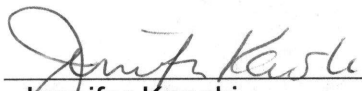


**CERTIFICATION  
OF  
NEW JERSEY TURNPIKE AUTHORITY**

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 May 20, 2025 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 **22<sup>nd</sup> day of May, 2025.**

ATTEST:

  
\_\_\_\_\_  
Jennifer Kanski  
Secretary to the Authority

  
\_\_\_\_\_  
James D. Carone  
Executive Director

Corporate Seal

Date: May 22, 2025


**Received in the Governor's Office May 22, 2025**

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](mailto:kanski@njta.com)  
**FROM:** Kelley Trimble, Authorities Unit, Office of the Governor  
**DATE:** May 22, 2025  
**RE:** New Jersey Turnpike Authority Minutes

This email is confirmation that the Authorities Unit received the minutes from the May 20, 2025, board meeting on May 22, 2025. The calculated veto date is June 6, 2025.

Thank you.

Attachment

cc: Jessica O'Connor



**PROCEEDINGS OF MEETING OF NEW JERSEY TURNPIKE AUTHORITY  
BOARD OF COMMISSIONERS**

Tuesday, May 20, 2025

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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 9:01 a.m.

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Pledge of Allegiance

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**BOARD ATTENDANCE**

Present were Chair Francis O'Connor, Vice Chair Ulises Diaz, Treasurer Michael DuPont, Commissioner Ronald Gravino, Commissioner Raphael Salerno (departed at 9:57 a.m.), Commissioner Francisco Maldonado (absent) and Commissioner John Wisniewski. The meeting commenced at 9:01 a.m.

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**ALSO PRESENT**

Executive Director James Carone, Deputy Executive Director Donna Wilser, 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, Acting Director of Procurement and Materials Management Angela McNally, Director of Tolls John La Bella, Director of Community and Government Relations Shawn Taylor, Director of Internal Audit Amanda Felton, New Jersey State Police Captain Michael Lavin, 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 (by tele-conference) and Deputy DOT Commissioner Joseph Bertoni (by tele-conference).

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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](http://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
2. Treasurer DuPont
3. Commissioner Gravino
4. Commissioner Salerno
5. Commissioner Maldonado (absent)
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 Vice Chair Diaz 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 9:15 a.m. A motion was made by Commissioner Gravino and seconded by Commissioner Salerno to resume the public portion of the meeting at 9:19 a.m.

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

1. Vice Chair Diaz
2. Treasurer DuPont
3. Commissioner Gravino
4. Commissioner Salerno
5. Commissioner Maldonado (absent)
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 April 22, 2025; he did not exercise his power to veto any items in those minutes.

Upon motion made by Treasurer DuPont seconded by Vice Chair Diaz 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:

- Commissioner Maldonado is recused on Agenda Item Nos. 100 through 102 and 107 through 110.

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**PUBLIC COMMENT (in Person)**

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**Mayor Ravi Bhalla**

Mr. Ravi Bhalla, Mayor of Hoboken, thanked the Board for letting him speak and explained he is here to represent the residents of Hoboken and urged that the proposed Turnpike extension be halted and although he shows his support in replacing and repairing outdated infrastructure, he explained that expanding the lanes is an entirely different issue and he is not in favor of the expansion. Mayor Bhalla explained he objects to the US Coast Guard's determination that there will be no significant impact with this project and says it defies common sense and explained that the most concerning is there was reliance by the US Coast Guard on Trump's administration policy that states they are no longer permitted to consider to environmental justice concerns in making this evaluation. Mayor Bhalla spoke about how proudly Governor Murphy said that New Jersey will be the first in its country prioritize environmental justice concerns and these were ignored in this assessment. Mayor Bhalla voiced his concerns for people that live there, black and brown communities who are impacted and explained that when you have a federal policy that you can't take into account the racially disproportionate impact that policy will have on minority communities, racism is injected into the law. Mayor Bhalla spoke about how the expansion is no longer needed due to that congestion pricing has proven that we can tackle traffic without destroying communities and the core justification for this massive project has literally evaporated. Mayor Bhalla urged the Board to acknowledge the change in circumstances and to halt or reconsider the direction of this project and to be transparent how congestion pricing has in fact eliminated the need for the expansion and explained the money for this project is being diverted from other areas that are very crucial to urban areas in Hudson County like mass transit. Mayor Bhalla thanked Chair O'Connor for allowing him to speak and thanked the Board for their time and consideration.

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**Rob Harms**

Mr. Harms of George Harms Construction expressed his support for the Newark Bay-Hudson County Expansion Program ("Program") and explained that everyone should want the safest roads and this Program is helping provide that. Mr. Harms explained that safe and reliable travel is vital for this region of New Jersey especially with its proximity to our ports and that we have an obligation to improve our roadways for future generations and explained this Program will help provide the economic boost to this region and create countless opportunities for residences and businesses. Mr. Harms expressed his support for this Program.

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**Martin Downs**

Mr. Downs, here on behalf of the UTCA and President of Fletcher Creamer, who employs over 1000 employees, most who live in New Jersey, expressed his strong support of the Newark Bay-Hudson County Improvement Program and explained its core of the program is about safety and the New Jersey Turnpike Authority has made it very clear this program is about protecting families who rely on infrastructure and it is their top priority. Mr. Downs explained that the first part of the project is replacing the bridge and it will produce 25,000 real jobs and paychecks and this project will provide his company

along with other companies along the state long term employment opportunities and allows us to invest in training, safety and innovation that will give the next generation of trades people a reason to stay in New Jersey and build their careers. Mr. Downs thanked New Jersey Turnpike Authority for their leadership and provided his continued support of this critical infrastructure.

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**Abby Adams**

Ms. Adams, Government Affairs Director for the Associated Construction Contractors of New Jersey, stated that after the recently finding that no significant impact from the US Coast Guard, ACCNJ is more inclined than ever to provide support to the Newark Bay Hudson County Extension Project and explained that the FONSI confirms that the project complies with federal health guidelines and knows that the New Jersey Turnpike Authority is taking the health and safety of New Jersey residents, commuters and employed craft workers seriously and further explained it is imperative that we rebuild our infrastructure before disaster strikes. Ms. Adams expressed that ACCNJ is pleased to support this project and the many benefits that we will see during the construction and at completion.

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**Jerry Keenan**

Mr. Keenan, President of the New Jersey Alliance for Action, an organization that ensures New Jersey's Capital expansion keeps up with the needs of residence and businesses, expressed his gratitude for the FONSI permit for the Newark Bay Bridge and spoke how this is a milestone in the first part of a major project. Mr. Keenan spoke of the need to rebuild and expand the bridge and spoke about Hudson County seeing major development. Mr. Keenan stated the New Jersey Alliance for Action is proud to stand as a partner with the Authority to help make sure this project gets done. Mr. Keenan explained he looked through the 2024-2028 Capital Program and explained it is filled with meaningful projects that will improve lives, strengthen communities and create jobs for our union workers.

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**Jody Herkloz**

Ms. Herkloz, Vice President of ACEC of New Jersey, stated she attended today to touch on the importance of the Authority's investments across the regions and explained that the replacement of the bridge is an essential component to the safety of our infrastructures that keep people safe and stated the best and talented people of this industry are in support of the Newark Bay-Hudson County Expansion Project and explained that \$1.4B in awards are planned for 2025 and shared her continued support of the advancement of this program. Ms. Herkloz thanked the Chair as well as the talented team at the Authority in supporting this effort.

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**Gerard Burdi**

Mr. Burdi, Principle of Union Paving & Construction Company and currently serves as President of Utility Transportation Contractors Association of New Jersey, stated he is here today to speak on

behalf of the 1200 members with regard to the Newark Bay Hudson County Extension and expressed his support for the project and explained that the extension is at the end of its useful life and we have been witnessed to the maintenance required on the aging infrastructure and the Authority has developed a more than satisfactory plan for reconstruction for the first section of this roadway between Interchanges 14 and 14A and will create thousands of jobs for the survival of this industry and explained this will happened without damaging the air quality in Hudson County. Mr. Burdi shared the Authority has an exemplary track record for building projects on time and in budget and the Hudson County Extension will prove to be another success story for the Authority.

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**D.J. Heal**

Mr. Heal, Business Agent for Ibew Local 164 and also an Officer with the Hudson County Building Trades, expressed this is a great project for its members and families and thanked the Authority for their vision on taking on this tremendous project and explaining that replacing the 70 year bridge, structure and highways is logical and necessary for the safety of travelers, to support the ports and will be a positive impacts on residents of Bayonne, Jersey City and Hoboken. Mr. Heal stated he is in full support of this project and thanked everyone for their time.

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**Barry Kushnir, Local 194**

Mr. Kushnir spoke about the loss of a former member of the Executive Board, Mr. Vincent J. Gibbons, who worked for the Authority for over four decades and asked everyone to please keep his family in their hearts. Mr. Kushnir thanked the Governor and the Board for moving forward with the Newark Bay Hudson County Expansion Project to improve the much-needed infrastructure problem and talked about the jobs it will create and the improvement in the quality of life of the residents because people will get in and out of the city quicker.

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**Melanie Elmiger**

Ms. Elmiger, resident of Lincroft and a Director with the Lincroft Village Green Association ("LVGA"), spoke about the dangerous driving environment that people are experiencing at Garden State Parkway Exit 109 and she asked for help in examining how Garden State Parkway features have possibly contributed to the problem at the exit and is seeking a solution. Ms. Elmiger explained the LVGA has analyzed crash records for CR 520 for many years and the types of crashes that occurred (rear ends, running red lights and side swipes accidents are the biggest contributors and most concerning are the hit and runs because people can get on the parkway right there after a crash). Ms. Elmiger stated what herself and other residents are most concerned about is the proposal for 340 residential units and a Starbucks at Exit 109 which will bring additional vehicles and more congestion to the area. Ms. Elmiger asked her government bodies to collaborate to examine the traffic and driving behaviors in that area.

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**Edna Rahed**

Ms. Rahed, a resident of Newark and Chair of the Affirmation Action Review Council for the City of Newark, expressed she supports the expansion project among the diversity of opposition that currently exists. Ms. Rahed stated she has a personal connection to the bridge as her grandfather and father all worked on the bridge and this program is an opportunity to revitalize the aging infrastructures. Ms. Rahed explained it is critical to expand the bridge and it is important that people see both sides and further explained that the Authority already contributes \$5B per year to NJ Transit and provides \$89M per year to the Gateway project that benefits local residents but we need to focus on infrastructure as well. Ms. Rahed shared if you read the environmental impact study it will explain with traffic flowing more from the expansion that puts out less pollution. Ms. Rahed shared there are other alternatives and additions to the program that can be added like adding a bus lane on the Turnpike. Ms. Rahed urged all stake holders to endorse a transformative program, one that strengthens our infrastructures and shared that all entities should be included at the table while these discussions are taking place.

