincing in nature.

6. Debarment for the cause set forth at N.J.A.C. 19:9-8.2(a)13 shall be proper, provided that one of the causes set forth at N.J.A.C. 19:9-8.2(a)1 through 12 or (b), or an equivalent cause under the jurisdiction of the original debarring agency or governmental entity, was the basis for debarment by the original debarring agency or governmental entity. Such debarment may be based entirely on the record of facts obtained by the original debarring agency, or upon a combination of such facts and additional facts adduced by the Authority.

19:9-8.4 Procedures, period of debarment, and scope of debarment affecting the debarment of a person(s)

(a) (No change in text.)

(b) Notwithstanding the requirements set forth at (a) above, where another department or agency of the State of New Jersey has imposed debarment upon a party, the Authority may also impose a similar debarment without affording an opportunity for a hearing, provided that the Authority furnishes notice of the proposed similar debarment to the party, and affords that party an opportunity to present information on his or her behalf to explain why the proposed similar debarment should not be imposed in whole or in part.

(c) Debarment shall be for a reasonable, finite period of time, which shall not exceed an initial period of five years. If the Authority determines, in its discretion, that after the expiration of the initial period of debarment an additional period of debarment is warranted, such additional

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debarment period shall be permitted, provided that notice thereof is furnished and the party is afforded an opportunity to contest the proposed further debarment in accordance with the procedures set forth at (a) above. Such additional period of debarment shall be for a reasonable, finite period of time, which shall not exceed five years.

(d) (No change in text.)

(e) A debarment may include all known affiliates of a person, provided that each decision to include an affiliate is made on a case-by-case basis after providing that affiliate an opportunity to contest such proposed debarment in accordance with the procedure set forth at (a) above.

19:9-8.5 Causes for suspension of a person(s)

In the public interest, the Authority may suspend a person for any cause specified at N.J.A.C. 19:9-8.2 or upon reasonable suspicion that such cause exists.

19:9-8.6 Conditions for suspension of a person(s)

(a) The following conditions concerning suspension are to be adhered to:

1.-3. (No change in text.)

4. Reasonable suspicion of the existence of cause described at N.J.A.C. 19:9-8.2(a)1 through 8 may be established by the rendering of a final judgment or conviction by a court or administrative agency of competent jurisdiction, by grand jury indictment, or by evidence that such violations of civil or criminal law did in fact occur.

5. A suspension invoked by another agency or authority or commission of the State of New Jersey or of the United States for any of the causes described at N.J.A.C. 19:9-8.2 may be the basis for the imposition of a concurrent suspension by the Authority.

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19:9-8.7 Procedures, period of suspension, and scope of suspension affecting the suspension of a person(s)

(a) The Authority may suspend a person, or his or her affiliates, provided that within 10 days after the effective date of the suspension, the Authority provides such party with a written notice stating:

1.-4. (No change in text.)

(b)-(c) (No change in text.)

19:9-8.9 Disqualification of a person(s) as bidder

(a) The Authority reserves the right to disqualify or refuse to receive a proposal from a prospective bidder even though the prospective bidder is prequalified, and even though the prospective bidder has not been debarred or suspended, or reject a proposal after having received same for any of the following reasons:

1. Lack of competency or lack of adequate machinery, plant, or other equipment;

2. (No change in text.)

3. Failure to pay, or satisfactorily settle, all bills due for labor, equipment, or material on previous contracts;

4. Failure to comply with any prequalification requirements, bid specifications, or regulations of the Authority;

5.-9. (No change in text.)

10. Any cause specified at N.J.A.C. 19:9-8.2 or upon reasonable suspicion that such cause exists.

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(b) A prospective bidder may also be disqualified pursuant to N.J.A.C. 19:9-2.2. Nothing in this subchapter shall be deemed to affect, change, or limit the requirements set forth at N.J.A.C. 19:9-2.2.

SUBCHAPTER 9. ELECTRONIC TOLL COLLECTION MONITORING SYSTEM

19:9-9.1 Definitions

The following words and terms, when used in this subchapter, shall have the following meanings, unless the context clearly indicates otherwise:

...

“Lessee” means any person, corporation, firm, partnership, agency, association, or organization that rents, leases, or contracts for the use of a vehicle and has exclusive use of the vehicle for any period of time.

...

“Lessor” means any person, corporation, firm, partnership, agency, association, or organization engaged in the business of renting or leasing vehicles to any lessee under a rental agreement, lease, or other contract that provides the lessee with the exclusive use of the vehicle for any period of time.

“Operator” means the term “operator” as defined at N.J.S.A. 39:1-1.

“Owner” means the term “owner” as defined at N.J.S.A. 39:1-1.

“Toll collection monitoring system” means a vehicle sensor, placed in a location to work in conjunction with a toll collection facility, that produces one or more photographs, other recorded images, or a written record, of a vehicle at the time the vehicle is used or operated in violation of

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the toll collection monitoring system rules. The term shall also include any other process that identifies a vehicle by photographic, electronic, or other method.

“Toll collection monitoring system rules” means the rules in this subchapter and authorized and adopted pursuant to N.J.S.A. 27:23-34.2 that prohibit a vehicle from making use of the Roadway except upon the payment of such tolls as may from time to time be prescribed by the Authority and that further makes it a violation subject to a civil penalty for any person to refuse to pay, to evade, or to attempt to evade the payment of such tolls, if the violation is recorded by a toll collection monitoring system as defined at N.J.S.A. 27:23-34.1.

“Vehicle” means the term “vehicle” as defined at N.J.S.A. 39:1-1.

...

19:9-9.2 Toll collection monitoring system violation

(a) No owner, operator, lessor, or lessee shall refuse to pay, evade, or attempt to evade the payment of the toll for passage of a vehicle on a Roadway, unless an exemption exists for the payment of the required toll. Except as provided at N.J.S.A. 27:23-34.3.b, an owner of a vehicle shall be jointly and severally liable for the failure of an operator of the vehicle to comply with the toll collection system monitoring rules. The owner of a vehicle shall be liable if the vehicle was used or operated by the operator with the express or implied permission of the owner when the violation of the toll collection system monitoring rules was committed, and the evidence of the violation is obtained by a toll collection monitoring system. An owner of a vehicle shall not be liable if the operator of the vehicle has been identified and charged with a violation of N.J.S.A. 27:23-25 for the same incident.

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(b) Within the time period specified at N.J.S.A. 27:23-34.3, the Authority or its agent may send an Advisory and Payment Request to the owner of the violating vehicle by regular mail as provided for at P.L. 1997, c. 59. Upon receipt of the Advisory and Payment Request, the owner of the violating vehicle shall pay to the Authority or its agent, the proper toll and an administrative fee in the amount of \$50.00 per violation or such other amount as may be established by duly adopted rule; provided, however, that an owner that proves an inadvertent toll violation has occurred shall be required only to pay the toll and shall not incur the administrative fee. If the owner fails to pay the required toll and fee by the number of days specified at N.J.S.A. 27:23-34.3 from the date on which the Advisory and Payment Request was sent, the owner shall be subject to the penalties described herein. The Authority or its agent may cause additional Advisory and Payment Requests to be issued in regard to the unresolved violation.

(c) (No change in text.)

(d) The Advisory and Payment Request shall contain information advising the person named of the manner in which he or she may contest the liability alleged in the Advisory and Payment Request or assert that liability should not attach in a given instance due to circumstances that caused an inadvertent toll violation to occur. Such Advisory and Payment Request shall also contain notice that failure to pay the indicated toll and administrative fee or failure to successfully contest the liability will render the owner subject to the penalties described at N.J.A.C. 19:9-3.

(e)-(g) (No change in text.)

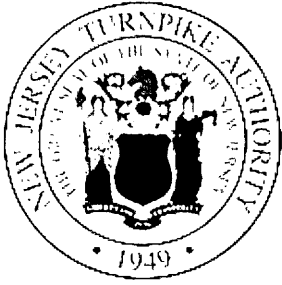
(h) The Authority may adopt a form of agreement that may set forth the terms and provisions that govern the responsibilities, duties, and obligations of an owner or operator as a subscriber to the ETC System, which agreement may include the termination of the owner or operator as a

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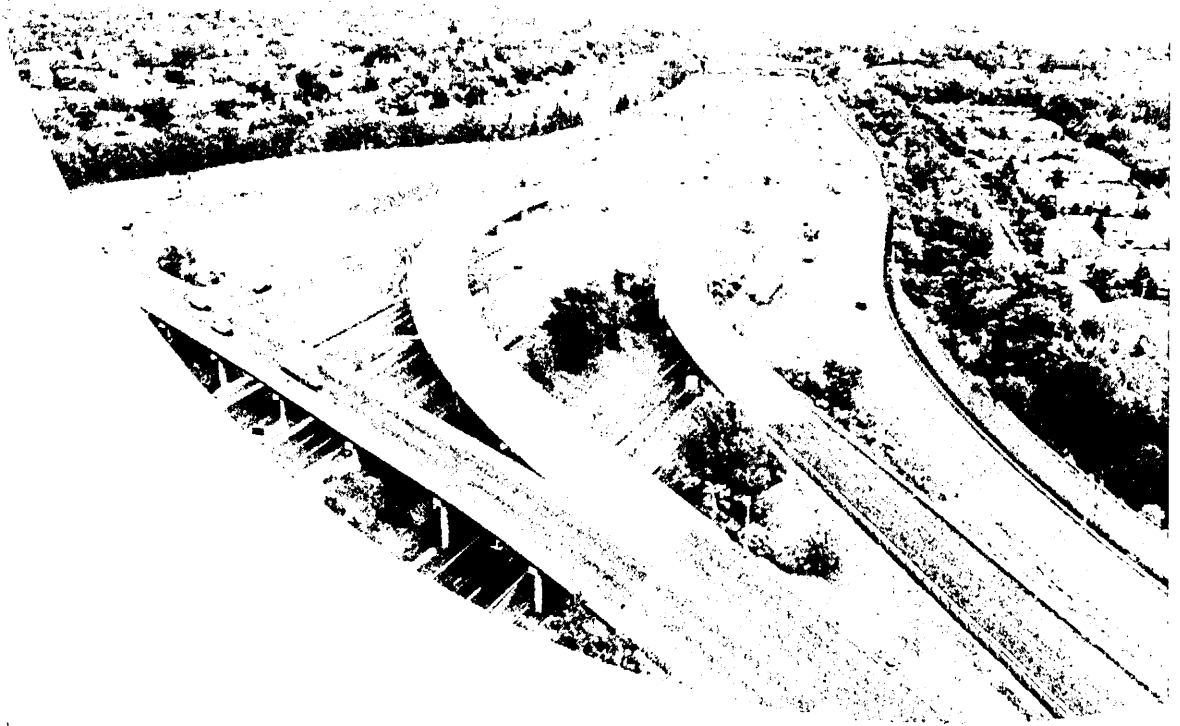
user of the ETC System if the owner or operator fails to comply with the terms and provisions of the agreement.

19:9-9.3 Penalties

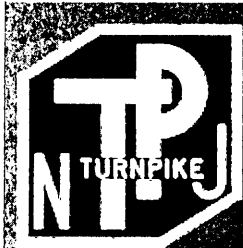
(a)-(b) (No change in text.)



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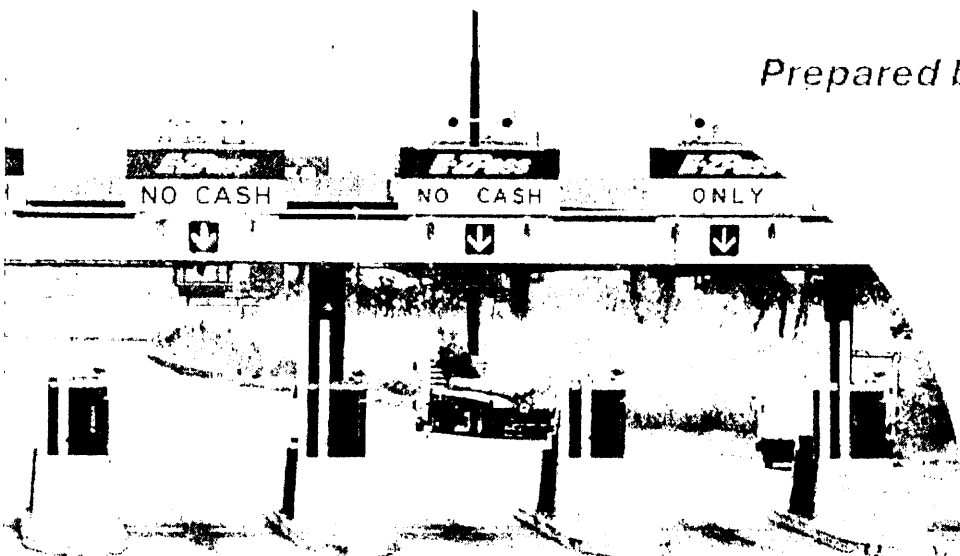
NEW JERSEY TURNPIKE AUTHORITY



1 Turnpike Plaza, Woodbridge, NJ 07095



Prepared by the Finance Department



Michael Gallarello Comptroller

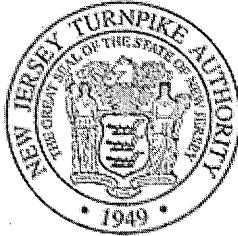
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Stellanie Callanan Comptroller

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Transmittal Letter



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New Jersey Turnpike Authority

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RONALD GRAVINO, Commissioner
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FRANCISCO MALDONADO, Commissioner
JOHN S. WISNIEWSKI, Commissioner
JAMES D. CARONE, Executive Director

November 19, 2024

To: The Board of Commissioners of the New Jersey Turnpike Authority:

We are pleased to submit the New Jersey Turnpike Authority's (the Authority's) 2025 Annual Budget-in-Brief for your review. The Authority's Turnpike Revenue Bond Resolution, Section 710, requires the Board of Commissioners to adopt an Annual Budget for that year and promptly file the Annual Budget with the Trustee for inspection by the bondholders. The Annual Budget must include, at a minimum, appropriations for all anticipated Operating Expenses, Reserves, and provisions for Maintenance Reserve and Special Project Reserve Payments. The Annual Budget may set forth such additional material as the Authority may determine and shall contain a certificate from the Consulting Engineer approving such Annual Budget.

The 2025 Annual Budget has been prepared following the Authority's Strategic Plan and Mission Statement. This mission is to prudently manage the finances and operations of the New Jersey Turnpike Authority to provide its customers with a safe, efficient, innovative, and resilient toll road system that facilitates mobility in New Jersey and the Northeast United States of America. To this end, the 2025 Annual Budget lays out, in detail, the progress that has been made since the approval of the 2020-2029 Strategic Plan. The 2025 Annual Budget includes total revenue, with toll revenue derived from CDM Smith's August 6, 2024 Updated Toll Revenue Forecast. The 2025 revenue budget assumed a 3% toll rate increase effective January 1, 2025, but does adjust revenue projections based on historical actual realization of the toll increase. It provides sufficient amounts for operating expenses, debt service, and general reserve fund obligations. In addition, the 2025 Annual Budget includes the Authority's Capital Spending Program, which is presented on a rolling five-year basis. The Capital Spending Program comprises the revenue-funded Capital Budget and the bond-funded Construction Fund.

In 2025, the revenue is budgeted at \$2.7 billion, a 3.7% increase from the 2024 Budget. Total revenue is driven by higher toll revenue from toll rate indexing at 3.0%, traffic growth, and higher Fee revenue due to an anticipated higher collection of violation fees. Operating Expenses are budgeted at \$783.9 million, which shows a 3.5% increase. Categorically, the increase is primarily from contractual obligations for existing employees, as well as insurance of Authority assets (i.e. bridges, etc.). Growth factors also contribute to the increase in operating expenses as an increase in volume based fees correlate to increased traffic. Lastly, safety-related expenses are expected to increase due to the expanded roster of State Police Troopers. These increases are partially offset by the decrease in the budget for snow related expenses due to a methodology change in budgeting for snow. The 2025 Annual Budget includes Debt Service of \$1.0 billion, an increase of \$39.0 million over last year's budget, reflecting new money borrowings to fund the Capital Improvement Programs. General Reserve spending and

transfers in 2025 total nearly \$682.9 million and include the fulfillment of \$532.1 million in contractual payments to the State after all debt service payments and bond resolution revenue-funded capital requirements are met.

The Authority intends to award approximately \$1.4 billion for projects within the Capital Spending Program, which are funded by the bond and revenue programs. Notably, the 2025-2029 Capital Improvement Program, derived from the 2020 Long-Range Capital Plan, emphasizes enhancing capacity for both roadways and bridge construction, preservation, and security. This bond fund will specifically target the two much-anticipated Turnpike capacity enhancement programs: the Newark Bay-Hudson County Extension and Interchanges 1 to 4. Additionally, the Authority will proceed with implementing the next-generation NJ E-ZPass Customer Service Center.

In 2025, the primary goal of revenue-funded projects will continue to be maintaining a state of good repair of the Authority's assets, including bridge construction, preservation and security, scheduled pavement resurfacing, major facility repairs, and fleet replacements. For the combined roadways, the Authority has budgeted for 82 bridge repairs and 300 resurfaced lane miles. Overall, the budget for revenue-funded projects has been reduced because four sites of the Service Area Rehabilitation Program were completed in 2024, necessitating a larger-than-usual transfer from the General Reserve into the Capital Budget last year.

The 2025 Annual Budget demonstrates the Authority's continued ability to manage its finances prudently, showcasing its operational strength and resiliency despite the current economic challenges. The Authority manages and provides the necessary personnel and expenditures to operate and maintain the New Jersey Turnpike and Garden State Parkway, two of the nation's busiest yet safest toll roads. Finally, the 2025 Annual Budget provides bond covenant coverage that exceeds what is required by the Turnpike Revenue Bond Resolution and the Authority's Financial Management Principles and Guidelines and meets all contractual payment obligations.



James D. Carone
Executive Director



Michael Gallarelli
Comptroller

Background *(2025 Annual Budget p15)*

The New Jersey Turnpike Authority (the "Authority") is a body corporate and politic of the State of New Jersey (the "State"). The Authority was organized by the New Jersey Turnpike Act of 1948 (the "Act"), constituting Chapter 454 of the Laws of New Jersey of 1948, as amended and supplemented. Pursuant to the Act, the Authority has owned and operated the New Jersey Turnpike (the "Turnpike") since the time the Turnpike opened for traffic in 1951. In July 2003, the New Jersey Highway Authority (the "Highway Authority") was abolished, and the Authority assumed all of the powers, rights, obligations, assets, debts, liabilities, and statutory responsibilities and duties of the Highway Authority, including the ownership and operation of the Garden State Parkway (the "Parkway"). As a result, the assets, liabilities, ongoing operations, expenses, and revenues of the Authority and the Highway Authority are now combined under the ownership and operation of the Authority.

The Turnpike

The Turnpike is a limited-access toll road that serves as part of the I-95 corridor, linking the major economic centers of the East Coast. Its connections to a major seaport in Newark and Elizabeth and an international airport in Newark make it an important route for commercial and passenger vehicles. It also serves New Jersey commuters traveling to and from the major metropolitan areas surrounding Philadelphia, New York City, and other employment centers in the state. The Turnpike was the first toll road in New Jersey and the third in the nation when it opened in 1951.

When the Turnpike opened in 1951, it was 118 miles long but has grown to 148 miles. The miles have grown over the years with the addition of the Newark Bay-Hudson County Extension (1956), the Pearl Harbor Memorial Turnpike Extension (1956), the Western Spur (1970), and the I-95 Extension (1992). The mainline connects to the George Washington Bridge in the north and the Delaware Memorial Bridge in the south. To the east, it connects with the Lincoln and Holland Tunnels and the Outerbridge Crossing. Lastly, to the west, it connects with the Delaware River Turnpike Toll Bridge. Originally four lanes for its full length, the Turnpike now boasts a width of fourteen lanes in some areas.

The Parkway

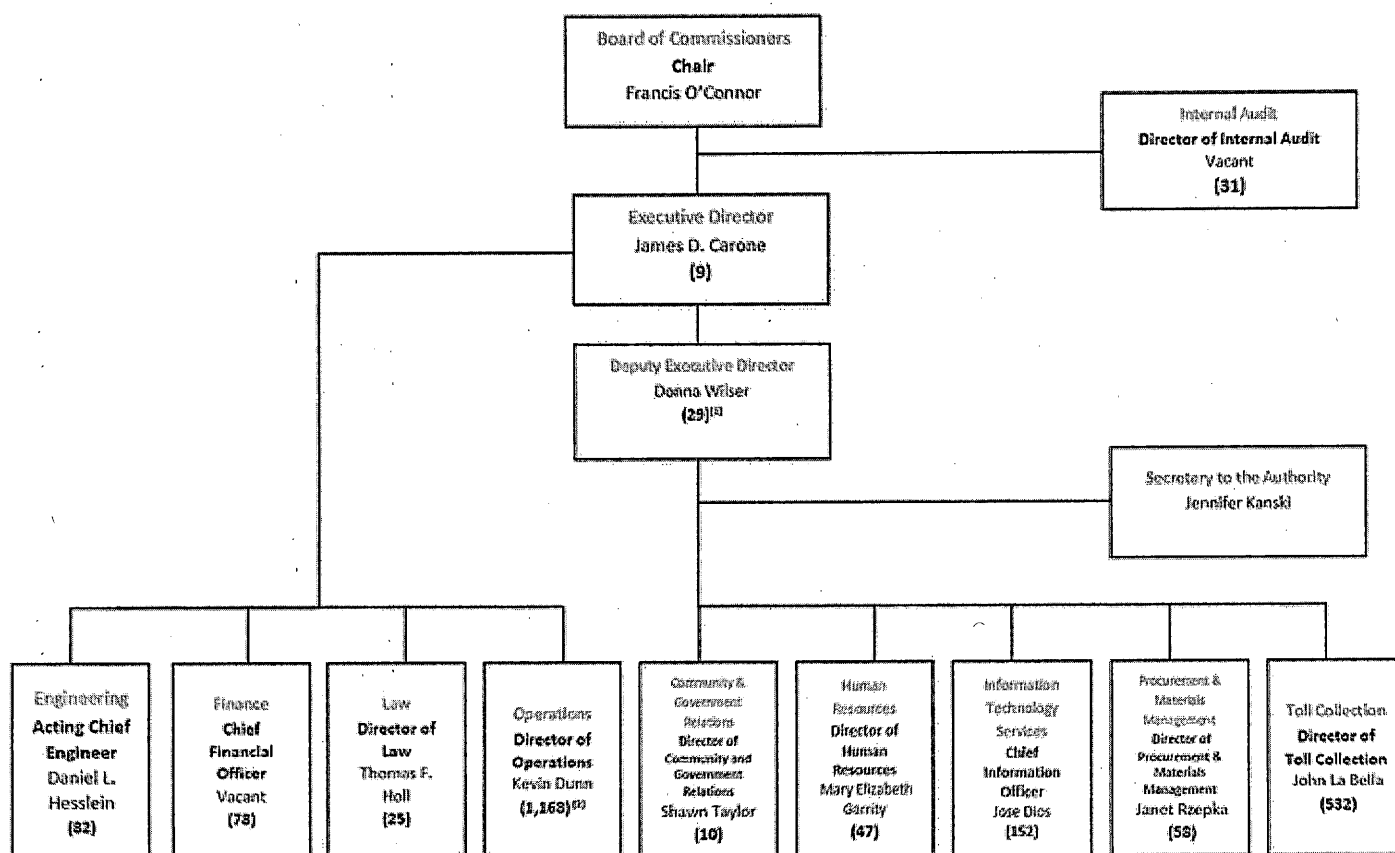
The Parkway opened to traffic in 1954 with a length of 168 miles. It is now a 172-mile limited access toll road with connections in the north to the New York State Thruway at the New York-New Jersey border near Spring Valley, New York, and in the south to Route 9 near Cape May, New Jersey. The Parkway interchanges are numbered according to their distance from the southern terminus.

