NOW, THEREFORE, I, Thomas H. Kean, Governor of the State of New Jersey, by virtue of the authority vested in me by the Constitution and statutes of this State, do hereby ORDER and DIRECT:


2. The powers and responsibilities of the Task Force pursuant to Executive Order No. 51, Executive Order No. 110 and Executive Order No. 173 are continued.

3. The public members on the Task Force may include county freeholders, representatives of child or family social work organizations and victims of child abuse or their families.

4. The Task Force may solicit, receive, disburse and monitor grants and other funds available from any governmental, public, private, not-for-profit or for-profit source, including, but not limited to, funding available under any federal or State law, regulation or program.

5. All departments, agencies and divisions are authorized and directed, to the extent not inconsistent with law, to cooperate with the Task Force. The Department of Human Services is authorized and directed to furnish the Task Force with such staff, office space and supplies as necessary to accomplish the purpose of this Order.

6. All other provisions of Executive Order No. 51, Executive Order No. 110 and Executive Order No. 173 shall remain in full force and effect without any modification.

7. This Order shall take effect immediately.

Issued September 12, 1989.

EXECUTIVE ORDER No. 218

WHEREAS, The revitalization and economic development of the Hackensack Meadowlands and the Hudson River Waterfront are dependent upon an efficient highway and transit system to facilitate the public's access to and mobility around these regions; and
Segment I-C—Allied Junction Development
I-C.1 Rail transfer station with Main/Bergen Lines and conversion of abandoned Bergen Line to roadbed.
I-C.2 Additional trackage on Main Line (also known as the Secaucus Transfer).
I-C.3 Improvements to Northeast Corridor (also known as the Secaucus Transfer).
I-C.4 Rail transfer station over Amtrak’s Northeast Corridor Line.
I-C.5 Allied Junction Complex—4,000 parking spaces; hotel and offices; total 3.5 million sq. ft. (Private development).

Segment I-D—Allied Junction to Bergen Arches
I-D.1 Abandoned Bergen Line right of way, converted to a roadbed between Allied Junction and the Bergen Arches.
I-D.2 Grade separations and/or bridges at Penhorn Creek and Croxton Yard.
I-D.3 Connection of Allied Junction & Bergen Arches with Routes 1 & 9 (Tonnele Ave.).

Segment I-E—Bergen Arches
I-E.1 Rehabilitation of Bergen Arches.
I-E.2 Fly-over Conrail at easterly end of Arches.
I-E.3 Connecting ramps to 6th and 11th Streets and to South Busway/Waterfront Blvd.
I-E.4 Connecting ramps to 11th Street and Waterfront Blvd. from Hudson County Turnpike Extension.

Segment I-F—Route 17 South to Route 280/Interchange 15W
*I-F.1 Route 17 south from Route 3 to Route 280/Interchange 15W.
*I-F.2 Abandoned rail right-of-way for Route 17 South Extension to Route 280 or Exit 15W of the Turnpike.

*Segment I-G—Route 3 Bridge over Berry’s Creek
Bridge rehabilitation and expansion from two lanes to three lanes in each direction.

II. Waterfront Corridor
Projects in segments from easterly end of Bergen Arches,
WHEREAS, The “Governor’s Mobility Plan” (hereinafter referred to as “the Plan”), more fully described in the attached document entitled “Corridors, Segments and Projects,” has been developed cooperatively by the Chairman of the New Jersey Turnpike Authority, the Executive Director of New Jersey Transit, the President and Chief Executive Officer of the New Jersey Sports and Exposition Authority, the Commissioners of Transportation, Environmental Protection and Community Affairs, and the Governor’s Chief of Policy and Planning; and

WHEREAS, The Plan’s major objectives are to:

a. Improve access to and mobility around the Hudson River Waterfront;

b. Relieve congestion on the New Jersey Turnpike; and

c. Improve access to and mobility around the Hackensack Meadowlands region and the Meadowlands Sports Complex; and

