APPENDIX Q

Comment Responses

Comments Received

Federal Agency (AF)

AF001

United States Department of the Interior

FISH AND WILDLIFE SERVICE
300 Westgate Center Drive
Hadley, MA 01035-9589

July 2, 2026

In Reply Refer To:
FWS/R5/ES/2023-0086067

Marie Jenet
Environmental Program Manager
U.S. Department of Transportation
Federal Aviation Administration
Eastern Region Airports Division
159-30 Rockaway Boulevard
Jamaica, New York 11434

Dear Ms. Jenet:

The U.S. Fish and Wildlife Service's New Jersey Field Office has completed its reviews of the documentation prepared for the Federal Aviation Administration's Facilities Redevelopment Project at Teterboro Airport Environmental Assessment. We appreciate the opportunity to participate as a cooperating agency throughout this process. We have received your May 27, 2026, responses to our comments and have no further comments.

For any further questions, please contact me at 804-728-0695.

Sincerely,

Troy M. Andersen
Acting Deputy Assistant Regional Director
Ecological Services, Northeast Region
U.S. Fish and Wildlife Service

cc:
Eric Schrading, USFWS
Ross Conover, USFWS

AF002

REGION 2
NEW YORK, N.Y. 10007

July 1, 2026

SENT VIA ELECTRONIC MAIL

Marie Jenet
Federal Aviation Administration
Eastern Regional Office
159-30 Rockaway Blvd
Jamaica, New York 11434

Re: Teterboro Airport Signature Facilities Redevelopment Project- Comments on the Draft Environmental Assessment

Dear Ms. Jenet,

The United States Environmental Protection Agency (EPA) has reviewed the Draft Environmental Assessment (EA) for the Facilities Redevelopment Project at Teterboro Airport in Bergen County, New Jersey (the Project or Proposed Action). Pursuant to the National Environmental Policy Act (NEPA) and our NEPA review authority under Section 309 of the Clean Air Act, 42 U.S.C. § 7609, EPA reviews and comments on the environmental impact of any proposed federal action subject to NEPA's requirements.

The EPA has served as a Cooperating Agency during the development of the EA. To date, we have provided comments on earlier iterations of the document, including the Preliminary Purpose and Need (September 11, 2025), Alternatives (November 6, 2025) and the Preliminary Draft EA (April 13, 2026). We appreciate the opportunity to review the Draft EA and offer the enclosed comments for your consideration.

If you have any questions regarding these comments, please contact Samantha Nyer at Nyer.Samantha@epa.gov or (212) 637-3666.

Sincerely,

Mark Austin
Office of the Regional Administrator

EPA'S COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT FOR THE FACILITIES REDEVELOPMENT PROJECT AT TETERBORO AIRPORT IN BERGEN COUNTY, NEW JERSEY

General Comments

Statutory Authorities and Regulations: 42 U.S.C. § 7609; 42 U.S.C. § 4321 et seq.; 33 U.S.C. § 1344; 40 C.F.R. Part 230, Subpart B (404(b)(1) Guidelines)

To strengthen the alternatives analysis, and improve transparency regarding the basis for alternative selection, we recommend:

- A clear discussion of any environmental and operational tradeoffs between alternative configurations that led to the ultimate selection of the facilities that comprise the preferred alternatives.

- Clarify the basis for facility sizing factors used in the alternatives screening process and selection. The EA indicates that configurations within 10% of the identified 2044 facility requirements could satisfy the Project objectives. Additionally, the facility components included in the preferred alternatives exceed the 2044 space requirements (Table 3.4 of the EA).

    - Given that the EA demonstrates that smaller facilities than those ultimately selected were deemed to be operationally viable, we recommend that additional justification for the larger facility footprint be provided. Such information would improve transparency regarding the alternatives evaluation process and support the basis for selection of the preferred alternatives under NEPA and the Clean Water Act.

Air Quality

Statutory Authorities and Regulations: 42 U.S.C § 7609; 42 U.S.C. § 4321 et seq.; 42 U.S.C. § 7506 (c); 40 C.F.R. Part 93, Subpart B

EPA recommends that the EA include further details on operational emissions and potential benefits associated with the Project to strengthen the basis for the EA's conclusions on air quality impacts. We offer the following suggestions:

- Clarify assumptions regarding future aircraft operations under the No Action and Proposed Action to resolve inconsistent statements throughout the EA as needed.

- Provide a more comprehensive discussion of the operational emissions associated with the Proposed Action, including changes in aircraft taxiing, idling, ferry flights, aircraft repositioning, ground support and vehicle traffic.

- The EA identifies operational efficiencies as a benefit of the Project, including reduced ferry flights. While precise quantification of these reductions may be infeasible, a qualitative discussion of the anticipated benefits associated with any operational efficiencies in addition to reduced congestion and ferry flights would provide a more complete assessment of the environmental effects of the Proposed Action.

Outlook

TEB Facilities Redevelopment Project

From Kocsik, Zachary J CIV USARMY CENAN (USA) <Zachary.J.Kocsik@usace.army.mil>
Date Mon 6/29/2026 11:31 AM
To TEBEA <tebea@panynj.gov>

1 attachment (165 KB)
USACE Second Review of Draft Envrionmental Assessment.pdf;

CAUTION: This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

Good Morning,
Please find the attached USACE comment letter.
Thank you,

Zachary Kocsik
Project Manager
Regulatory Division, Metro NY/NJ Branch
U.S. Army Corps of Engineers, New York District
WORK: 917-790-8521
CELL: 917-301-5680

AF003

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
JACOB K. JAVITS FEDERAL BUILDING
26 FEDERAL PLAZA
NEW YORK NEW YORK 10278-0090

REPLY TO ATTENTION OF

Marie Jenet
Environmental Program Manager
U.S. Department of Transportation
Federal Aviation Administration
Eastern Region Airports Division
159-30 Rockaway Boulevard
Jamaica, New York 11434

Dear Ms. Jenet:
The U.S. Army Corps of Engineers (USACE) has reviewed the Draft Environmental Assessment (DEA) prepared by Ricondo for the Facilities Redevelopment Project at Teterboro Airport (TEB). Please see our comments below.

The proposed purchase of credits at the GreenVest Guarini Tract Mitigation Bank is confusing. The bank does not yet exist and is still in its permitting phase, thus there are no credits currently available for purchase. It is unknown if when permitted it will have enough credits released to cover the 3.43 needed. It may take quite a while for the bank, if approved, to have enough credits released to provide the amount needed. Work would not be able to start until all credits are purchased and proof of purchase provided. Is there a secondary plan for mitigation should the GreenVest plan not be sufficient?

Sincerely,

Zachary Kocsik
Project Manager
Regulatory Division, Metro NY/NJ Branch
U.S. Army Corps of Engineers, New York District
WORK: 917-790-8521
CELL: 917-301-5680

State Agency (AS)

AS001

From: Carter, Ryan [DEP] <Ryan.Carter@dep.nj.gov>
Sent: Monday, June 29, 2026 12:03 PM
To: Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Cc: Lamond, Kathryn <klamond@panynj.gov>; Sheehan, Madelyn <madsheehan@panynj.gov>; Cohen, Michelle <mtcohen@panynj.gov>; Nolan, Katherine [DEP] <Katherine.Nolan@dep.nj.gov>; Pepe, David [DEP] <David.Pepe@dep.nj.gov>
Subject: RE: TEB Facili es Redevelopment Project - Responses to Agency Comments, Dra. EA Publica on and Public Workshop

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Hi Marie,

Thank you again for the opportunity to comment on the EA. The NJDEP has one comment after reviewing the Response-to-Comments matrix, from our NJ Fish and Wildlife program.

NJ Fish and Wildlife: Kelly Davis (Kelly.Davis@dep.nj.gov)

- NJFW continues to recommend the use of a filtration system which also removes petroleum based materials. On the ConTech website there are 3 filter options. The Jellyfish Filter spec pages indicate oil removal. The Stormwater Filter spec pages indicate oil & grease removal. The High Capacity Kraken Filter spec page does not. If you have any questions, please contact Kelly Davis.

If you have any questions outside of the above comments or need anything else from the NJDEP, please let me know. Thank you.