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**David Pringle**

Mr. Pringle, Empower NJ, fully supports Mayor Bhalla's comments. Mr. Pringle inquired if the Board are yes men or do they execute independent thinking during these procedures and absorb what is said during public comments. Mr. Pringle explained that the Authority five years ago had the audacity to have a public hearing after the Governor issued an Executive Order to stay home and Mr. Pringle stated he risked his health to show up to the meeting anyway. Mr. Pringle explained that during that hearing the Authority approved billions of dollars of wasted money and approved a massive toll hike. Mr. Pringle further explained in the last month since the Coast Guard reached their decision, the Authority believes they are above the law and the Governor and implied the expansion cannot be stopped. Mr. Pringle urged the Authority to reconsider how they are participating in democracy, urged the Authority to stop wasting dollars and everyone's time and explained how we can create jobs with mass transit.

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**PUBLIC COMMENT (remote by tele-conference)**

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**Holly Cox**

Ms. Cox, a resident of Montvale, spoke about how the expansion is bad for Jersey City and bad for the environment and congestion pricing has been a great success with shorter commute times and shows that the expansion is not needed. Ms. Cox is concerned that the Authority hasn't provided any evidence that the expansion will help with traffic and expressed her concerns over the environmental impact of this project on urban communities and says it violates New Jersey EJ law. Ms. Cox shared that the massive amount of money on this project would be better spent on mass transit including jobs that would stimulate more economic development. Ms. Cox explained that this project should not be

considered without a climate test and we need leaders that envision a cleaner world. Ms. Cox urged the Board to vote against the highway expansion.

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**Doug O'Malley**

Mr. O'Malley, Director of Environmental of New Jersey, thanked the comments from Mayor Bhalla as well as previous comments from Mayor Baraka and Mayor Fulop and the political leaders of Hudson County against the expansion. Mr. O'Malley spoke about that Coast Guard findings and the FONSI evaluation from the Trump Administration and how it is flawed as well as the Authority's environmental assessment was flawed because it did not include an environmental impact statement. Mr. O'Malley pointed out the Authority has more than one option and does not have to build two new bridges but could build one bridge and spoke about how this project needs to be reexamined and how the Authority needs to increase funding to NJ Transit.

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**Jimmy Lee**

Mr. Lee, resident of Jersey City, spoke about doubling the amount of traffic in Hudson County and how that will be a huge mistake and how more lanes does not work and will only create more harm to the surrounding communities and also spoke about his environmental concerns. Mr. Lee further discussed how everyone is always speaking about the need for safety but yet no one ever discusses the State Police Reports that details the number of crashes/injuries/deaths and there is never a reflection on why so many people die traveling on the Garden State Parkway and Turnpike every single year. Mr. Lee explained mass transit is simply safer and we should be investing more in mass transit because more drivers equals more crashes and more deaths.

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**Eric Connor**

Mr. Connor, resident of Jersey City, explained he believes that the Turnpike expansion is the wrong approach both from a financial and economic perspective. Mr. Connor spoke on how congestion pricing has reduced traffic and even before congestion pricing, traffic was not increasing and he feels adding lanes will add more traffic, congestion and pollution and the expansion is bad for Hudson County. Mr. Connor understands everyone's need for union jobs but feels there are better ways like investing in NJ Transit which will provide for union jobs. Mr. Connor stated he is thoroughly against the expansion and urged the Board to continue with the project.

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**Maya Ponton-Aronoff**

Ms. Ponton-Aronoff, resident of Hudson County, shared she is opposing the expansion project but wanted to make it clear that she is not opposing repairing the existing bridge which will create construction jobs but is opposing expanding the highway into neighborhoods and shared that congestion pricing has proven that there is no need for the expansion and shared her concerns that other expansions

have destroyed lower income neighborhoods and expressed that the Authority should be investing in green solutions and public transit and also voiced her concerns of the environmental impact of this project and urged the Board to not include the expansion in this project.

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**Miso Demko**

Mr. Demko, resident of Bayonne, stated he is opposed of the Turnpike expansion before the Coast Guard's approval of the environmental assessment and is still opposed to the expansion. Mr. Demko does not believe that adding lanes will reduce traffic and feels that claim is disingenuous. Mr. Demko explained the expansion is not good for New Jersey's future, not good for the environment, not good for the workforce.

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**Emmanuel Morgan**

Ms. Morgan, resident of Jersey City, shared that she is opposed to the Newark Bay Hudson County Expansion Project and stated she really appreciated what Mayor Bhalla had to say regarding this project as well as the other speakers that are opposed. Ms. Morgan explained the project does not make sense with all the environmental concerns and that we need to start investing our resources into labor unions for sustainable transportation like mass transit and spoke about more dedicated bus lanes on the bridges. Ms. Morgan questioned the Authority's Long-Term Plan and said we cannot widen highways forever and we need to find more sustainable ways of transportation that does not sacrifice the health of our residents.

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**Dairo Gutierrez**

Mr. Gutierrez stated this is an epic mistake to expand the Turnpike and adding lanes does not reduce traffic and understands the lobbyist feel this is good for economic growth but this money can be spent on better ways to produce economic growth without expanding the Turnpike and hurting the environment. Mr. Gutierrez asked the Board to please reconsider their support for this project.

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**Stephanie Martinez**

Ms. Martinez, resident of Newark, shared that she would like to echo Mayor Bhalla in his support for fixing the bridge but is opposed to the expansion. Ms. Martinez does not want more lanes that will create more pollution that residents will be breathing into their lungs and asked the Board if they would want their towns and communities breathing in this pollution. Ms. Martinez asked the Board tap into their hearts and feel what her and her friends will be dealing with health wise and asked the Board to cut this project and put community needs first before the economy.

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**Britton Fullwood**



Ms. Fullwood shared how proud she is of the Authority and shared her support of the Authority and stated she would be proud to wear her toll uniform again.

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**Everett Rummel**

Mr. Rummel, a resident of South Jersey, shared he wanted to echo all the comments of everyone that is opposed to the expansion of the Turnpike in Hudson County as well as any expansion in South Jersey because he does not believe it will reduce traffic, only increase capacity. Mr. Rummel shared how congestion pricing has work to reduce traffic and maybe that is something New Jersey can study and possibly implement.

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**Tayla Schwartz**

Ms. Schwartz, resident of Jersey City, spoke about the poor air quality in her area and of the many people who suffer from health issues due to the poor air quality. Ms. Schwartz stated she does not want more cars in her city and asked the Authority to drop the expansion but shared her support for fixing the bridge. Ms. Schwartz voiced her concerns that many people have spoken multiple times on their opposition to this project but no one is addressing their concerns. Ms. Schwartz stated after receiving information through the OPRA process, it has shown that congestion pricing has decreased traffic by 7 to 12% so she feels the expansion is not necessary and it is only going to bring more cars to a community that is already suffering. Ms. Schwartz referenced everyone talking about union jobs but Ms. Schwartz would not want union workers to take jobs that are going to poison them and stated we can find better jobs for our union workers.

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**Katie Brennan**

Ms. Brennan, a resident of Jersey City, echoed everyone's concerns here today particularly the environmental impact of the expansion. Ms. Brennan does not understand why everyone is following along with the Trump's administration with regards to the environmental assessment which does not take account of our mental justice, the feedback of residents and clean energy when we can include these topics which are so essential to the well-being of residents of New Jersey. Ms. Brennan also shared that there are so many other ways to provide good union jobs and believes that is investing in mass transit.

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**Marielle Didato**

Ms. Didato, spoke on behalf of Assemblywoman Jessica Ramirez and stated Ms. Ramirez opposition to this expansion project. Ms. Didato share that Assemblywoman Ramirez supports updating infrastructure and ensuring our roads and bridges are safe and supports that part of the project and hopes that unions are front and center for that portion of the project, however, adding lanes that lead to her district and Jersey City which is already overburden by air pollution is not necessary. Ms. Didato shared that Hudson County is at a Level D for air quality and voiced concerns that the expansion would

cause more smog, congestion and more lung and health problems for her constituents. Ms. Didato explained that money spent on expanding lanes can be redirected to public transportation. Ms. Didato stated that Assemblywoman Ramirez is committed to advocating for better mass transit instead of worsening the bottlenecks in Jersey City and worsening air pollution for her constituents. Ms. Didato finished by saying the Assemblywoman would welcome the opportunity to speak to the Authority to discuss this further.

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**Dayna Patton**

Ms. Patton, resident of Jersey City, shared how she feels this project and the profiting of this project for some individual groups is more important than people's individual lives and people have been very clear that expanding the Turnpike will not reduce traffic and what does reduce traffic is investing in other ways of transportation. Ms. Patton spoke about how climate change is here now and how you cannot pollute someone's water or air and think it won't affect yours too. Ms. Patton spoke how she is pro-union and voiced her concerns of the union worker's health working on the project and explained there are plenty of other union jobs.

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**Brian Scanlon**

Mr. Scanlon, a resident in Jersey City, shared his opposition of the project and voiced his concern for the amount of this project and explained that the project should be reevaluated for costs. Mr. Scanlon explained that everyone in favor of the project doesn't live in the affected area and more consideration should be given to those that live there. Mr. Scanlon is urging that this project is put on hold until the data of congestion pricing is considered and a new estimate of traffic is conducting based on congestion pricing. Mr. Scanlon is worried about the overburden environmental justice communities and explained he is in favor of rehabilitating the Newark Bay Bridge but is opposed to the expansion and we need to look more into investing in mass transit.

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**Danda Amarnath**

Mr. Amarnath, a resident of Jersey City, explained widening the Turnpike is unwise as widening highways does not support reducing traffic and there are better alternatives to meet transportation demands and economic growth with less environmental impact. Mr. Amarnath spoke about investing in mass transit and putting the appropriate price on congestion pricing and exploring better options that will make New Jersey a more prosperous and economic state and alternatives that will reduce congestion and pollution.

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**Claire Witcom**

Ms. Witcom expressed her concern with all of the residents that are opposed to the expansion project and have been opposed and continue to speak regarding their opposition that the Authority still

thinks widening the highway will reduce traffic and congestion and wonders about the reasoning behind the project and she stated the project doesn't make sense in reality and is not good for the people of New Jersey and as a taxpayer, does not want to pay for it.

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**Matthew Walsh**

Mr. Walsh, a volunteer with the New Jersey Association of Railroad Passengers and Sierra New Jersey, shared his opposition to the Turnpike Expansion but shared his support of a single stand bridge replacement with a possible provision for passenger rail or mass transit. Mr. Walsh spoke about the underutilized assets from Bergen County to Monmouth County regarding rails and explained how the Waterfront connection and shore trainlines that run parallel to the Turnpike that would connect and run directly to Hoboken have diminished from six to one a day and he believes more investing should be in passenger rail and public transit because people want more mass transit options. Mr. Walsh said let's use and develop passenger rail to its fullest potential.

