



# REFORMING NEW JERSEY'S TRANSPORTATION SYSTEM:

## Impacts to Business & Economy

New Jersey's Transportation Fund will reach **insolvency** on June 30 2016, leaving the state **no ability to pay for any transportation projects**. According to experts, the TTF needs **\$20 billion** over the next 10 years to **maintain and improve** the state's roads, bridges, and mass transit systems, as well as to **begin critical projects**. The lack of a long-term solution to this dire problem **threatens** the **safety** and **quality of life** of residents and commuters, as well as the state's **business** climate and **economy**.

As New Jersey's neighboring states continue to gain jobs well past pre-recession economic levels, New Jersey has **lagged the nation and the region in jobs recovered after the recession**. The efficient and safe movement of goods and people is **critical to the economic competitiveness of New Jersey and the quality of life for its citizens**. Collectively, NJ's **3.9 million commuters** are stuck in the car for the equivalent of an additional **35 million minutes** every day, directly impacting business productivity. Every employee, customer and business pays a price when the system is **congested, unsafe or in poor condition**.

## JOBS AND GROWTH AT RISK

New Jersey's highway, bridge and transit network is crucial to the success of the state economy—**facilitating the shipment of nearly \$500 billion in goods** produced by New Jersey businesses, over **\$59.6 billion** in output related to the state's retail trade, tourism and service industries and **\$70 billion** in international trade. **Nearly, 2.0 million New Jersey jobs fully depend on a modern updated infrastructure system.**



**Advanced  
Manufacturing**



**Aerospace & Defense**



**Transportation,  
Logistics & Distribution**



**Healthcare**



**Finance**



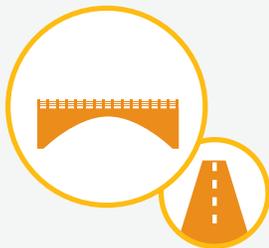
**Tourism**



**Technology**



**Life Sciences**



## THE GOAL:

*Achieve sufficient revenue that allows for \$2B in annual statewide TTF capital spending, maximize the federal match, and continue to pay annual debt service obligations.*

### BENEFITS:

- Overall estimates are that every \$1 increase in the highway and bridge capital stock generates a **total of 30 cents in business savings**.
- Fully investing in the New Jersey highway and bridge system would generate **an additional \$3.7 billion in sales and output across all industries**.
- Money invested in highways, bridges and transit generates nearly **\$9.5 billion in total annual economic activity** for the state and **contributes about \$5 billion to New Jersey's Gross State Product (GSP)**.



# REFORMING NEW JERSEY'S TRANSPORTATION SYSTEM:

*Impacts to Business & Economy*

## RIPPLE EFFECTS THROUGHOUT ECONOMY

As a result of an improved highway network, New Jersey businesses will enjoy reduced operating costs and increased market access. These spillovers, or network effects, will benefit all businesses, but will be particularly important for those industries that rely more heavily on transportation, such as manufacturing, warehousing and storage, tourism and retail and wholesale trade.



**Staying Competitive** as logistics and global transportation networks become increasingly important.



**Maximizing Port Investment** to ensure the region is ready for the 12-15% increase in shipping volume when the expanded Panama Canal and raised Bayonne Bridge open.



**Improved Access to Markets** for New Jersey exporters, at the ports of Newark and Elizabeth will help increase competitiveness and lower the cost of shipping goods.



**Improved Access To Labor** provides easier commutes for employees and enables recruiting from a larger pool of potential workers.



**Reduced Production Costs** with transportation links to larger markets and reduced transaction costs.



**Increase Market Share & More Customers** with transportation links to larger markets and reduced transaction costs.



**Increased Operational Efficiency** as businesses can make better decisions about their products, inputs, deliveries, and workforce without worry about poor roadways or congestion.



**Increased Demand for Inputs** as the economy expands businesses will purchase more goods from their suppliers and will increase their demand for private capital.