Sincerely,

Ryan Carter he/him
Environmental Specialist | Office of Permitting and Project Naviga on
609-940-5616
Permit Readiness Checklist (v. Febuary 2026)

AS001

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From: Jenet, Marie (FAA) <Marie.Jenet@faa.gov>
Sent: Wednesday, May 27, 2026 2:42 PM
To: Anderson, Ryan [DEP] <Ryan.Anderson@dep.nj.gov>; Carter, Ryan [DEP] <Ryan.Carter@dep.nj.gov>
Cc: Lamond, Kathryn <klamond@panynj.gov>; Sheehan, Madelyn <madsheehan@panynj.gov>; Cohen, Michelle <mtcohen@panynj.gov>
Subject: [EXTERNAL] TEB Facilities Redevelopment Project - Responses to Agency Comments, Draft EA Publication and Public Workshop

Thank you for your review and comments on the Preliminary Draft EA for the Teterboro Airport (TEB) Facilities Redevelopment Project. We have reviewed all of the comments, prepared responses to them (please see attached files), and incorporated edits into the Draft EA, as necessary. Consistent with the schedule on the Federal Permitting Dashboard, the Draft EA is being released for public review on Friday, May 29, 2026. A public notice announcing the availability of the Draft EA for public review will be published in local newspapers on May 29, as well. The EA will be made available on the Port Authority's website https://www.panynj.gov/studies-reports, and hard copies will be available for public review at the Teterboro Airport Manager's Office and in the Bergen County Building. The Port Authority will also be sending out the public notice via email to its mailing list.

A public workshop on the Draft EA will be held on Wednesday, June 17 from 6:00 p.m. to 8:00 p.m. at the Holiday Inn in Hasbrouck Heights. Comments will be received on the Draft EA through close of business on Monday, June 29. A copy of the public notice is also attached to this email.

Below are links to the main Draft EA document and appendices, which will be made publicly available on Friday. There is an agency coordination meeting scheduled for this Thursday at 9:30 a.m. We'll be happy to answer any questions at that time.

TEB-FBO Full Draft EA_20260522.pdf
Password: KC7cb8VMm0j9
https://ricondo.egnyte.com/dl/6XmHbgDc8FXv

TEB-FBO Draft EA Appendices.pdf
Password: 7F3kYgcD9jG5
https://ricondo.egnyte.com/dl/GXdGKV8F6YGH

Thank you

Marie C. Jenet
Environmental Program Manager
Eastern Region Airports Division
Federal Aviation Administration
U.S. Department of Transportation
(718) 553-2511
marie.jenet@faa.gov

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Elected Officials (EO)

From: Donna L. Gambutti <municipalclerk@southhackensacknj.org>
Sent: Monday, June 29, 2026 4:26 PM
To: TEBEA <tebea@panynj.gov>; Hogan, John <JHogan@co.bergen.nj.us>; L. Perdomo <lperdomo@southhackensacknj.org>; Gary Brugger <gbrugger@mbcfoodmachinery.com>; Frank Cagas <fcagas@southhackensacknj.org>; J. Anzevino <janzevino@southhackensacknj.org>; Yris Encarnacion <yencarnacion@southhackensacknj.org>
Cc: constituent.relations@nj.gov; Cbooker@njleg.org; akim@njleg.org; josh.gottheimer@mail.house.gov; Sarlo, Sen. D.O. <SenSarlo@njleg.org>; asmcalabrese@njleg.org; asmschaer@njleg.org; senlagana@njleg.org; AsmTully@njleg.org; AswSwain@njleg.org; sensacco@njleg.org; Npou@njleg.org; asmmejia@njleg.org; aswjimenez@njleg.org; senjohnson@njleg.org; aswhaider@njleg.org; aswpark@njleg.org; senschepisi@njleg.org; asmauth@njleg.org; aswdefuccio@njleg.org; countyexecutive@bergencountynj.gov; cdorsett@bergencountynj.gov; STanelli@bergencountynj.gov; commissioners@bergencountynj.gov; Tzur@bergencountynj.gov; JVoss@bergencountynj.gov; Mamoroso@bergencountynj.gov; rmarte@bergencountynj.gov; GOrtiz@bergencountynj.gov; TSullivan@bergencountynj.gov; hmmc@njsea.com; mayorlahullier@eastrutherfordnj.net; m-raguseo@littleferrynj.org; dvaccaro@moonachie.us; mayorsoffice@northbergen.org; nsaros@teterboro.org
Subject: TEB Facilities Redevelopment Project- Objection from South Hackensack Township - Part TWO **********
Importance: High

CAUTION: This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Madelyn,

Enclosed the second part of our ZIP File including photos of the condition of the East Riser Ditch.

Warm regards,

Donna Gambutti

Donna L. Gambutti, RMC, CMR
Municipal Clerk
Township of South Hackensack
227 Phillips Avenue
South Hackensack, NJ 07606
201-641-7186- Office
201-440-0719- Fax

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EO001

From: Donna L. Gambutti <municipalclerk@southhackensacknj.org>
Sent: Monday, June 29, 2026 4:20 PM
To: TEBEA <tebea@panynj.gov>; Hogan, John <JHogan@co.bergen.nj.us>; L. Perdomo <lperdomo@southhackensacknj.org>; Gary Brugger <gbrugger@mbcfoodmachinery.com>; Frank Cagas <fcagas@southhackensacknj.org>; J. Anzevino <janzevino@southhackensacknj.org>; Yris Encarnacion <yencarnacion@southhackensacknj.org>
Cc: constituent.relations@nj.gov; Cbooker@njleg.org; akim@njleg.org; josh.gottheimer@mail.house.gov; Sarlo, Sen. D.O. <SenSarlo@njleg.org>; asmcalabrese@njleg.org; asmschaer@njleg.org; senlagana@njleg.org; AsmTully@njleg.org; AswSwain@njleg.org; sensacco@njleg.org; Npou@njleg.org; asmmejia@njleg.org; aswjimenez@njleg.org; senjohnson@njleg.org; aswhaider@njleg.org; aswpark@njleg.org; senschepisi@njleg.org; asmauth@njleg.org; aswdefuccio@njleg.org; countyexecutive@bergencountynj.gov; cdorsett@bergencountynj.gov; STanelli@bergencountynj.gov; commissioners@bergencountynj.gov; Tzur@bergencountynj.gov; JVoss@bergencountynj.gov; Mamoroso@bergencountynj.gov; rmarte@bergencountynj.gov; GOrtiz@bergencountynj.gov; TSullivan@bergencountynj.gov; hmmc@njsea.com; mayorlahullier@eastrutherfordnj.net; m-raguseo@littleferrynj.org; dvaccaro@moonachie.us; mayorsoffice@northbergen.org; nsaros@teterboro.org
Subject: TEB Facilities Redevelopment Project- Objection from South Hackensack Township - Part ONE *
Importance: High

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Dear Madelyn,

Please see the enclosed correspondence from the Township of South Hackensack.
I have also attached a ZIP file containing photographs documenting the condition of the East Riser Ditch, both within the protected zone of Teterboro Airport and along Fred Wehran Drive.

This is the first of two emails, as the photo files are too large to send in a single message.

Warm regards,

Donna Gambutti

Donna L. Gambutti, RMC, CMR
Municipal Clerk
Township of South Hackensack
227 Phillips Avenue
South Hackensack, NJ 07606
201-641-7186- Office
201-440-0719- Fax

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EO001

TOWNSHIP OF SOUTH HACKENSACK

TOWNSHIP COMMITTEE
LUIS PERDOMO, MAYOR
JAMES ANZEVINO
GARY BRUGGER
FRANK CAGAS
YRIS ENCARNACION

227 PHILLIPS AVENUE
SOUTH HACKENSACK, NEW JERSEY 07606
BERGEN COUNTY

Phone (201) 440-1815
Fax (201) 440-0719
www.southhackensacknj.org

June 25, 2026

Attention: Madelyn Sheehan of The Port Authority:

RE: Environmental Assessment for Facilities Redevelopment, Teterboro Airport

On behalf of the South Hackensack Mayor and Township Committee please accept these comments with regards to the above-mentioned project.

Township Committeewomen Yris Encarnacion and I, Gary Brugger, attended the Public Workshop on June 17, 2026. This workshop was very informative, and we appreciated the time and effort that FBO Signature Airlines along with the PANY&NJ put into this event.