The northern section of the Parkway serves the metropolitan suburban areas of Bergen, Union, Essex, and Passaic Counties near Newark and New York City. In addition to being heavily used by commuters, the location of many businesses and industrial complexes in or near the Parkway corridor has resulted in significant local business traffic. The Parkway is the principal highway route between metropolitan Newark-New York City and the New Jersey seashore. The Parkway is now as wide as fifteen lanes in some areas and has a heavy truck restriction north of Interchange 105.

Leadership

Member	Position
Francis O'Connor	Chair
Ulises E. Diaz	Vice Chair
Michael R. Dupont	Treasurer
Ronald Gravino	Commissioner
Raphael Salermo	Commissioner
Francisco Maldonado-Ramírez	Commissioner
John S. Wisniewski	Commissioner

Organization Chart

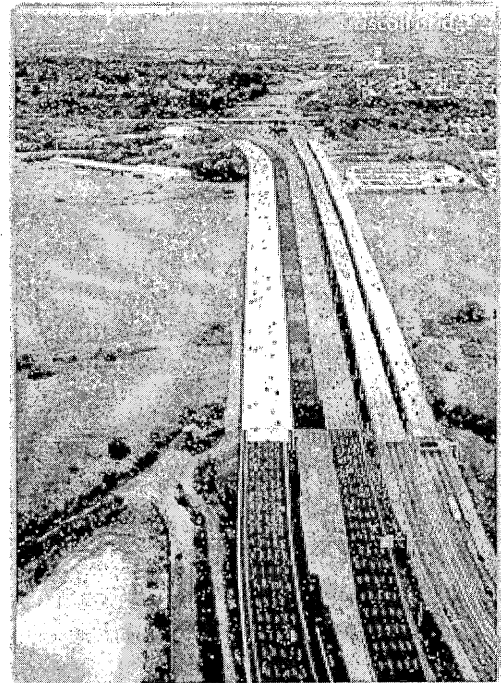


- Departmental full-time employee count is shown in parenthesis

- In addition to the above authorized positions, there are 10 positions budgeted in the Authority's Staffing Reserve

(1) The 29 full-time employees in the State Police Department report directly to the Deputy Executive Director. This department is not shown in the above organization chart

(2) Operations includes the Maintenance Division (1,072) and the Traffic Division (96)



Vision Statement

To be the premier toll road agency in the United States of America.

Mission Statement

To prudently manage the finances and operations of the New Jersey Turnpike Authority to provide our customers with a safe, efficient, innovative, and resilient toll road system, which facilitates mobility in New Jersey and the Northeast United States of America.

Core Values

The Authority's core values are a commitment to:

Safety

Diversity

Innovation

Transparency

State of Good Repair

Customer Satisfaction

Resiliency & Sustainability

Long Term Financial Stability

The Strategic Plan (2025 Annual Budget p21)

The Authority adopted its first ten-year Strategic Plan (2020-2029) in 2019. The Strategic Plan provides clear direction and measurable goals by incorporating the Authority's vision, mission statement, and core values. The Authority is working to measure, monitor, and report its performance compared to the critical goals.

Key Goals

- **Safety** (Crashes and fatalities, toll collection personnel incidents, maintenance and contractor personnel incidents, service area and park & ride safety)
- **Financial Strength** (Credit strength, cost-effective operations, capital funding approach, reserve funding, and debt capacity)
- **Mobility** (Vehicle throughput, traffic balancing, emerging tolling and vehicle technologies, multi-modal connectivity through regional coordination)
- **State of Good Repair** (Safeguarding Authority's infrastructure assets by maintaining pavements, bridges, drainage systems, signage, lighting, facilities, barrier/guardrail, maintenance equipment, and technology)
- **People** (Customer satisfaction, staffing needs, retention of high-quality staff, succession planning, and talent acquisition)

Goals and Accomplishments

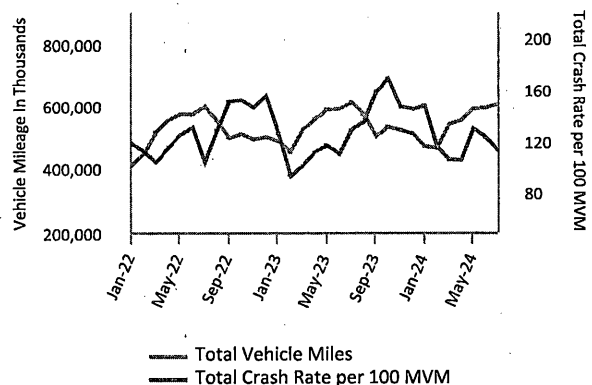
Safety

Goal (2025): Maintain active participation in federal and NJTA supplemental traffic programs to enhance traffic enforcement, visible roadway presence, and maximize tactical patrol unit effectiveness to reduce aggressive driver behavior and improve road safety

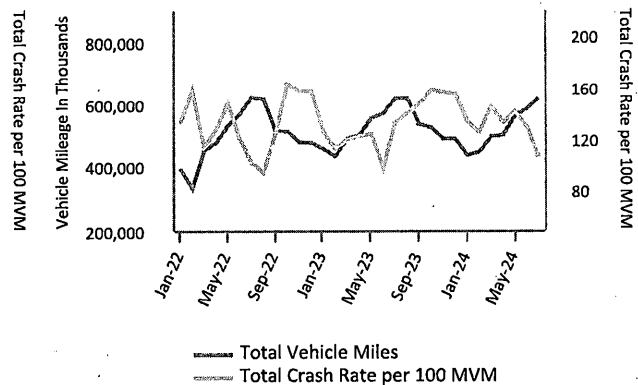
Accomplishments (2024): Broadened programs and strategies to deploy more intelligent transportation devices, such as video camera infrastructure and automation systems, improving traffic management and safety

The Total Crash Rate per 100 Motor Vehicle Miles (MVM) for the period from January through July 2024 increased by 6.6% on the Turnpike and increased by 9.6% on the Parkway when compared to the same period in 2023.

**New Jersey Turnpike Motor Vehicle Mileage (MVM)
Traveled and Total
Crash Rate By Month**



**Garden State Parkway Motor Vehicle Mileage (MVM)
Traveled and Total
Crash Rate By Month**



Financial Strength

Goal (2025): Increase General Reserve Fund balance to no less than \$267.3 million, which is 10% of 2025 budgeted revenue, in compliance with the Authority's Financial Policies

Accomplishments (2024): Successfully issued three bond issuances (Series 2024A Bonds, Series 2024B Bonds, and Series 2024C Bonds), generating proceeds for construction projects and refunding a portion of outstanding Series 2014A Bonds, and entered into a forward delivery agreement, refunding a portion of outstanding Series 2015E Bonds for savings and restructuring of the bond portfolio

The Authority's Bond Ratings remain unchanged in 2024; please see the below table for details:

New Jersey Turnpike Authority Bond Ratings		
Credit Rating Agency	2023 Bond Ratings	2024 Bond Ratings
Moody's Investors Service Inc	A1 (Stable Outlook)	A1 (Stable Outlook)
S&P Global Ratings	AA- (Stable Outlook)	AA- (Stable Outlook)
Fitch Ratings	A+ (Stable Outlook)	A+ (Stable Outlook)

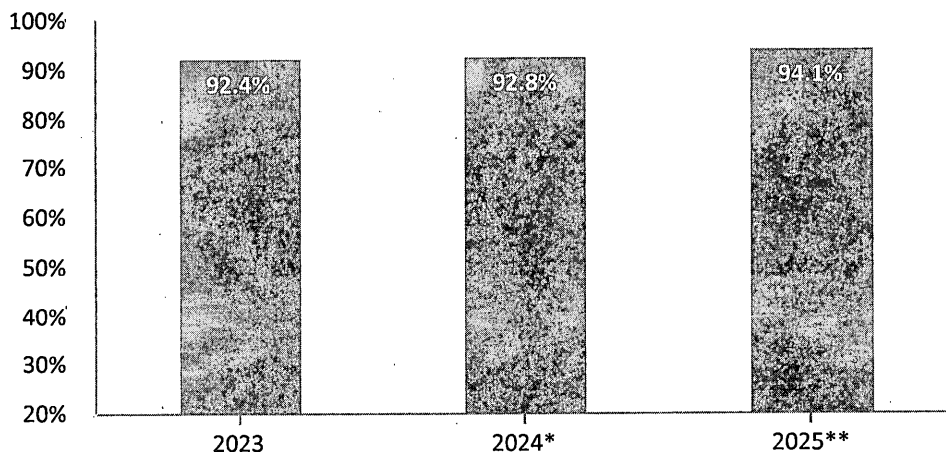
Mobility

Goal (2025): Begin Phase II of the next-generation Advanced Traffic Management Program while continuing to maintain, install, and improve critical components of the Traffic Management portfolio and Toll Lane System

Accomplishments (2024): Completed the activation of remaining Hybrid Changeable Message Signs, as well as Phase I of the next-generation Advanced Traffic Management Program, by replacing existing sign control software while enhancing user visualization tools, improving infrastructure components

E-ZPass usage is expected to increase on the Turnpike by 1.3% in 2025 to over 94%.

New Jersey Turnpike Percentage of E-ZPass Usage



*Through July 31, 2024

**Estimates based on historical average trend from 2016-YTD July 2024

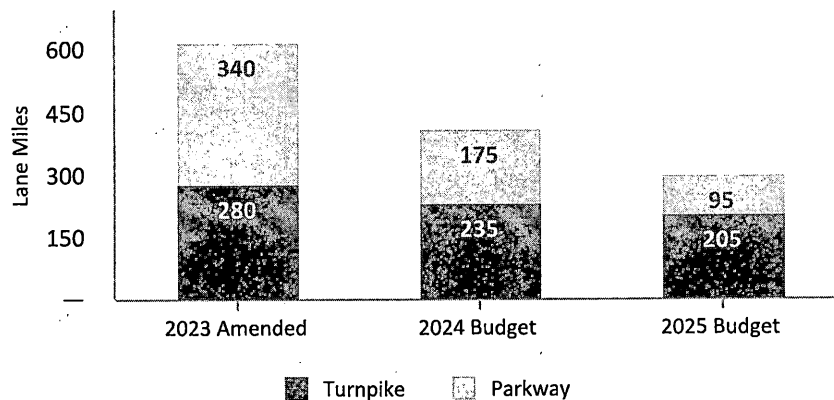
State of Good Repair

Goal (2025): Lead the final implementation of the Capital Program Management System (CPMS) to facilitate the efficient and transparent management of the Authority's Capital Spending Program within a single platform, encompassing financial, engineering, and business processes

Accomplishments (2024): Continued advancement of the Authority's new Capital Program Management System (CPMS), Masterworks, which included upgrades to simplify budgeting and forecasting, as well as synced and tracked all project-related costs with the PeopleSoft Financial System ahead of CPMS Phase 3, Stage 2, which will include initiating all capital-related purchase orders and contracts in Masterworks

Budgeted resurfacing lane miles decreased by 26.8% from 2024 to 2025 to a total of 300 lane miles.

Budgeted Resurfacing Lane Miles



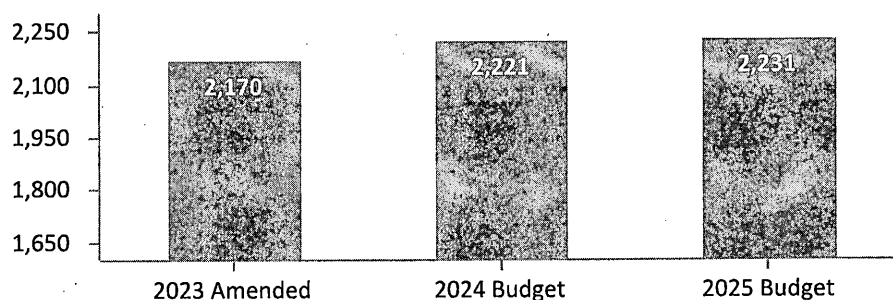
People

Goal (2025): Focus on employee recruitment, retention, and professional development, highlighted in expanding departmental internship programs and fostering cross-departmental collaboration, while introducing new employee onboarding software and enhanced new and existing training programs

Accomplishments (2024): Created criteria, testing process, and promotional pool for the GSP Interchange Manager position, replenished promotional pools for Turnpike Plaza Supervisor and Tolls Records Clerk positions, allocated a dedicated Training Supervisor on the Parkway, implemented a new process for effectively training Plaza Supervisors, and developed a more effective training program for newly onboarded employees

Total authorized positions includes staffing reserve headcounts as provided for in past years.

Total Authorized Positions



Executive Summary (2025 Annual Budget p43)

The Authority's prudent financial and operational planning has allowed it to meet its financial obligations and exceed its financial plan. The 2025 Annual Budget has been developed per the Authority's mission and goals in the Strategic Plan, the 2020 Long-Range Capital Plan, and the 2020 toll rate increase plan, including 3.0% toll rate indexing, designed to provide a stable funding source for capital improvements. The 2025 Annual Budget also addresses the state of good repair and safety needs for both customers and employees. The Authority can meet its funding obligations in 2025 despite the impacts of inflation, changes in commuting patterns with hybrid work schedules, and general economic challenges.

In 2024, the Authority was adversely impacted by multiple severe weather events and a delay in the implementation of the toll rate increase. Despite this, the Authority is estimated to have positive growth in both transactions and revenue when compared to 2023. For the combined roadways, there is an estimated 0.4% increase in transactions and a 2.2% increase in revenue anticipated. For the 2025 budget, toll revenue is expected to increase by 3.1% compared to the 2024 budget for the combined roadways. The 2025 toll revenue budget is based upon projections in the August 6, 2024 CDM Smith Updated Toll Revenue Forecast. This forecast is an update to the CDM Smith New Jersey Turnpike System 2023 Traffic and Toll Revenue Forecast study dated July 28, 2023. The updated forecast includes the 3.0% toll rate indexing each year during the forecast period, long-term economic projections and known construction and development projects in the region. The projections do not include any impacts from New York City congestion pricing since the final plan has not yet been approved and therefore the impacts on the Authority's traffic and revenue can vary. Also considered in the forecast is the correction to commercial traffic after record levels of growth were experienced during the pandemic. There was a reduction to toll revenue estimates in the 2024 updated study by around \$117.9 million between the periods of 2025 to 2029. This is due to the Authority not fully realizing the full 3% indexing. On the Turnpike, CDM Smith projects, in 2025, a 2.9% increase in toll revenue and a 1.9% increase in toll transactions compared to the 2024 budget. On the Parkway, CDM Smith projects a 3.7% increase in toll revenue and a 1.2% increase in toll transactions compared to the 2024 budget. The 2025 revenue budget assumes a 3.0% toll rate increase effective January 1, 2025.

Operating expenses are projected to increase by 3.5% in 2025 due to several key factors. The largest driver of this increase is contractual obligations, which amounts to approximately \$29.0 million. This increase is largely salaries and pensions for existing staff. Another driver is rising health benefits from anticipated increases in benefit claims and prescription plan costs. Additionally, insurance costs for Authority assets are on the rise, influenced by historical claims and increasing premiums resulting from predictions of a strong Atlantic storm season and the recent Francis Scott Key Bridge collapse in Baltimore. Growth factors also contribute significantly to the overall increase, accounting for approximately \$6.9 million of the increase, particularly in other professional services and banking services. This is largely due to an increase in volume related to E-ZPass violations and collections fees. Finally, safety-related expenses are expected to rise, primarily due to an increase in State Police services of \$8.7 million, driven by the expansion of the budgeted trooper roster from 408 to 418 troopers. Another safety-related increase relates to new costs for bridge inspections. However, there are also substantial offsets from snow-related expenses with a decrease of \$19.6 million, particularly for rock salt and outside vendors for roadway maintenance. This is due to a revised snow and severe weather budgeting methodology in 2025 that is based on actual expenses and historical trends.

The 2025 Annual Budget includes nearly \$1.6 billion for spending under the Capital Spending Program. The Capital Spending Program consists of both bond-funded and revenue-funded capital projects. The capital investment in these projects is expected to boost mobility and improve safety for future generations of New Jersey drivers. All capital spending project budgets have been adjusted for actual and projected inflationary increases.

The 2025 Annual Budget provides sufficient revenue and bond proceeds to meet capital spending needs. Finally, the 2025 Annual Budget projects debt service coverage of 2.02 times and total requirements coverage of 1.53 times, each above both bond resolution covenants and financial policy targets.

NEW JERSEY TURNPIKE AUTHORITY

2025 ANNUAL BUDGET-IN-BRIEF

035275

2025 Annual Budget Summary

Revenue			
(\$ in Thousands)	2023 Actual	2024 Budget*	2025 Budget
Tolls ⁽¹⁾	\$ 2,204,000	2,265,500	2,335,400
Other Revenue	415,000	312,600	338,000
Total	\$ 2,619,000	2,578,100	2,673,400

(1) The 2024 revenue budget assumed a 3% toll rate increase effective January 1, 2024. The toll rate increase has been pushed to a later date that is to be determined but assumed in 2024.

Significant Revenue Highlights

- Toll revenue is expected to increase by 2.9% on the Turnpike and 3.7% on the Parkway compared to the 2024 budget, representing an overall 3.1% increase. This increase is primarily due to toll rate indexing at 3.0% effective January 1, 2025 and to a lesser extent, normal traffic growth.
- CDM Smith's 2024 Traffic and Toll Revenue Forecast decreased the prior toll revenue forecast by about \$17.8 million for the year of 2025 and reduced the previous toll revenue forecast by about \$100.1 million between 2026 and 2029, with an average of \$25.0 million per year. The reductions in traffic compared to prior forecasts for the years 2025 to 2029 are primarily due to lower average toll rates, as the 3% indexing for toll rates is not fully realized each year. Please note, this forecast from CDM Smith reflects 3% annual toll indexing applied in January 2023, March 2024, and every January of each year beginning 2025.
- All other revenue sources are up about \$25.4 million compared to the 2024 budget, mainly due to a budgeted \$20.0 million increase in Fee income due to assumed increase in the collection of violation fees from the 2024 budget.

Expenses			
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget
Operating Expense and Reserve ⁽¹⁾	\$ 639,900	760,900	786,600
Debt Service	908,979	1,007,213	1,046,202
General Reserve	732,831	704,689	682,888

(1) Operating Expenses and Reserve includes the operating expenses for the year (\$783,900 million in 2025) and the annual increase in the working capital reserve (\$2,700 million in 2025) to bring total reserves in the Revenue Fund to 10% of the annual budgeted operating expenses as allowed per section 504(B) of the Bond Resolution.