WHEREAS, The Plan consists of a network of roads, interchanges, busways, peoplemovers, rail routes and stations and tunnels connecting the Hudson River Waterfront, the Hackensack Meadowlands Sports Complex and the New Jersey Turnpike; and

WHEREAS, Implementation of the Plan will improve, augment and connect the various existing transportation facilities of this area into a single integrated system; and

WHEREAS, Successful implementation of the Plan is contingent upon the thorough and responsible evaluation of numerous complex issues, including, but not limited to, the design of transportation systems, environmental compliance, an assessment of construction costs and the identification of financing sources; and

WHEREAS, The public’s interest in timely and expert evaluation of the planning, construction and financing of each project proposed under the Plan is best served by coordination among the State agencies which have developed the Plan, the Port Authority of New York and New Jersey and the private sector through the establishment of a coordinating committee;

NOW, THEREFORE, I, Thomas H. Kean, Governor of the State of New Jersey, by virtue of the authority vested in me by the Constitution and statutes of this State, do hereby ORDER and DIRECT:
1. There is hereby created the Governor’s Mobility Plan Coordinating Committee (hereinafter referred to as the “Committee”).

2. The Committee shall consist of eight members as follows:
   a. The Commissioner of Transportation;
   b. The Commissioner of Environmental Protection;
   c. The Commissioner of Community Affairs;
   d. The Chairman of the New Jersey Turnpike Authority;
   e. The Executive Director of New Jersey Transit Corporation;
   f. The President and Chief Executive Officer of the New Jersey Sports and Exposition Authority;
   g. The Executive Director of the Port Authority of New York and New Jersey or his designee; and
   h. One representative from the Governor’s Office to be designated by the Governor.

3. The Committee shall organize as soon as practicable. The Commissioner of Transportation shall serve as Chairperson of the Coordinating Committee and a Vice Chairperson shall be selected by and from among the members of the Committee. The members shall serve without compensation. In the absence of the Chairperson, the Vice Chairperson shall have all of the powers and duties of the Chairperson. The Committee shall meet periodically pursuant to the call of the Chairperson, but in no event shall the Committee meet less than once in each quarter of any year.

4. The Committee shall exercise its authority to continue the planning process and to coordinate the efficient implementation of the Plan.

5. The Committee shall coordinate the development of the Plan with respect to the following:
   a. Detailed planning of the transportation system which shall include: an analysis of the costs involved in conforming projects to comply with federal and State environmental laws; an alternatives analysis designed to avoid or minimize a project’s impact upon environmentally sensitive areas including, but not limited to, wetlands; preliminary engineering studies to determine the feasibility of each segment of the Plan; and involvement of the public in all aspects of planning;
b. Identification of the source of any additional funding required to implement the Plan;

c. The development of an interagency agreement between the Department of Environmental Protection and the Hackensack Meadowlands Development Commission to ensure that permits required for various elements of the Plan located within the Hackensack Meadowlands District are issued in a timely, coordinated manner;

d. The development of any other interagency agreements deemed necessary to facilitate implementation of the Plan;

e. An analysis and recommendation concerning any legislative enactments necessary as a predicate to implementation of the Plan.

6. The Committee shall coordinate its members and the private sector to ensure that all documents required by federal and State law, including but not limited to environmental assessments, impact statements, grant applications and permit applications, have been properly and timely prepared. The Committee shall also coordinate the development of the final design, including the identification of any rights-of-way or other real property that must be purchased, and shall monitor construction to ensure that it is consistent with the pre-approved final design.

7. In order to carry out its functions, the Committee may conduct public meetings and hearings or otherwise develop and implement a public participation program to solicit information from the citizenry and any other sources deemed appropriate. Notice of any public hearings shall be given in such manner as the Chairperson may direct to provide full opportunity for interested members of the public to be heard.