We are very disappointed that this expansion project does not address the condition of the East Riser drainage ditch along Fred Wehran Drive. As everyone is aware, this ditch is in horrendous condition and any further coverage of impervious area within the confines of Teterboro Airport will have an impact on this ditch and our town. We have long experienced flooding conditions that have cost our community, and our community's residents, hardship and financial loss. Because of the actions of Teterboro Airport over the last few decades, with regards to environmental issues and their refusal to upgrade and fix this ditch, our town, along with neighboring towns, suffer the consequences.

The management of Teterboro has done a great job cleaning and improving the capacity of the ditch within the confines of the "Protected Zone" inside the airport but the East Riser ditch from Rt. 46 to the fenced in secure area, has all but been abandoned by Teterboro Airport. As noted on the maps that were displayed at the workshop, the East Riser Ditch is within the property limits of the airport and under their control.

When the new FAA Control Tower was erected, the ditch was widened and deepened to allow for this needed safety improvement. A new access bridge to this new facility was constructed over the ditch, which is higher and wider. So obviously, when this ditch needs to get improved, it happens.

The current condition of the ditch can only be described as unsafe and environmentally neglected. Aside from no safety barriers along this ditch which has a private road and public road on either side, there are not even curbs to prevent debris from entering this section of the ditch. The problem with this ditch started decades ago with the redirection of this ditch inside the airport's protected zone, to allow for extended runways and taxiways. This severely restricted the natural flow of the ditch which now is clogged with sediment and vegetation. There are also two bridges across the ditch in the neglected area that also restricts flow during rain events.

We understand and appreciate that the proposed improvements will benefit Teterboro Airport and Signature Airlines. In reality this, project along with the other previous projects on the airport property, has

brought financial gain to Teterboro Airport and the FBO's, the environmental impact due to increased flooding cannot be ignored any longer.

Regards,

Gary C. Brugger

Gary C. Brugger

South Hackensack Township Committee Member

cc:w/enclosures

Governor Mikie Sherrill
Office of the Governor
constituent.relations@nj.gov
U.S. Senator Cory A. Booker
Cbooker@njleg.org

U.S. Senator Andy Kim
akim@njleg.org

Congressman Josh Gottheimer

josh.gottheimer@mail.house.gov

State Senator Paul A. Sarlo
sensarlo@njleg.org

Assemblyman Clinton Calabrese
asmcalabrese@njleg.org

Assemblyman Gary S. Schaer
asmschaer@njleg.org

State Senator Joseph A. Lagana
senlagana@njleg.org

Assemblyman Christopher P. Tully
asmtully@njleg.org

Assemblywoman Lisa Swain
aswswain@njleg.org

State Senator Nicholas J. Sacco
sensacco@njleg.org

State Senator Nellie Pou
Npou@njleg.org

Assemblyman Pedro Mejia
asmmejia@njleg.org

Assemblywoman Angelica M. Jimenez
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Assemblywoman Shama A. Haider
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Assemblywoman Ellen J. Park
aswpark@njleg.org

State Senator Holly T. Schepisi
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Assemblyman Robert Auth
asmauth@njleg.org

Assemblywoman DeAnne C. DeFuccio
aswdefuccio@njleg.org

James J. Tedesco III
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Rafael Marte
rmarte@bergencountynj.gov

Germaine M. Ortiz
GOrtiz@bergencountynj.gov

Thomas J. Sullivan
TSullivbergencountynj.gov

Hackensack Meadowlands Municipal Committee

hmmc@njsea.com

Mayor Jeffrey Lahullier

mayorlahullier@eastrutherfordnj.net

Mayor Mauro D. Raguseo

m-raguseo@littleferrynj.org

Mayor Dennis Vaccaro

dvaccaro@moonachie.us

Mayor Nicholas Sacco

mayorsoffice@northbergen.org

Mayor John P. Watt/Municipal Manager Nicholas C. Saros

nsaros@teterboro.org

EO001









EO001









EO001








Water Resources - Floodplains
Existing Conditions
• Majority of the Direct Study Areas lie within the Federal Emergency Management Agency (FEMA) 100-year tidal floodplain of the Hackensack River
Construction Impacts
• Placement of approximately 82,900 cubic yards of fill within the floodplain
• Project design has implemented measures to minimize harm to floodplains, including pervious pavement systems and underground detention basins
Operational Impacts
• Proposed Action has been designed to conform with FEMA regulations in addition to state and local floodplain regulations
• Therefore, the Proposed Action would not result in a significant impact to floodplains

EO001









EO001









EO001





Outlook

TEB Facilities Redevelopment Project

From Lisette Duffy <l-duffy@littleferrynj.org>
Date Mon 6/29/2026 3:32 PM
To TEBEA <tebea@panynj.gov>

1 attachment (526 KB)
LF Mayor and Council letter re Teterboro Airport.pdf;

CAUTION: This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

Please see attached written comments from Mayor Mauro Raguseo and Council, Borough of Little Ferry, regarding the Facilities Redevelopment Project.

Same will be mailed via regular mail.

Thank you,
Lisette M. Duffy
Borough Administrator
Borough of Little Ferry
215-217 Liberty Street
Little Ferry, New Jersey 07643
(P) 201.641.2166
(F) 201.641.1957

Mauro D. Raguseo
Mayor
Lisette M. Duffy
Borough Administrator
Barbara Maldonado
Borough Clerk

Borough of Little Ferry
215-217 LIBERTY STREET • LITTLE FERRY, NJ 07643
201-641-9234 201-641-1957 FAX
www.littleferrynj.org

Ronald Anzalone, *Council President*
Alex Enrique, *Councilman*
Jenifer Lange, *Councilwoman*
Stephen Lanum, *Councilman*
George Muller, *Councilman*
Peggy Steinhilber, *Councilwoman*

June 29, 2026

To Whom It May Concern,

On behalf of the Mayor and Council of the Borough of Little Ferry, we respectfully submit this letter regarding the proposed expansion at Teterboro Airport. While we recognize and appreciate the important role the airport plays in supporting the surrounding economy, local businesses, and employment opportunities, we also have a responsibility to advocate for the health, safety, and quality of life of our residents.

Little Ferry has long been a community that understands the importance of balancing economic development with responsible environmental stewardship. As neighboring municipalities continue to grow, it is critical that development projects be carefully evaluated to ensure they do not create unintended consequences for the communities that surround them.

The proposed expansion raises several concerns for our governing body. Foremost among them is the potential impact associated with the loss of wetlands. These natural areas serve an important role in stormwater management and flood mitigation. Our community has experienced the devastating effects of flooding in the past, and any project that could reduce the region's natural capacity to absorb stormwater warrants careful consideration. Protecting these resources is not only an environmental issue but also a matter of public safety and community resilience.

Additionally, we are concerned about the long-term implications of expanding airport infrastructure. While this proposal may represent a single phase of development, it has the potential to establish a precedent for future expansion. As airport facilities grow, there is understandable concern that surrounding communities could experience increased aircraft activity, additional noise, and greater air pollution over time. These factors directly affect the quality of life of residents who already live in close proximity to airport operations.

The Mayor and Council support responsible economic development that benefits the community. However, we believe such development must be balanced with protecting neighboring communities from unnecessary environmental impacts and preserving the character and livability of our Borough. Decisions regarding infrastructure expansion should account not only for immediate economic benefits but also for the cumulative impacts on public health, flood mitigation, environmental resources, and the future well-being of surrounding municipalities.

EO002

We respectfully request that these concerns be given careful consideration during the review process. We encourage a thorough evaluation of the project's potential impacts and urge decision-makers to ensure that any future development reflects an appropriate balance between economic progress and the protection of the communities that call the Meadowlands home.

Thank you for your time and consideration of our comments.

Respectfully submitted,

Mauro D. Ragueso

Mayor, Mauro Ragueso
Ronald Anzalone, Council President
Alex Enrique, Councilman
Jenifer Lange, Councilwoman
Stephen Lanum, Councilman
George Muller, Councilman
Peggy Steinhilber, Councilwoman

EO002

Outlook

TEB Facilities Redevelopment Project

From Schaer, Asm. <AsmSchaer@njleg.org>
Date Thu 6/25/2026 3:43 PM
To TEBEA <tebea@panynj.gov>
Cc Bergner, Noah <NBergner@njleg.org>

1 attachment (120 KB)
Asm Schaer Teterboro Support Letter_.docx;

CAUTION: This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

Good afternoon Madelyn,

I am writing on behalf of Assemblyman Schaer who would like to share a letter of support for the Teterboro Airport Redevelopment Project. Please do not hesitate to reach out if you have any further questions.