Capital Budget			
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget
Maintenance Reserve Fund	\$ 180,640	337,312	339,597
Special Project Reserve Fund	45,040	114,695	120,185
Supplemental Capital Fund	63,419	144,703	70,149

Construction Fund			
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget
2025-2029 Capital Improvement Program	\$ 326,628	653,764	964,323
2019 Capital Improvement Program	157,350	70,442	75,464
2008 \$7 Billion Capital Improvement Program	26,042	4,137	4,000

Significant Spending Highlights and Challenges

- Operating Expenses in 2025 are budgeted at \$783.9 million, which is an increase of \$26.8 million, or 3.5%, compared to the 2024 budget. Four key factors impact the budget's increase from last year:
 - Contractual - \$29.0 million, or 108.3%, of the budgeted increase is largely due to an increase in compensation (salaries, pension, and health benefits) for existing positions, as well as an increase in insurance costs for the Authority's assets based on factors such as a stronger Atlantic storm season and the Francis Scott Key Bridge collapse.
 - Growth - \$6.9 million, or 25.8%, of the budgeted increase is largely due to increasing service costs for professional services and banking (credit card) fees related to an increase in traffic based violations.
 - State Police Services - \$8.7 million, or 33%, of the budgeted increase. The increase is due to the approved expansion of the State Police trooper roster from 408 troopers to 439. 418 troopers are budgeted for in 2025, and the remainder will be budgeted for in 2026 and 2027.
 - Snow/Severe Weather - \$19.6 million decrease partially offsets some of the increase in the above categories. Operating expenses include \$18.6 million budgeted for snow and severe weather costs, representing a change in budgeting methodology from last year. This new process includes budgeting based on previous actual snow expenses and historical trends.
- The number and severity of weather events are unpredictable and could pressure operating expenses. In addition, the budget includes assumptions on pension payments, health benefit costs, and E-ZPass transaction and credit card processing fees, all of which are highly variable.
- The 2025 Debt Service Budget is increasing by about \$39.0 million to \$1.0 billion, or 3.9%, compared to the 2024 Debt Service Budget. The increase is driven by principal payments on outstanding debt of \$403.6 million, which is \$25.5 million more than the 2024 budget. Of the total debt service, \$936.6 million is budgeted to be paid from net revenue and \$109.6 million is budgeted to be paid from capitalized interest. By the end of 2025, the Authority is expected to have \$13.0 billion of debt outstanding. Net Debt Service requirements currently equal 35.0% of 2025 total budgeted revenue.
- The 2025 Annual Budget includes an increase to the Debt Reserve, which is budgeted to increase by \$34.5 million. The \$34.5 million represents the anticipated increase necessary to bring the total balance in the Debt Reserve to \$646.2 million and is required under the Bond Resolution based upon the assumed new money bond issuances.
- The General Reserve includes funding for extraordinary weather events, contractual state payments, and transfers for revenue-funded capital projects that are part of the Supplemental Capital Program in the Construction Fund. There is a significant \$15.0 million increase in budgeted spending that comes from a contractual increase in payments to \$487.5 million under the 2021 State Public Transportation Projects Funding Agreement and a contribution to Applegreen NJ Welcome Centers, LLC in 2025 to construct and operate electric vehicle charging facilities at Authority service areas. As a result, the total General Reserve Budget including spending and transfers exceeds the amount of excess revenue expected to be deposited in 2025, requiring the use of prior accumulated General Reserve balances.
- The Capital Spending Program (Capital Budget and Construction Fund) totals over \$8.8 billion between 2025 through 2029, or an average of \$1.8 billion of spending per year. Spending is comprised of 23.7% from revenue and 76.3% from bond proceeds. The Capital Spending Program includes the revenue-funded programs in the Maintenance Reserve Fund, the Special Project Reserve Fund, and the Supplemental Capital Program (collectively known as the Capital Budget). It also includes the bond-funded programs in the Construction Fund, including the 2025-2029 Capital Improvement Program, derived from the 2020 Long-Range Capital Plan, the 2019 Capital Improvement Program, and the 2008 \$7 Billion Capital Improvement Program. The Construction Fund includes projects which maintain a state of good repair, improve safety, and provide capacity enhancements. All projects in the Capital Spending Program have adjusted their project budgets to account for actual and projected inflationary price increases in materials and labor. Updated spending plans and project timelines will require the Authority to borrow more than \$1.0 billion per year, with 2028 borrowing expected to reach about \$2.0 billion. The current Financial Plan indicates the ability to issue the required debt through 2029.

NEW JERSEY TURNPIKE AUTHORITY

2025 ANNUAL BUDGET-IN-BRIEF

035277

Financial Plan (2025 Annual Budget p18)

The Authority's current financial plan includes projected revenues, expenses, deposits to reserve funds, and financial covenant calculations through December 31, 2029. Key highlights of the plan are as follows:

New Jersey Turnpike Authority Financial Plan							
<i>Fiscal Year Ending 12/31</i> <i>(\$ In Thousands, rounded to nearest hundred thousand)</i>	Actual 2023	Est/Act 2024	Budget 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029
Revenues							
Tolls (1)							
Turnpike Tolls	\$ 1,641,600	1,672,700	1,731,700	1,805,900	1,883,700	1,974,100	2,054,600
Parkway Tolls	562,400	578,900	603,700	627,900	652,400	679,400	703,900
Fees	155,000	158,100	145,000	147,900	150,900	153,900	157,000
Federal Subsidy for Series 2009 F and Series 2010 A Bonds (2)	77,000	77,600	77,000	77,000	77,000	77,000	77,000
Concessions	36,500	37,500	37,000	37,700	38,500	39,300	40,100
Other	146,500	129,600	79,000	79,300	79,600	79,900	80,200
Total Revenues	\$2,619,000	2,654,400	2,673,400	2,775,700	2,882,100	3,003,600	3,112,800
Operating Expenses and Reserve (3)	(639,900)	(704,300)	(786,600)	(818,400)	(870,400)	(961,300)	(994,400)
Total Revenues Available for Debt Service	\$1,979,100	1,950,100	1,886,800	1,957,300	2,011,700	2,042,300	2,118,400
<i>Future Debt Issuance</i>	—	—	1,500,000	1,500,000	1,300,000	2,000,000	1,500,000
Debt Service (4)	(909,200)	(975,200)	(1,046,200)	(1,122,800)	(1,187,900)	(1,266,900)	(1,348,100)
Capitalized Interest	34,700	52,900	109,600	155,800	205,000	233,700	240,000
Net Debt Service	(874,500)	(922,300)	(936,600)	(967,000)	(982,900)	(1,033,200)	(1,108,100)
Debt Service Funding Adjustment (5)	\$ —	100	—	—	—	—	—
Total Revenues Available After Debt Service	1,104,600	1,027,900	950,200	990,300	1,028,800	1,009,100	1,010,300
Maintenance Reserve Fund (6)	(230,000)	(240,000)	(240,000)	(245,000)	(250,000)	(255,000)	(260,000)
Special Project Reserve Fund (6)	(51,500)	(54,100)	(56,300)	(58,600)	(60,900)	(63,300)	(65,800)
Net Revenues Available for General Reserve Fund	823,100	733,800	653,900	686,700	717,900	690,800	684,500
TTF Payments	(22,000)	(22,000)	(22,000)	(22,000)	(22,000)	(22,000)	(22,000)
Feeder Road Maintenance Agreement	(2,500)	(2,500)	(2,500)	(2,500)	(2,500)	(2,500)	(2,500)
2021 State Transportation Projects Funding Agreement (7)	(605,500)	(472,300)	(487,500)	(502,500)	(517,500)	(525,000)	(525,000)
2023 State Transportation Projects Funding Agreement	(20,000)	(20,000)	(20,100)	(20,100)	(20,100)	(20,100)	(20,100)
General Reserve Spending (8) (9)	(25,100)	(48,400)	(80,800)	(53,300)	(53,300)	(53,300)	(53,300)
Net Transfer to Construction Fund Account	(50,000)	(109,500)	(60,000)	(50,000)	(50,000)	(50,000)	(50,000)
Funding for Salary Chargeback Bond funded Projects	(10,100)	(9,500)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)
Net Annual General Reserve Fund Increase (Decrease)	87,900	49,600	(29,000)	26,300	42,500	7,900	1,600
Available Ending General Reserve Fund Balance (10)	829,200	878,800	849,800	876,100	918,600	926,500	928,100
Minimum Fund Balance	248,400	257,800	267,300	277,600	288,200	300,400	311,300
Net Revenues to Debt Service Coverage Ratio	2.27	2.12	2.02	2.03	2.05	1.99	1.92
Net Revenues to Debt Service and Reserves Coverage Ratio	1.72	1.60	1.53	1.54	1.56	1.52	1.48

(1) Toll revenue from 2024 through 2029 is based upon the projections of CDM Smith contained in the 2024 Forecast Update, which includes annual toll indexing at 3.0% effective January 1, 2025.

(2) Assumes a 5.7% reduction in Build America Bonds Subsidy throughout projection period.

(3) Operating Expenses and Reserve includes the operating expenses for the year and the working capital reserve of 10.0% of the annual budgeted operating expenses as per section 504(B) of the Bond Resolution.

(4) In 2023, existing debt service assumes swapped debt will achieve synthetic fixed rate and includes the applicable spreads of the FRNs. The unhedged portion of the 2015A Bonds (\$5.0 Million) assumes a rate of 12.0%.

(5) Unused funding for Cost of Issuance for 2022C was reallocated to fund Debt Service. Therefore, the funding was not required from the Revenue Fund.

(6) From HNTB email dated 10/16/2024.

(7) State Payments are based on calendar year while the State agreement is on fiscal year basis (June 30th).

(8) Spending includes a reclassification of \$952 from "Restricted under trust agreements" to "Unrestricted" as some of the escrow related to the 2008 CIP was released.

(9) Includes a fair value loss of \$(3,339) in 2023 and an estimated fair value loss of \$(5,511) in 2024.

(10) Beginning General Reserve Fund Balance is adjusted for non-cash interfund balances.

Financial Plan Assumptions

Total Revenue – Toll revenue is projected by the Authority's traffic engineering consultant, CDM Smith. CDM Smith provided the Authority with the 2024 Updated Toll Revenue Forecast, which updated the New Jersey Turnpike System 2023 Traffic and Toll Revenue Forecast Study in July 2023. The 2024 Updated Toll Revenue Forecast includes full-year projected toll transactions and revenue for 2025-2034. The forecast assumes the annual toll rate indexing at 3.0%, but is now assuming the full 3% will not be realized. It reflects a considered permanent change in commuting patterns due to the continuation of either full or hybrid work-from-home schedules, among other factors including major construction projects, and economic and employment forecasts. Please note, the 2024 revenue budget assumed a 3% toll rate increase effective January 1, 2024, however was only implemented as of March 1, 2024.

Operating Expenses – Operating expenses are projected to increase by 3.5% in 2025 due to several key factors. The largest driver of this increase is contractual obligations, which amounts to approximately \$29.0 million. This increase is largely salaries and pensions for existing staff. Another driver is rising health benefits from anticipated increases in benefit claims and prescription plan costs. Additionally, insurance costs for Authority assets are on the rise, influenced by historical claims and increasing premiums resulting from predictions of a strong Atlantic storm season and the recent Francis Scott Key Bridge collapse in Baltimore. Growth factors also contribute significantly to the overall increase, accounting for approximately \$6.9 million of the increase, particularly in other professional services and banking services. This is largely due to an increase in volume related to E-ZPass violations and collections fees. Finally, safety-related expenses are expected to rise, primarily due to an increase in State Police services of \$8.7 million, driven by the expansion of the budgeted trooper roster from 408 to 418 troopers. Another safety-related increase relates to new costs for bridge inspections. However, there are also substantial offsets from snow-related expenses with a decrease of \$19.6 million, particularly for rock salt and outside vendors for roadway maintenance. This is due to a revised snow and severe weather budgeting methodology in 2025 that is based on actual expenses and historical trends.

Net Debt Service – Projected net debt service (payable from net revenues) includes interest payments on the assumed new money bond issuances at 5.0% to fund the Authority's various capital improvement programs. New money borrowings are projected to be \$1.5 billion in 2025, \$1.5 billion in 2026, \$1.3 billion in 2027, \$2.0 billion in 2028 and \$1.5 billion in 2029. Projections assume the use of capitalized interest for a period of up to three years on each new money issuance from 2025 through 2029.

Maintenance Reserve Fund and Special Project Reserve Fund – Deposits to both the Maintenance Reserve Fund and the Special Project Reserve Fund are determined by the Authority's general consulting engineer, HNTB. In 2025, Maintenance Reserve Fund deposits will remain at the same level, with an increase of \$5.0 million each year planned for the remainder of the 5-year period. Special Project Reserve Fund deposits will grow by 4.0% each year.

State Payments – Includes payments under the Transportation Trust Fund Agreement, Feeder Road Maintenance Agreement, the 2021 State Public Transportation Projects Funding Agreement, and the 2023 State Public Transportation Funding Agreement, all between the Authority and the State of New Jersey, with payments subordinate to debt service payments to bondholders and bond resolution required deposits to the Maintenance Reserve Fund and the Special Project Reserve Fund. On March 31, 2024, the Authority entered in an amended and restated 2023 State Transportation Funding Agreement. In this agreement, the Authority agrees to make monthly payments of \$1.7 million to the State until such time the construction of the Hudson Tunnel Project is complete, at which time the Authority shall make payments to the state of one-third of the annual operating budget of the Gateway Development Commission (GDC). Further, beginning July 2, 2024, the Authority agreed to annual payments to the State of (i) \$12 thousand to enable the GDC to pay certain annual rating agency fees incurred by GDC and (ii) \$33 thousand, which shall be adjusted annually for inflation, to enable the GDC to pay certain monitoring fees incurred by GDC in connection with its funding plan for the State's share of costs of the Hudson Tunnel Project. Lastly, commencing on July 1, 2034 and subject to the provisions of the 2023 State Agreement, the Authority agreed to make payments to the State of up to \$89 million per year to be utilized for the payment of the State's share of the costs for the Hudson Tunnel Project. The obligation to pay the \$89 million terminates upon the

earlier of (i) satisfaction in the State's share of the costs of the Hudson Tunnel Project, or (ii) assumption by another of the State's share of the costs of the Hudson Tunnel Project. In regards to the Feeder Road Maintenance Agreement, the Authority has entered into a successor agreement. The payments due for the years 2024 - 2029 total \$2.5 million per year.

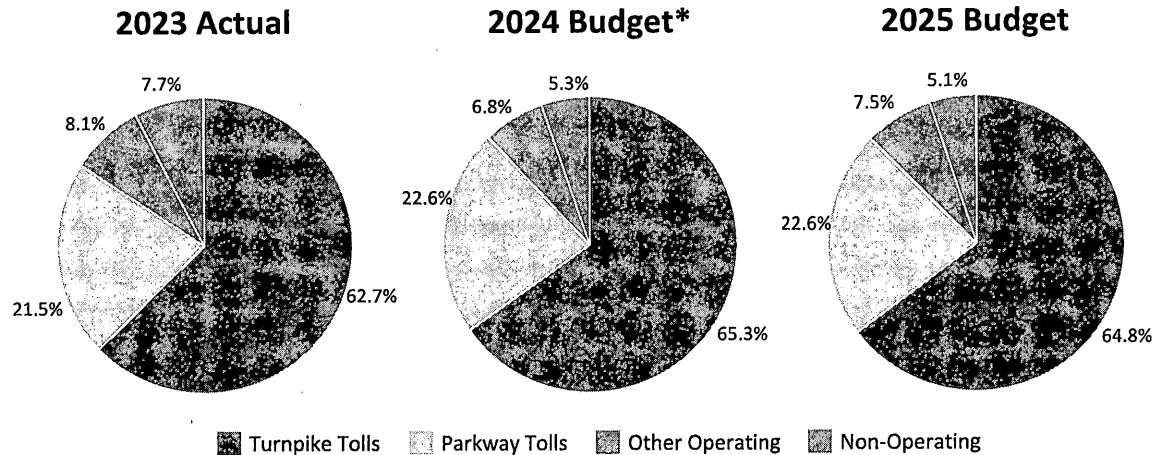
The Authority's Financial Plan through 2029 forecasts the Authority to comply with and exceed its General Bond Resolution financial covenants, which require a minimum debt service coverage ratio of 1.2 times and total requirements coverage of at least 1.0 times. In addition, the Authority is projected to comply with and also exceed its Board approved policies that target debt service coverage of at least 1.4 times, total requirements coverage of 1.2 times, and a minimum unencumbered General Reserve Fund balance of 10.0% of the total annual budgeted revenue as of December 31, 2020, and each subsequent year after that (\$267.3 million as of December 31, 2025 increasing to \$311.3 million as of December 31, 2029).

Summary of Major Revenues and Expenses (2025 Annual Budget p62)

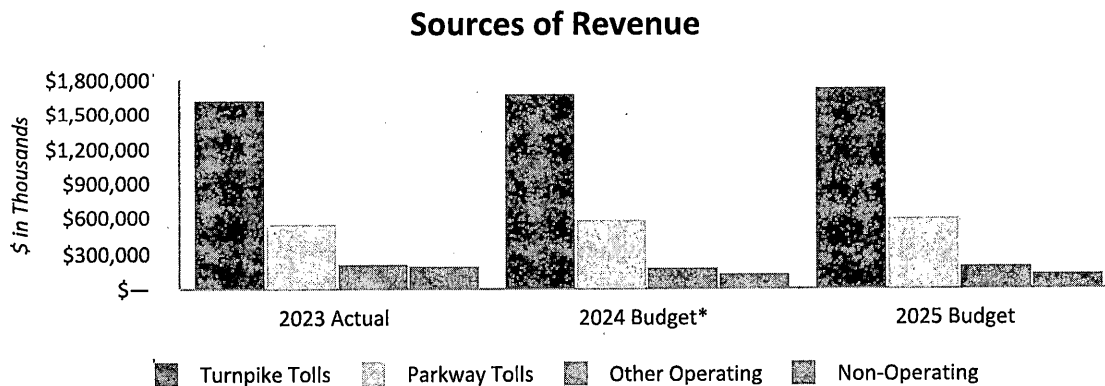
Sources of Revenue

Sources of Revenue					
(\$ in Thousands)	2023 Actual	2024 Budget*	2025 Budget	\$ Change from 2024 Budget	% Change from 2024 Budget
Turnpike Tolls ⁽¹⁾	\$ 1,641,600	1,683,500	1,731,700	48,200	2.9%
Parkway Tolls ⁽¹⁾	562,400	582,000	603,700	21,700	3.7%
Other Operating	213,400	175,600	201,000	25,400	14.5%
Non-Operating	201,600	137,000	137,000	—	0.0%
Total Revenue	\$ 2,619,000	2,578,100	2,673,400	95,300	3.7%

(1) The 2024 Revenue Budget assumed a 3% toll rate increase effective January 1, 2024, which was only implemented as of March 1, 2024.



*The 2024 Revenue Budget assumed a 3% toll rate increase effective January 1, 2024, which was only implemented as of March 1, 2024.



*The 2024 Revenue Budget assumed a 3% toll rate increase effective January 1, 2024, which was only implemented as of March 1, 2024.

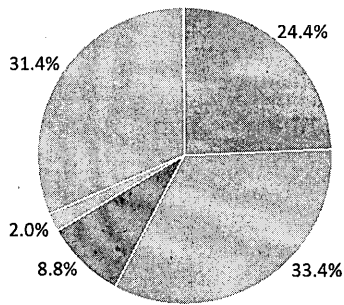
Allocation of Revenue

Allocation of Revenue					
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024 Budget	\$ Δ from 2024 Budget
Operating Expenses and Reserve ⁽¹⁾	\$ 639,900	760,900	786,600	25,700	3.4%
Net Debt Service ⁽²⁾	874,500	922,600	936,600	14,000	1.5%
Maintenance Reserve Fund	230,000	240,000	240,000	—	—%
Special Project Reserve Fund	51,500	54,100	56,300	2,200	4.1%
General Reserve Fund	823,100	600,500	653,900	53,400	8.9%
Total Allocation of Revenue	\$ 2,619,000	2,578,100	2,673,400	95,300	3.7%

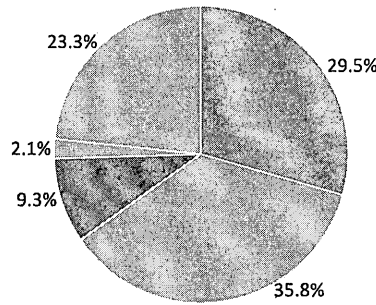
(1) Operating Expenses and Reserve include the operating expenses for the year (\$783,900 in 2025) and the annual increase in the working capital reserve (\$2,700 in 2025) to bring total reserves in the Revenue Fund to 10.0% of the annual budgeted operating expenses as allowed per section 504(B) of the Bond Resolution.

(2) Net Debt Service includes debt service on the existing and future debt netted with the capitalized interest for 2023-2025. Represents debt service payable from net revenues.

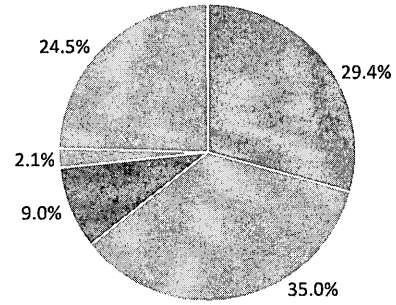
2023 Actual



2024 Budget

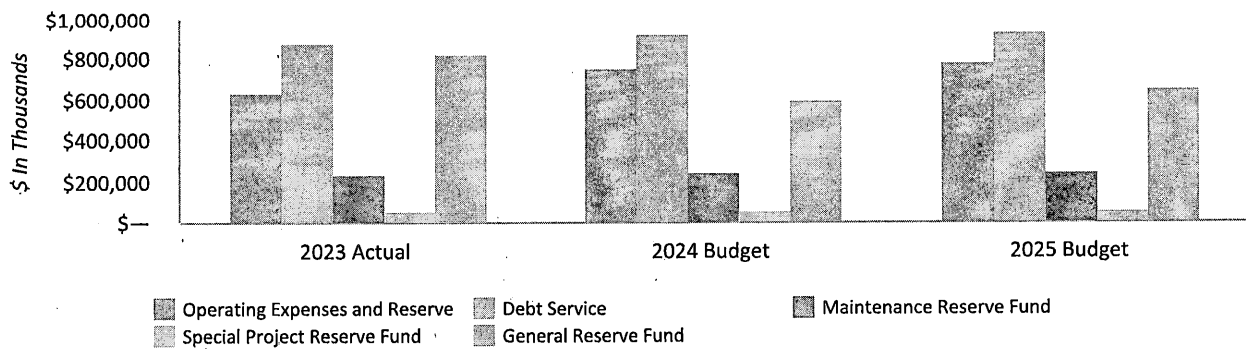


2025 Budget



Operating Expenses and Reserve Debt Service Maintenance Reserve Fund
 Special Project Reserve Fund General Reserve Fund

Allocation of Revenue



Revenue Requirement (2025 Annual Budget p56)

The Revenue Requirement under section 713(b) of the bond resolution states that in each calendar year net revenue shall at least equal the Net Revenue Requirement for such year. Under Section 101 of the bond resolution, net revenue is defined as: "... for any calendar year or other period of time, the pledged revenue during such year or period less the amounts of the operating expenses for such year or period." The Net Revenue Requirement is defined as "an amount equal to the greater of:

- (i) The Sum of the aggregate debt service, maintenance reserve payments, special project reserve payments, and payments, if any, to the Charges Fund for such period, or
- (ii) 1.20 times the aggregate debt service for such period (excluding, for purposes of clause (ii) only, any payment due and payable by the Authority under a qualified swap upon an early termination thereof)"

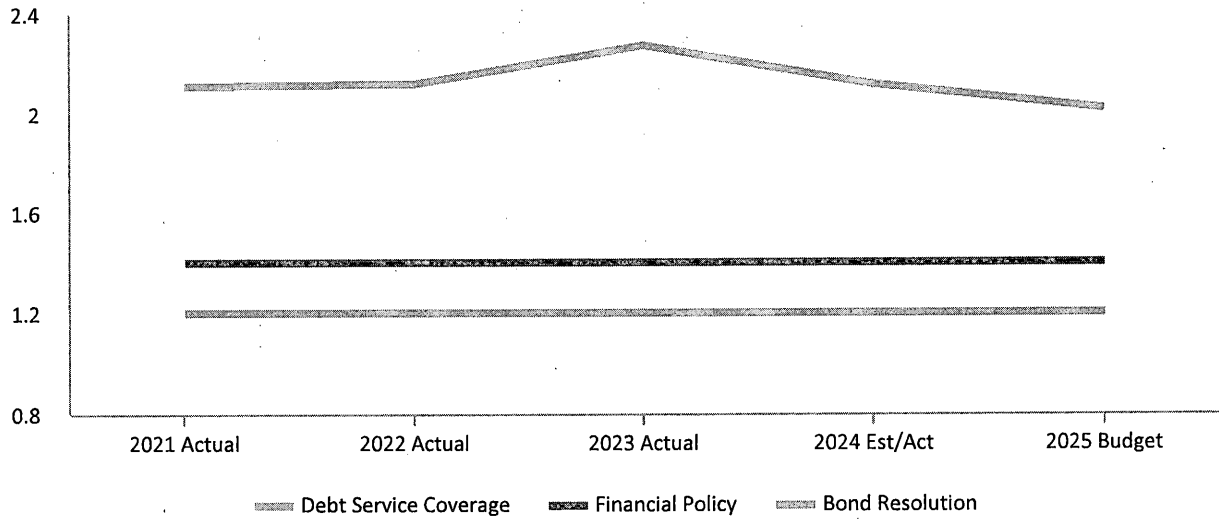
On or before December 1st of each year, the Authority will review its financial condition to estimate whether the net revenue for such year and the next succeeding year will be sufficient to comply with the toll covenant. The required calculations are shown below.

