



## 2011 NJ Legislature Candidate Survey on Transportation and Land Use Policy

As a candidate for NJ State Legislature in the upcoming election, we hope you will take a few moments to answer this short, yet important, questionnaire regarding the transportation issues facing our state. Please feel free to attach sheets as needed.

### Organizational Overview:

The Tri-State Transportation Campaign is a non-profit organization working toward a more efficient, transit-friendly and equitable transportation system in New Jersey, New York and Connecticut. Since the mid-nineties, the Campaign has played a critical watchdog role in the field of transportation policy, helping state transportation agencies reform their approaches to solving transportation problems. Our work has increased funding for infrastructure maintenance and repair, created more effective road projects and led to millions of dollars in new funding for walking, cycling and mass transit projects.

### Purpose and Process:

Transportation policies directly impact New Jersey's citizens in a variety of ways. Elected officials influence the development of these policies and how certain transportation systems are funded and built, thereby impacting constituents' daily lives. This short questionnaire will be used to inform the public on the incumbents' or candidates' positions in key areas of transportation policy. The questionnaire will provide you with an opportunity to present your views and vision on how to address the transportation issues facing New Jersey residents at the state and local levels. Please be as detailed as possible when describing your positions. **The Tri-State Transportation Campaign is a non-partisan organization that neither supports nor opposes any political party or candidate for office.** Questionnaire responses, however, will be posted on our blog at [blog.tstc.org](http://blog.tstc.org) and in our newsletter, *Mobilizing the Region*.

Upon completion, the survey may be emailed to [janna@tstc.org](mailto:janna@tstc.org), or faxed to (212) 268-7333 attention Janna Chernetz. Or mailed to: Tri-State Transportation Campaign, attn: Janna Chernetz, 350 W. 31<sup>st</sup> Street #802, New York, NY 10001. **Please return the surveys no later than close of business October 19, 2011.**

Name: John F. Amodeo \_\_\_\_\_

Party Affiliation: Republican \_\_\_\_\_

District Represented: 2nd \_\_\_\_\_

Contact Information: 609-864-321

Primary Contact and Title: Jeff Bell, Campaign Manager \_\_\_\_\_

## **Questionnaire:**

### **Transportation Funding:**

New Jersey's Transportation Trust Fund relies upon substantial transfers from the state's general fund over the next five years – contributions from the general fund will be \$76 million in 2012, increasing to \$605 million in 2016<sup>1</sup> – and contributions from the Port Authority of New York and New Jersey. However, there is no indication as to how New Jersey plans to find this money year after year without indentifying new revenue. (This summer, PANYNJ announced substantial fare and toll increases to meet budget demands.)

1. Do you believe New Jersey will be able to meet the general fund transfers over the next five years?  
Y\_\_X\_\_ N\_\_\_\_ If "yes," where will this money come from? If "no," why?

Explain: I am confident that Christie's plan will return the TTF to fiscal solvency without jeopardizing budget priorities.

2. Do you support increased funding for transportation? Y\_\_X\_\_ N\_\_\_\_

Explain: Our transportation infrastructure is critical to our economy and quality of life. Yet, transportation spending should be in line with the state's ability to afford such projects.

3. Through Local Aid, municipalities can apply for and receive funding for a variety of infrastructure and safety projects on a competitive basis. Local Aid has generally been funded at \$10 million annually. Do you believe this funding level to be adequate? Y\_\_\_\_ N\_\_\_\_

Explain: I support increasing funding for local transportation projects as long as we can afford them.

### **Roads and Bridges:**

New Jersey has made progress in reducing the backlog of deficient bridges since it mandated a "fix-it-first" policy in 2000. "Fix-it-first" means existing road and bridges are repaired before new ones are built. But as of 2010, over 200 of New Jersey's bridges and 50% of New Jersey's roads<sup>2</sup> remain in substantial need of repair. Spending on new roads and bridges has also increased in recent years.

1. How will you ensure that New Jersey is adhering to its "fix-it-first" policy?

I hope to continue serving on the Assembly Transportation Committee next Session. I consider it the committee's responsibility to oversee the Department of Transportation's efforts.