Thanks,
Rachel Serna-Brown (she/her)
Communications Director
Office of NJ Assemblyman Schaer
Office: (973) 249-3665

EO003

NEW JERSEY GENERAL ASSEMBLY
OFFICE OF THE POLICY CHAIR

GARY S. SCHAER
ASSEMBLYMAN, 36TH DISTRICT
DEPUTY SPEAKER
ONE HOWE AVENUE, SUITE 401
PASSAIC, NEW JERSEY 07055
(973) 249-3665

COMMITTEES
MEMBER OF APPROPRIATIONS
MEMBER OF BUDGET
MEMBER OF NJ-ISRAEL COMMISSION

June 25, 2026

Madelyn Sheehan
Port Authority of New York and New Jersey
2 Montgomery Street, Floor 5
Jersey City, NJ 07306

Subject: Support for the TEB Facilities Redevelopment Project

Dear Ms. Sheehan:

I am writing in support of the proposed TEB Facilities Redevelopment Project at Teterboro Airport and respectfully request that this letter be included in the Environmental Assessment record.

Teterboro Airport serves an important role in the regional transportation network and broader economy. As one of the nation's most significant general aviation airports, it supports businesses, jobs, and economic activity throughout New Jersey and the New York metropolitan region while helping relieve operational pressure on JFK, LaGuardia, and Newark.

The proposed project represents a significant private investment of approximately $140 million in critical infrastructure which will modernize airport facilities. As a legislator of the 36th Legislative District, I support the expected contributions this project will create for my district through construction jobs, local economic growth, and long-term vitality of the region.

I understand the project has been developed to address existing operational constraints associated with today's aircraft fleet. By improving aircraft parking, circulation, and ground operations, the project is expected to reduce unnecessary ferry flights and improve efficiency within an already constrained regional airspace system. These improvements support safer and more reliable operations while making better use of existing infrastructure.

I am also encouraged by the project's environmental and resiliency benefits. The inclusion of modern stormwater management and drainage infrastructure will improve runoff management and leave the site better protected during significant weather events than it is today.

EO003

NEW JERSEY GENERAL ASSEMBLY
OFFICE OF THE POLICY CHAIR

GARY S. SCHAER
ASSEMBLYMAN, 36TH DISTRICT
DEPUTY SPEAKER
ONE HOWE AVENUE, SUITE 401
PASSAIC, NEW JERSEY 07055
(973) 249-3665

COMMITTEES
MEMBER OF APPROPRIATIONS
MEMBER OF BUDGET
MEMBER OF NJ-ISRAEL COMMISSION

Importantly, this project is designed to improve the efficiency and functionality of an existing airport facility rather than create new demand. It represents a thoughtful investment in infrastructure that supports transportation, economic development, and environmental stewardship.

For these reasons, I support the TEB Facilities Redevelopment Project and appreciate the opportunity to provide comments as part of the Environmental Assessment process.

Kindest Regards,

Gary S. Schaer
Assemblyman, 36th District
Policy Chair

Local Organizations (LO)

LO001

From: Meghan Calabrese
To: TEBEA
Cc: Donald N. Dinallo
Subject: TEB Facilities Redevelopment Project
Date: Tuesday, June 16, 2026 3:57:44 PM
Attachments: Bergen County Building Trades Letter.pdf
Local 825 Letter.pdf

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Dear Ms. Sheehan,

Please find attached letters from the Bergen County Building and Construction Trades Council and Local 825 in support of the TEB Facilities Redevelopment Project.

Please confirm receipt of this email and the attached documents. If you have any questions or require any additional information, please do not hesitate to contact me.

Thank you,

Meghan B. Calabrese | Chief of Staff
TERMINAL CONSTRUCTION CORP.
O: 201-939-9150 | C: 732-997-9105
215 State Highway 17S
Wood-Ridge, NJ 07075

****

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LO001

INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 825

AFFILIATED WITH AFL-CIO

65 SPRINGFIELD AVENUE, 3RD FLOOR, SPRINGFIELD, NJ 07081

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FAX 845-674-9025

5 ALLISON DRIVE
CHERRY HILL, NJ 08003
TEL 856-470-1480
FAX 856-470-1485

GREGORY LALEVEE
BUSINESS MANAGER

June 16, 2026

To whom it may concern:

On behalf of IUOE Local 825, representing 7,800 members throughout the state of New Jersey and the five lower counties of New York's Hudson Valley (Delaware, Orange, Rockland, Sullivan & Ulster). I am writing in support of the TEB Facilities Redevelopment Project at Teterboro Airport.

This project represents a significant private investment in New Jersey's infrastructure and is expected to create substantial opportunities for union construction workers and skilled trade professionals. We understand the project is anticipated to generate approximately 300 constructions jobs, support additional economic activity throughout the region for years to come.

The TEB Facilities Redevelopment Project will modernize existing airport facilities to better accommodate today's aircraft fleet while improving safety and operational efficiency at one of the region's most important transportation assets. We understand the project will help reduce unnecessary aircraft movements, improve airfield operations, and support the long-term functionality of Teterboro Airport.

We also recognize that the project includes meaningful stormwater and drainage improvements that will enhance environmental performance and leave the site in better condition than it is today.

As an organization representing working men and women across the state of New Jersey and the five lower counties of New York's lower Hudson Valley, The Operating Engineers of Local 825 support investments that create good-paying union jobs, strengthen critical infrastructure, and contribute to the long-term economic vitality of our communities.

For these reasons, IUOE Local 825 supports The TEB Facilities Redevelopment Project and respectfully requests that this letter be included in the Environmental Assessment record.

Sincerely,

John R Alvarado
Business Representative
International Union of Operating Engineers Local 825

Outlook

TEB Facilities Redevelopment Project

From Zoe Baldwin <zoe@rpa.org>
Date Mon 6/29/2026 1:55 PM
To TEBEA <tebea@panynj.gov>
Cc Sam Bowden Akbari <bowdenakbari@rpa.org>; Robert Freudenberg <RobertF@RPA.org>; McCue, Zachary <zmccue@panynj.gov>

1 attachment (563 KB)
06.29.26 Teterboro Airport expansion _comments.pdf;

CAUTION: This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

Ms. Sheehan - attached please find comments from the Regional Plan Association on the draft EA for the proposed TEB Facilities Redevelopment Project.

Thank you for your consideration, and please let me know if you have any questions.

Zoe Baldwin
Vice President, State Programs
zoe@rpa.org | 201.747.2643
RPA

LO002

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Mark Weprin
Kate Wittels
Andrea Woodner

New York
One Whitehall St, 16th Floor, New York, NY 10004

New Jersey
60 Union Street, Suite 1-N, Newark, NJ 07105
179 Nassau St, 3rd floor, Princeton, NJ 08542

Connecticut
Two Landmark Sq, Suite 108, Stamford, CT 06901

212.253.2727 | rpa.org

June 29, 2026

Madelyn Sheehan
Port Authority of New York and New Jersey
2 Montgomery Street, Floor 5
Jersey City, NJ, 07306

RE: Comments on the Draft Environmental Assessment of the TEB Facilities Redevelopment Project

Ms. Sheehan:

Regional Plan Association (RPA) appreciates the opportunity to comment on the Draft Environmental Assessment (EA) for the proposed Facilities Redevelopment Project at Teterboro Airport.

For more than a century, RPA has advanced policies to improve the economic competitiveness, environmental sustainability, and quality of life of the New York - New Jersey - Connecticut metropolitan region. We recognize the important role Teterboro Airport plays within the region's aviation system in supporting general aviation activity. However, we also believe public investments and federal approvals must be evaluated within the context of long-term regional resilience, responsible environmental stewardship, and sound land use planning.

For the reasons outlined below, RPA opposes the proposed expansion and respectfully urges the Federal Aviation Administration (FAA) to prepare a full Environmental Impact Statement (EIS) rather than issue a Finding of No Significant Impact (FONSI).