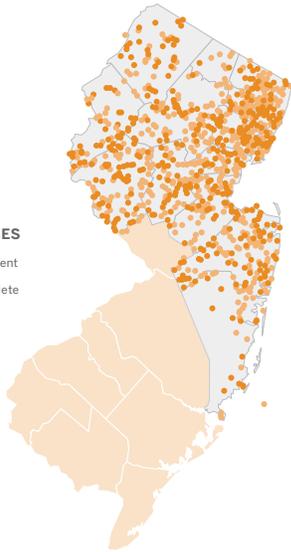


**Agglomeration Economies** are strengthened as it becomes easier for firms to locate closer to one another.

# REFORMING NEW JERSEY'S TRANSPORTATION SYSTEM:

## DEFICIENT BRIDGES

- Structurally Deficient
- Functionally Obsolete



## Impacts to North Jersey

New Jersey's Transportation Fund will reach **insolvency** on June 30 2016, leaving the state **no ability to pay for any transportation projects**. According to experts, the TTF needs **\$20 billion** over the next 10 years to **maintain and improve** the state's roads, bridges, and

mass transit systems, as well as to **begin critical projects**. The lack of a long-term solution to this dire problem **threatens** the **safety** and **quality of life** of **residents and commuters**, as well as the state's **business** climate and **economy**.

## THE FACTS

- ✓ New Jersey workers have the **second longest average commute** in the United States at 33 minutes, according to the U.S. Census Bureau.
- ✓ This is **37 percent above the national average of 24 minutes**. The nine additional minutes have significant consequences on worker productivity and quality of life.
- ✓ Collectively, New Jersey's 3.9 million commuters are stuck in the car for the equivalent of an additional **35 million minutes every day**.
- ✓ Getting there, **72.3 percent of commuters drive alone, 8.4 percent car-pool and 10.8 percent take public transportation**. Other employees walked, took a taxi or bicycled.
- ✓ An estimated **12-15% increase of goods will come through the ports** once the Port Authority completes the Bayonne Bridge raising. The North Jersey roadway network will ship 70 percent of all goods from the Port.

## ROAD CONDITIONS AND SAFETY TODAY IN NORTH JERSEY



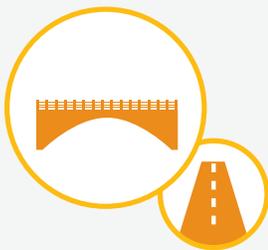
**TWO 100+ YEAR OLD**  
HUDSON RIVER TRAIN TUNNELS



**69%**  
OF ALL STRUCTURALLY DEFICIENT BRIDGES



**81%**  
OF ALL FUNCTIONALLY OBSOLETE BRIDGES



## THE GOAL:

*Achieve sufficient revenue that allows for \$2B in annual statewide TTF capital spending, maximize the federal match, and continue to pay annual debt service obligations.*

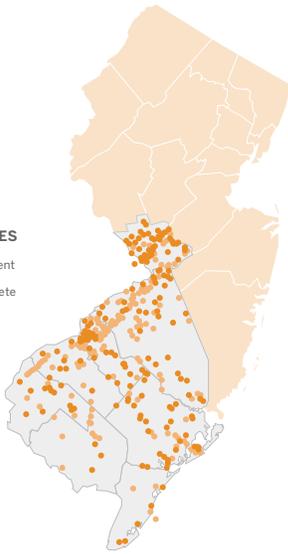
## FUTURE TRANSPORTATION PROJECTS:

- Replacement of Structurally Deficient Bridges
  - New Hudson River Train Tunnels
  - Hudson-Bergen Light Rail Expansion
  - Port of Newark/Elizabeth Transportation Improvements
- A fully funded transportation system will help the **571,585 commuters in New Jersey save almost 6.3 million hours a year**.
- Improvements in road conditions and traffic congestion mean that New Jersey drivers, on average, would have an additional **11 hours each year for their own interests, rather than sitting in traffic**

# REFORMING NEW JERSEY'S TRANSPORTATION SYSTEM:

## DEFICIENT BRIDGES

- Structurally Deficient
- Functionally Obsolete



## Impacts to South Jersey

New Jersey's Transportation Fund will reach **insolvency** on June 30 2016, leaving the state **no ability to pay for any transportation projects**. According to experts, the TTF needs **\$20 billion** over the next 10 years to **maintain and improve** the state's roads, bridges, and mass transit systems, as well as to **begin critical projects**. The lack of a long-term solution to this dire problem **threatens** the **safety** and **quality of life** of **residents and commuters**, as well as the state's **business** climate and **economy**.