Net Revenue Requirement			
<i>(\$ in Thousands)</i>	2023 Actual	2024 Est/Act	2025 Budget
(i) Revenue	\$ 2,619,000	2,654,400	2,673,400
Operating Expenses and Reserve ⁽¹⁾	(632,000)	(702,800)	(783,900)
Net Revenue	\$ 1,987,000	1,951,600	1,889,500
Net Debt Service ⁽²⁾	(874,500)	(922,300)	(936,600)
Maintenance Reserve Payments	(230,000)	(240,000)	(240,000)
Special Project Reserve Payments	(51,500)	(54,100)	(56,300)
Total Requirements	\$ (1,156,000)	(1,216,400)	(1,232,900)
Excess Revenue	\$ 831,000	735,200	656,600
(ii) Net Revenue	1,987,000	1,951,600	1,889,500
1.2X Debt Service	(1,049,400)	(1,106,800)	(1,123,900)
Excess Revenue at 1.2X Debt Service	\$ 937,600	844,800	765,600
Debt Service Coverage	2.27	2.12	2.02

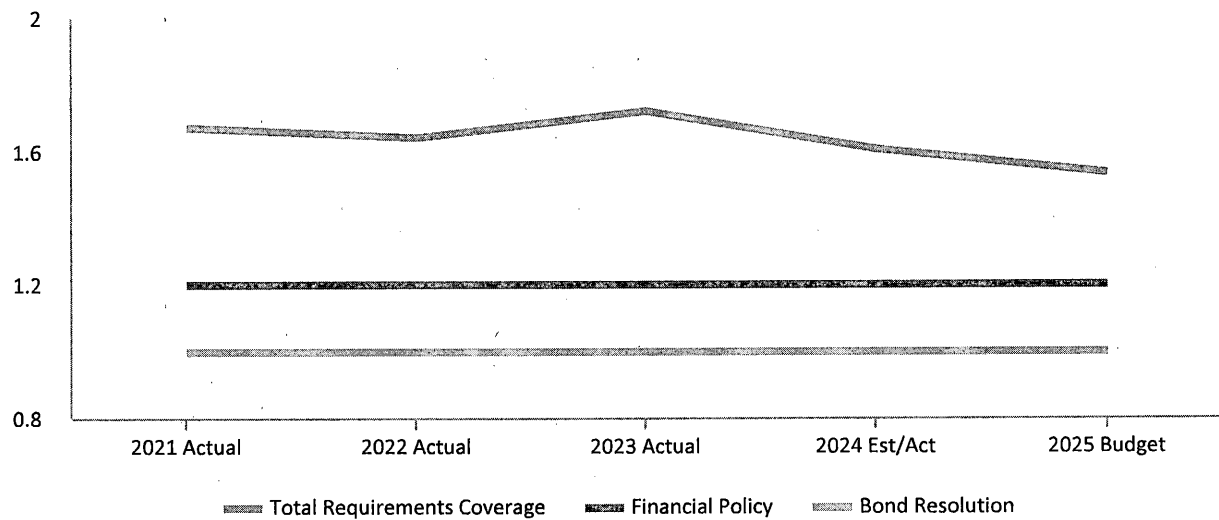
(1) Operating Expenses are reported without reserves for working capital.

(2) Net Debt Service includes debt service on the existing and future debt netted with the capitalized interest for 2025 and represents debt service payable from net revenues.

Debt Service Coverage to Financial Policy and Bond Resolution Ratio



Total Requirements Coverage to Financial Policy and Bond Resolution Ratio



Revenue

Revenue Budget					
				\$ Δ from	% Δ from
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget	2024 Budget	2024 Budget
Turnpike Tolls ⁽¹⁾	\$ 1,641,600	1,683,500	1,731,700	48,200	2.9%
Parkway Tolls ⁽¹⁾	562,400	582,000	603,700	21,700	3.7%
Fees	155,000	125,000	145,000	20,000	16.0%
Concessions	36,500	33,000	37,000	4,000	12.1%
Miscellaneous	21,900	17,600	19,000	1,400	8.0%
Total Operating Revenue	\$ 2,417,400	2,441,100	2,536,400	95,300	3.9%
Federal Subsidy for Build America Bonds	77,000	77,000	77,000	—	—%
Federal and State reimbursements	4,800	—	—	—	—%
Interest Income	119,800	60,000	60,000	—	—%
Total Non-Operating Revenue	\$ 201,600	137,000	137,000	—	—%
Total Revenues	\$ 2,619,000	2,578,100	2,673,400	95,300	3.7%

(1) The 2024 Revenue Budget assumed a 3% toll rate increase effective January 1, 2024, which was only implemented as of March 1, 2024.

Key Assumptions

- Toll revenue is increasing by 3.1% compared to the prior year budget due primarily to toll rate indexing at 3%, effective January 1, 2025 and normal traffic growth. The 2025 toll revenue budget also integrates trends of actual revenues realized after the implementation of indexing. Budgeted toll revenue comes from the CDM Smith 2024 Traffic and Toll Revenue Forecast.
- Fee revenue is budgeted to increase by 16.0% in 2025 due to higher collection in violation fees.
- Interest income is budgeted to remain the same in 2025. While interest rates are expected to decrease, the Authority is anticipating higher invested balances.
- Concession revenue is expected to increase as an increase is anticipated in the Minimum Annual Guaranteed Fee from Applegreen.
- No significant change in budget assumptions for Miscellaneous and Federal Subsidy for Build America Bonds Revenues.

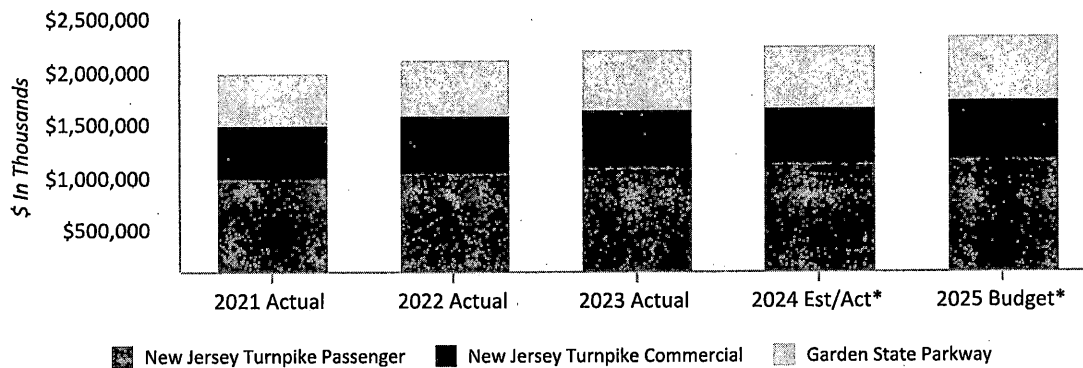
Toll Statistics (2025 Annual Budget p65)

Toll Revenue by Vehicle Type and Roadway					
(\$ in Thousands)	2021 Actual	2022 Actual	2023 Actual	2024 Est/Act*	2025 Budget*
Passenger	\$ 985,100	1,050,900	1,103,000	1,128,100	1,176,900
Commercial ⁽¹⁾	508,500	546,700	538,600	544,600	554,800
New Jersey Turnpike Total	\$ 1,493,600	1,597,600	1,641,600	1,672,700	1,731,700
Garden State Parkway ⁽²⁾	505,200	528,400	562,400	578,900	603,700
Total Authority Toll Revenue	\$ 1,998,800	2,126,000	2,204,000	2,251,600	2,335,400

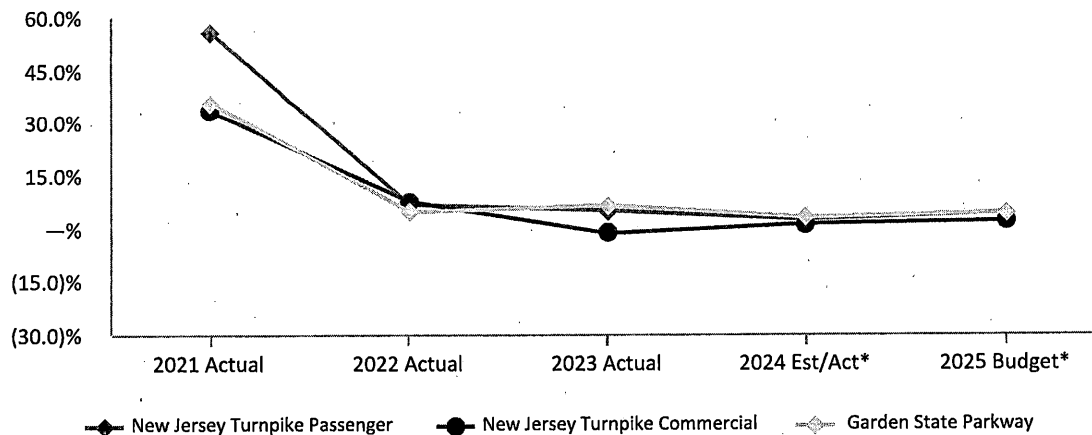
(1) Commercial vehicles include buses

(2) Commercial vehicles (including buses) are not shown separately as they account for less than 4.1% of total

*Projected revenue is based on the August 6, 2024 CDM Smith Updated Toll Revenue Forecast. This is an update to the CDM Smith New Jersey Turnpike System 2023 Traffic and Toll Revenue Forecast Study dated July 28, 2023.

Toll Revenue by Vehicle Type and Roadway

*Projected revenue is based on the August 6, 2024 CDM Smith Updated Toll Revenue Forecast. This is an update to the CDM Smith New Jersey Turnpike System 2023 Traffic and Toll Revenue Forecast Study dated July 28, 2023.

Toll Revenue Growth Rate

*Projected revenue is based on the August 6, 2024 CDM Smith Updated Toll Revenue Forecast. This is an update to the CDM Smith New Jersey Turnpike System 2023 Traffic and Toll Revenue Forecast Study dated July 28, 2023.

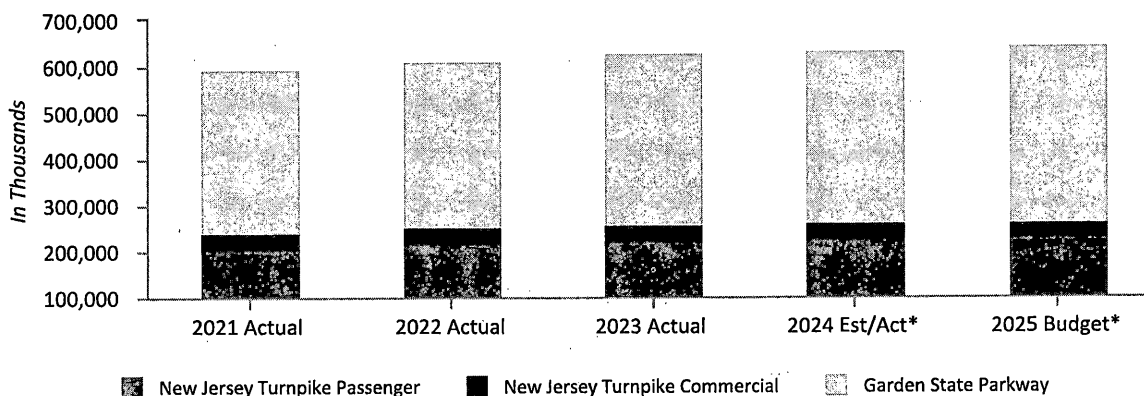
Toll Transactions by Vehicle Type and Roadway					
(In Thousands)	2021 Actual	2022 Actual	2023 Actual	2024 Est/Act*	2025 Budget*
Passenger	205,800	215,500	222,900	224,800	227,900
Commercial ⁽¹⁾	35,700	37,200	35,900	35,700	35,200
New Jersey Turnpike Total	241,500	252,700	258,800	260,500	263,100
Garden State Parkway ⁽²⁾	353,000	360,700	371,900	373,000	377,500
Total Authority Toll Transactions	594,500	613,400	630,700	633,500	640,600

(1) Commercial vehicles include buses

(2) Commercial vehicles (including buses) are not shown separately as they account for less than 4.1% of total

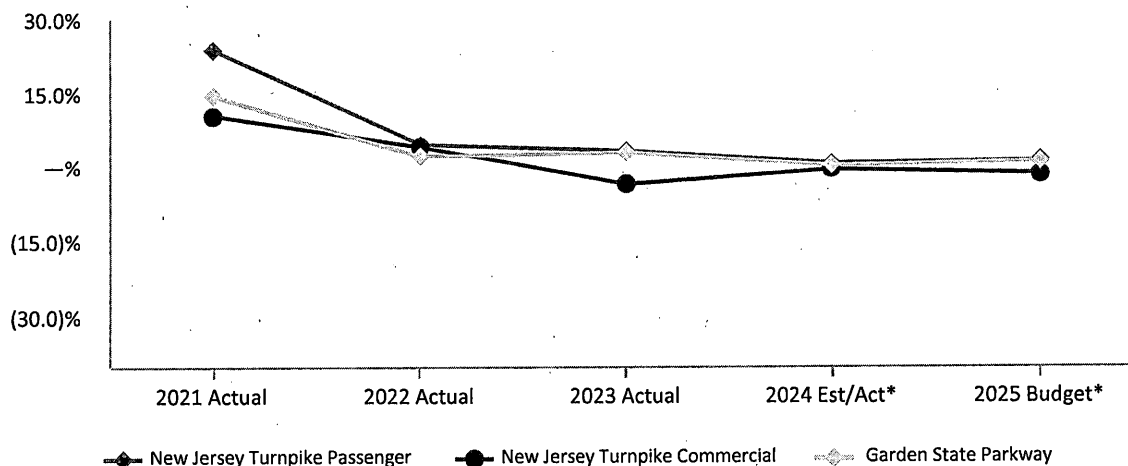
*Projected revenue is based on the August 6, 2024 CDM Smith Updated Toll Revenue Forecast. This is an update to the CDM Smith New Jersey Turnpike System 2023 Traffic and Toll Revenue Forecast Study dated July 28, 2023.

Toll Transactions by Vehicle Type and Roadway



*Projected revenue is based on the August 6, 2024 CDM Smith Updated Toll Revenue Forecast. This is an update to the CDM Smith New Jersey Turnpike System 2023 Traffic and Toll Revenue Forecast Study dated July 28, 2023.

Toll Transactions Growth Rate



*Projected revenue is based on the August 6, 2024 CDM Smith Updated Toll Revenue Forecast. This is an update to the CDM Smith New Jersey Turnpike System 2023 Traffic and Toll Revenue Forecast Study dated July 28, 2023.

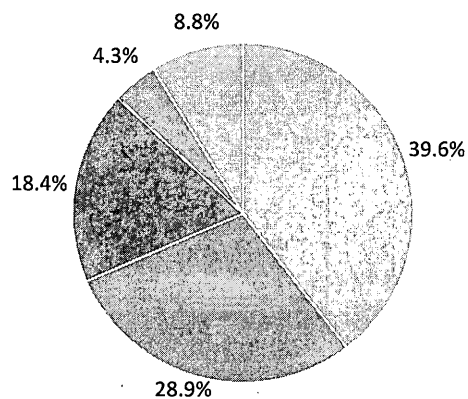
Operating Expenses (2025 Annual Budget p72)

Condensed Operating Expenses by Functional Area					
(\$ in Thousands)	2023 Actuals	2024 Budget	2025 Budget	\$ Δ from 2024 Budget	% Δ from 2024 Budget
Maintenance of Infrastructure	\$ 233,876	311,751	310,485	(1,266)	-0.4%
Toll Collection	192,211	211,957	226,246	14,289	6.7%
Traffic Control & State Police	125,212	133,690	144,259	10,569	7.9%
Technology	24,915	33,325	33,322	(3)	0.0%
General & Administrative	55,768	66,382	69,595	3,213	4.8%
Total Operating Expenses	\$ 631,982	757,106	783,907	26,802	3.5%

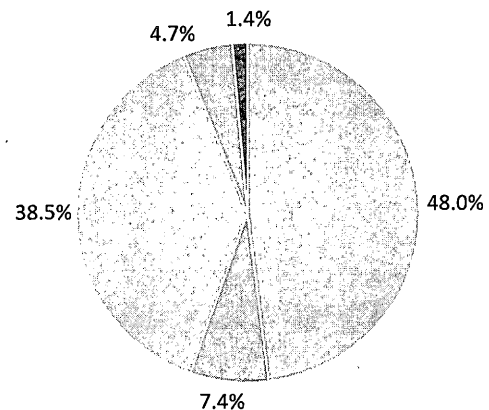
- Totals may not add due to rounding

Condensed Operating Expenses by Type					
(\$ in Thousands)	2023 Actuals	2024 Budget	2025 Budget	\$ Δ from 2024 Budget	% Δ from 2024 Budget
Personnel Costs	\$ 303,161	350,460	376,471	26,011	7.4%
Materials & Supplies	47,292	64,053	57,706	(6,347)	(9.9)%
Services	250,232	282,504	302,137	19,634	6.9%
Maintenance & Fixed Costs	21,915	48,402	36,599	(11,803)	(24.4)%
Equipment	9,383	11,688	10,994	(694)	(5.9)%
Total Operating Expenses	\$ 631,982	757,106	783,907	26,802	3.5%

- Totals may not add due to rounding

2025 Budget by Functional Area

Maintenance of Infrastructure
 Toll Collection
 Traffic Control & State Police
 Technology
 General & Administrative

2025 Budget by Expense Type

Personnel Costs
 Materials & Supplies
 Services
 Maintenance & Fixed Costs
 Equipment

Operating Expenses - Authorized Positions

Authorized Positions				
Departments/Divisions	2023 Amended	2024 Budget	2025 Budget	Δ from 2024 Budget
Maintenance Division	1,016	1,060	1,072	12
Traffic Division	94	95	96	1
Total Operations Department	1,110	1,155	1,168	13
Engineering	79	85	82	(3)
Toll Collection	542	532	532	—
State Police	28	30	29	(1)
Information Technology Services	152	152	152	—
Executive Office	10	10	9	(1)
Law & Insurance Services	20	24	25	1
Procurement & Materials Management	57	58	58	—
Human Resources & Office Services	42	44	47	3
Finance	80	80	78	(2)
Community & Government Relations	10	10	10	—
Internal Audit	30	31	31	—
Subtotal	2,160	2,211	2,221	10
Staffing Reserve	10	10	10	—
Total Authorized Positions	2,170	2,221	2,231	10

Transfers within 2024's authorized headcount are as follows:

- Maintenance gained four from Engineering and eight from the Authority's staffing reserve
- Traffic Division gained one from State Police
- Engineering transferred four to Maintenance, but gained one from the Authority's staffing reserve
- State Police transferred one to Traffic Division
- Executive Office transferred one to Human Resources
- Law gained one from the Authority's staffing reserve; Human Resources gained one from Executive Office and two from Finance

Debt Service (2025 Annual Budget p125)

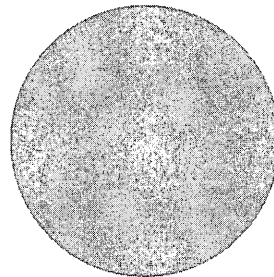
Debt Service is budgeted to increase in 2025 by \$39.0 million due to an increase in scheduled interest and principal payments on existing and proposed debt. Principal payments are increasing by about \$25.5 million when comparing the 2025 budget to the 2024 budget, due to scheduled payments on outstanding bonds. The 2025 budget provides for interest payments on the assumed \$1.0 billion and \$500 million new money issuances in January 2025 and October 2025, respectively, to fund the Authority's various capital improvement programs. The increase in interest expense from the new money issue will cause debt service interest expense to increase by \$13.5 million in 2025. The 2025 budget assumes \$109.6 million of interest expense will be paid through transfers from the construction fund, representing capitalized interest (bond proceeds deposited into the construction fund at the time of bond closing) from the Series 2022B, Series 2024B, and the proposed series 2025 new money bonds. This will result in net interest expense (payable from revenue) budgeted at \$936.6 million in 2025.