Wetland Impacts and Localized Flood Resilience

The proposed project would permanently expand aviation facilities in one of the most environmentally sensitive and flood-prone landscapes in the region. The Draft EA acknowledges that the project would require filling more than 11 acres of wetlands and calls for the construction of substantial new impervious surfaces, including new aircraft aprons, hangars, parking facilities, and access roads. While the document asserts that these impacts will be mitigated through the purchase of off-site mitigation bank credits, it overlooks the unique flood mitigation, habitat, and ecological functions these wetlands provide specifically within the immediate Meadowlands ecosystem.

Off-site wetland mitigation may satisfy requirements of the Clean Water Act, but it does not replace the localized flood protection and resilience benefits that existing wetlands provide to surrounding communities. As climate change drives more frequent and intense weather events and accelerates sea level rise, preserving the remaining Meadowlands wetlands should be prioritized rather than treated as an afterthought addressed through off-site mitigation.

Inconsistent Climate Baselines and Deficient Flood Risk Analysis
The Draft EA also fails to adequately analyze the true impact of constructing permanent infrastructure in a location with documented and escalating flood risk. The EA acknowledges that the study area lies within the FEMA 100-year floodplain, but does not account for projected sea level rise or the increased frequency of extreme weather events over the 20-year planning horizon the EA itself uses.

Infrastructure expected to serve the region for decades should be evaluated against the environmental conditions it is likely to experience over that same period. The Draft EA forecasts aviation demand through 2044 but does not apply an equivalent long-term lens to flood risk and climate resilience. This significant oversight warrants the more rigorous analysis that an EIS would provide.

Overly Narrow Purpose and Need Statement
The project's purpose and need is defined too narrowly. The document frames the proposed action primarily as accommodating Signature Aviation's projected business growth, centered on attracting larger aircraft and additional apron capacity. While these may represent legitimate business objectives, they do not necessarily establish that further depletion of wetlands serves public interest.

Because the purpose and need statement is framed almost exclusively around accommodating Signature Aviation's projected growth, the alternatives analysis largely evaluates different ways to achieve the expansion rather than meaningfully considering alternatives that could avoid or minimize environmental impacts.

Specifically, alternatives involving the accommodation of future growth at other regional facilities or through operational changes appear to have been dismissed because they would not satisfy Signature's specific objectives, rather than because they fail to serve the region. An objective alternatives analysis must evaluate whether forecast growth should occur at Teterboro at all given the airport's escalating climate vulnerability.

Failure to Account for Induced Demand
Similarly, the Draft EA also assumes that expanding Signature's facilities will merely accommodate forecasted demand, but fails to acknowledge that it will also influence future aviation activity. Expanded capacity is likely to induce additional demand by making Teterboro more attractive to existing and prospective operators. While induced demand is frequently discussed in the context of highway expansions, the same principle should be considered when increasing the capacity of other transportation facilities. The EA must fully evaluate whether the proposed expansion would generate additional operations, and whether the associated environmental consequences have been adequately considered.

Inadequate Scope of Cumulative Impacts
Finally, RPA is concerned that the EA limits its cumulative impact review to Port Authority-initiated projects on airport property within an arbitrary five-year window. This narrow scope excludes reasonably foreseeable development and incremental wetland losses in the broader watershed. This

project directly contributes to cumulative hydrological and ecological consequences that cannot be properly assessed by examining airport property in isolation.

NEPA regulations require that cumulative impact analyses consider the combined effect of past, present, and reasonably foreseeable future actions by any person, federal, or non-federal entity.[1] The EA's limited scope does not satisfy that standard, and an EIS is necessary to provide a genuine cumulative analysis.

Conclusion

The limited public benefits from an expanded Teterboro Airport are greatly outweighed by the long-term environmental and resilience costs of removing critical wetlands and increasing flood risk within the Meadowlands. This project involves permanent wetland impacts, expansion of impervious surfaces, long-term implications for flood resilience, and severe deficiencies in cumulative impact analysis. Collectively, these issues raise substantial questions that warrant the rigorous analysis, robust alternatives evaluation, and public review provided exclusively by an EIS.

For these reasons, Regional Plan Association respectfully requests that the FAA decline to issue a FONSI, prepare a full Environmental Impact Statement, and thoroughly evaluate alternatives that avoid additional wetland impacts while protecting the long-term resilience of the Meadowlands.

Thank you for the opportunity to comment.

Sincerely,

Zoe Baldwin
Vice President, State Programs

[1] 40 C.F.R. § 1508.1(i) https://www.law.cornell.edu/cfr/text/40/1508.1

Outlook

TEB Facilities Redevelopment Project

From Lisa Trenschel <Ltrenschel@meadowlands.org>
Date Thu 6/25/2026 12:29 PM
To TEBEA <tebea@panynj.gov>

1 attachment (98 KB)
TEB ltr of support.pdf;

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Good afternoon.

Please find a letter of support attached.

Lisa Trenschel | Director of Administration, Accounting & HR | Meadowlands Chamber & Meadowlands Live! CVB

Meadowlands Chamber
Building Connections. Driving Business Growth.

A 1099 Wall Street West, Suite 100, Lyndhurst, NJ 07071
P (201) 939-0707 | **Desk/Text** (201) 528-2946 | **Fax** (201) 896-7757
ltrenschel@meadowlands.org

www.meadowlands.org | Facebook | Twitter | LinkedIn | YouTube

LO003

Meadowlands Chamber

Building Connections. Driving Business Growth.

June 22, 2026

To Whom It May Concern:

On behalf of the Meadowlands Chamber, I am pleased to offer our strong support for the proposed Signature Aviation Ramp Expansion Project at Teterboro Airport.

For decades, the Meadowlands Chamber has been a steadfast advocate for investments that strengthen our regional economy, enhance critical infrastructure, and position Northern New Jersey as a premier destination for business growth and investment. Teterboro Airport has long been an essential component of that vision.

As one of the nation's most important general aviation airports, Teterboro serves a unique and vital role within the New York-New Jersey transportation network. Its ability to accommodate business aviation activity helps preserve capacity at the region's major commercial airports while providing efficient access for corporate leaders, investors, entrepreneurs, and businesses that drive economic activity throughout our region. The airport is not simply an aviation asset—it is an economic engine that supports jobs, attracts investment, and enhances the competitiveness of the greater Meadowlands and New Jersey business community.

The proposed $140 million private investment by Signature Aviation represents a thoughtful and forward-looking infrastructure improvement that addresses both current operational challenges and future demand. The project will modernize aircraft parking and circulation, reduce ramp congestion, improve safety, accommodate today's larger aircraft, and lessen unnecessary ferry flights that place additional strain on regional airspace. These improvements will help ensure that Teterboro continues to operate efficiently while supporting the broader aviation ecosystem serving our region.

Equally important are the economic benefits associated with the project. The creation of hundreds of construction jobs, the addition of permanent aviation-related employment opportunities, and the infusion of significant private capital into transportation infrastructure represent exactly the type of investment that strengthens our regional economy and supports long-term economic sustainability.

We are also encouraged by the project's commitment to environmental stewardship and resiliency. Investments in stormwater management, wetlands mitigation, and infrastructure upgrades demonstrate that economic growth and environmental responsibility can and should advance together.

Meadowlands Chamber | 1099 Wall Street West, Suite 100 | Lyndhurst, NJ 07071
Phone: (201) 939-0707 | Email: office@meadowlands.org | www.meadowlands.org

The Meadowlands Chamber has consistently championed projects that enhance mobility, improve infrastructure, attract business investment, and create employment opportunities. The Signature Aviation Ramp Expansion Project aligns directly with those objectives and represents an important investment in the future of our region.

As New Jersey continues to experience unprecedented opportunities associated with international tourism, major sporting events, business expansion, and economic development initiatives, maintaining and improving critical transportation assets such as Teterboro Airport will be increasingly important. This project helps ensure that our region remains competitive, accessible, and prepared for future growth.

We respectfully urge favorable consideration of this project and appreciate the opportunity to express our support.