As New Jersey's neighboring states continue to gain jobs well past pre-recession economic levels, **New Jersey has struggled, regaining only 40% of jobs lost during the recession**. New Jersey's economic incentives has put a new focus on business expansion in South Jersey. **To realize the full benefits of this economic development strategy South Jersey needs a modern and efficient public transportation system.**

## JOBS & GROWTH AT RISK

New Jersey's highway, bridge and transit network is crucial to the success of the state economy—facilitating the shipment of nearly **\$500 billion in goods** produced by New Jersey businesses, over **\$59.6 billion in output** related to the state's retail trade, tourism and service industries and **\$70 billion in international trade**. **Nearly, 2.0 million New Jersey jobs fully depend on a modern updated infrastructure system.**

## FUTURE TRANSPORTATION PROJECTS

- **Paulsboro Port Transportation Improvements**

- **Glassboro-Camden Light Rail**

- **Replacement of 191 Structurally Deficient and 327 Functionally Obsolete Bridges**

## BENEFITS



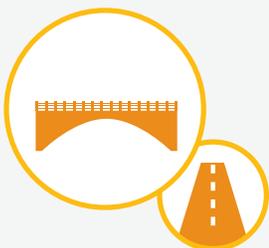
**Staying Competitive** as logistics and global transportation networks become increasingly important.



**Maximizing Port Investment** to ensure the region is ready for the increase in shipping volume when the Port of Paulsboro opens for business.



**Increase Market Share & More Customers** with transportation links to larger markets and reduced transaction costs for business.



## THE GOAL:

Achieve sufficient revenue that allows for \$2B in annual statewide TTF capital spending, maximize the federal match, and continue to pay annual debt service obligations.



# REFORMING NEW JERSEY'S TRANSPORTATION SYSTEM:

## Impacts to the Labor & Construction Industry

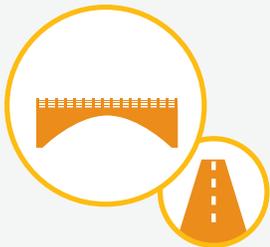
New Jersey's Transportation Fund will reach **insolvency** on June 30 2016, leaving the state **no ability to pay for any transportation projects**. According to experts, the TTF needs **\$20 billion** over the next 10 years to **maintain and improve** the state's roads, bridges, and mass

transit systems, as well as to **begin critical projects**. The lack of a long-term solution to this dire problem threatens the **safety** and **quality of life** of residents and commuters, as well as the state's **business** climate and **economy**.

## JOBS AND GROWTH AT RISK

### Transportation construction spending in New Jersey supports:

- ✓ **104,913** full-time jobs.
- ✓ **52,264** direct jobs in transportation construction and related activities
- ✓ **52,649** jobs induced, or sustained, by transportation construction and services
- ✓ **\$9.5 billion** in total annual economic activity
- ✓ Contributes about **\$5 billion** or 1% to New Jersey's Gross State Product (GSP)
- ✓ Nearly **2.0 million** NJ jobs are fully dependent on the work done by the state's transportation industry



## THE GOAL:

Achieve sufficient revenue that allows for \$2B in annual statewide TTF capital spending, maximize the federal match, and continue to pay annual debt service obligations.

### MAXIMIZING GROWTH OPPORTUNITIES

- An estimated **12-15% increase of goods will come through the ports** once the Port Authority completes the Bayonne Bridge raising. 70% of all goods will be shipped by the roadway network and need to be distributed in closely located industrial space.
- According to a leader in real estate research, demand for Class A Industrial space will continue to increase in the NJ Turnpike corridor and Port areas with over **23.6 million square feet** either approved or under construction that can be delivered over the next two years.