Debt Service					
(\$ In Thousands)	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024 Budget	% Δ from 2024 Budget
Interest Payments	\$ 590,104	629,143	642,647	13,504	2.1%
Principal Payments	318,875	378,070	403,555	25,485	6.7%
Total Debt Service	\$ 908,979	1,007,213	1,046,202	38,989	3.9%

*Total 2025 Budget for Debt Service includes payments made from capitalized interest of \$109.6 million.

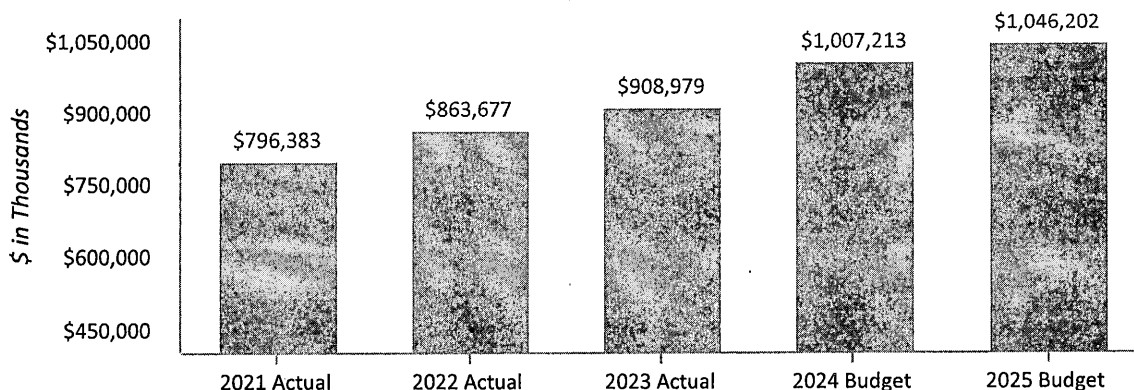
Total Bonds Outstanding \$11.6 Billion as of August 31, 2024

Variable
\$—
0.0%



Fixed
\$11,614,510
100.0%

\$ in Thousands

Debt Service

Debt Reserve

The Debt Reserve is expected to have an increase in its fund balance in 2025 as bond proceeds will be deposited to meet increased Debt Reserve requirements from the anticipated additional bonds to be issued.

Debt Reserve Fund Balance					
<i>(\$ in Thousands)</i>	2023 Actual	2024 Est/Actual	2025 Budget	\$ Δ from 2024 Est/Actual	% Δ from 2024 Est/Actual
Beginning Balance	\$ 599,398	604,079	607,079	3,000	0.5%
Amortized Value Adjustment	4,681	3,000	4,600	1,600	53.3%
Bond Proceeds	—	—	34,518	34,518	—%
Ending Balance	\$ 604,079	607,079	646,197	39,118	6.4%

General Reserve (2025 Annual Budget p132)

The General Reserve has a 2025 budget of \$682.9 million, including \$612.9 million in spending and \$70.0 million in net transfers. This represents a decrease of approximately \$21.8 million from the 2024 budget. The most significant increase comes from the State Public Transportation Projects Funding Agreement that began on July 1, 2021, which totals \$487.5 million. This is an increase of \$15 million. The agreement is on a state fiscal year basis. The \$487.5 million represents one-half of the \$480.0 million for state FY 2025 and one-half of the \$495.0 million for state FY 2026. The total State Payments of \$532.1 million include that agreement from 2021, as well as two other existing agreements: the Transportation Trust Fund and the Feeder Road Maintenance Agreements. It also includes payments for the Gateway Program of approximately \$20.1 million. The amount budgeted in 2025 is the annual contribution to the state to fund the operations of the Gateway Development Commission during the anticipated 10-year construction period of the Hudson Tunnel Project (HTP). The 2025 budget also includes \$32.3 million for extraordinary events, such as state of emergencies, \$15.0 million in reserves for Other Post-Employment Benefits (OPEB), and a \$27.5 million contribution to Applegreen NJ Welcome Centers, LLC in 2025 to construct and operate electric vehicle charging facilities at Authority service areas.

The net transfers out of \$70.0 million include a \$60.0 million transfer to the Construction Fund to provide funding for projects within the Supplemental Capital Program, plus a \$10.0 million transfer to fund chargebacks. Chargebacks represent the transfer to the Operating Budget to cover internal costs allocated to bond-funded capital projects. The 2025 transfer into the Supplemental Capital Program is \$49.5 million less than 2024. This decrease is due in large part to the completion of Phase 5 of the Service Area Rehabilitation Program.

General Reserve Budget					
<i>(\$ in Thousands)</i>	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Spending					
Extraordinary Events	\$ —	32,295	32,295	—	—%
State Payments	649,987	517,000	532,050	15,050	2.9%
All Other	22,717	30,894	43,543	12,649	40.9%
Contingency	—	5,000	5,000	—	—%
Total Spending	\$ 672,704	585,189	612,888	27,699	4.7%
Transfers					
Transfers Out	60,127	119,500	70,000	(49,500)	(41.4)%
Total Transfers - Net	\$ 60,127	119,500	70,000	(49,500)	(41.4)%
Total General Reserve Budget⁽¹⁾	\$ 732,831	704,689	682,888	(21,801)	(3.1)%

(1) Does not match the Financial Plan due to accounting reclassifications not included in the figure: Release of Escrow (\$952 thousand) and Gain or Loss on Fair Value (\$3.3 million)

Capital Spending Program (2025 Annual Budget p137)

The Authority's 2025 Annual Budget outlines a five-year Capital Spending Program for 2025-2029 that includes both revenue-funded and bond-funded projects.

- **Revenue-Funded Projects:** Known as the Capital Budget, consists of the Maintenance Reserve Fund, Special Project Reserve Fund, and Supplemental Capital Program
- **Bond-Funded Projects:** Referred to as the Construction Fund, includes the 2025-2029 Capital Improvement Program, the 2019 Capital Improvement Program, and the 2008 \$7 Billion Capital Improvement Program

These capital projects are presented on a rolling five-year (2025-2029) spending basis, along with their total project budgets. Each project's total budget accounts for prior spending, the planned spending over the upcoming five years, and any future spending beyond that period. Each year, a new rolling five-year spending plan will be approved, reflecting any changes to the overall project budget as part of the annual budget approval process.

The Capital Spending Program is driven by planned awards, construction contracts, and orders for professional services related to the design, supervision, and construction of the projects. In 2025, the Authority intends to award nearly \$1.4 billion for these projects.

Planned Awards, Construction Contracts, and Orders for Professional Services							
(\$ in Thousands)		2023 Awards	2023 Award \$	2024 Awards	2024 Award \$	2025 Awards	2025 Award \$
Fund	Fund Name	Actual		Budget		Budget	
500	2025-2029 Capital Improvement Program	30	\$ 705,891	30	\$ 769,606	57	\$ 1,095,130
392	2019 Capital Improvement Program	1	4,985	—	—	—	—
400	Supplemental Capital Program	5	22,194	7	23,597	8	45,840
049	Special Project Reserve Fund	3	4,715	6	13,905	1	3,500
039	Maintenance Reserve Fund	31	166,561	34	232,648	34	216,320
		70	\$ 904,346	77	\$1,039,756	100	\$1,360,790

The rolling five-year Capital Spending Program includes \$8.8 billion in spending between 2025-2029, averaging approximately \$1.8 billion annually. Nearly 23.7%, or \$2.1 billion, will be funded from revenue, while the remaining 76.3%, or \$6.7 billion, will be funded from bond proceeds. Of the total spending, 37.0% will be allocated for capacity enhancements on both roadways, and 21.3% is for bridge construction, preservation, and security. Additionally, 12.4% is budgeted for pavement resurfacing and other roadway improvements, together accounting for over 70.7% of the overall spending.

Capital Spending Program — Spending by Category or Functional Area					
<i>(\$ in Thousands)</i>	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Capitalized Projects by Category					
Roadway					
Bridge Construction, Preservation & Security	\$ 295,189	544,704	505,055	(39,649)	(7.3)%
Capacity Enhancements - Turnpike	21,153	73,015	295,413	222,398	304.6%
Capacity Enhancements - Parkway	37	1,070	16	(1,054)	(98.5)%
Pavement Resurfacing	118,285	128,340	125,628	(2,712)	(2.1)%
Interchanges	3,585	14,835	40,467	25,632	172.8%
Roadside Barrier	13,141	25,613	49,379	23,766	92.8%
Drainage Structures	40,643	56,836	50,696	(6,140)	(10.8)%
Roadway Lighting	31,642	68,506	83,678	15,172	22.1%
Other Roadway Improvements	60,185	98,148	104,377	6,229	6.3%
Total Roadway	\$ 583,860	1,011,067	1,254,709	243,642	24.1%
Non-Roadway					
Facilities	32,879	93,215	100,266	7,051	7.6%
Fleet	29,873	38,562	43,262	4,700	12.2%
Service Areas & Arts Center	100,535	94,409	24,738	(69,671)	(73.8)%
Technology Improvements	49,041	68,940	124,952	56,012	81.2%
Total Non-Roadway	\$ 212,328	295,126	293,218	(1,908)	(0.6)%
Total Capitalized Projects	\$ 796,188	1,306,193	1,547,927	241,734	18.5%
Expensed Projects by Functional Area					
Maintenance of Infrastructure	(189)	10,702	14,895	4,193	39.2%
Traffic Control & State Police	1,370	1,200	1,693	493	41.1%
Technology	1,396	5,098	5,750	652	12.8%
General & Administrative	354	1,860	3,453	1,593	85.6%
Total Expensed Projects	\$ 2,931	18,860	25,791	6,931	36.7%
Total Spending (Capitalized+Expensed)	\$ 799,119	1,325,053	1,573,718	248,665	18.8%

NEW JERSEY TURNPIKE AUTHORITY

2025 ANNUAL BUDGET-IN-BRIEF

035294

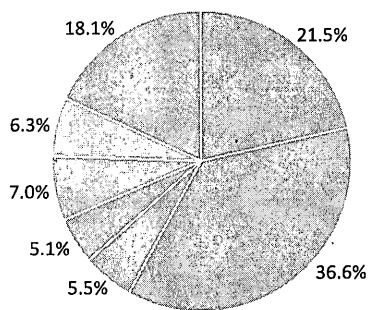
Capital Spending Program — Funding Sources					
<i>(\$ in Thousands)</i>	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Revenue Funded					
Maintenance Reserve Fund	\$ 180,640	337,312	339,597	2,285	0.7%
Special Project Reserve Fund	45,040	114,695	120,185	5,490	4.8%
Supplemental Capital Program	63,419	144,703	70,149	(74,554)	(51.5)%
Total Revenue Funded	\$ 289,099	596,710	529,931	(66,779)	(11.2)%
Bond Funded					
2025-2029 Capital Improvement Program	326,628	653,764	964,323	310,559	47.5%
2019 Capital Improvement Program	157,350	70,442	75,464	5,022	7.1%
2008 \$7 Billion Capital Improvement Program	26,042	4,137	4,000	(137)	(3.3)%
Total Bond Funded	\$ 510,020	728,343	1,043,787	315,444	43.3%
Total Funding Sources	\$ 799,119	1,325,053	1,573,718	248,665	18.8%

Capital Spending Program (Revenue and Bond Funded)						
Rolling 5-Year Spending Plan by Category or Functional Area						
(\$ in Thousands)	Spending Plan					
	2025	2026	2027	2028	2029	Total
Capitalized Projects by Category						
Roadway						
Bridge Construction, Preservation & Security	\$ 505,055	442,400	414,217	284,145	234,314	1,880,131
Capacity Enhancements - Turnpike	295,413	398,243	456,064	968,037	1,089,952	3,207,709
Capacity Enhancements - Parkway	16	8,222	27,865	23,488	—	59,591
Pavement Resurfacing	125,628	101,947	93,862	83,829	76,100	481,366
Interchanges	40,467	16,185	59,559	123,925	126,687	366,823
Roadside Barrier	49,379	95,527	81,796	26,518	23,458	276,678
Drainage Structures	50,696	95,684	125,507	70,457	100,922	443,266
Roadway Lighting	83,678	138,418	9,626	23,566	19,622	274,910
Other Roadway Improvements	104,377	146,034	169,489	123,787	66,172	609,859
Total Roadway	\$ 1,254,709	1,442,660	1,437,985	1,727,752	1,737,227	7,600,333
Non-Roadway						
Facilities	100,266	122,548	48,222	28,637	49,526	349,199
Fleet	43,262	39,761	41,142	42,580	44,875	211,620
Service Areas & Arts Center	24,738	17,486	536	536	536	43,832
Technology Improvements	124,952	142,251	103,246	95,751	88,987	555,187
Total Non-Roadway	\$ 293,218	322,046	193,146	167,504	183,924	1,159,838
Total Capitalized Projects	\$ 1,547,927	1,764,706	1,631,131	1,895,256	1,921,151	8,760,171
Expensed Projects by Functional Area						
Maintenance of Infrastructure	14,895	4,850	4,500	6,500	6,500	37,245
Traffic Control & State Police	1,693	1,200	1,200	1,200	1,200	6,493
Technology	5,750	1,743	1,250	1,000	1,000	10,743
General & Administrative	3,453	600	600	650	705	6,008
Total Expensed Projects	\$ 25,791	8,393	7,550	9,350	9,405	60,489
Total Spending (Capitalized+Expensed)	\$1,573,718	1,773,099	1,638,681	1,904,606	1,930,556	8,820,660

Capital Spending Program (Revenue and Bond Funded) Funding Sources

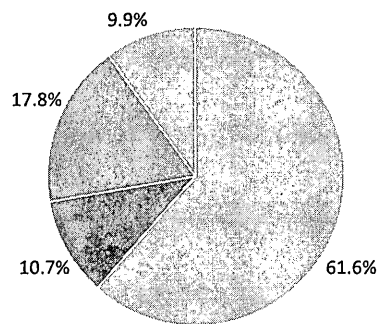
(\$ in Thousands)	Spending Plan					
Revenue Funded	2025	2026	2027	2028	2029	Total
Maintenance Reserve Fund	\$ 339,597	279,522	272,229	270,445	273,716	1,435,509
Special Project Reserve Fund	120,185	65,918	61,574	63,315	65,530	376,522
Supplemental Capital Program	70,149	55,564	47,325	56,764	48,804	278,606
Total Revenue Funded	\$ 529,931	401,004	381,128	390,524	388,050	2,090,637
Bond Funded	2025	2026	2027	2028	2029	Total
2025-2029 Capital Improvement Program	964,323	1,354,918	1,257,553	1,514,082	1,542,506	6,633,382
2019 Capital Improvement Program	75,464	17,177	—	—	—	92,641
2008 \$7 Billion Capital Improvement Program	4,000	—	—	—	—	4,000
Total Bond Funded	\$ 1,043,787	1,372,095	1,257,553	1,514,082	1,542,506	6,730,023
Total Capital Spending	\$ 1,573,718	1,773,099	1,638,681	1,904,606	1,930,556	8,820,660
Percentage Revenue Funded	33.7%	22.6%	23.3%	20.5%	20.1%	23.7%
Percentage Bond Funded	66.3%	77.4%	76.7%	79.5%	79.9%	76.3%

**Total Bond & Revenue
Funding by Category
(\$8.8 Billion)**



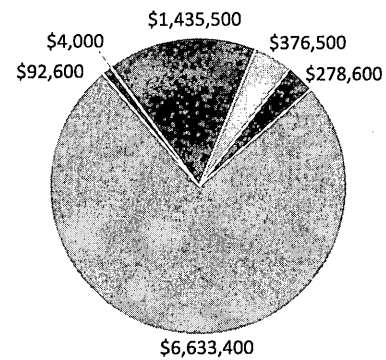
- Bridge Construction, Preservation & Security
- Capacity Enhancements - Turnpike
- Pavement Resurfacing
- Drainage Structures
- Other Roadway Improvements
- Technology Improvements
- Other Program Categories

**Total Bond & Revenue
Funding by Functional Area
(\$60.5 Million)**



- Maintenance of Infrastructure
- Traffic Control & State Police
- Technology
- General & Administrative

**Total Funding by Source
(\$8.8 Billion)**



- Maintenance Reserve Fund
- Special Project Reserve Fund
- Supplemental Capital Program
- 2025-2029 Capital Improvement Program
- 2019 Capital Improvement Program
- 2008 \$7 Billion Capital Improvement Program

NEW JERSEY TURNPIKE AUTHORITY

2025 ANNUAL BUDGET-IN-BRIEF

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Capital Budget (Revenue Funded) (2025 Annual Budget p144)

The 2025 Capital Budget includes the Maintenance Reserve Fund, the Special Project Reserve Fund, and the Supplemental Capital Program. It primarily supports spending on roadway and bridge maintenance, scheduled fleet replacement based on target lifecycles, and several multi-year capital projects, such as pavement, facility, and toll collection equipment repairs and upgrades. The Authority's revenue funds the spending from the Maintenance Reserve Fund and Special Project Reserve Fund after covering operating expenses and debt service. These two funds are separate funds established by the Authority's Bond Resolution. Funding for the Supplemental Capital Program comes from transfers from the General Reserve Fund, which is a separate account within the Construction Fund. The Authority's Bond Resolution establishes the Construction Fund and permits the establishment of this separate revenue-funded account.

Capital Budget — Spending by Category or Functional Area					
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Capitalized Projects by Category					
Roadway					
Bridge Construction, Preservation & Security	\$ 52,911	122,462	144,170	21,708	17.7%
Pavement Resurfacing	118,285	128,340	125,628	(2,712)	(2.1)%
Drainage Structures	1,231	6,942	6,868	(74)	(1.1)%
Roadway Lighting	804	6,077	3,025	(3,052)	(50.2)%
Other Roadway Improvements	2,974	43,379	32,726	(10,653)	(24.6)%
Total Roadway	\$ 176,205	307,200	316,041	8,841	2.9%
Non-Roadway					
Facilities	19,452	93,215	84,086	(9,129)	(9.8)%
Fleet	29,873	38,562	43,262	4,700	12.2%
Service Areas & Arts Center	47,608	94,409	24,738	(69,671)	(73.8)%
Technology Improvements	13,030	44,464	36,013	(8,451)	(19.0)%
Total Non-Roadway	\$ 109,963	270,650	188,099	(82,551)	(30.5)%
Total Capitalized Projects	\$ 286,168	577,850	504,140	(73,710)	(12.8)%
Expensed Projects by Functional Area					
Maintenance of Infrastructure	(189)	10,702	14,895	4,193	39.2%
Traffic Control & State Police	1,370	1,200	1,693	493	41.1%
Technology	1,396	5,098	5,750	652	12.8%
General & Administrative	354	1,860	3,453	1,593	85.6%
Total Expensed Projects	\$ 2,931	18,860	25,791	6,931	36.7%
Total Spending (Capitalized+Expensed)	\$ 289,099	596,710	529,931	(66,779)	(11.2)%

NEW JERSEY TURNPIKE AUTHORITY

2025 ANNUAL BUDGET-IN-BRIEF

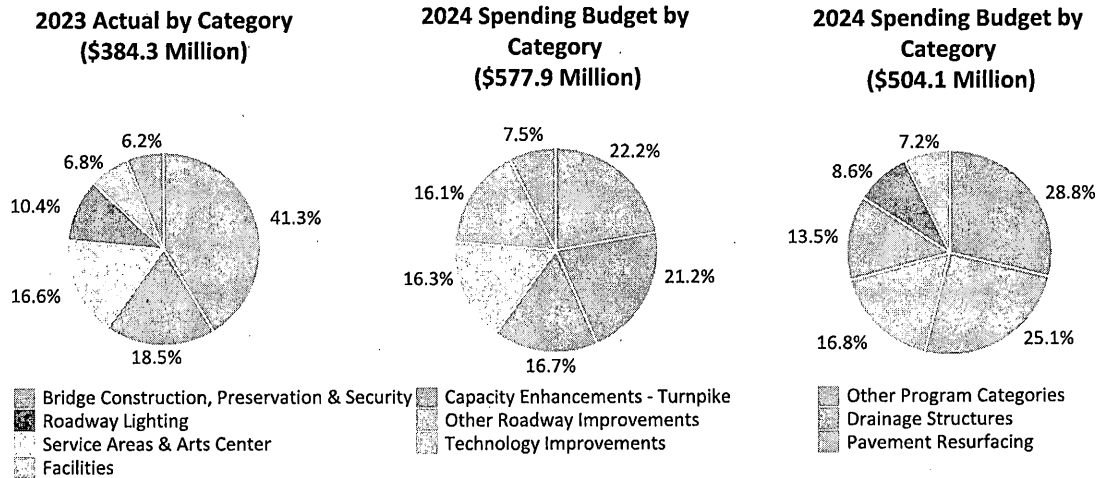
035298

Capital Budget — Funding Sources					
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Revenue Funded					
Maintenance Reserve Fund	\$ 180,640	337,312	339,597	2,285	0.7%
Special Project Reserve Fund	45,040	114,695	120,185	5,490	4.8%
Supplemental Capital Program	63,419	144,703	70,149	(74,554)	(51.5)%
Total Funding Sources	\$ 289,099	596,710	529,931	(66,779)	(11.2)%

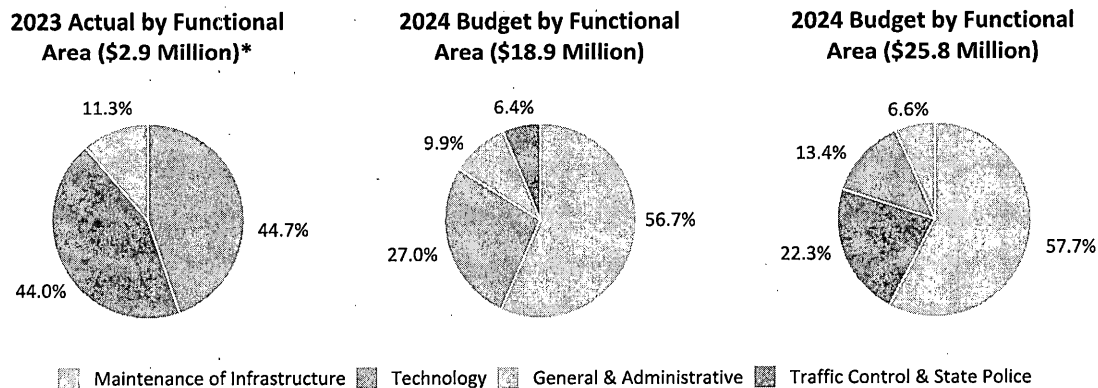
Capital Budget — Revenue Funded — Spending by Category or Functional Area

The budget for 2025 is \$529.9 million, reflecting a decrease of \$66.8 million from the 2024 budget. A significant factor in this reduction is the completion of the four Phase 5 sites within the Service Area Rehabilitation Program, which was funded through the Supplemental Capital Program in 2024 and caused a higher than normal increase in spending that year. The category that has the largest increase is Bridge Construction, Preservation, & Security, which has a substantial rise of 17.7%, amounting to an additional \$21.7 million for 2025. This increase accounts for scope changes in active bridge construction contracts, as well as additional work anticipated in contracts to be awarded in 2025.