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**Karen Van Ropper**

Ms. Van Ropper spoke about how if you send more cars to the exits, residents will be dealing with more cars in their communities and that is most likely why so many residents and politicians are opposed to this expansion because the residents will be dealing with the backlash of all the traffic. Ms. Van Ropper also expressed her concern with the high asthma rates in Jersey City and how they will only become worse with the expansion.

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**Kip Cherry**

Ms. Cherry, Conservation Chair for the Central Group of the Sierra Club of NJ, pleaded that we need to shift a large portion of our funds that are spent on the Turnpike to mass transit and we need to look at what other countries are doing with mass transit and learn how from them to make mass transit the backbone of our transportation. Ms. Cherry stated widening the Turnpike would be a huge mistake, instead we should compliment the Gateway Rail Project and concentrate on bus and rails. Ms. Cherry shared that of course we need to fix our roadways and bridges but the expansion is not needed.

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**Mona Ng**

Ms. Ng, resident of Jersey City and PTA Board Member of a local public school, stated she strongly is opposed to the proposed expansion of the New Jersey Turnpike and this plan will only bring more traffic, noise and air pollution to an already overburden community and she expressed concern of health risks to her family and her community and her concern for climate and air quality and stated that no one needs eight lanes of traffic into the Holland Tunnel. Ms. Ng shared that moving towards a more cleaner and sustainable future is the only way to go and the Authority should be investing in mass transit.

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**Rosella Sadatini**

Ms. Sadatini, a resident of Highland Park, shared she has been a commuter for over 15 years and is opposed to the expansion of the Turnpike and it is clear to her from all the forums that the New Jersey Turnpike Authority is acting against people’s best interest and stated she is deeply disappointed in the Governor. Ms. Sadatini is concerned with the health and well-being of New Jersey residents and as a taxpayer, commuter and a person who cares about her neighbors, she urges the Board to reconsider this expansion.

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Zane Ren

No longer on the line to speak.

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George Balent

Mr. Balent voiced his opposition to the Hudson County Expansion Project and spoke about a federal grant for the purpose of a road diet on 12<sup>th</sup> street to the approach of the Holland Tunnel and spoke about the congestion pricing that started around the same timeframe and believes the Authority should reconsider the plan on how much traffic they anticipate on the Holland Tunnel as a result of these two items. Mr. Balent expressed his concerns with the adverse health risks to the public by adding lanes and his concern if this is the best way to spend this money.

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HUMAN RESOURCES

Director of Human Resources Mary-Elizabeth Garrity requested approval of Agenda Item No. 2025-05-095. Moved is the item as follows:

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2025-05-095

Director of Human Resources Mary-Elizabeth Garrity submitted the Personnel Agenda, dated May 20, 2025, and requested confirmation of the personnel matters contained therein. The Executive Director certified the recommendations for consideration.

\* \* \*

2025-05-095

On motion by Treasurer DuPont and seconded by Commissioner Gravino 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
YES	YES	YES	ABSENT	ABSENT	YES	YES

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LAW

Director of Law Thomas Holl requested approval of Agenda Item Nos. 2025-05-096 through 2025-05-099. Moved are the items as follows:

\*\*\*\*\*

**2025-05-096**

In a memorandum dated May 1, 2025, **Authorization to Settle Litigation in the Matter of Lauren Lidel v. New Jersey Turnpike Authority, R-193940, Budget Code: 10-822-441043, Amount: \$550,000.00,** was approved.

This employment litigation matter stems from a claim raised by a former employee, Lauren Lidel, of a hostile work environment, among other claims. The parties engaged in discovery and motion practice.

The parties attended court-ordered settlement conference on March 24, 2025. Following additional settlement discussions, the parties have reached an agreement in principle and Authority Counsel recommends settlement in the amount of \$550,000.00, 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.

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**2025-05-097**

In a memorandum dated May 1, 2025, **Authorization to Settle Litigation in the Matter of Kenneth Luvai, et al. v. Trooper Robert Tabor and the New Jersey Turnpike Authority, R-193941, Budget Code: 10-822-441043, Amount: \$150,000.00,** was approved.

This matter is brought forth by the estate of the decedent, Mr. Kenneth Luvai, following a fatal motor vehicle accident in July 2022. The estate filed claims against the Authority alleging wrongful death and negligence among other claims.

The parties attended court-ordered mediation on April 10, 2025, which resulted in a settlement agreement in principle. Following additional settlement discussions, the parties have reached an agreement in principle and Authority Counsel recommends settlement in the amount of \$150,000.00, 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.

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**2025-05-098**



In a memorandum dated May 15, 2025, Authorization to Renew the Authority's Property Insurance Program for Property located on the Garden State Parkway and the New Jersey Turnpike (the "Program") for one (1) year from June 15, 2025 to June 15, 2026 upon the same terms and conditions, R-193699, Budget Code: 010-822-441030, Amount: Not to exceed \$13,407,471.00, was approved.

The New Jersey Turnpike Authority (the "Authority") maintains a property insurance program for the protection of its physical assets and business income (the "Program"). The Program currently insures all property on both roadways with a total insurable value ("TIV") of \$28,945,156,231 via a primary quota share \$600,000,000 layer. This is supplemented by an excess layer which provides an additional \$200,000,000 layer of coverage. The Program is subject to specified sub-limits for different categories and/or exposures and is subject to a \$2 million per occurrence deductible. Standalone terrorism coverage is provided through Lloyd's of London, which provides broader coverage than insuring Terrorism through the Federal Terrorism Risk Insurance Program Reauthorization Act (TRIPRA).

Marsh USA, Inc. ("Marsh"), the Authority's broker of record, was asked to seek quotations for a one (1) year renewal, based on a TIV of \$29,429,245,499 which represents an increase of approximately 1.7% from the prior year's values. As this coverage is complex and the current insurance environment very challenging, Marsh approached the incumbent carriers and sought out new markets, many of whom declined to quote for a variety of reasons that were specific to their individual risk appetite. Markets that did quote were evaluated by Marsh and Turner Surety and Insurance Brokerage, Inc., ("TSIB"), the Authority's insurance and risk management consultant, for price and quality of coverage.

With respect to All Risk primary layer of \$600,000,000, after review of all quotations, Marsh and TSIB recommend, and the Law Department concurs, with renewal of the program for one (1) year as follows:

<u>Underwriter</u>	<u>Capacity</u>	<u>Maximum Participation</u>	<u>Not to Exceed Premium</u>
Chubb	\$ 225,000,000	37.50%	\$ 4,775,935
Zurich	\$ 150,000,000	25.00%	\$ 3,656,000
Fast Track	\$ 60,000,000	10.00%	\$ 1,241,713
Sompo (Endurance American)	\$ 10,000,000	1.67%	\$ 165,833
AIG*	\$ 7,500,000	7.50%	\$ 450,000
C N A *	\$ 10,000,000	10.00%	\$ 600,000
Starr Specialty Lines*	\$ 7,000,000	10.00%	\$ 700,000
Fidelis**	\$ 94,488,000	18.90%	\$ 661,416
Lloyd's of London (TBD)	\$ 34,678,500	6.94%	\$ 242,750
<b>Total</b>	<b>\$ 600,000,000</b>	<b>100.00%</b>	<b>\$12,493,647</b>
*Insuring a percentage of the first \$100,000,000 of this layer			
**Insuring a percentage of the \$500 million excess \$100million of this layer			

Due to market forces, and not specific to the Authority's experience, capacity in the property market remains difficult. As a result, some of our carriers are only willing to provide a limited amount of the \$600,000,000 tranche. Marsh has responded by filling in with three insurers providing the first \$100,000,000 of coverage and utilizing additional insurers to fill in the coverage by providing a \$500,000,000 excess of \$100,000,000 for the remaining exposure. Currently, we are at 101.67% filled on the \$100,000,000 layer (which will be leveled on binding) and have quotes for 93.06% of the \$500,000,000 excess \$100,000,000 layer. However, Marsh continues to negotiate with markets to fill in the 6.94% gap. They are currently expecting the formal quotes and indicate that this layer will not exceed \$242,750. The total premium for placement of the insurance as set forth above for the one (1) year renewal is currently estimated and will not exceed \$12,493,647. Marsh will also continue to negotiate with the underwriters for improved premium amounts for all layers of coverage up to June 15, 2025, the date that the renewal will become effective. Also included is a boiler and machinery policy with a premium of \$69,433.

With respect to the \$200 million excess layer, Marsh secured the best renewal quotations from Chubb Bermuda for a premium of \$490,000 for each year of a three year guarantee annual premium. Based on the recommendation of Marsh and TSIB, it is recommended that this layer be renewed for 2025 at this amount. Marsh also secured standalone terrorism coverage with a \$800,000,000 limit, for a three (3) year term with Hiscox for premiums of \$187,767 for 2025, \$173,684 for 2026 and \$169,342 for 2027. Also recommended is an excess terrorism layer of \$200,000,000 with Lloyds/Lancashire for an estimated premium of \$38,535. Marsh continues to negotiate with the market to secure the most advantageous quotation for these layers of coverage as well.

It is therefore recommended that the Commissioners authorize renewal of the Authority's Bridge and Non-Bridge property insurance program as set forth above, for a total premium of \$13,407,471 for all primary excess and terrorism layers of the program as indicated above. It is further recommended that the Executive Director be authorized to approve the underwriters for the final placement as indicated above, after review with the Law department and TSIB. It is further recommended that the Executive Director, after consultation with the Authority's Law Department, be authorized to execute all documents and to take any and all further actions to effectuate the renewal of the Program as indicated herein.

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2025-05-099

In a memorandum dated May 15, 2025, **Authorization for the Executive Director to Renew Excess Liability Insurance Program and the Excess Workers' Compensation Program for One (1) Additional Year (1) Excess Liability Insurance - Self-Insured General Liability and Automobile Liability Insurance Program (June 15, 2025 to June 15, 2026), (2) Excess Workers' Compensation Insurance (June 15, 2025 to June 15, 2026), R-193700, Budget Code: 10-822-441010, Amount: Not to exceed \$ 5,169,544.00,** was approved.

The Authority maintains Excess Liability and Excess Workers' Compensation insurance programs, which will expire on June 15, 2025. The Authority's broker of record, Willis Towers Watson ("Willis") has been tasked with renewing these programs for one or more additional years, upon the same terms and conditions as the expiring policies, in a very difficult insurance market.