↑ Transportation Investment

↓ Congestion Potholes Damage

↑ On Time Deliveries Exports Shipping Volume

**CREATES DEMAND FOR TRANSPORTATION & DISTRIBUTION CONSTRUCTION**



# REFORMING NEW JERSEY'S TRANSPORTATION SYSTEM:

## Impacts to Mass Transit

New Jersey's Transportation Fund will reach **insolvency** on June 30 2016, leaving the state **no ability to pay for any transportation projects**. According to experts, the TTF needs **\$20 billion** over the next 10 years to **maintain and improve** the state's roads, bridges, and mass transit systems, as well as to **begin critical projects**. The lack of a long-term solution to this dire problem threatens the **safety and quality of life** of **residents and commuters**, as well as the state's **business** climate and **economy**.

New Jersey mass transit users are facing **increasing** amounts of **delays** and **service cancellations**. Investment in NJ's mass transportation systems is critical to the vibrancy of NJ's **cities, social mobility, and economic competitiveness**. NJ Transit's announcement to upgrade the fleet with 1,388 buses and 113 multi-level rail cars could be **in jeopardy** because of an **unfunded Transportation Trust Fund**. Our mass transit riders **need a modern, reliable, and safe** transportation system.

## THE FACTS

- ✓ NJ Transit is the third largest transit system in the country with **165 rail stations, 62 light rail stations and more than 19,000 bus stops** linking major points in New Jersey, New York and Philadelphia.
- ✓ NJ Transit provides more than **895,000 weekday trips** on 262 bus routes, three light rail lines, and 12 commuter rail lines.
- ✓ To get to work, **10.8% of all New Jersey workers** or 436,074 people take public transportation.
- ✓ New Jersey residents make up 12% of Manhattan's workforce. Everyday approximately **250,000 commuters use buses, PATH and NJ Transit**.
- ✓ The Newark Light Rail and The Hudson-Bergen Light Rail are critical **to social mobility and economic opportunity** in New Jersey's two largest cities, Newark and Jersey City.

## STATUS OF MASS TRANSIT



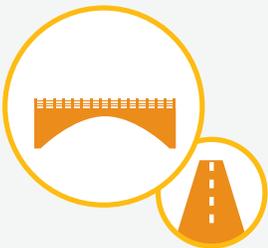
**TWO 100+  
YEAR OLD**  
HUDSON RIVER RAIL TUNNELS



**176**  
OUTDATED SINGLE LEVEL  
RAIL CARS



**1,388**  
BUSES IN NEED OF  
REPLACEMENT



## THE GOAL:

*Achieve sufficient revenue that allows for \$2B in annual statewide TTF capital spending, maximize the federal match, and continue to pay annual debt service obligations.*

### BENEFITS:

- Replacement of single-level rail cars with multi-level cars to add capacity and reliability.
- New cruiser buses will increase capacity and comfort.
- Future expansion projects.
- Reduces Road Congestion
- Enhances Social and Economic Mobility
- Drives Economic Growth
- Reduces Carbon Footprint