Capital Budget — Capitalized Projects — Spending by Category



Capital Budget — Expensed Projects — Spending by Functional Area



*Maintenance of Infrastructure functional area is not reflected in the 2023 Actual chart due to a reimbursement received that exceeded total expenses for the year by \$189 thousand. The Pennsylvania Turnpike Commission provided a \$2.5 million reimbursement for a cost-sharing agreement related to the maintenance of the Delaware River Turnpike Bridge.

NEW JERSEY TURNPIKE AUTHORITY

2025 ANNUAL BUDGET-IN-BRIEF

035299

Capital Budget (Revenue Funded)						
Rolling 5-Year Spending Plan by Category or Functional Area						
(\$ in Thousands)	Spending Plan					
	2025	2026	2027	2028	2029	Total
Capitalized Projects by Category						
Roadway						
Bridge Construction, Preservation & Security	\$ 144,170	103,327	105,580	130,000	123,800	606,877
Pavement Resurfacing	125,628	101,947	93,862	83,829	76,100	481,366
Roadside Barrier	3,624	—	—	—	—	3,624
Drainage Structures	6,868	5,579	5,666	5,756	5,849	29,718
Roadway Lighting	3,025	5,081	1,030	1,030	3,838	14,004
Other Roadway Improvements	32,726	29,646	58,749	67,606	52,996	241,723
Total Roadway	\$ 316,041	\$ 245,580	264,887	288,221	262,583	1,377,312
Non-Roadway						
Facilities	84,086	68,342	44,309	28,637	49,526	274,900
Fleet	43,262	39,761	41,142	42,580	44,875	211,620
Service Areas & Arts Center	24,738	17,486	536	536	536	43,832
Technology Improvements	36,013	21,442	22,704	21,200	21,125	122,484
Total Non-Roadway	\$ 188,099	147,031	108,691	92,953	116,062	652,836
Total Capitalized Projects	\$ 504,140	392,611	373,578	381,174	378,645	2,030,148
Expensed Projects by Functional Area						
Maintenance of Infrastructure	14,895	4,850	4,500	6,500	6,500	37,245
Traffic Control & State Police	1,693	1,200	1,200	1,200	1,200	6,493
Technology	5,750	1,743	1,250	1,000	1,000	10,743
General & Administrative	3,453	600	600	650	705	6,008
Total Expensed Projects	\$ 25,791	8,393	7,550	9,350	9,405	60,489
Total Spending (Capitalized+Expensed)	\$ 529,931	401,004	381,128	390,524	388,050	2,090,637

Capital Budget — Funding Sources						
(\$ in Thousands)	Spending Plan					
	2025	2026	2027	2028	2029	Total
Revenue Fund						
Maintenance Reserve Fund	\$ 339,597	279,522	272,229	270,445	273,716	1,435,509
Special Project Reserve Fund	120,185	65,918	61,574	63,315	65,530	376,522
Supplemental Capital Program	70,149	55,564	47,325	56,764	48,804	278,606
Total Funding Sources	\$ 529,931	401,004	381,128	390,524	388,050	2,090,637

Maintenance Reserve Fund (2025 Annual Budget p149)

The Maintenance Reserve Fund primarily supports spending for the maintenance and resurfacing of roadways and bridges on both the Turnpike and Parkway. These projects have a combined spending budget for 2025 of \$339.6 million, which is increasing by 0.7% compared to 2024, mostly due to bridge construction projects on both roadways, which are increasing by over \$21.7 million, or 17.7%. The 2025 Maintenance Reserve Fund also includes annual funding for work that addresses facility repairs and upgrades, including major building, roofing, utility replacements, underground storage tank and equipment storage building replacements at various maintenance districts, as well as toll facility repairs on both roadways. Furthermore, in 2025, technology infrastructure and software upgrades within the Technology Improvements category, and water and wastewater asset management projects within the Facilities category will be shifted to the Maintenance Reserve from the Supplemental Capital Program and Special Projects Reserve, respectively.

Maintenance Reserve Fund — Spending by Category					
<i>(\$ in Thousands)</i>	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Capitalized Projects by Category					
Roadway					
Bridge Construction, Preservation & Security	\$ 52,911	122,462	144,170	21,708	17.7%
Pavement Resurfacing	114,980	128,340	125,628	(2,712)	(2.1)%
Drainage Structures	1,231	6,942	6,868	(74)	(1.1)%
Roadway Lighting	804	6,077	3,025	(3,052)	(50.2)%
Other Roadway Improvements	531	28,031	22,886	(5,145)	(18.4)%
Total Roadway	\$ 170,457	291,852	306,201	14,349	4.9%
Non-Roadway					
Technology Improvements	—	—	3,090	3,090	—%
Facilities	10,183	45,460	30,306	(15,154)	(33.3)%
Total Non-Roadway	\$ 10,183	45,460	33,396	(12,064)	(26.5)%
Total Spending (Capitalized)	\$ 180,640	337,312	339,597	2,285	0.7%

Maintenance Reserve Fund								
Rolling 5-Year Spending Plan by Category							Prior LTD Spending	Total Project Budget
(\$ in Thousands)	2025	2026	2027	2028	2029	Total 5- Year		
Capitalized Projects by Category								
Roadway								
Bridge Construction, Preservation & Security	\$ 144,170	103,327	105,580	130,000	123,800	606,877	309,931	916,808
Pavement Resurfacing	125,628	101,947	93,862	83,829	76,100	481,366	384,177	865,543
Roadside Barrier	3,624	—	—	—	—	3,624	—	3,624
Drainage Structures	6,868	5,579	5,666	5,756	5,849	29,718	31,909	61,627
Roadway Lighting	3,025	5,081	1,030	1,030	3,838	14,004	25,653	39,657
Other Roadway Improvements	22,886	14,206	19,377	20,910	22,753	100,132	15,135	115,267
Total Roadway	\$ 306,201	230,140	225,515	241,525	232,340	1,235,721	766,805	2,002,526
Non-Roadway								
Technology Improvements	3,090	13,125	13,125	13,125	13,125	55,590	—	55,590
Facilities	30,306	36,257	33,589	15,795	28,251	144,198	29,947	174,145
Total Non-Roadway	\$ 33,396	49,382	46,714	28,920	41,376	199,788	29,947	229,735
Total Spending (Capitalized)	\$ 339,597	279,522	272,229	270,445	273,716	1,435,509	796,752	2,232,261

The Maintenance Reserve Fund has a five-year spending plan of approximately \$1.4 billion. The biggest drivers of the fund include the Bridge Repair Program and Pavement Resurfacing Program, of which \$606.9 million and \$481.4 million, respectively, is planned to be spent over the next five years, reflecting the Authority's commitment to the Strategic Plan to maintain the Turnpike System in a state of good repair. The combined costs of these two categories account for 75.8% of the fund's rolling five-year spending plan.

NEW JERSEY TURNPIKE AUTHORITY

2025 ANNUAL BUDGET-IN-BRIEF

035302

Maintenance Reserve Fund — Significant Project Budgets								
(\$ in Thousands)	Spend Plan						Prior LTD Spending	Total Project Budget
Project Name	2025	2026	2027	2028	2029	Rolling 5- Year		
Capitalized Projects								
Prior Approved Projects								
TPK Section 8 MP 60-63 (2025)	\$ 29,386	5,764	—	—	—	35,150	—	35,150
TPK Section 10 (2025)	29,005	5,603	—	—	—	34,608	—	34,608
GSP Resurface MP 0-126 Sec 15 (2025)	18,849	3,401	—	—	—	22,250	—	22,250
TPK Bridge 2025 MP 92-122 & NBHCE	18,633	5,909	—	—	—	24,542	1,622	26,164
TPK Bridge 2024 MP 92-122 & NBHCE	18,046	1,712	—	—	—	19,758	17,056	36,814
TPK Bridge 2024 MP 0-92 PHM Ext	15,499	1,702	—	—	—	17,201	9,129	26,330
TPK Bridge 2025 MP 0-92 PHM Ext	15,686	6,331	—	—	—	22,017	1,641	23,658
All Other Prior Approved Projects	180,058	239,671	260,320	260,151	266,294	1,206,494	767,304	1,973,798
Total Prior Approved Projects	\$ 325,162	270,093	260,320	260,151	266,294	1,382,020	796,752	2,178,772
New Projects								
Backup Storage HW Refresh	3,090	—	—	—	—	3,090	—	3,090
TPK I/C 6 Gore Repair	2,587	—	—	—	—	2,587	—	2,587
Barrier Caps GSP	2,071	—	—	—	—	2,071	—	2,071
WIMS CVI Station Herbertsville	1,280	—	—	—	—	1,280	—	1,280
All Other New Projects	5,407	9,429	11,909	10,294	7,422	44,461	—	44,461
Total New Projects	\$ 14,435	9,429	11,909	10,294	7,422	53,489	—	53,489
Total Project Budget	\$ 339,597	279,522	272,229	270,445	273,716	1,435,509	796,752	2,232,261

Special Project Reserve Fund (2025 Annual Budget p154)

The Special Project Reserve Fund has a budget of \$120.2 million for 2025, which represents a 4.8% increase compared to 2024. The largest component of the Special Project Reserve, funds the Authority's scheduled Major Fleet Replacement Program. There is a 12.2% increase in spending for Fleet in 2025 compared to 2024 due to the reduction backlog of vehicle delivery delays that rolled over from previous years.

In 2025, approximately 36.0% of the Special Project Reserve spending budget will be dedicated to fleet replacements, while 27.2% will be allocated for facility improvements. These improvements include state police substation replacement and site improvements at Pleasant Plains, Avalon, and the Celia Cruz Service Area along the Parkway. Additionally, the budget will cover the stormwater pump system equipment replacement, renovations to the Turnpike milepost 92 pump house, and upgrades to the sewage pre-treatment system at the Richard Stockton Service Area on the Turnpike.

There is a 39.2% increase, amounting to \$4.2 million, for Maintenance of Infrastructure, which primarily consists of engineering and traffic studies. These studies include resiliency and sustainability assessments, solutions, and integration into infrastructure strategies relating to exacerbating climate stressors, as well as a new major bridge security program that will incorporate bridge security assessment and mitigation procedures to new bridge construction programs and protection of confidential security information for all design and construction documents.

Special Project Reserve Fund — Spending by Category or Functional Area					
<i>(\$ in Thousands)</i>	2023	2024	2025	\$ Δ from	% Δ from
	Actual	Budget	Budget	2024	2024
Capitalized Projects by Category					
Roadway					
Other Roadway Improvements	\$ 10	—	—	—	—%
Total Roadway	\$ 10	—	—	—	—%
Non-Roadway					
Facilities	6,579	29,714	32,719	3,005	10.1%
Fleet	29,873	38,562	43,262	4,700	12.2%
Technology Improvements	3,189	27,559	18,413	(9,146)	(33.2)%
Total Non-Roadway	\$ 39,641	95,835	94,394	(1,441)	(1.5)%
Total Capitalized Projects	\$ 39,651	95,835	94,394	(1,441)	(1.5)%
Expensed Projects by Functional Area					
Maintenance of Infrastructure	2,269	10,702	14,895	4,193	39.2%
Traffic Control & State Police	1,370	1,200	1,693	493	41.1%
Technology	1,396	5,098	5,750	652	12.8%
General & Administrative	354	1,860	3,453	1,593	85.6%
Total Expensed Projects	\$ 5,389	18,860	25,791	6,931	36.7%
Total Spending (Capitalized+Expensed)	\$ 45,040	114,695	120,185	5,490	4.8%

Special Project Reserve Fund								
Rolling 5-Year Spending Plan by Category or Functional Area							Prior LTD Spending	Total Project Budget
(\$ in Thousands)	2025	2026	2027	2028	2029	Total 5-Year		
Capitalized Projects by Category								
Roadway								
Other Roadway Improvements	\$ —	—	—	—	—	—	822	822
Total Roadway	\$ —	—	—	—	—	—	822	822
Non-Roadway								
Facilities	32,719	9,447	3,303	3,310	3,250	52,029	30,553	82,582
Fleet	43,262	39,761	41,142	42,580	44,875	211,620	104,343	315,963
Technology Improvements	18,413	8,317	9,579	8,075	8,000	52,384	27,533	79,917
Total Non-Roadway	\$ 94,394	57,525	54,024	53,965	56,125	316,033	162,429	478,462
Total Capitalized Projects								
Total Capitalized Projects	\$ 94,394	57,525	54,024	53,965	56,125	316,033	163,251	479,284
Expensed Projects by Functional Area								
Maintenance of Infrastructure	14,895	4,850	4,500	6,500	6,500	37,245	9,704	46,949
Traffic Control & State Police	1,693	1,200	1,200	1,200	1,200	6,493	6,840	13,333
Technology	5,750	1,743	1,250	1,000	1,000	10,743	6,217	16,960
General & Administrative	3,453	600	600	650	705	6,008	2,471	8,479
Total Expensed Projects	\$ 25,791	8,393	7,550	9,350	9,405	60,489	25,232	85,721
Total Spending (Capitalized+Expensed)								
Total Spending (Capitalized+Expensed)	\$120,185	65,918	61,574	63,315	65,530	376,522	188,483	565,005

Approximately \$376.5 million in total is expected to be spent based on the rolling five-year spending plan. Of this, \$211.6 million, or 56.2%, is budgeted for Fleet, while Technology Improvements account for \$52.4 million, or 13.9%. \$52.0 million, or 13.8%, is budgeted for Facilities, while Expensed Projects (primarily for various studies) total \$60.5 million, or 16.1%.

NEW JERSEY TURNPIKE AUTHORITY

2025 ANNUAL BUDGET-IN-BRIEF

035305

Special Project Reserve Fund — Significant Capitalized Project Budgets								
(\$ in Thousands)	Spend Plan						Prior LTD Spending	Total Project Budget
Project Name	2025	2026	2027	2028	2029	Rolling 5-Year		
Capitalized Projects								
Prior Approved Projects								
Pleasant Plains Sub-Barracks	\$ 11,499	2,202	—	—	—	13,701	1,509	15,210
2025 MJR Fleet Aug Dump Trucks	9,010	—	—	—	—	9,010	—	9,010
6S Wastewater PreTreatmt Plant	6,632	—	—	—	—	6,632	722	7,354
2025 Maintenance Vehicles	6,617	—	—	—	—	6,617	—	6,617
CCure Hardware Refresh 2024	4,120	—	—	—	—	4,120	4,266	8,386
All Other Prior Approved Capitalized Projects	52,342	55,323	54,024	53,965	56,125	271,779	156,754	428,533
Total Prior Approved Projects	\$ 90,220	57,525	54,024	53,965	56,125	311,859	163,251	475,110
New Projects								
HR Software Implementation	2,060	—	—	—	—	2,060	—	2,060
Motorola Radios 2025	1,030	—	—	—	—	1,030	—	1,030
All Other New Capital Projects	1,084	—	—	—	—	1,084	—	1,084
Total New Projects	\$ 4,174	—	—	—	—	4,174	—	4,174
Total Capitalized Project Budget	\$ 94,394	57,525	54,024	53,965	56,125	316,033	163,251	479,284
Special Project Reserve Fund — Significant Expensed Project Budgets								
(\$ in Thousands)	Spend Plan						Prior LTD Spending	Total Project Budget
Project Name	2025	2026	2027	2028	2029	Rolling 5-Year		
Expensed Projects								
Prior Approved Projects								
Engineering & Traffic Studies 2024	3,505	—	—	—	—	3,505	495	4,000
Finance Process Assessment	1,953	—	—	—	—	1,953	1,817	3,770
Resiliency	1,081	—	—	—	—	1,081	1,172	2,253
All Electronic Tolling	1,000	1,500	1,250	1,000	1,000	5,750	1,597	7,347
All Other Prior Approved Expensed Projects	17,502	6,143	5,800	7,850	7,905	45,200	20,151	65,351
Total Prior Approved Projects	\$ 25,041	7,643	7,050	8,850	8,905	57,489	25,232	82,721
New Projects								
Major Bridge Security Program - Ph III	750	750	500	500	500	3,000	—	3,000
Total New Projects	\$ 750	750	500	500	500	3,000	—	3,000
Total Expensed Project Budget	\$ 25,791	8,393	7,550	9,350	9,405	60,489	25,232	85,721
Total Project Budget (Capitalized+Expensed)	\$120,185	65,918	61,574	63,315	65,530	376,522	188,483	565,005

Supplemental Capital Program (Construction Fund – Revenue Funded) (2025 Annual Budget p159)

The Supplemental Capital Program has a budget of \$70.1 million for 2025. This reflects a 51.5% decrease from 2024 primarily due to the completion of Phase 5 of the Service Area Improvements Program, which covered the Jon Bon Jovi and James Gandolfini locations along the Parkway, as well as John Fenwick and Clara Barton locations along the Turnpike. Notably, 35.3% of the 2025 budget is still designated for Service Areas, with construction planned to begin at the John Stevens Service Area along the Turnpike's Newark Bay-Hudson County Extension, as well as safety upgrades at the Colonia Service Area on the Parkway.

Facilities accounts for 30.0% of the total spending budget for 2025, reflecting an increase of \$3.0 million or 16.7%. This increase will support several multi-year improvement projects including the redevelopment of the Turnpike Interchange 9 site, enhancements to the NJSP Cranbury station, and the construction of a commercial vehicle inspection station at Turnpike Interchange 13A.

As part of its green initiative, the Authority will continue to install solar panels at multiple maintenance districts along the Turnpike and Parkway. Additionally, it will begin to install electric vehicle charging stations at several sites including NJTA Headquarters, the Traffic Management Center, and the Central Services Facility, located in Woodbridge, NJ as well as various maintenance districts along both roadways.

Supplemental Capital Program — Spending by Category or Functional Area					
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Capitalized Projects by Category					
Roadway					
Pavement Resurfacing	\$ 3,305	—	—	—	—%
Other Roadway Improvements	2,433	15,348	9,840	(5,508)	(35.9)%
Total Roadway	\$ 5,738	15,348	9,840	(5,508)	(35.9)%
Non-Roadway					
Facilities	2,690	18,041	21,061	3,020	16.7%
Service Areas & Arts Center	47,608	94,409	24,738	(69,671)	(73.8)%
Technology Improvements	9,841	16,905	14,510	(2,395)	(14.2)%
Total Non-Roadway	\$ 60,139	129,355	60,309	(69,046)	(53.4)%
Total Capitalized Projects	\$ 65,877	144,703	70,149	(74,554)	(51.5)%
Expensed Projects by Functional Area					
Maintenance of Infrastructure	(2,458)	—	—	—	—%
Total Expensed Projects	\$ (2,458)	—	—	—	—%
Total Spending (Capitalized + Expensed)	\$ 63,419	144,703	70,149	(74,554)	(51.5)%

Supplemental Capital Program									
Rolling 5-Year Spending Plan by Category							Prior LTD Spending	Future Spending	Total Project Budget
(\$ in Thousands)	2025	2026	2027	2028	2029	Total 5- Year			
Capitalized Projects by Category									
Roadway									
Pavement Resurfacing	\$ —	—	—	—	—	—	27,428	—	27,428
Other Roadway Improvements	9,840	15,440	39,372	46,696	30,243	141,591	38,448	—	180,039
Total Roadway	\$ 9,840	15,440	39,372	46,696	30,243	141,591	65,876	—	207,467
Non-Roadway									
Facilities	21,061	22,638	7,417	9,532	18,025	78,673	27,537	18,750	124,960
Service Areas & Arts Center	24,738	17,486	536	536	536	43,832	208,759	—	252,591
Technology Improvements	14,510	—	—	—	—	14,510	34,292	—	48,802
Total Non-Roadway	\$ 60,309	40,124	7,953	10,068	18,561	137,015	270,588	18,750	426,353
Total Spending (Capitalized)	\$ 70,149	55,564	47,325	56,764	48,804	278,606	336,464	18,750	633,820

Approximately \$278.6 million of projects are included in the Supplemental Capital Program's rolling five-year spending plan. Of this total, \$141.6 million, or 50.8%, is allocated for Other Roadway Improvements, \$78.7 million, or 28.2%, for Facilities, \$43.8 million, or 15.7%, for Service Areas & Arts Center, and \$14.5 million, or 5.2%, for Technology Improvements. Spending over the five years reflects the winding down of the Service Area Rehabilitation Program by 2026 and the transition of future technology improvement and software upgrade projects to the Maintenance Reserve Fund.