Sincerely,
Jim Kirkos
Chief Executive Officer

JK/lt

Meadowlands Chamber | 1099 Wall Street West, Suite 100 | Lyndhurst, NJ 07071
Phone: (201) 939-0707 | Email: office@meadowlands.org | www.meadowlands.org

Outlook

TEB Facilities Redevelopment Project

From Michele Langa <Legal@hackensackriverkeeper.org>
Date Mon 6/29/2026 3:45 PM
To TEBEA <tebea@panynj.gov>

1 attachment (394 bytes)
HRI Teterboro Comments 062926.pdf;

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Please accept the attached comments on behalf of Hackensack Riverkeeper.

Thank you,
Michele

Michele Langa
Staff Attorney
Pronouns: she/her

Hackensack Riverkeeper
206 Main Street
Hackensack, NJ 07601
201-968-0808 (office)
201-396-0073 (mobile)
legal@hackensackriverkeeper.org
www.hackensackriverkeeper.org

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Outlook

Re: TEB Facilities Redevelopment Project

From Michele Langa <Legal@hackensackriverkeeper.org>
Date Mon 6/29/2026 4:10 PM
To TEBEA <tebea@panynj.gov>

1 attachment (359 KB)
HRI Teterboro Comments 062926 (compressed).pdf;

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I compressed the file, hope it comes through now:

Michele Langa
Staff Attorney
Pronouns: she/her

Hackensack Riverkeeper
206 Main Street
Hackensack, NJ 07601
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201-396-0073 (mobile)
legal@hackensackriverkeeper.org
www.hackensackriverkeeper.org

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> On Jun 29, 2026, at 3:47 PM, TEBEA <tebea@panynj.gov> wrote:
>
> Thank you for your email. Can you please re-send the attachment?
>
> **From:** Michele Langa <Legal@hackensackriverkeeper.org>
> **Sent:** Monday, June 29, 2026 3:45 PM
> **To:** TEBEA <tebea@panynj.gov>
> **Subject:** TEB Facilities Redevelopment Project
>
> CAUTION: This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.
>
> Please accept the attached comments on behalf of Hackensack Riverkeeper.
>
> Thank you,
> Michele
>
> Michele Langa
> Staff Attorney
> Pronouns: she/her
>
> Hackensack Riverkeeper
> 206 Main Street
> Hackensack, NJ 07601
> 201-968-0808 (office)
> 201-396-0073 (mobile)
> legal@hackensackriverkeeper.org
> www.hackensackriverkeeper.org

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LO004

Captain Bill Sheehan
Executive Director
& Riverkeeper

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June 29, 2026

Madelyn Sheehan
Port Authority
2 Montgomery Street, Floor 5
Jersey City, NJ, 07306
[Submitted via email to: TEBEA@panynj.gov]

RE: TEB Facilities Redevelopment Project

On behalf of Hackensack Riverkeeper, the surrounding communities, residents, and stakeholders of the Hackensack River watershed, these comments are formally submitted in steadfast opposition to the proposed expansion of the Signature Aviation Fixed-Base Operator (FBO) facility at Teterboro Airport. The proposed project threatens to dredge, fill, and permanently destroy critical wetlands of exceptional biological importance.

As detailed below, this expansion fails to meet the stringent public interest, safety, and environmental criteria required for regulatory approval. Most notably, this current application represents a fifth systematic attempt to advance a structurally identical expansion footprint that has been repeatedly questioned, deferred, or rejected by regulatory scrutiny. The applicant has presented no new data, altered environmental conditions, or updated regional infrastructure needs that would justify overturning years of consistent regulatory consensus.

This project lacks a demonstrated public necessity, introduces severe regional flooding liabilities, ignores explicit federal wildlife conservation priorities, and directly diverges from the statutory public use intentions governing publicly managed aviation infrastructure. Furthermore, as highlighted by state lawmakers and regional advocates, Teterboro Airport is already facing severe scrutiny for operating beyond its intended scope; approving this infrastructure expansion would lock in illegal, de facto commercial operations at the direct expense of northern New Jersey communities.[1]

A Pattern of Administrative Attrition and Failure to Meet the LEDPA Mandate

This current proposal does not exist in a regulatory vacuum; it is the fifth iteration of a heavily contested effort to expand private corporate aviation infrastructure into Teterboro's sensitive perimeter wetlands.

Under Section 404(b)(1) Guidelines of the Clean Water Act, the U.S. Army Corps of Engineers (USACE) is legally prohibited from issuing a permit if there is a Least Environmentally Damaging Practicable Alternative (LEDPA) that achieves the basic project purpose. Here, the proposed project fails to prove that the alternative to

[1] Snyder, J. (2026, May 25). *Is Anybody Listening? 39th District lawmaker presses federal officials on Teterboro Airport rules, routes*. Pascack Press & Northern Valley Press. https://thepressgroup.net/is-anybody-listening-39th-district-lawmaker-presses-federal-officials-on-teterboro-airport-rules-routes/

reconfigure existing facilities is insufficient for the need expressed and the expansion proposed would functionally violate 40 C.F.R. § 230.10(a).

The applicant's persistent choice to submit the same footprint for a fifth consecutive time without adjusting layout, optimizing Signature's existing (and massive) Teterboro footprint, or utilizing alternative regional FBO footprints, fails to overcome the legal presumption that a less damaging alternative exists. Under 40 C.F.R. § 230.12(a)(3)(iv), the regulatory agency is required to deny a permit if the applicant fails to provide sufficient data to prove compliance with these alternative analysis guidelines.

Circumvention of Federal Law and the Public Use Airport Mandate

Teterboro Airport operates under the regulatory umbrella of the Port Authority of New York and New Jersey and receives federal oversight on the premise that it functions as a public-use, general aviation airport.

Because Teterboro Airport accepts federal Airport Improvement Program (AIP) funds, it is bound by strict federal contracts. Grant Assurance No. 22 ("Economic Nondiscrimination") requires the airport sponsor to make the facility available for "public use on reasonable terms and without unjust discrimination."[2] Creating additional space for Signature, at the cost of irreplaceable wetlands, is essentially undermining this assurance by prioritizing private corporations over public use.

Slicing away protective natural wetlands to build exclusive corporate infrastructure for a private entity like Signature Aviation represents a clear perversion of the Public-Use Doctrine. As documented by NJ 39th District Assemblyman Robert Auth, there is profound legislative alarm that Teterboro is actively circumventing federal restrictions designed to keep it from functioning as a commercial passenger hub.[3] Expanding private FBO capacity to facilitate pseudo-commercial, public-charter loophole booking prioritizes private corporate equity over the fundamental safety and public utility guaranteed to the taxpaying public.

Absolute Lack of Public Need under State Rules (N.J.A.C. 7:7A)

The applicant has continuously failed to establish a compelling operational need that justifies the permanent degradation of a scarce natural resource. Teterboro Airport already hosts multiple robust FBO complexes, including extensive facilities operated by Atlantic Aviation, Jet Aviation, and Signature Aviation itself.

Under the New Jersey Freshwater Wetlands Protection Act Rules, an applicant must establish a "rebuttable presumption" of public need to disturb wetlands of biological importance. Because no new, verifiable demand data has materialized since the previous four submittals, the applicant has entirely failed to meet this state-level legal standard.

---

[2] 49 U.S.C. § 47107(a)(1)

[3] Snyder, J. (2026, May 25). *Is Anybody Listening? 39th District lawmaker presses federal officials on Teterboro Airport rules, routes*. Pascack Press & Northern Valley Press. https://thepressgroup.net/is-anybody-listening-39th-district-lawmaker-presses-federal-officials-on-teterboro-airport-rules-routes/

Exacerbation of Severe Regional Flooding Hazards

The Teterboro Airport complex sits directly at the headwaters of the Berry's Creek subwatershed, a critical tidal tributary of the Hackensack River system.[4] The surrounding Hackensack Meadowlands have suffered extensive historic loss of marshland due to urbanization, severely compromising the natural hydrologic capacity of the basin.[5]

Wetlands are indispensable natural sponges that absorb stormwater and buffer communities from severe tidal and rain-driven surges. Replacing permeable, biologically active wetlands with impervious asphalt will drastically accelerate stormwater runoff into an already heavily stressed, flood-prone basin.[6] This directly threatens the safety, property, and economic well-being of the surrounding low-lying municipalities in Bergen and Hudson counties. This is particularly relevant to the communities surrounding Teterboro Airport that suffered severe storm surge flooding during Superstorm Sandy.