(1) **Excess Liability Insurance – (Self-Insured General Liability and Automobile Liability Insurance Program) (June 15, 2025 to June 15, 2026)**

The Authority maintains \$100 million of Excess Liability Insurance above its \$5 million self-insured retention ("SIR") for General Liability, Automobile Liability and Police Protective Liability claims. After reviewing all quotations for the primary layer, it was determined that, considering price and quality of coverage, Safety National provided the best quotation for the primary layer. With Safety National as the primary insurer, Willis continued to market the remaining layers of the program, upon the same terms and conditions, for up to the full \$100 million limit. Accordingly, it is recommended that policies be placed with the following underwriters in the amounts, limits and premiums as follows:

<b>Underwriter</b>	<b>Limit</b>	<b>Premium</b>
Safety National	\$ 5 million excess SIR	\$ 885,758
Berkeley- AMWINS	\$ 5 million excess \$5 million	\$ 565,160
AWAC-Allied World Assurance Co.	\$10 million excess \$15 million	\$ 960,000
Arch Specialty Ins. Co. (AMWINS)	\$ 5 million part of \$10 million excess \$20 million	\$ 264,000
Navigators Specialty (AMWINS)	\$ 5 million part of \$10 million excess \$20 million	\$ 264,000
Bowhead (AMWINS)	\$ 5 million part of \$25 million excess \$30 million	\$ 156,250
Westchester (AMWINS)	\$20 million part of \$25 million excess \$30 million	\$ 623,000
Great American Security Ins. Co	\$10 million part of \$20 million excess \$55 million	\$ 220,660
SCOR	\$10 million part of \$20 million excess \$55 million	\$ 220,660
Lex (AMWINS)	\$ 5 million part of \$15 million excess \$75 million	\$ 95,000
Axis (AMWINS)	\$10 million part of \$15 million excess \$75 million	\$ 190,000
Axa XL/Allianz/Munich Re/Sevanta	\$10 million excess \$90 million	\$ 150,000
	Total	\$4,594,488

The renewal is proposed at a cost not to exceed \$4,594,488 which represents an approximate 16% premium increase and includes all mandatory New Jersey Property Liability Insurance Guarantee Association ("PLIGA") surcharges and other applicable taxes. Willis will continue to market the program up to the renewal date to achieve additional premium savings and enhanced coverage.

Accordingly, authorization is requested for the Executive Director to renew the Excess Liability Insurance coverage, upon substantially the same terms and conditions as expiring, including Terrorism Risk Insurance Act ("TRIA") coverage, at a total premium, including all applicable state taxes and surcharges including New Jersey PLIGA and New Jersey Excess & Surplus line taxes for a total amount as indicated above. Authorization is also requested for the Executive Director to replace any of the above



proposed underwriters, after review and consultation with the Law department and the Authority's insurance and risk management consultant, Turner Surety and Insurance Brokerage, in the event more favorable coverage with an alternative underwriter can be secured in the market at the same or lower premium.

**(2) Excess Workers' Compensation Insurance (June 15, 2025 to June 15, 2026)**

The Authority maintains Excess Workers' Compensation insurance (Statutory) and Employers Liability insurance (\$2,000,000 each accident and each employee for disease) with an SIR of \$1,250,000, with Safety National Insurance Company ("Safety National") that will expire on June 15, 2025. Willis was tasked with soliciting renewal quotations for coverage as expiring. It is recommended that coverage be renewed with Safety National, at a rate of \$0.2710 per \$100.00 of payroll, for an annual premium of \$575,056. This premium reflects a 7% increase in payroll, and a 1.88% increase from the expiring rate, and includes TRIA coverage. It is recommended that the Commissioners authorize renewal coverage to be bound for one (1) year as set forth above in an amount not to exceed \$575,056, subject to audit at the end of the policy period.

It is therefore requested that the Commissioners authorize the Executive Director to renew the insurance policies and coverages as outlined above. It is further requested that the Commissioners authorize the Executive Director to take all such actions and to execute all such documents after review and with the recommendation of the Law Department to effectuate the authority set forth above.

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2025-05-096  
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2025-05-099

On motion by Treasurer DuPont and seconded by Vice Chair Diaz, the Board unanimously approved Agenda Item Nos. 2025-05-096 through and 2025-05-099; 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
YES	YES	YES	ABSENT	ABSENT	YES	YES

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**ENGINEERING**

Chief Engineer Daniel Hesslein requested approval of item numbers 2025-05-100 through 2025-05-110. Moved are the items as follows:

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**PUBLIC BID SOLICITATIONS – AWARD OF CONTRACTS**

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2025-05-100

In a document dated May 12, 2025, Recommendation to Award Contract No. T100.638, New Jersey Turnpike, Joseph M. Sanzari, Inc., Deck Rehabilitation of Newark Bay-Hudson County

**Extension (NB-HCE), Bridges, Zones 2 and 3, R-191793, Budget Code: 5000000012, Amount: \$80,735,000.00,** was approved.

This contract will provide for bridge deck reconstruction and miscellaneous repairs of eleven (11) bridges located on the New Jersey Turnpike Newark Bay-Hudson County Extension ("NB-HCE"), between Interchange 14A (Milepost N3.5) and the eastern terminus at Jersey Avenue. This work includes select deck replacements and steel and concrete repairs being performed to maintain these bridges until which time they are replaced as part of the NB-HCE Improvements Program. All work is expected to be substantially completed by March 2028.

Five bid proposals were received on June 25, 2024 for the above publicly advertised contract, as shown on the attached bid summary sheet. Based on a legal review of bids received, the bid submitted by the low bidder, El Sol Contracting and Construction Corp. ("El Sol") was deemed non-responsive due to a question of the enforceability of El Sol's submitted consent of surety. As a result, El Sol's bid was rejected and the contract awarded to the second low bidder, Joseph M. Sanzari, Inc. ("Sanzari") at the Authority's August 27, 2024 public meeting. El Sol protested the rejection which was denied by the Authority on September 17, 2024. El Sol subsequently appealed to the Superior Court of New Jersey, Appellate Division, which reversed the Authority's determination on November 27, 2024; thereafter, the Authority rescinded the contract award to Sanzari and awarded the contract to El Sol at the Authority's January 28, 2025 public meeting. On May 5, 2025, the Supreme Court of New Jersey reversed the Appellate Division's decision and held that the Authority did not act in an "unreasonable manner when it rejected El Sol's legally deficient bid."

The second low bid proposal, in the amount of \$80,735,000.00, may be compared to the next low bid proposal of Ferreira Construction Co., Inc. in the amount of \$92,269,472.00. Both bid proposals were lower than the Engineer's Estimate in the amount of \$98,696,937.40, which is likely due to the bidders' knowledge and experience of similar completed work. The second low bidder, Joseph M. Sanzari, Inc., has performed work for the Authority and is considered competent to complete this contract.

It is, therefore, recommended that the award of Contract No. T100.638 to El Sol Contracting and Construction Corp. be rescinded and that the contract be awarded to the lowest responsible bidder, Joseph M. Sanzari, Inc. of Hackensack, New Jersey, in the amount of \$80,735,000.00. 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, Executive Order No. 37 (Corzine 2006), and the May 5, 2025 opinion of the Supreme Court of New Jersey, Docket No. 090076 (A-33-24).

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

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**2025-05-101**

In a document dated May 2, 2025, **Recommendation to Award Contract No. P100.833, Garden State Parkway, PKF-Mark III, Inc., Lighting Improvements at Irvington Tunnel, R-193922, Budget Code: 0390042005, Amount: \$8,271,600.00,** was approved.

This contract, managed by the Operations Department, involves improving the lighting at the Irvington (Springfield) Tunnel on the Garden State Parkway, Milepost 144.7, in Essex County. The project includes the installation of new roadway lighting under the bridge deck on both the northbound and southbound sides, along with new feeders, conduits, wiring, and a new load center for power distribution. All work is expected to be substantially completed by December 2026.

Three bid proposals were received on April 17, 2025 for the above publicly advertised contract, as shown on the attached bid summary sheet. The low bid proposal, in the amount of \$8,271,600.00, may be compared to the second low bid proposal in the amount of \$8,388,000.00. The low bid was higher than the Engineer's Estimate in the amount of \$6,714,395.00, which is likely due to the extensive amount of traffic control associated with performing work in this area. Operations Department representatives confirmed with the low bidder that they can provide a dedicated crew for traffic control for the duration of the project. The low bidder, PKF-Mark III, Inc., has performed work for the Authority and is considered competent to complete this contract.

It is, therefore, recommended that Contract No. P100.833 be awarded to the low bidder, PKF-Mark III, Inc. of Newtown, Pennsylvania, in the amount of \$8,271,600.00. 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.

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2025-05-102

In a document dated April 30, 2025, **Recommendation to Award Contract No. P500.787, Garden State Parkway, APS Contracting, Inc., Construction of Pre-Engineered Metal Buildings at PMD-7, MP 156.0, PMD-8, MP 164.1, R-193855, Budget Code: 5000014003, Amount: \$7,762,558.00,** was approved.

This contract will provide for the construction of pre-engineered metal buildings at Parkway Maintenance District 7, Milepost 156.0 and at Parkway Maintenance District 8, Milepost 164.1. All work is expected to be substantially completed by December 2026.

Two bid proposals were received on April 3, 2025 for the above publicly advertised contract, as shown on the attached bid summary sheet. The low bid proposal, in the amount of \$7,762,558.00, may be compared to the Engineer's Estimate in the amount of \$7,585,156.00. The low bidder, APS Contracting, Inc. has performed work for the Authority and is considered competent to complete this contract.

It is therefore recommended that Contract No. P500.787 be awarded to the low bidder, APS Contracting, Inc. of Paterson, New Jersey in the amount of \$7,762,558.00. 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.

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**ORDER FOR PROFESSIONAL SERVICES (OPS)**

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**2025-05-103**

In a document dated May 1, 2025, **Recommendation to Issue Order for Professional Services No. P4035, Garden State Parkway, Tectonic Engineering Consultants, Geologists & Land Surveyors DPC Inc., Supervision of Construction Services for Contract P500.787, Construction of Pre-Engineered Metal Buildings at PMD-7, MP 156.0, PMD-8, MP 164.1, R-193860, Budget Code: 5000014003, Amount: \$1,355,000.00,** was approved.

This Order for Professional Services will provide supervision of construction services for Contract No. P500.787, construction of pre-engineered metal buildings at Parkway Maintenance District 7, Milepost 156.0 and Parkway Maintenance District 8, Milepost 164.1. 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 "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 \$6,000,000.00. 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 Codes: B151, Construction Management and B159, Building Construction and Renovations Inspection. Four firms submitted EOIs by the closing date of April 2, 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) Tectonic Engineering Consultants, Geologists & Land Surveyors DPC Inc.; 2) Boswell, Inc.; and 3) INFOTRAN Engineers & Architects P.C. The fee submitted by Tectonic Engineering Consultants, Geologists & Land Surveyors DPC 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. P4035 be issued to the firm of Tectonic Engineering Consultants, Geologists & Land Surveyors DPC Inc. of East Brunswick, New Jersey, in an amount not to exceed \$1,355,000.00. 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).

