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 stack 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 systems 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).

JOBS AND GROWTH AT RISK

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, New Jersey’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.

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.

REFORMING NEW JERSEY’S TRANSPORTATION SYSTEM:
FORWARDNEWJERSEY.COM

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.
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.

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

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

- **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.

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

- **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.

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

- **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.
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 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

- Replacement of Structurally Deficient Bridges
- New Hudson River Train Tunnels
- Hudson-Bergen Light Rail Expansion
- Port of Newark/Elizabeth Transportation Improvements

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.

Forward NJ

FORWARDNEWJERSEY.COM
REFORMING NEW JERSEY’S TRANSPORTATION SYSTEM:

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.

---

**CREATES DEMAND FOR TRANSPORTATION & DISTRIBUTION CONSTRUCTION**

- Transportation Investment
- Congestion Potholes Damage
- On Time Deliveries Exports Shipping Volume
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 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 cancelations. 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.

THE PROBLEM

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.

FOWARDNEWJERSEY.COM
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 Residents and Commuters
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.

Road Conditions and Safety Today

52.7% of roadways are fatality rates 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.

A BROKEN SUPPLY CHAIN

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 TFF

- Annual business savings on truck operating and maintenance costs $2.64 BILLION
- Annual truck savings from reduced travel times $1.60 BILLION