Cumulative Impact and Climate Resiliency Baseline Shifts

By submitting this expansion as an isolated action five separate times, the applicant conveniently sidesteps the broader environmental reality which exists as climate change continually impacts local weather, storm intensity, and storm frequency.

Under federal (NEPA) and state regulatory frameworks, the applicant must evaluate this project in tandem with the total historic and ongoing loss of wetlands across the Hackensack River basin. Slicing away small fractions over time results in catastrophic cumulative drainage failure. The hydrological data anchoring the applicant's historical submittals fails to reflect the reality of escalating severe weather patterns. With multi-inch rain events becoming standard regional occurrences, the relative flood-storage value of every remaining square foot of wetland has amplified. This application cannot be adequately evaluated without the most recent, accurate data reflecting how the proposed expansion would impact local hydrology and community impact.

Disregard for U.S. Fish and Wildlife Service (USFWS) and the Fish and Wildlife Coordination Act

---

[4] Wright, V. A. (2005). *Berry's Creek: A Glance Backward and a Look Forward*. University of Massachusetts Amherst. https://scholarworks.umass.edu/bitstreams/29258353-050c-4e9b-aa9a-5293fd56b900/download

[5] Kiviat, E., & MacDonald, K. (2002). *Hackensack Meadowlands, New Jersey, Biodiversity: A Review and Synthesis*. Hudsonia Ltd. / U.S. Environmental Protection Agency. https://www.epa.gov/sites/default/files/2017-05/documents/kiviat_and_mcdonald_2002_hackensack_meadowlands_biodiversity_review.pdf

[6] Demirbilek, Z. (1992). *Passaic River Basin Flood Protection Project, Storm Surge Analysis*. U.S. Army Engineer Waterways Experiment Station. https://apps.dtic.mil/sti/tr/pdf/ADA257344.pdf

The wetlands slated for destruction are contiguous elements of the Hackensack Meadowlands ecosystem, which the USFWS has explicitly designated as a Significant Habitat Complex of the New York Bight Watershed.[7]

The Fish and Wildlife Coordination Act (16 U.S.C. §§ 661-667e) mandates that federal permitting agencies give equal weight and serious consideration to the conservation recommendations of the USFWS to prevent the loss of wildlife resources. Encroaching upon this habitat disrupts critical migratory bird corridors and directly undermines millions of dollars of public investment in regional Superfund remediation and natural resource damage restorations. Moving forward with a fifth attempt despite well-documented federal wildlife opposition bypasses the core conservation intent of 16 U.S.C. § 661.

Disproportionate Private Gain vs. Public Risk and Community Burden

Teterboro Airport relies heavily on federal funding and public management structures to operate, yet the negative externalized impacts of its operations fall entirely on surrounding residents.

As local advocates have documented, nearby suburban neighborhoods are already subject to highly concentrated, repetitive flight paths that act as a constant source of disruption.[8] Airport operators continuously choose routing paths based on passenger comfort rather than using highway approaches that would minimize residential disturbance.[9]

Signature Aviation reaps corporate profits, while the taxpaying public and surrounding municipal governments bear the compounding fiscal burdens of increased noise, diminished quality of life, and stormwater infrastructure upgrades required to offset the loss of natural defenses such as naturally occurring wetlands.

Compounding Environmental Justice (EJ) Burdens (N.J.S.A. 13:1D-157)

The communities surrounding the lower Hackensack River watershed are densely populated urban and suburban areas that already shoulder a disproportionate regional share of legacy industrial pollution, Superfund sites, and localized air quality issues. New Jersey has failed to achieve Clean Air Act attainment standards since the late 1970s and is in a nonattainment zone comprised of the greater Tri-State area. Adding capacity to an already overburdened airport in a nonattainment area would only serve to further degrade air quality for the communities nearby.

New Jersey's Environmental Justice Law (N.J.S.A. 13:1D-157) requires state agencies to evaluate if a project will cause compounding environmental stressors to

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[7] Kiviat, E., & MacDonald, K. (2002). *Hackensack Meadowlands, New Jersey, Biodiversity: A Review and Synthesis*. Hudsonia Ltd. / U.S. Environmental Protection Agency. https://www.epa.gov/sites/default/files/2017-05/documents/kiviat_and_mcdonald_2002_hackensack_meadowlands_biodiversity_review.pdf

[8] Snyder, J. (2026, May 25). *Is Anybody Listening? 39th District lawmaker presses federal officials on Teterboro Airport rules, routes*. Pascack Press & Northern Valley Press. https://thepressgroup.net/is-anybody-listening-39th-district-lawmaker-presses-federal-officials-on-teterboro-airport-rules-routes/

[9] *Id.*

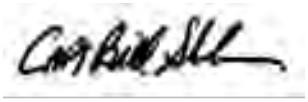
an already overburdened community. Eliminating a natural green buffer and replacing it with high-intensity, jet-fuel-heavy corporate infrastructure directly contradicts this mandate. Permitting this expansion actively violates the spirit and letter of these legal protections. It also further reduces available green space and increases an already astronomical percentage of impervious surface in the immediate region.

Conclusion

The permanent destruction of these wetlands cannot be adequately mitigated by artificial credits elsewhere. Because the applicant has failed to demonstrate compliance with Clean Water Act alternative standards, failed to prove public necessity, ignored FAA Public Use intentions, and introduced severe environmental and ethical liabilities to the Hackensack River watershed, we respectfully request that the reviewing agencies deny the wetland disturbance and waterfront development permits for this project.

Community health and wellbeing, as well as endangered natural resources, are worth more than corporate convenience and profit, and as such, this proposed expansion must not be approved.

Sincerely,



Captain William Sheehan
Riverkeeper & Executive Director

LO005

From: Meghan Calabrese
To: TEBEA
Cc: Donald N. Dinallo
Subject: TEB Facilities Redevelopment Project
Date: Tuesday, June 16, 2026 3:57:44 PM
Attachments: Bergen County Building Trades Letter.pdf
Local 825 Letter.pdf

CAUTION: This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Ms. Sheehan,

Please find attached letters from the Bergen County Building and Construction Trades Council and Local 825 in support of the TEB Facilities Redevelopment Project.

Please confirm receipt of this email and the attached documents. If you have any questions or require any additional information, please do not hesitate to contact me.

Thank you,

Meghan B. Calabrese | Chief of Staff
TERMINAL CONSTRUCTION CORP.
O: 201-939-9150 | C: 732-997-9105
215 State Highway 17S
Wood-Ridge, NJ 07075

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LO005

Bergen County Building

&

Construction Trades Council

205 Robin Road – Box 27, Paramus, NJ 07652

201-265-1700 – Phone 201-265-6555– Fax

June 16, 2026

To Whom It May Concern:

On behalf of Bergen County Building & Construction Trades Council, representing approximately 25,000 members throughout Bergen County, I am writing in support of the TEB Facilities Redevelopment Project at Teterboro Airport. This project represents a significant private investment in New Jersey infrastructure and is expected to create substantial opportunities for union construction workers and skilled trades professionals. We understand the project is anticipated to generate approximately 300 construction jobs, support additional economic activity throughout the region, and create long-term employment opportunities upon completion. We are particularly encouraged that the project will be built using union labor, creating opportunities for skilled trades workers while investing in infrastructure that will benefit the region for years to come.

The TEB Facilities Redevelopment Project will modernize existing airport facilities to better accommodate today's aircraft fleet while improving safety and operational efficiency at one of the region's most important transportation assets. We understand the project will help reduce unnecessary aircraft movements, improve airfield operations, and support the long-term functionality of Teterboro Airport.

We also recognize that the project includes meaningful stormwater and drainage improvements that will enhance environmental performance and leave the site in better condition than it is today.

As an organization representing working men and women across Bergen County, we support investments that create good-paying union jobs, strengthen critical infrastructure, and contribute to the long-term economic vitality of our communities.

For these reasons, Bergen County Building & Construction Trades Council supports the TEB Facilities Redevelopment Project and respectfully requests that this letter be included in the Environmental Assessment record.