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**2025-05-104**



In a document dated May 2, 2025, Recommendation to Issue Order for Professional Services Nos. A4240 and A4241, New Jersey Turnpike and Garden State Parkway, BEM Systems, Inc. (OPS No. A4240), Mott MacDonald LLC (OPS No. A4241), Order for Professional Services No. A4240, On-Call Environmental Remediation and Compliance Services at Various Locations, Along the New Jersey Turnpike and Garden State Parkway, RM-193862, Budget Code: Various Funding Sources, Amount: \$4,000,000.00 and Order for Professional Services No. A4241, On-Call Environmental Remediation and Compliance Services at Various Locations, Along the New Jersey Turnpike and Garden State Parkway, RM-193863, Budget Code: Various Funding Sources, Amount: \$4,000,000.00, was approved.

Through this single procurement process, the Authority has selected two environmental engineering consultants to perform on-call environmental remediation and compliance services at various locations along the New Jersey Turnpike and Garden State Parkway. The consultants will provide the professional services for specific tasks only after receiving written authorization through the Work Release Authorization Form process. The projects will be funded on a task-by-task basis under various budgets, pending availability of funds. All services provided will be performed in accordance with current New Jersey Department of Environmental Protection regulations. The term of each OPS is 4 years.

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 not to exceed \$6,000,000.00. The Solicitation for Expressions of Interest (EOIs) was posted on the Authority's website, and seventeen (17) engineering firms were prequalified and eligible under Profile Codes: C195, Soil & Groundwater Remedial Investigations; C196, Soil & Groundwater Remediation Design and C197, Remediation Systems: Operation & Maintenance. Ten firms submitted EOIs by the closing date of March 26, 2025.

The scoring of the EOIs by the Review Committee resulted in the following order of ranking: 1) BEM Systems, Inc.; 2) Mott MacDonald LLC; and 3) Dresdner Robin. The final scoring resulted in BEM Systems, Inc. and Mott MacDonald LLC being the highest technically ranked firms. A fee proposal was not required to be submitted because the fee for each task will be negotiated independently in conjunction with the Work Request Authorization process.

It is, therefore, recommended that Order for Professional Services No. A4240 be issued to the firm of BEM Systems, Inc. of Madison, New Jersey, not to exceed the amount of \$4,000,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 2.8 to cover the cost of fringe benefits, overhead and profit, plus authorized direct non-salary expenses.

It is further recommended that Order for Professional Services No. A4241 be issued to the firm of Mott MacDonald LLC of Iselin, New Jersey, not to exceed the amount of \$4,000,000.00. This amount includes reimbursement of direct salaries times a maximum multiplier of 2.8 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).

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**2025-05-105**

In a document dated May 1, 2025, **Recommendation to Issue Supplement A to Order for, Professional Services No. T3772, New Jersey Turnpike, Handex Consulting & Remediation, LLC, Environmental Compliance Services at Clara Barton Service Area 1S, John Fenwick Service Area 1N, Walt Whitman Service Area 3S and James Fenimore Cooper Service Area 4N, R-193864, Budget Code: 010-850-446050, Original OPS Amount: \$1,505,000.00, Amount of Supplement A: \$395,000.00, Revised OPS Amount: \$1,900,000.00,** was approved.

This Order for Professional Services was issued at the June 23, 2020 Commission Meeting in the amount of \$1,505,000.00. It provided for Environmental Compliance services for groundwater compliance monitoring and reporting, and necessary remedial investigations/actions to be performed during Service Area improvements at the Clara Barton, John Fenwick, Walt Whitman, and James Fenimore Cooper Service Areas on the New Jersey Turnpike.

Supplement A will provide for an 18-month extension of time for continued environmental compliance services being performed by the current Licensed Site Remediation Professional. This extension of time and increased costs are required due to additional effort and time put forth to support the service area improvements completed at each of the four service areas referenced above, increased frequency of post-remedial ground water sampling events at three project sites along with remedial action reporting to comply with the upcoming New Jersey Department of Environmental Protection remedial action timeframes.

It is, therefore, recommended that Supplement A to Order for Professional Services No. T3772 be issued to Handex Consulting & Remediation, LLC not to exceed the amount of \$395,000.00 with compensation on the same basis as the original Order for Professional Services. The addition of this amount increases the total authorized fee from \$1,505,000.00 to \$1,900,000.00. 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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**2025-05-106**

In a document dated May 9, 2025, **Recommendation to Issue Supplement A to Order for Professional Services No. A4220, New Jersey Turnpike and Garden State Parkway, Michael Baker International, Inc., On-Call Engineering Services, RM-193921, Budget Code: Various Funds, Original OPS Amount: \$4,000,000.00, Amount of Supplement A: \$3,000,000.00, Revised OPS Amount: \$7,000,000.00,** was approved.

This Order for Professional Services was issued at the April 23, 2024, Commission Meeting, in the amount of \$4,000,000.00. This OPS provides on-call engineering services for a two-year term with the option of two one-year extensions on an as-needed basis to assist the Operations Department. The work to be performed on an on-call basis relates to civil, mechanical, and electrical engineering, construction management, and other related work defined in the scope of services.

Supplement A is proposed to provide a range of unanticipated engineering services necessary to support the ongoing maintenance and improvement of Authority roadways. These services include, but are not limited to, roadside safety enhancements, high-priority stormwater management features, roadway line striping, and other essential tasks to ensure the roadways remain in a state of good repair. This OPS has been utilized to address urgent needs such as drainage rehabilitation along the Garden State Parkway from Milepost 116 to 120, as well as high-priority lighting improvements at Turnpike Interchange 14. These critical tasks have consumed a substantial portion of the OPS's contract value. Supplement A will provide the necessary additional funding to support the Authority's current initiatives such as remediation of roadway flooding at the Turnpike NSO/NSI merge, design services related to the 2026 FIFA World Cup, video inspection and cleaning activities for the drainage rehabilitation program on the Turnpike, Milepost 49 to 76 and the Parkway, Milepost 153 to 172.4, and other roadside safety improvements across both roadways.

It is, therefore, recommended that Supplement A to Order for Professional Services No. A4220 be issued to Michael Baker International, Inc. of Hamilton, New Jersey, not to exceed the amount of \$3,000,000.00. The addition of this amount increases the total authorized fee from \$4,000,000.00 to \$7,000,000.00. The original contract was procured 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).

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#### MISCELLANEOUS

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2025-05-107

In a document dated May 12, 2025, **Recommendation to Ratify Change Order for Contract No. P100.661, Garden State Parkway, Joseph M. Sanzari, Inc., Bridge Repairs and Resurfacing, Milepost 0 to 126 (2025), R-193866, Budget Code: 0390002005, Current Contract Amount: \$12,691,998.00, Amount of Change Order: \$4,200,000.00, Revised Contract Amount: \$16,891,998.00,** was approved.

It is recommended that a Type 3 Change Order be issued to the referenced contract to compensate the contractor for additional costs associated with the issuance of Change of Plan No. 1 which includes steel repairs, superstructure repairs, structural spall repairs, pre-stressed beam repairs, localized painting, and soil erosion control work at five structures on the Parkway.

As part of the NJTA Bridge and Ancillary Structure Inspection program, structural deficiencies are categorized and reported to the Federal Highway Administration ("FHWA"). Through recent

inspections, it was determined that the deficiencies previously observed on these structures that were scheduled for future contracts had become more severe and it was determined to require immediate repair under Change of Plan. The additional work will increase the current contract amount of \$12,691,998.00 to \$16,891,998.00.

Joseph M. Sanzari, Inc. was awarded Contract No. P100.661 at the January 28, 2025 Commission Meeting. The Engineer's Estimate for the proposed work is approximately \$4,200,000.00.

It is therefore recommended that this Type 3 Change Order to Contract No. P100.661 be authorized in an amount not to exceed \$4,200,000.00 to Joseph M. Sanzari, Inc. of Hackensack, New Jersey.

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2025-05-108

In a document dated May 12, 2025, **Recommendation to Ratify Change Order for Contract No. T100.664, New Jersey Turnpike, Ferreira Construction Co. Inc., Bridge Repairs and Resurfacing, Milepost 0 to 92, and the Pearl Harbor Memorial Turnpike Extension (2025), R-193867, Budget Code: 0390000007, Current Contract Amount: \$15,999,472.00, Amount of Change Order: \$ 6,300,000.00, Revised Contract Amount: \$22,299,472.00,** was approved.

It is recommended that a Type 3 Change Order be issued to the referenced contract to compensate the contractor for unanticipated costs associated with Change of Plans Nos. 1 and 2 which include deck replacement, superstructure and substructure repairs to six bridges between Milepost 3.67 and 91.13 and the removal and replacement of two structure-mounted overhead signs on the Turnpike.

As part of the NJTA Bridge and Ancillary Structure Inspection program, structural deficiencies are categorized and reported to the Federal Highway Administration ("FHWA"). Through recent inspections, it was determined that the deficiencies previously observed on these structures that were scheduled for future contracts had become more severe and it was determined to require immediate repair under Change of Plan. The additional work will increase the current contract amount of \$15,999,472.00 to \$22,299,472.00.

Ferreira Construction Co. Inc. was awarded Contract No. T100.664 at the January 28, 2025 Commission Meeting. The Engineer's Estimate for the proposed work is approximately \$6,300,000.00.

It is therefore recommended that this Type 3 Change Order to Contract No. T100.664 be authorized in an amount not to exceed \$6,300,000.00 to Ferreira Construction Co. Inc. of Branchburg, New Jersey.

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#### **FINAL ACCEPTANCES**

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2025-05-109

In a document dated April 29, 2025, **All work performed on the construction contract listed below has been completed in accordance with the contract documents and to the satisfaction of the Operations Department. Accordingly, it is recommended this contract be deemed complete**



and approved for Final Acceptance. The table below lists the contract and includes pertinent Change Order and financial information including the final payment amount due the Contractor upon Final Acceptance, was approved.

Contract No.	Contractor	Award Total Amount	No. of Change Orders	Additions/ Reductions	Final Total Contract Amount	Final Payment Amount
A500.530 (Operations)	Joseph M. Sanzari, Inc.	\$6,000,000.00	3	(\$2,618,279.82)	\$3,381,720.18	\$11,300.51
Total						\$11,300.51

The Certification and Recommendation for Final Acceptance has been executed by the Engineers, the General Consultant and the Director of Operations. All required contract documents including the Engineer's Final Certifications, Maintenance Bonds, Affidavit of Prevailing Wage and the Final Payment certificates have been submitted to the Law Department and approved as to correctness of form. Furthermore, the Contractor has certified that there are no liens outstanding against the Contractor. Accordingly, it is recommended that the contract listed above be accepted and final payment in the amounts shown above be made to the Contractor.