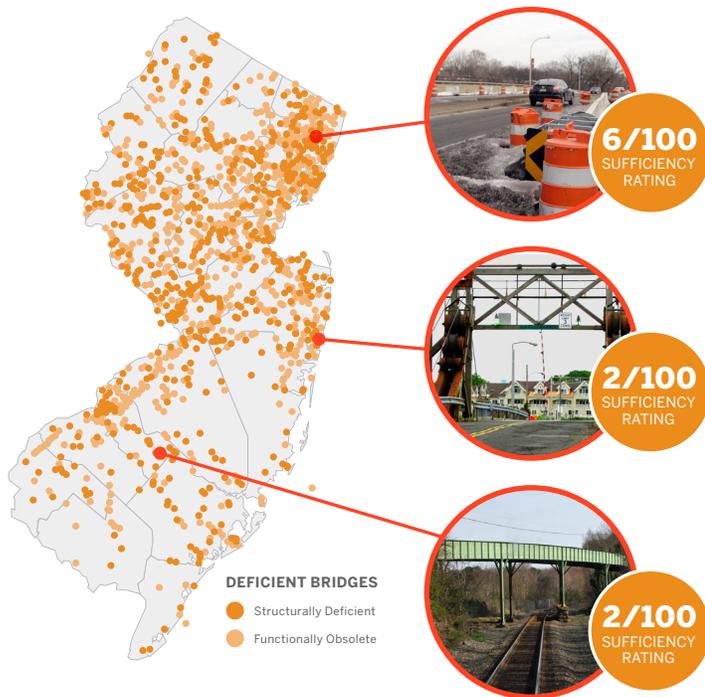
# REFORMING NEW JERSEY'S TRANSPORTATION SYSTEM:

## Impacts to Public Safety and Welfare

Without upgrades and repairs to our transportation infrastructure, the safety of our families and loved ones are put at risk. Thousands of miles of state roadways and hundreds of bridges are in desperate need of repair or replacement, ranking New Jersey among the worst in the nation.

In fact, 46 percent of NJ roads eligible for federal aid are rated "not acceptable" and need major repairs or replacement. This is the highest percentage in all 50 states. Much needed improvements to our crumbling transportation infrastructure will prevent a disaster and saves lives.

## STRUCTURALLY DEFICIENT BRIDGES



### Cedar Lane-Anderson St. Bridge,

Hackensack River, Hackensack/Teaneck

**Built:** 1971      **Daily Traffic:** 30,000

**Notes:** Before the 15-ton weight restriction banning buses, 400 NJ Transit buses crossed the bridge every weekday.

### Glimmer Glass Draw Bridge

Glimmer Glass tidal inlet, Manasquan/Brielle

**Built:** 1920      **Daily Traffic:** 6,712

**Notes:** Bridge closed on August 7th to vehicular traffic after large truck fractured the bridge's timber deck at three locations

### Old White Horse Pike, County Road 716 Bridge

Bridge over NJ Transit Rail Line, Winslow Township

**Built:** 1902      **Daily Traffic:** 900

**Notes:** Bridge closed on September 25, 2013 after engineers determined the bridge had structural concerns.



**2,334**

PROBLEMATIC BRIDGES



**624**

STRUCTURALLY DEFICIENT BRIDGES

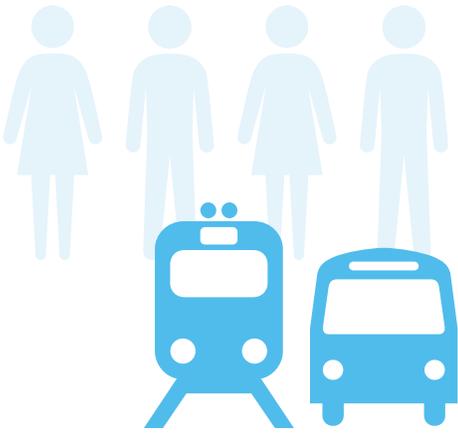


**1,710**

FUNCTIONALLY OBSOLETE BRIDGES

### THE PROBLEM

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# REFORMING NEW JERSEY'S TRANSPORTATION SYSTEM:

## Impacts to Residents and Commuters

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mass transit systems, as well as to **begin critical projects**. The lack of a long-term solution to this dire problem **threatens** the **safety** and **quality of life** of **residents and commuters**, as well as the state's **business** climate and **economy**.

## THE FACTS

- ✓ New Jersey workers have the **second longest average commute** in the United States at 33 minutes, according to the U.S. Census Bureau.
- ✓ This is **37 percent above the national average of 24 minutes**. The nine additional minutes have significant consequences on worker productivity and quality of life.
- ✓ Collectively, New Jersey's 3.9 million commuters are stuck in the car for the equivalent of an additional **35 million minutes every day**.
- ✓ Getting there, **72.3 percent of commuters drive alone, 8.4 percent car-pool and 10.8 percent take public transportation**. Other employees walked, took a taxi or bicycled.