Sincerely,

Thomas J. Sullivan
President
Bergen County Building & Construction Trades Council

TJS/kes

LO006

From:	Roxana Dempsey, TCC Secretary
To:	TEBEA
Cc:	kefarley@teaneckcreek.org; strobel.adam10@gmail.com;
Subject:	Teaneck Creek Conservancy Posi on on Proposed Teterboro Airport Expansion
Attachments:	Teterboro Expansion Le er (Board Le er) 06-29-26.docx.pdf
Sent:	7/2/2026 11:22:10 AM

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Dear Ms. Sheehan,

Please find attached a letter from the Board of Trustees of the Teaneck Creek Conservancy expressing our concerns regarding the proposed Teterboro Airport expansion project. We respectfully ask that you consider our comments as part of the review process, and we appreciate your time and attention to this important matter.

Thank you for your consideration.

Sincerely,

Roxana Dempsey
Secretary, Board of Trustees
Teaneck Creek Conservancy

20 Puffin Way Teaneck NJ, 07666
T: 201-836-2403 | F: 201-836-1734

LO006

TEANECK CREEK CONSERVANCY

Teaneck Creek Conservancy
20 Puffin Way
Teaneck, NJ 07666

June 29, 2026

Regarding: Proposed Teterboro Airport Extension and Environmental Impact Concerns

To Those Concerned,

On behalf of the Board of the Teaneck Creek Conservancy, we are writing to formally express our position regarding the proposed extension project at Teterboro Airport. As an organization dedicated to protecting, restoring, and nurturing our local waterways and green spaces, we view the preservation of our surrounding ecosystem as an enduring responsibility to our community.

While we understand the economic and logistical drivers behind regional infrastructure development, we believe that progress must not come at the expense of our invaluable natural resources. The proposed expansion directly threatens the delicate balance of the Teaneck Creek watershed and its adjacent habitats.

Specifically, our board holds deep concerns regarding:

Watershed Degradation: Increased impervious surfaces (such as runways and tarmac) accelerate stormwater runoff, carrying aviation pollutants, heavy metals, and de-icing fluids directly into our local stream networks.

Habitat Fragmentation: The expansion risks encroaching upon critical wetlands and nesting corridors for local wildlife, disrupting biodiversity that has taken decades to stabilize and protect.

Community Quality of Life: Beyond the ecological impact, the resulting increase in noise, air pollution, and traffic heavily burdens the surrounding residential neighborhoods who rely on these green spaces for health and well-being not only for humans but also for the large population of wildlife which also includes the many migratory species that make this area as well as the immediately surrounding areas one of their stop-over points.

The Teaneck Creek Conservancy has always operated on the principle that true community strength is built through long-term relationship building and mutual respect. We do not view environmental protection and regional development as mutually exclusive, but rather as a

collaborative challenge that requires a professional, thorough, and transparent approach. High standards of environmental review are not hurdles to be cleared quickly; they are essential safeguards for our shared future.

We strongly urge the planning committees, aviation authorities, and municipal leaders to halt further extension plans until a comprehensive, independent Environmental Impact Study is conducted and made fully available to the public. We also welcome the opportunity to meet with project representatives to discuss sustainable alternatives that honor both regional needs and ecological preservation.

Thank you for your time, consideration, and shared commitment to the future of our environment.

Sincerely,
The Board of Trustees
Teaneck Creek Conservancy

ADAM STROBEL, Board President GLADYS ROSENSTEIN-MILLER, Vice President
NEAL ROSENSTEIN, Treasurer ROXANA DEMPSEY, Secretary

BOARD MEMBERS

LARRY BAUER SARAH DAVOL MICHAEL PAGAN GARRETT RAY PHIL SELBY

Alauna Keeley

From: Stephen Culberson
Sent: Monday, July 13, 2026 1:15 PM
To: Alauna Keeley; Jeffrey Covert
Cc: Allison Ducar
Subject: FW: TEB Facilities Redevelopment Project
Attachments: NJ Alliance comment letter scan.pdf

One more letter.

Stephen Culberson | Senior Vice President

RICONDO
200 N LASALLE STREET | SUITE 2900 | CHICAGO, IL 60601 | UNITED STATES
TEL +1 312-606-0611 x136 | **DIRECT** +1 312-212-8812 | **MOBILE** +1 312-479-8710

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From: Cohen, Michelle <mtcohen@panynj.gov>
Sent: Monday, July 13, 2026 12:38 PM
To: Stephen Culberson <sculberson@ricondo.com>; Allison Ducar <aducar@ricondo.com>
Cc: Sheehan, Madelyn <madsheehan@panynj.gov>
Subject: RE: TEB Facilities Redevelopment Project

Good aŌernoon- As an FYI, we received the aΣ ached leΣer as well from NJ Alliance, postage dated July 7th. Thank you.

From: Cohen, Michelle
Sent: Wednesday, July 1, 2026 9:52 AM
To: Stephen Culberson <sculberson@ricondo.com>; Allison Ducar <aducar@ricondo.com>
Subject: FW: TEB Facilities Redevelopment Project

From: William Healey <whealey@allianceforaction.com>
Sent: Wednesday, July 1, 2026 9:48 AM
To: TEBEA <tebea@panynj.gov>
Subject: TEB Facilities Redevelopment Project

LO007

Building A Better Future
N.J. Alliance for Action
Raritan Center Plaza II
91 Fieldcrest Avenue, Suite A24
Edison, New Jersey 08837
(732) 225-1180
www.allianceforaction.com

GERALD T. KEENAN
President

CHRISTIAN HARTMAN
Senior Vice President

WILLIAM R. HEALEY
Special Advisor to the President

July 1, 2026

Ms. Madelyn Sheehan
Aviation Environmental Specialist
The Port Authority of New York
& New Jersey
2 Montgomery Street, Floor 5
Jersey City, NJ, 07306

RE: Support for the TEB Facilities Redevelopment Project

Dera Ms. Sheehan:

Thank you for the opportunity to submit a statement of support from the New Jersey Alliance for Action for the Teterboro Airport Facilities Expansion Project.

New Jersey Alliance for Action was founded in 1974, and is a non-partisan and non-profit association representing thousands of business, labor, government, utility, education, professional and other New Jersey leaders. Our mission is to improve New Jersey's economy through the promotion of environmentally friendly capital construction and infrastructure investment.

The Alliance for Action supports the Port Authority's current record-setting capital plan. As the mission of Teterboro Airport facilitates that decade long action plan, we also support the TEB Facilities Redevelopment Project

The TEB Facilities Redevelopment Project will modernize existing airport facilities to better accommodate today's aircraft fleet. The project includes new aircraft parking, expanded ramp capacity and new hangar facilities. In addition, the plan will provide better aircraft circulation and movement.

Teterboro Airport has served the region for over 100 years and is the oldest continuously operating commercial airport in the US. Its operations must be expanded and this plan provides a roadmap that recognizes the state of general aviation and the need for it. The lack of hangar and parking capacity creates the need for" ferry flights" where planes land and drop off passengers, only to have to return later because inadequate capacity at the airport does not exist.

This project will create substantial opportunities for skilled trades and labor, generating approximately 300 construction jobs. Those jobs have a significant economic ripple effect.

This project will also yield environmental benefit, which is important to the Alliance for Action's mission. The TEB Facilities Redevelopment Project includes significant stormwater and drainage improvements, making the airport better equipped to manage stormwater and flooding.

The NJ Alliance for Action supports the TEB Facilities Redevelopment Project and we formally request this letter be included in the Environmental Assessment record and transmitted to the agencies that will be responsible for review at both the federal and state level.

Sincerely,

Jerry Keenan

Gerald T. Keenan
President

also electronically submitted

NEW JERSEY ALLIANCE FOR ACTION

William R. Healey
Special Advisor
to the President

Office: 732-225-1180
Cell: 732-491-9834
whealey@allianceforaction.com
www.allianceforaction.com
Raritan Center Plaza II
91 Fieldcrest Ave, Suite A24
Edison, NJ 08837

Improving New Jersey's economy and creating jobs by promoting environmentally friendly capital construction and infrastructure investment.

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Good morning.
Please accept this statement of the NJ Alliance for Action and our President Gerald Keenan in support of the Teterboro Expansion Project.
Thank you, William Healey

William R. Healey
Special Advisor to the President
NJ Alliance for Action
91 Fieldcrest Avenue, Suite A24
Edison, New Jersey 08837
Office: 732-225-1180
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