Supplemental Capital Program — Significant Project Budgets									
(\$ in Thousands)	Spend Plan						Prior LTD Spending	Future Spending	Total Project Budget
Project Name	2025	2026	2027	2028	2029	Rolling 5-Year			
Prior Approved Projects									
Interchange 9 HQ Site Redevelopment	\$ 8,629	2,077	—	—	—	10,706	379	—	11,085
Colonia Service Area Safety Improvements	7,252	—	—	—	—	7,252	448	—	7,700
Tolling Legacy Parts Replacement	6,051	—	—	—	—	6,051	9,889	—	15,940
RWIS Expansion	4,296	—	—	—	—	4,296	—	—	4,296
Cranbury Station Improvements	3,540	13,523	5,150	—	—	22,213	185	—	22,398
Improvements	2,710	1,656	—	—	—	4,366	153	—	4,519
Solar Power Implementation Phase II	—	189	2,224	8,637	11,513	22,563	—	7,822	30,385
NJSP CVI Outpost	2,280	4,443	—	—	—	6,723	152	—	6,875
All Other Prior Approved Projects	18,441	16,726	39,951	48,127	37,291	160,536	325,258	10,928	496,722
Total Prior Approved Projects	\$ 53,199	38,614	47,325	56,764	48,804	244,706	336,464	18,750	599,920
New Projects									
Service Area Improvements - Phase 7	16,950	16,950	—	—	—	33,900	—	—	33,900
Total New Projects	\$ 16,950	16,950	—	—	—	33,900	—	—	33,900
Total Project Budget	\$ 70,149	55,564	47,325	56,764	48,804	278,606	336,464	18,750	633,820

Construction Fund (Bond Funded) (2025 Annual Budget p163)

The bond funded capital projects, referred to as the Construction Fund, include:

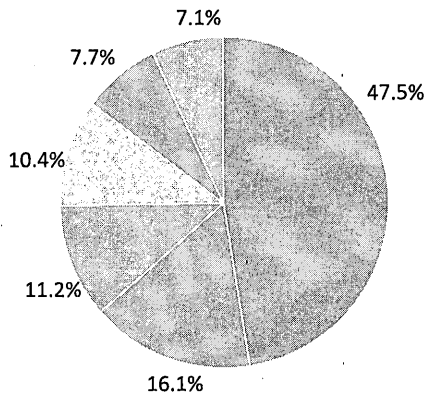
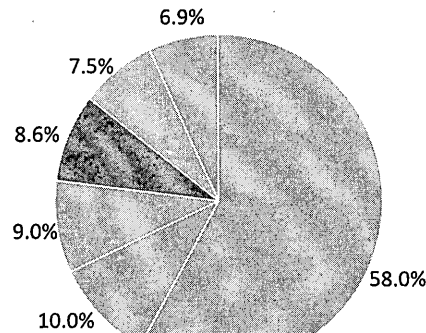
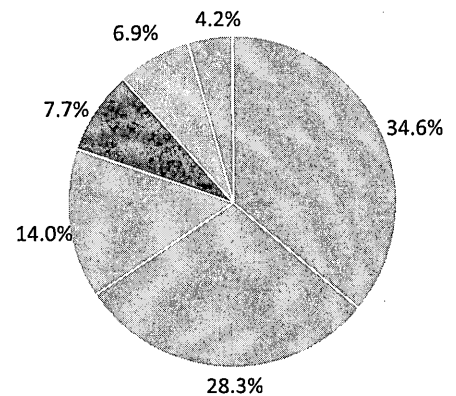
- 2025–2029 Rolling Five-Year Capital Improvement Program (CIP), part of the 2020 Long-Range Capital Plan
- 2019 Capital Improvement Program
- 2008 \$7 Billion Capital Improvement Program

These capital projects are presented on a rolling five-year (2025–2029) spending basis, along with their total project budgets. Each year, a new rolling five-year spending plan will be approved including any changes to the total project budgets as a part of the annual budget approval process.

Construction Fund — Spending by Category					
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Capitalized Projects by Category					
Roadway					
Bridge Construction, Preservation & Security	\$ 242,278	422,242	360,885	(61,357)	(14.5)%
Capacity Enhancements - Turnpike	21,153	73,015	295,413	222,398	304.6%
Capacity Enhancements - Parkway	37	1,070	16	(1,054)	(98.5)%
Interchanges	3,585	14,835	40,467	25,632	172.8%
Roadside Barrier	13,141	25,613	45,755	20,142	78.6%
Drainage Structures	39,412	49,894	43,828	(6,066)	(12.2)%
Roadway Lighting	30,838	62,429	80,653	18,224	29.2%
Other Roadway Improvements	57,211	54,769	71,651	16,882	30.8%
Total Roadway	\$ 407,655	703,867	938,668	234,801	33.4%
Non-Roadway					
Facilities	13,427	—	16,180	16,180	—%
Service Areas & Arts Center	52,927	—	—	—	—%
Technology Improvements	36,011	24,476	88,939	64,463	263.4%
Total Non-Roadway	\$ 102,365	24,476	105,119	80,643	329.5%
Total Spending (Capitalized)	\$ 510,020	728,343	1,043,787	315,444	43.3%
Construction Fund — Funding Sources					
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Bond Fund					
2025–2029 Capital Improvement Program	\$ 326,628	653,764	964,323	310,559	47.5%
2019 Capital Improvement Program	157,350	70,442	75,464	5,022	7.1%
2008 \$7 Billion Capital Improvement Program	26,042	4,137	4,000	(137)	(3.3)%
Total Funding Sources	\$ 510,020	728,343	1,043,787	315,444	43.3%

Construction Fund – Spending by Category

The Construction Fund spending in 2025 is budgeted to increase by \$315.4 million, or 43.3%. In comparison to 2024, the largest budget increases are anticipated in the program categories of Capacity Enhancements - Turnpike, with a 304.6% increase and Technology Improvements, a 263.4% increase. These changes are a result of the introduction of the next-generation Customer Service Center into the Construction Fund, as well as multiple design awards in 2024 and 2025 for the two highly anticipated Turnpike capacity enhancement programs: Newark Bay-Hudson County Extension and Interchange 1 to 4.

Construction Fund – Capitalized Projects – Spending by Category**2023 Actuals
(\$510 Million)****2024 Spending Budget
(\$728.3 Million)****2025 Spending Budget
(\$1 Billion)**

Bridge Construction, Preservation & Security
 Other Program Categories
 Other Roadway Improvements
 Service Areas & Arts Center

Capacity Enhancements - Turnpike
 Roadway Lighting
 Drainage Structures
 Technology Improvements

Overall, during the next five-year period, Capacity Enhancements - Turnpike will comprise \$3.2 billion, or 47.7%, of the \$6.7 billion for Construction Fund spending. To offset this increase, other categories like Bridge Construction, Preservation, & Security, Other Roadway Improvements, and Roadway Lighting will see an overall reduction in spending compared to their rolling five-year spend from the 2024 budget. This is driven by the anticipated completion of several projects within these categories, and the periodic review and prioritization of planned projects and construction contracts within the fund, which may force some projects out beyond the rolling five-year period. With the support of its engineering consultants, the Authority updates these programs within the Long-Range Capital Plan based on urgency and available funding from bond proceeds. If it is determined that a project would begin after the rolling five-year period, it is not included in the 2025 Annual Budget and will remain a part of the Long-Range Capital Plan.

Construction Fund (Bond Funded)						
Rolling 5-Year Spending Plan by Category						
	Spending Plan					
<i>(\$ in Thousands)</i>	2025	2026	2027	2028	2029	Total
Capitalized Projects by Category						
Roadway						
Bridge Construction, Preservation & Security	\$ 360,885	339,073	308,637	154,145	110,514	1,273,254
Capacity Enhancements - Turnpike	295,413	398,243	456,064	968,037	1,089,952	3,207,709
Capacity Enhancements - Parkway	16	8,222	27,865	23,488	—	59,591
Interchanges	40,467	16,185	59,559	123,925	126,687	366,823
Roadside Barrier	45,755	95,527	81,796	26,518	23,458	273,054
Drainage Structures	43,828	90,105	119,841	64,701	95,073	413,548
Roadway Lighting	80,653	133,337	8,596	22,536	15,784	260,906
Other Roadway Improvements	71,651	116,388	110,740	56,181	13,176	368,136
Total Roadway	\$ 938,668	1,197,080	1,173,098	1,439,531	1,474,644	6,223,021
Non-Roadway						
Facilities	16,180	54,206	3,913	—	—	74,299
Technology Improvements	88,939	120,809	80,542	74,551	67,862	432,703
Total Non-Roadway	\$ 105,119	175,015	84,455	74,551	67,862	507,002
Total Spending (Capitalized)	\$1,043,787	1,372,095	1,257,553	1,514,082	1,542,506	6,730,023
Construction Fund — Funding Sources						
	Spending Plan					
<i>(\$ in Thousands)</i>	2025	2026	2027	2028	2029	Total
Bond Fund						
2025-2029 Capital Improvement Program	\$ 964,323	1,354,918	1,257,553	1,514,082	1,542,506	6,633,382
2019 Capital Improvement Program	75,464	17,177	—	—	—	92,641
2008 \$7 Billion Capital Improvement Program	4,000	—	—	—	—	4,000
Total Funding Sources	\$1,043,787	1,372,095	1,257,553	1,514,082	1,542,506	6,730,023

2025-2029 Capital Improvement Program (2025 Annual Budget p166)

The 2025-2029 Capital Improvement Program (CIP), derived from the 2020 Long-Range Capital Plan, approved in May 2020, has a rolling five-year spending plan totaling \$6.6 billion, with an average spending of around \$1.3 billion annually. The increase in spending is attributed to the commencement of various initiatives outlined in the Long-Range Capital Plan in the coming years. Key projects include the expected awards of the first Turnpike Capacity Enhancement contracts for Interchanges 1 to 4 and the Newark Bay-Hudson County Extension, set to begin in 2025 and 2026, respectively. Additionally, the plan encompasses the next-generation implementation of the E-ZPass Customer Service Center.

Turnpike Capacity Enhancement spending is projected to account for 30.6% of total spending in 2025, representing a significant increase of 304.6%, or \$222.4 million more than the 2024 budget of \$73.0 million. Of the planned \$295.4 million spend, most is allocated for the design, preparation, and program management for the replacement of the Newark Bay Bridge, along with the ramp structures at Interchange 14 and 14A. Despite a 17.0% decrease of \$59.4 million compared to 2024, Bridge Construction, Preservation, and Security continues to be a key component of the 2025 spending budget, accounting for 30.1% of the total \$964.3 million.

As the next-generation Customer Service Center is implemented spending on Technology Improvements is expected to rise significantly. This includes a 268.8% increase, or \$64.8 million, from 2024 to 2025. Finally, the spending budgets for Roadway Lighting and Roadside Barriers are set to increase by \$18.2 million, or 29.2%, and \$20.3 million, or 79.6%, respectively. These increases are primarily due to expanded scopes for several roadway lighting upgrade and median barrier projects.

2025-2029 Capital Improvement Program Spending by Category					
<i>(\$ in Thousands)</i>	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Capitalized Projects by Category					
Roadway					
Bridge Construction, Preservation & Security	\$ 165,657	\$ 349,404	289,956	(59,448)	(17.0)%
Capacity Enhancements - Turnpike	21,153	73,015	295,413	222,398	304.6%
Capacity Enhancements - Parkway	20	1,070	16	(1,054)	(98.5)%
Interchanges	2,460	14,163	40,467	26,304	185.7%
Roadside Barrier	12,923	25,481	45,755	20,274	79.6%
Drainage Structures	39,412	49,894	43,828	(6,066)	(12.2)%
Roadway Lighting	30,838	62,429	80,653	18,224	29.2%
Other Roadway Improvements	24,377	54,190	63,116	8,926	16.5%
Total Roadway	\$ 296,840	629,646	859,204	229,558	36.5%
Non-Roadway					
Facilities	42	—	16,180	16,180	—%
Technology Improvements	29,746	24,118	88,939	64,821	268.8%
Total Non-Roadway	\$ 29,788	24,118	105,119	81,001	335.9%
Total Spending (Capitalized)	\$ 326,628	653,764	964,323	310,559	47.5%

NEW JERSEY TURNPIKE AUTHORITY

2025 ANNUAL BUDGET-IN-BRIEF

035312

2025-2029 Capital Improvement Program									
Rolling 5-Year Spending Plan by Category							Prior LTD Spending	Future Spending	Total Project Budget
(\$ in Thousands)	2025	2026	2027	2028	2029	Total 5-Year			
Capitalized Projects Category									
Roadway									
Bridge Construction, Preservation & Security	\$ 289,956	321,896	308,637	154,145	110,514	1,185,148	571,973	775,210	2,532,331
Capacity Enhancements - Turnpike	295,413	398,243	456,064	968,037	1,089,952	3,207,709	136,860	11,694,525	15,039,094
Capacity Enhancements - Parkway	16	8,222	27,865	23,488	—	59,591	2,640	—	62,231
Interchanges	40,467	16,185	59,559	123,925	126,687	366,823	9,878	948,629	1,325,330
Roadside Barrier	45,755	95,527	81,796	26,518	23,458	273,054	28,250	148,492	449,796
Drainage Structures	43,828	90,105	119,841	64,701	95,073	413,548	122,038	284,881	820,467
Roadway Lighting	80,653	133,337	8,596	22,536	15,784	260,906	105,647	38,029	404,582
Other Roadway Improvements	63,116	116,388	110,740	56,181	13,176	359,601	61,260	2,911	423,772
Total Roadway	\$ 859,204	1,179,903	1,173,098	1,439,531	1,474,644	6,126,380	1,038,546	13,892,677	21,057,603
Non-Roadway									
Facilities	16,180	54,206	3,913	—	—	74,299	255	—	74,554
Technology Improvements	88,939	120,809	80,542	74,551	67,862	432,703	94,005	736,120	1,262,828
Total Non-Roadway	\$ 105,119	175,015	84,455	74,551	67,862	507,002	94,260	736,120	1,337,382
Total Spending (Capitalized)	\$964,323	1,354,918	1,257,553	1,514,082	1,542,506	6,633,382	1,132,806	14,628,797	22,394,985

2025-2029 Capital Improvement Program - Significant Project Budgets									
(\$ in Thousands)	Spend Plan					Rolling 5- Year	Prior LTD Spending	Future Spending	Total Project Budget
Project Name	2025	2026	2027	2028	2029				
Capitalized Projects									
Prior Approved Projects									
TPK NBHCE Section 2 (NBB)	\$ 101,116	106,106	102,471	219,770	251,504	780,967	35,272	1,855,354	2,671,593
TPK NBHCE Capacity	58,234	65,173	10,347	14,927	18,188	166,869	50,843	234,279	451,991
TPK Bridges W110_111_112	41,315	33,172	16,585	—	—	91,072	28,688	—	119,760
TPK SA 10S, I/C 13A, 15E & 15W	40,274	6,578	—	—	—	46,852	21,089	—	67,941
GSP MP 80-83 Operational Imprv	40,122	11,345	54,929	115,687	114,432	336,515	6,284	75,592	418,391
Deck Rehab TPK Westerly Brdges	26,931	56,065	33,780	—	—	116,776	6,037	—	122,813
Deck NBHCE Bridges Zones 2-3	32,287	45,974	31,712	—	—	109,973	8,200	—	118,173
GSP 128 AB 154.2N TPK 90-91.37	30,684	1,941	—	—	—	32,625	96,598	—	129,223
TPK NBHCE Section 1 (I/C 14)	29,035	49,480	60,541	179,933	264,152	583,141	2,008	1,589,101	2,174,250
TPK I/C 1-4 MP 20.4-26.2	28,535	35,900	68,295	63,476	55,560	251,766	7,303	13,418	272,487
TPK I/C 17 Ramp Bridge Replace	26,160	60,588	61,485	46,773	2,455	197,461	10,018	—	207,479
TPK Guiderail MP 110W&116E-122	22,392	31,429	1,750	—	—	55,571	1,709	—	57,280
GSP All Electronic Tolling Program	7,334	41,866	18,394	73,578	67,862	209,034	1,773	736,120	946,927
TPK Grade Separated Median U-Turns	5,825	50,780	65,638	12,309	—	134,552	4,496	—	139,048
TPK Lighting I/C 68 to 73	5,221	81,352	378	81	—	87,032	944	—	87,976
TPK Sprstruct Rplc Str E111.15	3,151	26,458	42,284	39,945	14,975	126,813	1,256	—	128,069
Local Road Structures for TPK 1-4 Capacity Enhancement	2,990	6,329	74,872	138,884	14,096	237,171	—	—	237,171
All Other Prior Approved Projects	368,054	468,493	470,985	509,432	605,291	2,422,255	832,290	9,144,720	12,399,265
Total Prior Approved Projects	\$ 869,660	1,179,029	1,114,446	1,414,795	1,408,515	5,986,445	1,114,808	13,648,584	20,749,837
New Projects									
CSC Back Office Implementation	71,994	71,994	59,995	—	—	203,983	17,998	—	221,981
PEMB at Various GSP Mntc Dists	6,484	14,101	—	—	—	20,585	—	—	20,585
Rehab of TPK Str 120.46	2,960	25,893	15,698	27	—	44,578	—	—	44,578
Str Rpl Mis Rpr MP 128.7 128.8	761	3,527	8,496	28,183	27,507	68,474	—	5,233	73,707
All Other New Projects	12,464	60,374	58,918	71,077	106,484	309,317	—	974,980	1,284,297
Total New Projects	\$ 94,663	175,889	143,107	99,287	133,991	646,937	17,998	980,213	1,645,148
Total Project Budget	\$ 964,323	1,354,918	1,257,553	1,514,082	1,542,506	6,633,382	1,132,806	14,628,797	22,394,985

2019 Capital Improvement Program (2025 Annual Budget p171)

The Authority adopted the 2019 Capital Improvement Program (CIP) in April 2019, which consisted of designing, supervising, and constructing twenty one (21) capital improvement projects on both roadways. The projects include several bridge deck improvements, shoulder widening and reconstruction of the Parkway between mileposts 30 and 35, the first phase of the replacement of the hybrid changeable message signs on the Turnpike, and the rehabilitation of three bridges that cross the Passaic River on both roadways. In 2025, the 2019 Capital Improvement Program total project budget is set to increase to \$778.3 million, up from \$765.0 million. This increase primarily accounts for the rising costs associated with several ongoing projects, including the Parkway shoulder widening between mileposts 30 to 35, as well as bridge deck replacements and median barrier reconstruction between mileposts 160.6 and 162.5 and mileposts 140 to 143. The only active project extending beyond 2025 is the replacement and widening of Parkway Structure No. 158.2 over the Passaic River.

2019 Capital Improvement Program — Spending by Category					
(\$ in Thousands)	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Capitalized Projects by Category					
Roadway					
Bridge Construction, Preservation & Security	\$ 65,779	69,838	66,929	(2,909)	(4.2)%
Other Roadway Improvements	32,379	246	8,535	8,289	3369.5%
Total Roadway	\$ 98,158	70,084	75,464	5,380	7.7%
Non-Roadway					
Service Areas & Arts Center	52,927	—	—	—	0.0%
Technology Improvements	6,265	358	—	(358)	(100.0)%
Total Non-Roadway	\$ 59,192	358	—	(358)	(100.0)%
Total Spending (Capitalized)	\$ 157,350	70,442	75,464	5,022	7.1%

2019 Capital Improvement Program								
Rolling 5-Year Spending Plan by Category							Prior LTD Spending	Total Project Budget
(\$ in Thousands)	2025	2026	2027	2028	2029	Total 5- Year		
Capitalized Projects Category								
Roadway								
Bridge Construction, Preservation & Security	\$66,929	17,177	—	—	—	84,106	301,351	385,457
Total Roadway	\$75,464	17,177	—	—	—	92,641	508,778	601,419
Total Spending (Capitalized)	\$75,464	17,177	—	—	—	92,641	685,639	778,280

2019 Capital Improvement Program - Significant Project Budgets								
(\$ in Thousands)	Spend Plan					Rolling 5- Year	Prior LTD Spending	Total Project Budget
Project Name	2025	2026	2027	2028	2029			
Capitalized Projects								
Passaic River Bridge Rehab	\$ 43,559	17,177	—	—	—	60,736	81,407	142,143
GSP Str 160.6 to 161.9 NB SB	16,282	—	—	—	—	16,282	71,230	87,512
GSP Shoulder Widen Rec MP30-35	8,535	—	—	—	—	8,535	121,974	130,509
All Other Prior Approved Projects	7,088	—	—	—	—	7,088	411,028	418,116
Total Project Budget	\$75,464	17,177	—	—	—	92,641	685,639	778,280

2008 \$7 Billion Capital Improvement Program (2025 Annual Budget p174)

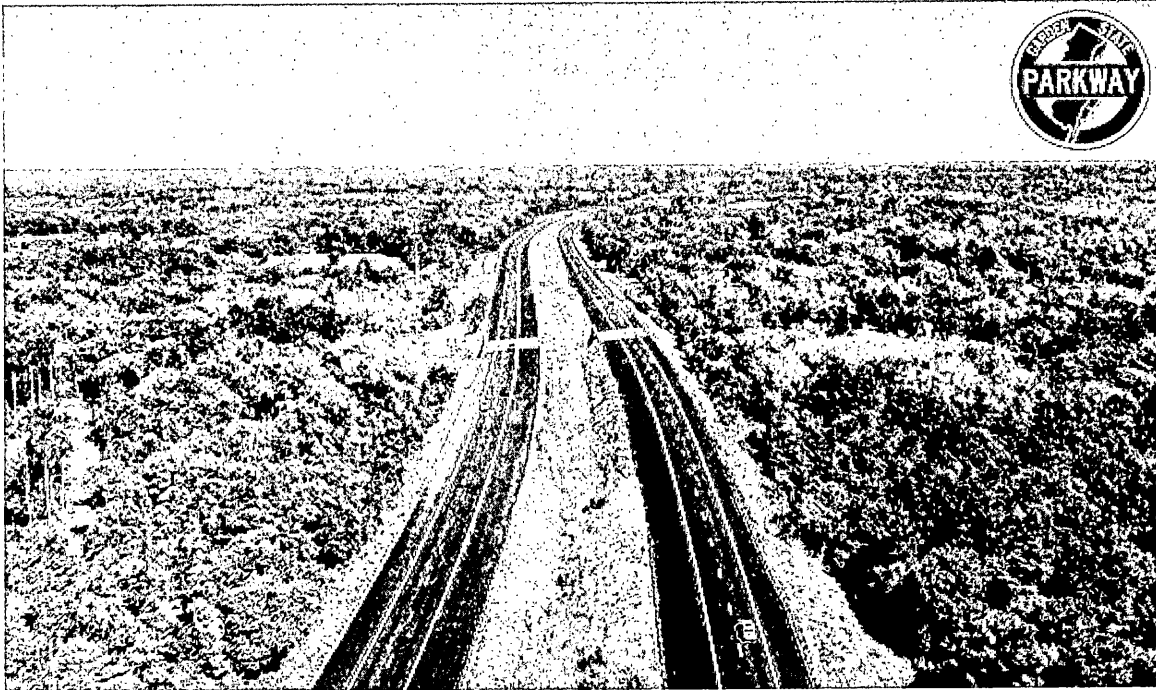
The Authority's 2008 \$7 Billion Capital Improvement Program (CIP) was adopted in October 2008, with the first contract awarded in 2009. In September 2018, the program was amended to extend the end date of the program to award new contracts until December 31, 2020. The 2008 \$7 Billion CIP successfully facilitated the widening of the Turnpike between Interchanges 6 and 9, as well as the widening of the Parkway between mileposts 35 and 80. Most remaining work involves post-construction and mitigation monitoring for various Interchange and Other Roadway Improvement projects.