\*\*\*

2025-05-100  
2025-05-101  
2025-05-102  
2025-05-103  
2025-05-104  
2025-05-105  
2025-05-106  
2025-05-107  
2025-05-108  
2025-05-109

On motion by Treasurer DuPont and seconded by Commissioner Wisniewski, the Board approved Agenda Item Nos. 2025-05-100 through 202-05-109; 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
YES	YES	YES	ABSENT	ABSENT	YES	YES

ACKNOWLEDGE REPORTS OF  
ENGINEERING EXPENDITURES UNDER DELEGATED AUTHORITY

\*\*\*\*\*

2025-05-110

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

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

\*\*\*

2025-05-110

The Authority accepted the reports contained in agenda item number 2025-05-110 and received same for file.

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PROCUREMENT AND MATERIALS MANAGEMENT ("PMM")

Acting Director of PMM Angela McNally requested approval of Agenda Item Nos. 2025-05-111 through 2025-05-117. Moved are the items as follows:

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**STATE/GOVERNMENT CONTRACTS**

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**2025-05-111**

In a document dated April 30, 2025, **Mobile Data Computers, Elite Emergency Lights LLC, R-193256 (State Police), Budget Code: 0490016026, State Contract No. T0106/17-FLEET-00749 expiring 05/13/2025, Amount: \$352,458.00,** was approved.

Under this contract, Elite Emergency Lights LLC will provide 50 mobile data computers ("MDC") and accessories for the State Police (Troop D) 2025 vehicle fleet. These in-car computer systems are used in all State Police patrol vehicles. The vendor will supply MDC software and accessories that are compatible with the current New Jersey State Police MDC system. These in-car computer systems are available from NJ State Contract No. T0106/ 17-FLEET-00749 expiring 05/13/2025.

This procurement, under State Contract No. T0106/ 17-FLEET-00749, 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. T0106/17-FLEET-00749 for 50 mobile data computers and accessories for an amount not to exceed \$352,458.00.

\*\*\*\*\*

**2025-05-112**

In a document dated April 30, 2025, **AssetWise Annual Software-as-a-Service (SAAS), Carahsoft Technology Corp., R-193488 (ITS), Budget Code: 010 00 830 121020, State Contract No. M4002/19-COMP-00601 expiring 09/15/2026, Amount: \$182,665.44,** 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. M4002/19-COMP-00601 expiring 09/15/2026.

This procurement, under State Contract No. M4002/19-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. M4002/19-COMP-00601 for AssetWise Annual Software-as-a-Service (SAAS) to Carahsoft Technology Corp. for an amount not to exceed \$182,665.44.

\*\*\*\*\*

2025-05-113

In a document dated May 6, 2025, **2025 Unmarked Ford Utility Interceptor Vehicles (30), Winner Ford, Inc., R-193924 (State Police), Budget Code: 0490016026, State Contract No. T2776/20-FLEET-01189 expiring 06/17/2025, Amount: \$1,412,790.00,** was approved.

Authorization is requested to award a contract under State Contract for thirty (30) 2025 Unmarked Ford Utility Interceptor Vehicles at a unit price of \$47,093.00. These vehicles are replacing existing older models that have reached their life expectancy and will be sold as surplus, if feasible. These vehicles are available from NJ State Contract No. T2776/20-FLEET-01189 expiring 06/17/2025.

This procurement, under State Contract No. T2776/20-FLEET-01189 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. T2776/20-FLEET-01189 for thirty (30) 2025 Unmarked Ford Utility Interceptor vehicles to Winner Ford, Inc. for an amount not to exceed \$1,412,790.00.

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#### **PROFESSIONAL SERVICES**

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2025-05-114

In a document dated May 12, 2025, **Insurance and Risk Management Consulting Services, Business and Government Insurance Agency, RM-192607 (Law), Budget Code: 010 00 822 441040, Amount: \$475,000.00 (3-Year contract),** was approved.

The New Jersey Turnpike Authority ("Authority") issued a request for proposal ("RFP") to engage the services of an insurance and risk management consultant ("Risk Consultant") to advise Authority personnel on its insurance programs and to provide enterprise risk management services ("Services"). Among other assignments, the Risk Consultant would review and provide advice on the Authority's insurance policies and participate in insurance renewal procurements. In addition, the Consultant would perform a full review of the Authority's operations, create a master plan to prioritize its risk management goals and provide a timetable for implementing the recommendations identified in the master plan.

The RFP was advertised on March 5, 2025 and posted on the Authority's and the State's websites. In addition, the 32 firms listed in the Authority's database for the referenced services were notified of the procurement. On April 2, 2025, proposals were received from the following four (4) firms:

1. Business and Government Insurance Agency (BGIA) – Woodbridge, NJ

2. Gold River Insurance Brokerage – Brooklyn, NY
3. Motivf Corporation – Alexandria, VA
4. Turner Surety & Insurance Brokerage, Inc. (TSIB) – Saddle Brook, NJ

An Evaluation Committee (the "Committee"), which was approved by the Executive Director, consisted of personnel from the Authority's Law, Human Resources and Internal Audit Departments. In addition, staff from the Law and Procurement and Materials Management Departments served as non-voting members on the Committee. The Committee reviewed the proposals based on the criteria set forth in the RFP and detailed its recommendations in an evaluation report.

The Committee invited the top three ranked firms to make oral presentations. Following these presentations and subsequent interviews, each firm was invited to submit a best and final offer ("BAFO") regarding its fee proposal. The Committee re-scored the firms based on the written proposals, oral presentations, and BAFOs.

The Committee found that all of the proposals were generally responsive to the RFP. However, BGIA submitted a written proposal that highlighted 30+ years of experience in the public entity field within the state of New Jersey. The Committee was interested in BGIA's significant risk management consultation services for over 50 public entities in New Jersey including state, municipal and county governments as well as school and special districts. BGIA's proposal presented a team of six (6) seasoned professionals, all with extensive experience and expertise that align with the needs of the Authority. BGIA highlighted their customized plan to assist the Authority's risk management and insurance needs that include but are not limited to: program design consulting, claims management, developing renewal strategies, policy review and risk control. BGIA provided additional information regarding their innovative approach to tailor to the Authority's needs including their Learning Management System ("LMS"), monthly webinars and seminars, attending safety meetings and providing additional training for the Authority. BGIA also highlighted their "No Accidents Today" campaign to help mitigate the risk of accidents involving employees and ultimately motivate employees to operate vehicles as safely as possible. BGIA'S BAFO proposed an hourly rate of \$225/hour for a three-year contract, with options for extension years at \$255/hour, for a total cost for the first three years not to exceed \$475,000. Although BGIA had one of the highest hourly rates, it was determined by the Committee that the proposed risk management and insurance services to the Authority include an innovative approach that best aligns with the requirements set forth in the RFP, which resulted in a higher overall final score.

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

Accordingly, authorization is requested to award a three-year contract to Business and Government Insurance Agency for Insurance and Risk Management Consulting Services in an amount not to exceed \$475,000.00 for the three-year term. Authorization is further requested for the Executive Director to approve each of two (2), optional one-year extensions upon satisfactory performance, 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 as may be deemed necessary and appropriate to further the intent and purpose of the authorizations stated herein.

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**SOLE SOURCE**

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2025-05-115

In a document dated May 12, 2025, **Smart Micro Sensor (SMS) Radar Kits, Transport Data Systems, Inc., R-193767 / RM-194294 (ITS), Budget Code: 4000052004, Amount: \$955,446.00, \*Tariff if imposed: \$191,089.20, Total: \$1,146,535.20,** was approved.

Authorization is requested to award a sole source contract to Transport Data Systems ("TDS") for 200 Smart Micro Sensor ("SMS") doppler radar systems and accessories. These SMS systems are used in the toll lanes as part of the Automatic Vehicle Classification ("AVC") systems.

TDS provides the unique lane coding for the AVC, as well as developed the modifications to the cabling and bracket. This request is also considered a last time purchase, as the parts have become obsolete and are no longer available from any other sources. Therefore, it is requested to purchase 200 SMS doppler radar systems and accessories from TDS in an amount of \$955,446.00.

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.

The Authority received an initial quotation of \$955,446.00, and subsequently were advised by the vendor that the pricing may increase by 20% if a tariff is imposed. Therefore, authorization is requested to award a sole source contract to Transport Data Systems, Inc. for 200 SMS doppler radar systems and accessories in an amount not to exceed \$1,146,535.20, to cover tariff if imposed.

\*\*\*\*\*

2025-05-116

In a document dated April 30, 2025, **Oracle Support Renewal 2025-2026, Oracle America, Inc., R-193874 (ITS), Budget Code: 010 00 830 121020, Amount: \$1,249,631.88,** was approved.

Authorization is requested to award a sole source contract to Oracle America, Inc. ("Oracle") for technical and software support. The Authority uses Oracle's PeopleSoft application to manage its day-to-day financial and human capital needs along with third-party or home-grown applications such as, toll collection, electronic toll collection, and Enterprise Asset Management. These applications rely on the Oracle database product for data storage and retrieval. Oracle's PeopleSoft application and databases requires technical support and software upgrades which includes tax updates. The maintenance also includes patches to the software, as well as, troubleshooting and error recovery assistance.

The Oracle software is proprietary to Oracle, which is the publisher and holder of all related copyrights. Oracle is thus the only vendor which has access to the source codes needed to debug, upgrade, and support the Oracle software. Therefore, no other vendor is capable of providing the services required by the Authority.

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 Oracle America, Inc. for the annual renewal of the Authority's software licenses and technical support for an amount not to exceed \$1,249,631.88.

\*\*\*\*\*

**2025-05-117**

In a document dated May 12, 2025, **SICK Overhead Scanners, SICK, Inc., R-193797 / RM-194296 (ITS), Budget Code: 4000052004, Amount: \$1,315,621.25, \*Tariff if imposed: \$263,124.25, Total: \$1,578,745.50,** was approved.

Authorization is requested to award a sole source contract to SICK, Inc. to provide the Authority with 125 LMS-511 overhead scanners. These scanners are a critical component used in the Automatic Vehicle Classification ("AVC") system and the Violation Enforcement System ("VES") on the New Jersey Turnpike and Garden State Parkway. The Authority's Toll Lane Software is specific to SICK LMS-511 and is the only overhead scanner that will work in the AVC and VES systems.

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.

The Authority received an initial quotation of \$1,315,621.25, and subsequently were advised by the vendor that the pricing may increase by 20% if a tariff is imposed. Therefore, authorization is requested to award a sole source contract to SICK, Inc. for 125 LMS-511 overhead scanners in an amount not to exceed \$1,578,745.50, to cover tariff if imposed.