8. In April of each year, the Committee shall submit a written report to the Governor, the President of the Senate and the Speaker of the General Assembly which shall include detailed information regarding:

   a. Accomplishments of the prior year evidencing progress toward implementation of the Plan, including: plans and studies completed; agreements executed; legislation adopted; permits applied for and received; grants applied for and received; rights-of-way and other lands purchased; designs completed; and construction activities undertaken;

   b. Any recommendations for legislative action;
c. Any recommended amendments or changes to the Plan; and

d. Implementation steps to be undertaken during the upcoming year and the source of funding for those steps.

9. The Committee is authorized to call upon any department, office, division or agency of the State to supply such data, program reports and any other information, personnel or assistance as it deems necessary to discharge its responsibilities under this Order. Each department, office, division or agency of the State is authorized, to the extent not inconsistent with law, to cooperate with the Committee in furnishing it with such information, personnel and assistance as necessary to accomplish the purposes of this Order.

10. This Order shall take effect immediately.

Issued October 12, 1989.

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GOVERNOR’S MOBILITY PLAN
“CORRIDORS, SEGMENTS AND PROJECTS”
10/12/89

I. Allied Junction Corridor
Projects in segments from Sports Complex; southeast through Bergen Arches to northern terminus of New Jersey Turnpike/Hudson County Extension

Segment I-A—New Rail Spur from Bergen Line
I-A.1 New Station.
I-A.2 Crossing of Berry’s Creek (north of Route 3, onto Sports Complex).
I-A.3 New rail spur from existing Bergen Line to Sports Complex.

Segment I-B—Connection of Bergen and Main Lines
I-B.1 Existing Bergen Line southeast across the Hackensack River.
I-B.2 Connection of Main and Bergen Lines.
I-B.3 Existing Main Line into Allied Junction.
I-B.4 Conversion of abandoned Bergen Line railbed to roadway from Allied Junction to Seaview Drive and Meadowlands Parkway.
Segment I-C—Allied Junction Development
I-C.1 Rail transfer station with Main/Bergen Lines and conversion of abandoned Bergen Line to roadbed.
I-C.2 Additional trackage on Main Line (also known as the Secaucus Transfer).
I-C.3 Improvements to Northeast Corridor (also known as the Secaucus Transfer).
I-C.4 Rail transfer station over Amtrak’s Northeast Corridor Line.
I-C.5 Allied Junction Complex—4,000 parking spaces; hotel and offices; total 3.5 million sq. ft. (Private development).

Segment I-D—Allied Junction to Bergen Arches
I-D.1 Abandoned Bergen Line right of way, converted to a roadbed between Allied Junction and the Bergen Arches.
I-D.2 Grade separations and/or bridges at Penhorn Creek and Croxton Yard.
I-D.3 Connection of Allied Junction & Bergen Arches with Routes 1 & 9 (Tonnele Ave.).

Segment I-E—Bergen Arches
I-E.1 Rehabilitation of Bergen Arches.
I-E.2 Fly-over Conrail at easterly end of Arches.
I-E.3 Connecting ramps to 6th and 11th Streets and to South Busway/Waterfront Blvd.
I-E.4 Connecting ramps to 11th Street and Waterfront Blvd. from Hudson County Turnpike Extension.

Segment I-F—Route 17 South to Route 280/Interchange 15W
*I-F.1 Route 17 south from Route 3 to Route 280/Interchange 15W.
*I-F.2 Abandoned rail right-of-way for Route 17 South Extension to Route 280 or Exit 15W of the Turnpike.

*Segment I-G—Route 3 Bridge over Berry’s Creek
Bridge rehabilitation and expansion from two lanes to three lanes in each direction.

II. Waterfront Corridor
Projects in segments from easterly end of Bergen Arches,
northward between the base of the Palisades and the Hudson River: to the entrance of the Lincoln Tunnel and northward to the North and South Tunnels and to the North Busway. This Corridor is currently the subject of a §2M, 18 month formal UMTA Alternatives Analysis (AA).