Currently, the total 2008 \$7 Billion CIP is expected to be completed for a cost of less than \$7.0 billion. The rolling five-year spending plan reflects the conclusion of this capital improvement program, with most projects either completed or nearing completion.

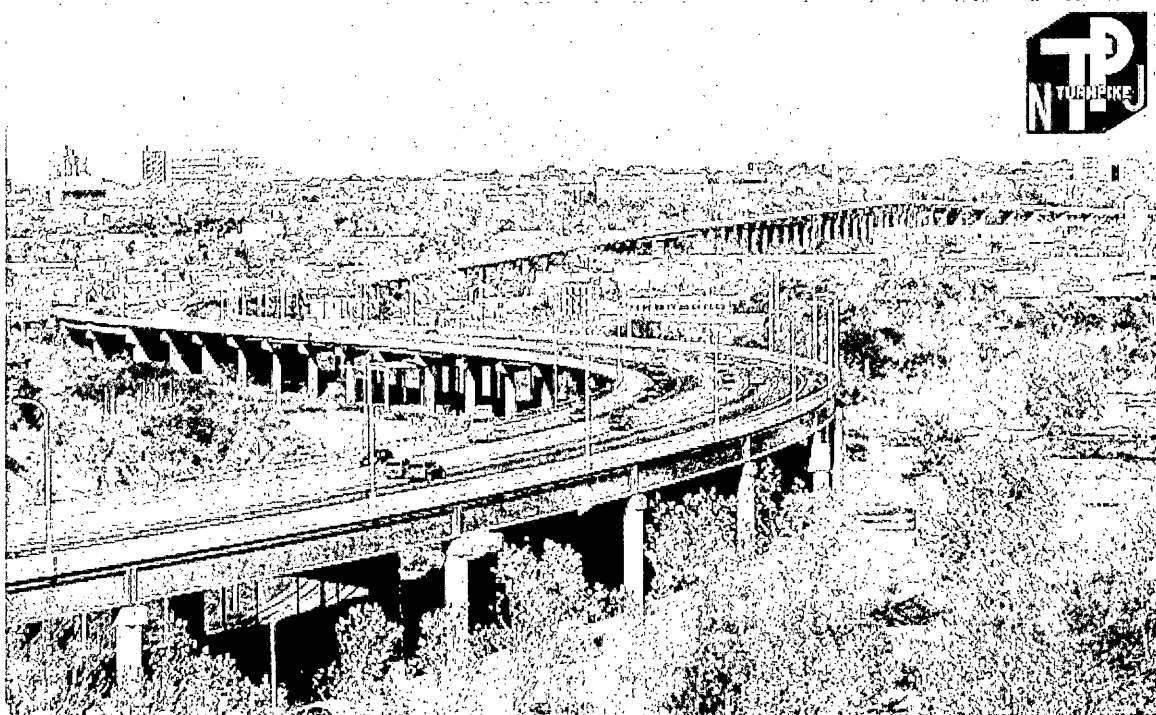
2008 \$7 Billion Capital Improvement Program — Spending by Category					
<i>(\$ in Thousands)</i>	2023 Actual	2024 Budget	2025 Budget	\$ Δ from 2024	% Δ from 2024
Capitalized Projects by Category					
Roadway					
Bridge Construction, Preservation & Security	\$ 10,842	3,000	4,000	1,000	33.3%
Capacity Enhancements - Parkway	17	—	—	—	—%
Interchanges	1,125	672	—	(672)	(100.0)%
Roadside Barrier	218	132	—	(132)	(100.0)%
Other Roadway Improvements	455	333	—	(333)	(100.0)%
Total Roadway	\$ 12,657	4,137	4,000	(137)	(3.3)%
Non-Roadway					
Facilities	13,385	—	—	—	—%
Total Non-Roadway	\$ 13,385	—	—	—	—%
Total Spending (Capitalized)	\$ 26,042	4,137	4,000	(137)	(3.3)%

2008 \$7 Billion Capital Improvement Program								
Rolling 5-Year Spending Plan by Category							Prior LTD Spending	Total Project Budget
(\$ in Thousands)	2025	2026	2027	2028	2029	Total 5-Year		
Capitalized Projects Category								
Roadway								
Bridge Construction, Preservation & Security	\$ 4,000	—	—	—	—	4,000	1,682,139	1,686,139
Total Roadway	\$ 4,000	—	—	—	—	4,000	6,246,383	6,250,383
Total Spending (Capitalized)	\$ 4,000	—	—	—	—	4,000	6,932,172	6,936,172

This concludes the New Jersey Turnpike Authority's 2025 Annual Budget in Brief. For a more in-depth review, please see the full-length budget, which can be found on our website, <https://www.njta.com/>



Garden State Parkway



New Jersey Turnpike

035317

Schedule A

WHEREAS, the Authority, in accordance with subsection (c) of Section 713 of its Turnpike Revenue Bond Resolution adopted August 20, 1991 as amended and supplemented (the "Resolution"), has completed a review of its financial condition for the purpose of estimating whether the tolls, revenues, fees, charges, rents and other income and receipts from the operation of the New Jersey Turnpike and the Garden State Parkway during 2024 and 2025, including investment income treated as revenues for such year, will be sufficient to provide all of the payments and meet all other requirements as specified in subsection (b) of Section 713 of said Resolution.

NOW, THEREFORE, BE IT RESOLVED by the New Jersey Turnpike Authority as follows:

1. That it is determined based upon the review of the financial condition of the Authority as described in the recital hereof, the tolls, revenues, fees, charges, rents and other income and receipts from the operation of the New Jersey Turnpike and the Garden State Parkway during 2024 and 2025, including investment income treated as revenues for such year will be sufficient to comply with subsection (b) of Section 713 of the Resolution.
2. That a copy of this resolution certified by the Chief Financial Officer of the Authority, together with a certificate of said Chief Financial Officer setting forth a reasonably detailed statement of the actual and estimated receipts and payments to be made there from for 2024 and 2025 as shown in schedules which were utilized in said review, shall be filed in its entirety with The Bank of New York Mellon and U.S. Bank as Co-Trustees, under the Resolution, all in accordance with said Section 713 of said Resolution.

035318

Schedule B

NEW JERSEY TURNPIKE AUTHORITY

Certificate Required Under Section 713

Turnpike Revenue Bond Resolution

Fiscal Year Ending December 31, 2024

Operating Expenses and Reserve (1)		\$ 704,300,000
Debt Service Requirements (2)		922,200,000
Maintenance Reserve Payments		240,000,000
Special Project Reserve Payments		<u>54,100,000</u>
Total Requirements		1,920,600,000
Deduct Revenue:		
Actual Revenue Provision - January - September 2024	\$ 2,007,600,000	
Estimated Revenue Provision October - December 2024 (Estimate per Schedule C)	<u>646,800,000</u>	<u>2,654,400,000</u>
Revenue Less Requirements		<u>\$ 733,800,000</u>

(2) Net Debt Service Requirement is as follows:

Series 2004 C-2 Debt Service Requirement	\$ 140,200,000
Series 2005 A-D Debt Service Requirement	43,500,000
Series 2009 F Debt Service Requirement	101,900,000
Series 2010 A Debt Service Requirement	131,400,000
Series 2012 A Debt Service Requirement	600,000
Series 2013 F Debt Service Requirement	400,000
Series 2014 A-C Debt Service Requirement	86,300,000
Series 2015 E Debt Service Requirement	27,800,000
Series 2016 A Debt Service Requirement	7,300,000
Series 2017 A-G Debt Service Requirement	153,100,000
Series 2019 A Debt Service Requirement	20,500,000
Series 2020 B-D Debt Service Requirement	44,800,000
Series 2021 A-B Debt Service Requirement	119,200,000
Series 2022 A-C Debt Service Requirement	45,600,000
Series 2023 A Debt Service Requirement	5,400,000
Series 2024 A-C Debt Service Requirement	<u>47,200,000</u>
Total Debt Service	<u>975,200,000</u>
Funded from Bond Proceed (capitalized interest)	(52,900,000)
Debt Service Funding Adjustment (3)	(100,000)
Net Debt Service Funded from Revenue	<u>\$ 922,200,000</u>

- (1) Operating Expenses and Reserve includes the operating expenses for the year and the working capital reserve of 10% of the annual budgeted operating expenses as per section 504(B) of the Bond Resolution.
- (2) Amount includes interest and principal payments.
- (3) Unused funding for Cost of Issuance for 2022 C was reallocated to fund Debt Service. Therefore, the funding was not required from the Revenue Fund.

Schedule C**NEW JERSEY TURNPIKE AUTHORITY**

Certificate Required Under Section 713

Turnpike Revenue Bond Resolution

Fiscal Year Ending December 31, 2024

<i>Month</i>	<i>Toll Revenue</i>	<i>Fees</i>	<i>Build America Bonds Subsidy</i>	<i>Concession Revenue</i>	<i>Income from Investments</i>	<i>Miscellaneous (1)</i>	<i>Total Revenue</i>
October	193,000,000	12,000,000	6,400,000	2,700,000	6,700,000	1,200,000	222,000,000
November	184,000,000	12,000,000	6,400,000	2,700,000	6,800,000	1,100,000	213,000,000
December	182,000,000	12,000,000	6,400,000	2,800,000	6,700,000	1,900,000	211,800,000
	\$ 559,000,000	\$ 36,000,000	\$ 19,200,000	\$ 8,200,000	\$ 20,200,000	\$ 4,200,000	\$ 646,800,000

NOTE: (1) *Miscellaneous Revenue* includes cellular tower rentals, park & ride facilities, rental income, towing fees, surplus property sales, billboard commissions, video feed licensing, easements, and arts center.

035320

Schedule D**NEW JERSEY TURNPIKE AUTHORITY**

Certificate Required Under Section 713

Turnpike Revenue Bond Resolution

Fiscal Year Ending December 31, 2024

The following are the appropriate calculations which indicate that the Net Revenue Requirement will be satisfied.

Revenue		\$ 2,654,400,000
Operating Expenses and Reserve (1)		<u>704,300,000</u>
Net Revenue		<u>1,950,100,000</u>
(i) Debt Service Requirements	\$ 922,200,000	
(i) Maintenance Reserve Payments	240,000,000	
(i) Special Project Reserve Payments	<u>54,100,000</u>	<u>1,216,300,000</u>
Revenue Less Requirements (2)		<u>\$ 733,800,000</u>
Net Revenue		\$ 1,950,100,000
(ii) "... 1.20 times Aggregate Debt Service"		
1.20 x \$ 922,200,000		<u>1,106,600,000</u>
Excess Revenue		<u>\$ 843,500,000</u>
Debt Service Coverage		<u>2.11</u>

- (1) Operating Expenses and Reserve includes the operating expenses of \$702,800,000 for the year, and the increase in the working capital reserve of \$1,500,000. The increase in working capital reserve brings the total amount of reserves in the Revenue Fund to 10% of the annual budgeted operating expenses as per section 504 (B) of the Bond Resolution.
- (2) Excess revenue will be used to cover budgeted expenses, transfers into Construction Fund and contractual payments from the General Reserve Fund of \$731,400,000

The Revenue Requirement under section 713(b) of the Turnpike Revenue Bond Resolution states that in each calendar year Net Revenue shall at least equal the Net Revenue Requirements for such year. Under Section 101 of said Resolution, Net Revenue is defined as "...for any calendar year or other period of time, the Pledged Revenue during such year or period less the amounts of the Operating Expenses for such year or period." The Net Revenue Requirement means with respect to any period of time, "an amount equal to the greater of (i) the sum of Aggregate Debt Service, Maintenance Reserve Payments, Special Project Reserve Payments, and payments, if any, to the Charges Fund for such period or (ii) 1.20 times the Aggregate Debt Service for such period (excluding, for purposes of clause (ii) only, any payment due and payable by the Authority under a Qualified Swap upon an early termination thereof)."

035321

Schedule E

NEW JERSEY TURNPIKE AUTHORITY

Certificate Required Under Section 713

Turnpike Revenue Bond Resolution

Fiscal Year Ending December 31, 2025

Operating Expenses and Reserve (1)	\$ 786,600,000
Debt Service Requirements (2)	936,600,000
Maintenance Reserve Payments	240,000,000
Special Project Reserve Payments	<u>56,300,000</u>
Total Requirements	2,019,500,000
Deduct Revenue:	
Estimated Revenue Provision January/December 2025 (Estimate per Schedule F)	2,673,400,000
Revenue Less requirements	<u>\$ 653,900,000</u>

(2) Net Debt Service Requirement is as follows:

Series 2005 A-D Debt Service Requirement	235,700,000
Series 2009 F Debt Service Requirement	101,900,000
Series 2010 A Debt Service Requirement	131,400,000
Series 2012 A Debt Service Requirement	600,000
Series 2013 F Debt Service Requirement	900,000
Series 2014 A Debt Service Requirement	2,000,000
Series 2015 E Debt Service Requirement	1,200,000
Series 2016 A Debt Service Requirement	7,300,000
Series 2017 A-G Debt Service Requirement	113,500,000
Series 2019 A Debt Service Requirement	20,400,000
Series 2020 B-D Debt Service Requirement	54,200,000
Series 2021 A-B Debt Service Requirement	169,900,000
Series 2022 A-C Debt Service Requirement	45,600,000
Series 2023 A Debt Service Requirement	5,400,000
Series 2024 A-C Debt Service Requirement	100,000,000
Series 2025 Debt Service Requirement (3)(4)	<u>56,200,000</u>
Total Debt Service	<u>\$ 1,046,200,000</u>
Funded from Bond Proceed (capitalized interest)	(109,600,000)
Net Debt Service Funded from Revenue	<u>\$ 936,600,000</u>

- (1) Operating Expenses and Reserve includes the operating expenses for the year and the working capital reserve of 10% of the annual budgeted operating expenses as per section 504(B) of the Bond Resolution.
- (2) Amount includes interest and principal payments.
- (3) Assumes New Money issuance in January 2025 of \$1 billion at 5% w/ capitalized interest for first 3 years.
- (4) Assumes New Money issuance in October 2025 of \$500 million at 5% w/ capitalized interest for first 3 years.

Schedule F

NEW JERSEY TURNPIKE AUTHORITY

Estimated Revenue Provision

January 2025 through December 2025

Month	Toll Revenue	Fees	Build America Bonds Subsidy	Concession Revenue	Income from Investments	Miscellaneous (1)	Total Revenue
January	\$ 171,100,000	\$ 12,100,000	\$ 6,400,000	\$ 3,083,000	\$ 5,100,000	\$ 1,600,000	\$ 199,383,000
February	162,400,000	12,100,000	6,400,000	3,083,000	4,600,000	1,500,000	190,083,000
March	186,800,000	12,100,000	6,400,000	3,083,000	5,100,000	1,600,000	215,083,000
April	193,100,000	12,100,000	6,500,000	3,083,000	4,900,000	1,500,000	221,183,000
May	205,600,000	12,100,000	6,400,000	3,083,000	5,100,000	1,600,000	233,883,000
June	207,600,000	12,100,000	6,400,000	3,084,000	4,900,000	1,600,000	235,684,000
July	213,500,000	12,100,000	6,400,000	3,084,000	5,100,000	1,600,000	241,784,000
August	218,800,000	12,100,000	6,400,000	3,084,000	5,100,000	1,600,000	247,084,000
September	196,200,000	12,100,000	6,500,000	3,084,000	4,900,000	1,600,000	224,384,000
October	200,400,000	12,100,000	6,400,000	3,083,000	5,100,000	1,600,000	228,683,000
November	190,800,000	12,000,000	6,400,000	3,083,000	5,000,000	1,600,000	218,883,000
December	189,100,000	12,000,000	6,400,000	3,083,000	5,100,000	1,600,000	217,283,000
	\$ 2,335,400,000	\$ 145,000,000	\$ 77,000,000	\$ 37,000,000	\$ 60,000,000	\$ 19,000,000	\$ 2,673,400,000

NOTE: (1) *Miscellaneous Revenue* includes cellular tower rentals, park & ride facilities, rental income, towing fees, surplus property sales, billboard commissions, video feed licensing, easements, and arts center.

035323

Schedule G**NEW JERSEY TURNPIKE AUTHORITY**

Certificate Required Under Section 713

Turnpike Revenue Bond Resolution

Fiscal Year Ending December 31, 2025

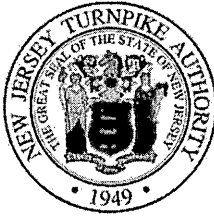
The following are the appropriate calculations which indicate that the Net Revenue Requirement will be satisfied.

Revenue		\$ 2,673,400,000
Operating Expenses and Reserve (1)		<u>786,600,000</u>
Net Revenue		<u>1,886,800,000</u>
(i) Debt Service Requirements	\$ 936,600,000	
(i) Maintenance Reserve Payments	240,000,000	
(i) Special Project Reserve Payments	<u>56,300,000</u>	<u>1,232,900,000</u>
Revenue Less Requirements (2)		<u>\$ 653,900,000</u>
Net Revenue		\$ 1,886,800,000
(ii) "... 1.20 times Aggregate Debt Service"		
1.20 x \$ 936,600,000		<u>1,123,900,000</u>
Excess Revenue		<u>\$ 762,900,000</u>
Debt Service Coverage		<u>2.01</u>

- (1) Operating Expenses and Reserve includes the operating expenses of \$783,900,000 for the year, and the increase in the working capital reserve of \$2,700,000. The increase in working capital reserve brings the total amount of reserves in the Revenue Fund to 10% of the annual budgeted operating expenses as per section 504 (B) of the Bond Resolution.
- (2) Excess revenue will be used to cover budgeted expenses, transfers into Construction Fund and contractual payments from the General Reserve Fund of \$664,100,000

The Revenue Requirement under section 713(b) of the Turnpike Revenue Bond Resolution states that in each calendar year Net Revenue shall at least equal the Net Revenue Requirements for such year. Under Section 101 of said Resolution, Net Revenue is defined as "...for any calendar year or other period of time, the Pledged Revenue during such year or period less the amounts of the Operating Expenses for such year or period." The Net Revenue Requirement means with respect to any period of time, "an amount equal to the greater of (i) the sum of Aggregate Debt Service, Maintenance Reserve Payments, Special Project Reserve Payments, and payments, if any, to the Charges Fund for such period or (ii) 1.20 times the Aggregate Debt Service for such period (excluding, for purposes of clause (ii) only, any payment due and payable by the Authority under a Qualified Swap upon an early termination thereof)."

035324



**Resolution of the
New Jersey Turnpike Authority**

Patrick Jones

*Executive Director and CEO
International Bridge, Tunnel & Turnpike Association
November 19, 2024*

WHEREAS the International Bridge, Tunnel & Turnpike Association ("IBTTA") is known worldwide for its advocacy on behalf of owners and operators of toll facilities and for providing thought leadership and education to the tolling industry; and

WHEREAS for the past 23 years, the IBTTA has been led with distinction by Patrick Jones, a champion of tolling and other user-financed solutions to critical 21st Century infrastructure challenges; and

WHEREAS under the leadership of Mr. Jones, the IBTTA has seen a significant increase in its global impact, adding membership and sponsorship and boosting member engagement; and

WHEREAS Mr. Jones has been a tireless and articulate advocate for tolling, testifying frequently before Congress, state legislatures, special commissions, and other groups to emphasize the importance of the user-pays principle; and

WHEREAS the efforts of Mr. Jones over the past two-plus decades have inured to the benefit of the New Jersey Turnpike Authority and all other owners and operators of toll facilities; and

WHEREAS Mr. Jones has decided the time has come to step away from his position at IBTTA to pursue other interests;

NOW, THEREFORE, BE IT RESOLVED that the Commissioners of the New Jersey Turnpike Authority do hereby recognize and acknowledge the many important contributions of Patrick Jones to the International Bridge, Tunnel & Turnpike Association and to the tolling industry, express their thanks and appreciation for his bold, creative leadership, and wish him great success in his future endeavors.

BE IT FURTHER RESOLVED that this Resolution shall be recorded in the minutes of the New Jersey Turnpike Authority and a copy shall be presented to Mr. Jones.

Francis O'Connor
Chair

Ulises E. Diaz
Vice Chair

Michael R. DuPont
Treasurer

Ronald Gravino
Commissioner

Raphael Salerno
Commissioner

Francisco
Maldonado-Ramirez
Commissioner

John S. Wisniewski
Commissioner

James Carone
Executive Director