## ROAD CONDITIONS AND SAFETY TODAY



**52.7%**  
OF ROADWAY FATALITIES

Poor roadway conditions are a contributing factor in more than half of roadway fatalities, according to research by the Pacific Institute for Research and Evaluation (PIRE)



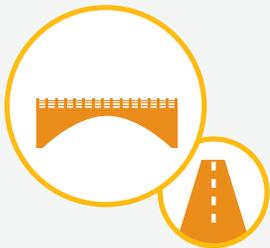
**627**  
PEOPLE KILLED

627 people lost their lives on New Jersey roads in 2011, according to the national highway traffic safety administration.



**\$4.6**  
BILLION ANNUALLY

The PIRE study estimates that road condition related crashes cost New Jersey **\$4.6 Billion annually**.



## THE GOAL:

Achieve sufficient revenue that allows for \$2B in annual statewide TTF capital spending, maximize the federal match, and continue to pay annual debt service obligations.

### BENEFITS:

- A fully funded transportation system will help the **571,585 commuters in New Jersey save almost 6.3 million hours** a year.
- Improvements in road conditions and traffic congestion mean that New Jersey drivers, on average, would have an **additional 11 hours** each year for their own interests, rather than sitting in traffic



# REFORMING NEW JERSEY'S TRANSPORTATION SYSTEM:

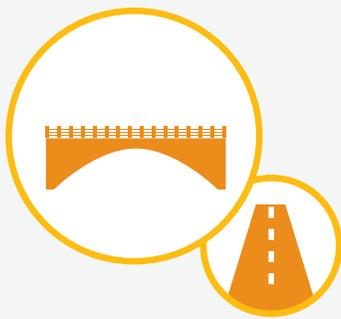
## Impacts To Transportation Logistics & Distribution Industry

New Jersey's Transportation Trust Fund will reach **insolvency** on June 30 2016, leaving the state **no ability to pay for any transportation projects**. According to experts, the TTF needs **\$20 billion** over the next ten years. Without investment in a robust highway and bridge network necessary to sustain **New Jersey's transportation logistics and distribution**

**industry** the state will fail to gain a competitive edge when the Panama Canal expansion brings in larger container ships to Port Newark-Elizabeth. The lack of a long-term solution to support future logistics growth **threatens** the state's **business** climate and **economy**.

## THE FACTS

- ✓ Inter-state truck shipments along NJ's highway and bridge network are **vital to the economic growth of the state**.
- ✓ In 2011, NJ businesses shipped a total of **\$959.8 billion** in freight. Most of these goods—**70 percent**— were shipped via truck over the state's highway and bridge network.
- ✓ The value of freight shipments from NJ businesses for both domestic and export markets **will more than double from \$755 billion in 2011 to over \$1.5 trillion in 2040**.
- ✓ An estimated **12-15% increase of goods will come through the ports** and onto our highways once the Port Authority completes the Bayonne Bridge raising.
- ✓ NJ imports, traveling by all modes, will increase from **\$204 billion to \$510.7 billion over the same time period**.
- ✓ **Crashes due to poor and dangerous road conditions** cost NJ families, businesses, and local governments at least **\$4.6 billion annually**.



## THE GOAL:

*Achieve sufficient revenue that allows for \$2B in annual statewide TTF capital spending, maximize the federal match, and continue to pay annual debt service obligations.*

*A modern transportation system allows the TLD sector to increase operating efficiencies and better serve firms that rely on shipping goods. This enables business in all sectors to continue to grow and expand.*

## INVESTMENT BENEFITS

A \$2 Billion TTF

**\$2.64**  
BILLION

Annual business savings on truck operating and maintenance costs

**\$1.60**  
BILLION

Annual truck savings from reduced travel times