**Segment II-A—Right of Way at Base of Palisades** (Now encumbered by Conrail’s River Line; under contract to NJ TRANSIT)

II-A.1 Interim roadway behind Hoboken from Hudson County Turnpike Extension to Weehawken.

II-A.2 Permanent improvements behind Hoboken from Hudson County Turnpike Extension to Weehawken (Waterfront Blvd./South Busway).

II-A.3 Waterfront Blvd.—Caven Point Road to Route 5.

*II-A.4 Route 169/185—Bayonne Bridge to Caven Point Road and Route 440 (now under construction).

**Segment II-B—Northern Branch**

II-B.1 Paterson Plank Road grade separation.

II-B.2 Secaucus Road grade separation.

II-B.3 Croxton Yard rail improvements.

II-B.4 Marion Junction rail improvements.

II-B.5 North Bergen Yard rail improvements.

II-B.6 Purchase of Conrail’s River Line and Weehawken Tunnel.

**Segment II-C—Peoplemover**

II-C.1 Bayonne to Hoboken Terminal.

II-C.2 Hoboken Terminal to North Bergen Yard.

II-C.3 Extension from North Bergen Yard to Sports Complex through relocated Interchange 17E.

**Segment II-D—South busway to Lincoln Tunnel**

Connection of South busway to Lincoln Tunnel.

**Segment II-E—Lincoln Tunnel to North Busway**

Connection of North busway to Lincoln Tunnel.

**Segment II-F—NJ TRANSIT’s Waterfront Connection**

Connects the Northeast Corridor, North Jersey Coastline and Raritan Valley Lines (now under construction).

**III. Twin Tunnels Corridor**

Projects in segments from North busway/Waterfront Blvd. westerly through the existing South (Weehawken) and new
North Tunnels to the North Bergen Yard and relocated Interchange 17E. Inclusive of new alignment west of relocated 17E for a peoplemover extension, new roadbed, and bridge replacement at Paterson Plank Rd. to the Sports Complex.

**Segment III-A—South (Mass Transit Only) Tunnel—**Existing “Weehawken Tunnel” under contract from Conrail to NJ TRANSIT

III-A.1 Connection of easterly portal with Waterfront.
III-A.2 South Tunnel rehabilitation.
III-A.3 Connection of western portal to existing or new road system.
III-A.4 Park ’n Ride at Wassil site.

**Segment III-B—North Tunnel (New)**

III-B.1 Connection of easterly portal with Waterfront.
III-B.2 Construction of 3-lane North Tunnel.
III-B.3 Connection of western portal to existing or new road system.

**Segment III-C—Connection of Westerly Portals of Twin Tunnels to Relocated Turnpike Interchange 17E**

Crossing of Cromakill Creek by five lanes (2-South Tunnel/3-North Tunnel) inclusive of peoplemover.

**Segment III-D—Relocated Turnpike Interchange 17E**

III-D.1 Expanded Vince Lombardi Park ’n Ride.
III-D.2 Construction of relocated Turnpike interchange.

**Segment III-E—Peoplemover Extension from Relocated Interchange 17E to Sports Complex**

III-E.1 Crossing of Hackensack River over Paterson Plank Rd. Bridge replacement.
III-E.2 Peoplemover connection on Sports Complex site with Commuter Rail from Allied Junction Corridor.

**Segment III-F—Paterson Plank Road Bridge Replacement**

*III-F.1 Westerly connection to Turnpike Interchange 17W.
*III-F.2 Replacement span over Hackensack River.
*III-F.3 Easterly connection to Meadowlands Parkway.
*III-F.4 Connection of Meadowlands Parkway Extension with relocated Turnpike Interchange 17E.

3 Corridors
19 Segments
55 Projects (combined into seven clusters)

*Added to original plan elements.