\* \* \*

**2025-05-111**  
**2025-05-112**  
**2025-05-113**  
**2025-05-114**  
**2025-05-115**  
**2025-05-116**  
**2025-05-117**

On motion by Treasurer DuPont and seconded by Vice Chair Diaz the Board unanimously approved item numbers 2025-05-111 through 2025-05-117; 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
YES	YES	YES	ABSENT	ABSENT	YES	YES

ooo0ooo

GENERAL BUSINESS

ooo0ooo

OPERATIONS

Director of Operations Kevin Dunn requested acceptance of Agenda Item No. 2025-05-118.  
Moved is the item as follows:

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2025-05-118

Director of Operations Kevin Dunn requested acceptance of Volumes and Crash Synopses for the Garden State Parkway and New Jersey Turnpike: Period 01/01/2025 through 4/30/2025; with 2024-2025 Yearly Comparisons through April 2025, was approved.

\* \* \*

2025-05-118

On motion by Treasurer DuPont and seconded by Commissioner Gravino, the Board unanimously accepted Agenda Item No. 2025-05-118; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

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STATE POLICE

Captain Michael Lavin requested acceptance of Agenda Item No. 2025-05-119. Moved is the item as follows:

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2025-05-119

Captain Michael Lavin requested acceptance of the New Jersey State Police Troop D Activity Reports for April 2025, with 2024–2025 Yearly Comparisons.

\* \* \*

2025-05-119

On motion by Commissioner Gravino and seconded by Vice Chair Diaz, the Board unanimously accepted the reports contained in Agenda Item No. 2025-05-119 and received same for file.

ooo0ooo

FINANCE

Executive Director James Carone requested acceptance of Agenda Item No. 2025-05-120.  
Moved is the item as follows:

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2025-05-120

Executive Director James Carone presented the Financial Summary for the Four (4) months ended April 30, 2025, was accepted.

\* \* \*

2025-05-120

On motion by Treasurer DuPont and seconded by Commissioner Wisniewski, the Board unanimously accepted Agenda Item No. 2025-05-120; and authorized and ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

ooo0ooo

**EXECUTIVE**

Deputy Executive Director Donna Wilser requested approval of Agenda Item No. 2025-05-121.  
Moved is the item as follows:

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2025-05-121

In a memorandum dated April 22, 2025, **Recommendation to Adopt Updated New Jersey Turnpike Authority 2025-2029 Strategic Plan, was approved.**

At the August 2019 Board Meeting, the Authority's Board of Commissioners approved a long range 2020-2029 Strategic Plan (Plan) identifying the Authority's wide-ranging goals to be advanced in future years. This authorization allowed the Plan to be adapted to meet the needs of the Authority in the future. As such, an updated Strategic Plan has been developed which continues to embody the Authority's commitment to its vision, mission and core values among them; Safety, Customer Service, State of Good Repair, Technology and Financial Stability.

The Authority's executive staff and senior management have developed a plan that will address our strategic goals as well as report incremental progress towards achieving those goals. Therefore, authorization is sought to adopt an updated New Jersey Turnpike Authority Strategic Plan for the years 2025-2029.

\* \* \*

2025-05-121

On motion by Treasurer DuPont and seconded by Vice Chair Diaz the Board unanimously approved item number 2025-05-121; and authorized or ratified, as presented, the recommendations contained therein; and received and filed the memoranda.

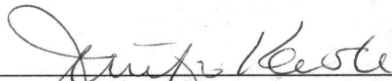
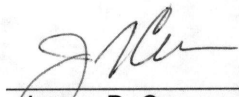
**ROLL CALL**

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



\* \* \*

The motion to adjourn was made by Treasurer DuPont and seconded by Commissioner Wisniewski and, after the voice vote, the motion was duly adopted. The Board of Commissioners adjourned the meeting at 11:21 a.m. and advised that the next meeting will be held on Tuesday, June 24, 2025, 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: May 22, 2025

035556

# NEW JERSEY TURNPIKE AUTHORITY

## STRATEGIC PLAN 2025 - 2029

May 16, 2025



035557



## VISION



Striving to provide the safest, most reliable, and highest quality transportation experience for our customers.

## MISSION



We are committed to constantly improving the safety, technology, and resiliency of our toll roadway systems through sound fiscal policy and maintaining an excellent state of good repair that promotes the connectedness of our customers across the state and region.

## CORE VALUES



Safety

People

State of Good Repair /  
Resiliency & Sustainability

Mobility / Customer  
Satisfaction

Technology

Finance





NJDOT COMMISSIONER / AUTHORITY BOARD CHAIR

## FRANCIS O'CONNOR

It was with great pride and humility that I was confirmed as the 20th Commissioner of the New Jersey Department of Transportation by the New Jersey State Senate on June 28, 2024. This position also provides me the honor to serve as the Chair of the New Jersey Turnpike Authority's Board of Commissioners and introduce this Strategic Plan to you. As a proud native of Jersey City, New Jersey, I am honored to serve my home state. The New Jersey Turnpike Authority holds a special place in my heart because I started my career working as a toll collector on the Turnpike and credit this hands-on customer experience with helping shape my "people first" approach. As Commissioner, I am deeply committed to improving Safety, which is the first core value of this Plan, for every user, employee, and contractor at the Authority.

This Strategic Plan lays out the New Jersey Turnpike Authority's vision for providing just that. It reiterates and emphasizes the Authority's commitment to the highest standards of safety and reliability, as well as maintaining the Turnpike and the Garden State Parkway in a state of good repair. This Strategy is also a call to action now, on behalf of future generations of New Jersey drivers, who expect better resiliency and stronger sustainability in maintaining, improving, and operating the roadways.

Finally, this document illustrates important goals for the next five years that align with the Authority's Vision, Mission, and Core Values. Executive leadership, management, and the entire Authority family should look to this document as their guide when they plan future initiatives.

I could not be more proud to enthusiastically endorse this updated Strategic Plan which focuses on improving safety, developing people, and improving our strong standing in the toll industry community as well as the State of New Jersey.

“Safety is one of the core values of the Authority and is a critical component of the agency's mission statement. Ensuring safety for both the motoring public and the Authority's workforce is a focus of every project and initiative undertaken by the agency.”

EXECUTIVE DIRECTOR

## JAMES CARONE

Ever since its inception 75 years ago, the New Jersey Turnpike Authority has always taken great pride and dedication in providing a highly efficient and safe transportation system to the motoring public. A major component in accomplishing this goal is the continued adherence and monitoring of our Strategic Plan. In 2019, the New Jersey Turnpike Authority Board of Commissioners adopted its initial Strategic Plan which highlighted key methodologies for the identification, planning, and oversight of upcoming transportation projects and future Authority goals. With the devotion, passion, and commitment of the New Jersey Turnpike Authority's leadership and senior staff, we are excited to present this updated version of the Strategic Plan.

The Plan highlights our Vision, Mission, and Core Values developed by stakeholders who have designed a roadmap to identify, measure, and implement our overall transportation responsibilities. Our highest priority is ensuring the safety of our customers, employees, contractors, law enforcement, first responders, and the many other personnel who assist us in protecting our roads and citizens - nothing is more important. We believe this plan achieves this and many other goals.

The Authority continues to partner and join forces with our sister agencies as we work side by side in contributing to New Jersey's transportation needs and solutions. However, this effort does not end here. Our experience, technology advances, and overall knowledge have afforded us the ability to participate in regional and national industry challenges. This plan will continue to be the backbone of our efforts and the driving force behind our progress.

Our Vision is clear, our Mission is achievable, and our Core Values are all encompassing. This Agency will continue to be a leader in the tolling industry over the next 5 years and beyond. All of this can be accomplished as we engage our most valuable and treasured asset: our employees. Be safe.

“This plan, developed from years of experience and knowledge of our trusted employees, charts a path to improve safety and mobility for all our customers.”

## LEADERSHIP



**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

## EXECUTIVE STAFF

**JAMES CARONE**  
Executive Director



**DONNA WILSER**  
Deputy Executive Director



**THOMAS F. HOLL**  
Director of Law



**DANIEL L. HESSLEIN**  
Chief Engineer



**JOSÉ DIOS**  
Chief Information Officer



**KEVIN DUNN**  
Director of Operations



**MARY ELIZABETH GARRITY**  
Director of Human Resources



**JOHN LA BELLA**  
Director of Tolls



**ANGELA MCNALLY**  
Acting Director of Procurement  
and Materials Management



**SHAWN TAYLOR**  
Director, Community & Government Relations



**JENNIFER KANSKI**  
Secretary to the Authority



**AMANDA FELTON**  
Director of Internal Audit

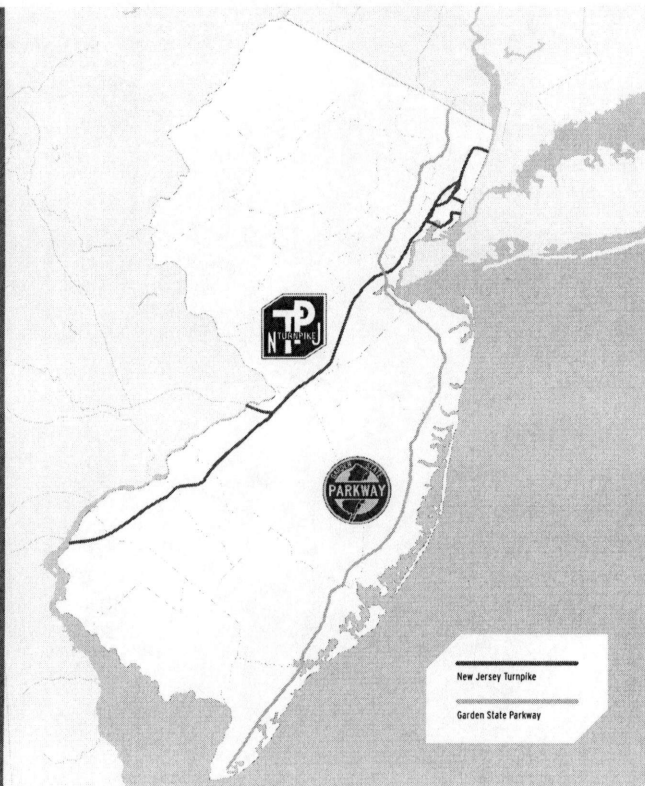


**VACANT**  
Chief Financial Officer



## HISTORY

6



1949

The New Jersey Turnpike Authority (Authority) was created.

1951

Initial 53-mile southern section of the Turnpike opened on November 5th. The remaining sections were opened in 1952, completing the 118-mile roadway. The Turnpike was the first toll road in New Jersey and the third in the nation.

1956

**NEWARK BAY-HUDSON COUNTY EXTENSION**

A four-lane, 8.3-mile spur that extends from Interchange 14 on the mainline Turnpike to the Holland Tunnel plaza in Jersey City, Hudson County.

**PEARL HARBOR MEMORIAL TURNPIKE EXTENSION**

A six-lane, 6.6-mile spur that connects the Turnpike to the Pennsylvania Turnpike.

1970

**THE TURNPIKE'S WESTERN ALIGNMENT**

A four to six-lane, 10.5 mile spur that extends from Interchange 14 on the mainline Turnpike to Interchange 18W serving Newark and Bergen Counties.

1968 - 2014

**TURNPIKE MAINLINE DUALIZATION PROGRAMS**

The mainline roadway was dualized from Interchanges 9 to 14 under two Widening Programs.

The mainline roadway was dualized from Interchanges 8A to 9.

The mainline roadway was dualized from Interchanges 6 to 8A and widened by one lane in each direction between Interchanges 8A and 9.

1992

**I-95 EXTENSION**

A portion of I-95 purchased from the New Jersey Department of Transportation (NJDOT). This "new" 4.4-mile stretch of road extended the mainline Turnpike from US Route 46 Interchange to the George Washington Bridge.

2014 - 2025

All 21 service areas owned by the Authority have been replaced or significantly rehabilitated. Many include installation of electric vehicle charging stations.

1952

State Legislature created the New Jersey Highway Authority to construct a tolled parkway to connect northern New Jersey with resort shore areas to alleviate traffic on traditional routes running through town centers.

1954

The first tolled segment of the Parkway opened on January 13th. Additional sections were completed throughout the year and by October, 143-miles were opened between Irvington and Cape May.

1968

The Garden State Arts Center opened adjacent to the Parkway in Monmouth County. In 1996 the name was changed to the PNC Bank Arts Center and is still owned by the Authority. It remains one of the most successful amphitheatres in the United States.

1973

**EXPRESS ROADWAY LANES**

Four to six express lanes in the center of the Parkway were constructed and opened between Asbury Park and Raritan, approximately 23 miles.

2003 - 2019

**E-ZPASS TOLL COLLECTION**

Express E-ZPass lanes at mainline toll plazas and one-way tolling implemented.

2006

**DRISCOLL BRIDGE**

Widened from 10 lanes to 15 lanes.

2011 - 2018

**WIDENING PROGRAM**

Widened from four to six-lanes from milepost 30 to 80.

## BY THE NUMBERS

**\$2.5B**

TOTAL OPERATING REVENUE

**634M**

ANNUAL TOLL TRANSACTIONS

**130**

INTERCHANGES

**21**

SERVICE AREAS

**2,231**

FULL-TIME EMPLOYEES

**421**

PART TIME EMPLOYEES

**\$18.2B**

TOTAL ASSET VALUE

**1,115**

BRIDGES

**23.5M**

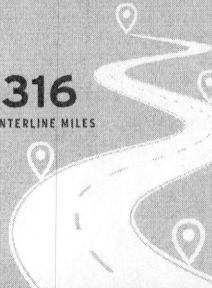
SQUARE FEET OF BRIDGE DECK

**12.74B**

ANNUAL VEHICLE MILES TRAVELED

**316**

CENTERLINE MILES

**625**

TOLL LANES

**4,478**

LANE MILES

**92%**

E-ZPASS USAGE

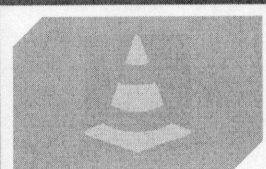


The New Jersey Turnpike Authority was established on April 14, 1949, to oversee the construction and maintenance of the New Jersey Turnpike. The Turnpike itself opened to traffic on November 5, 1951. The New Jersey Highway Authority was established in 1952 to construct the Garden State Parkway which opened to traffic on January 13, 1954.

In 2003 the New Jersey Legislature abolished the New Jersey Highway Authority and the New Jersey Turnpike Authority assumed control of the Garden State Parkway. This consolidation aimed to streamline operations and improve efficiency. Since that time, the Authority has been responsible for maintaining both the Turnpike and the Parkway, which rank as the highest revenue-generating toll road system in the United States.

In 2022, the Authority completed a \$350M facility improvement program that included the replacement of 22 maintenance buildings, state police stations and winter operation facilities system-wide for both roadways. In 2024, the Authority completed a system-wide program to install 240 full-color high-resolution LED variable message signs, 120 hybrid changeable message signs, 3,000 in-pavement sensors and over 500 new cameras.

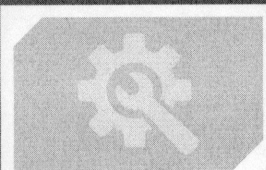
The Authority is headquartered in Woodbridge Township, New Jersey and is governed by an appointed eight-person Board of Commissioners.



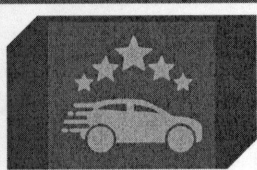
SAFETY



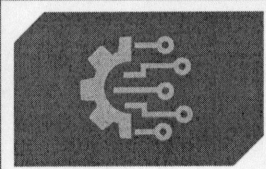
PEOPLE



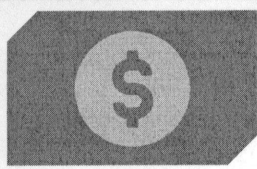
STATE OF GOOD REPAIR /  
RESILIENCY & SUSTAINABILITY



MOBILITY / CUSTOMER  
SATISFACTION



TECHNOLOGY



FINANCE

## SAFETY

The Authority's number one priority is safety.



### GOALS:

- ✓ To help educate and influence driver behaviors to reduce crashes and fatalities.
- ✓ To constantly implement enhancements that improve the safety of our customers, contractors, and employees.
- ✓ To continuously work in driving down workplace injuries and incidents to create the safest environments possible.





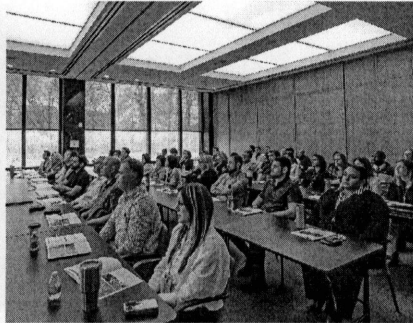
## PEOPLE

The Authority staff is our most important resource, and it is through their dedication and talents that we will achieve our strategy.



### GOALS:

- ✓ The Authority is committed to recruiting and retaining employees of the highest caliber. We will invest in our team's development through training, succession planning, and foster an environment for career growth.
- ✓ We will strive to build and develop a workforce that is reflective of the State of New Jersey.



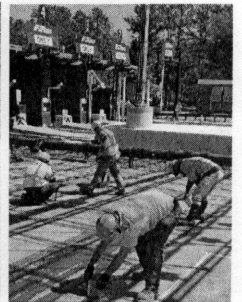
## STATE OF GOOD REPAIR / RESILIENCY & SUSTAINABILITY



New Jersey demands a strong, reliable, and resilient transportation toll road system.

### GOALS:

- ✓ Our team will endeavor to deliver a world-class roadway system that is perpetually in the highest state of good repair.
- ✓ The Authority is dedicated to maintaining a resilient, sustainable, and equitable transportation system that consistently delivers excellent service, facilitating the safe and efficient movement of people and goods.



## MOBILITY / CUSTOMER SATISFACTION



Our customers expect, and we strive to deliver excellence at our interchanges, on our roads, and in our service areas.

### GOALS:

- ✓ We recognize that our customers choose to use our roadways because they are highly reliable. Our goal is to continuously reduce travel time through effective customer engagement, traffic management, and rapid incident response.
- ✓ The Authority is a customer-focused organization and is committed to resolving all customer issues. The Authority staff is dedicated to making every interaction with our customers a positive experience.



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NEW JERSEY TURNPIKE AUTHORITY

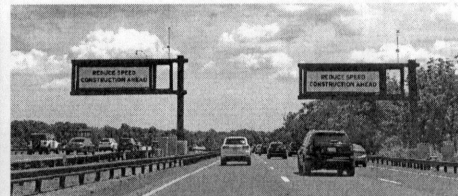
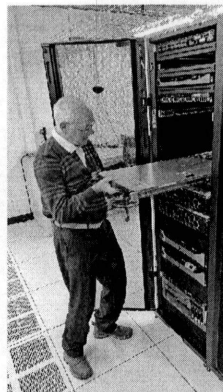
## TECHNOLOGY



The Authority utilizes advanced technology to enhance the experience of both our internal and external customers.

### GOALS:

- ✓ We will consistently leverage cutting edge technology that maximizes efficiencies, controls costs, and improves collaboration.
- ✓ The Authority will routinely inventory and manage all roadway assets through an effective enterprise asset management approach.



STRATEGIC PLAN 2025 - 2029

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## FINANCE



The Authority embraces the trust placed in us by our investors and takes great care in fulfilling our financial responsibilities. We are committed to transparency in all aspects of our financial management.

### GOALS:

- ✓ The Authority will maintain a positive financial outlook while consistently improving credit capacity by effectively managing finances.
- ✓ We will achieve sustainable financial health by strengthening revenue growth and efficiently managing operating costs.
- ✓ Maintain debt and cash levels in accordance with industry best practices.



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NEW JERSEY TURNPIKE AUTHORITY



We thank the 'Strategic Thinkers' who helped create the New Jersey Turnpike Authority Strategic Plan 2025-2029. Their insight and dedication were instrumental in the development of this plan.



### STRATEGIC PLANNING TEAM

\* Not Pictured

**MARY ELIZABETH GARRITY**  
Director of Human Resources

**MICHAEL GALLARELLO**  
Assistant Comptroller

**TOM FEENEY**  
Manager, Media Relations / Public Info

**ALEXA KOLCHMEYER**  
Financial Reporting Manager

**ERWIN LUNA**  
Assistant Comptroller

**JAMES CARONE**  
Executive Director

**DAVID FORKTUS**  
Deputy Director of Internal Audit

**SHAWN TAYLOR**  
Director of Community and Government Relations

**THOMAS F. HOLL**  
Director of Law

**DANIEL L. HESSLEIN**  
Chief Engineer

**ANGELA MCNALLY**  
Acting Director of Procurement and Materials Management

**LAYLA FRYC**  
Traffic Engineer

**JOSÉ DIOS**  
Chief Information Officer

**AMANDA FELTON**  
Director of Internal Audit

**JOHN LA BELLA**  
Director of Tolls

**DONNA WILSER\***  
Deputy Executive Director  
Executive Sponsor

**KEVIN DUNN\***  
Director of Operations

**JANET SHARKEY\***  
Supervising Engineer Traffic

**MAJOR SEAN O'CONNOR\***  
New Jersey State Police, Troop D

STRATEGIC PLAN 2025 - 2029

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PREPARED BY:

**HNTB**