### **NJ Transit:**

<sup>1</sup>Transportation Funding Sources [http://www.state.nj.us/governor/news/news/552010/pdf/TCP\\_Slides.pdf](http://www.state.nj.us/governor/news/news/552010/pdf/TCP_Slides.pdf)

<sup>2</sup>NJDOT Report on Roads <http://www.state.nj.us/transportation/publicat/lmreports/pdf/pavementreport2010.pdf>

Transit saw 247 million riders last year statewide, an increase of 10% since 2008, yet state support for the transit system has decreased.<sup>3</sup> In 2004 nearly half, 49%, of the NJDOT Capital Construction Program was dedicated to NJ Transit.<sup>4</sup> Since 2004, that amount has steadily decreased to a third, or 33%, in 2012.<sup>5</sup>

1. Do you ride trains or buses? Y \_\_\_\_ N X When and Where? \_\_\_\_\_

2. What would you do to address the increasing demand for public transportation?

**One of my interests is to see increased public transportation options into Atlantic City to facilitate the growth in the casino industry. In particular, I want to encourage connection to the resort from Atlantic City International Airport.**

3. Do you think the current level of public transportation service in NJ is adequate? Y \_\_\_\_ N \_\_\_\_  
Explain: **I am very concerned that South Jersey gets its fair share of public transportation resources.**

### **NJ Transit continued:**

4. In 2010, Governor Christie cancelled the ARC project which would have doubled capacity across the Hudson River.<sup>6</sup> The Lincoln Tunnel Exclusive Bus Lanes and the Port Authority bus terminal are at capacity.<sup>7</sup> In addition, this past month, the Port Authority of New York and New Jersey raised fares and tolls on PATH and Hudson River crossings.

Do you believe improvements to the cross-Hudson commute are necessary? Y X N \_\_\_\_

If yes, what measures and/or projects would you promote to improve the cross-Hudson commute?

Explain: **Let's be clear, the ARC Tunnel project was ill-conceived. I understand there were other alternative proposals to the "tunnel to Macy's basement." Nonetheless, I am supportive of sensible projects to cross the Hudson.**

### **Traffic Safety:**

1. In 2009, there were 549 fatal automobile crashes on New Jersey's roads: of these, more than 171 were with pedestrians or cyclists. The total death count was 589.<sup>8</sup>

Do you believe current traffic safety measures are adequate? Y \_\_\_\_ N \_\_\_\_

How will you address traffic safety in your district?

**I am working with the Division of Highway Traffic Safety along with other shore legislators to insure the safe implementation of NJ's pedestrian crosswalk law.**

<sup>3</sup> <http://www.apta.com/resources/statistics/pages/ridershipreport.aspx>

<sup>4</sup> NJDOT FY2004 Capital Program <http://www.state.nj.us/transportation/capital/tcp04f/>

<sup>5</sup> See footnote 4 above.

<sup>6</sup> NJ Transit's rail ridership has quadrupled since 1984 <http://www.arctunnel.com/about/>

<sup>7</sup> Wall Street Journal article April 19, 2011 <http://online.wsj.com/article/SB10001424052748703916004576271150274132500.html>

<sup>8</sup> National Highway Traffic Safety Administration (FARS) <http://www-fars.nhtsa.dot.gov/States/StatesCrashesAndAllVictims.aspx>

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2. Do you regularly walk or ride a bicycle? Y X N\_\_\_ Where? **On the boardwalk**

### **Sustainable Communities:**

Smart growth development policies (which encourage development around transit hubs and economic centers), sustainable communities and increased public transportation are often more effective and fiscally sound methods of curbing traffic growth while bringing economic, environmental and health benefits to municipalities.<sup>9</sup>

1. Will you promote smart growth planning and development in your district?

Y\_X\_ N\_\_\_\_\_ Explain : \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### **Sustainable Communities continued:**

2. In 2012, the nationally recognized Transit Village program will be defunded. The program provides small grants to help towns promote development near train and bus stations. Previous funding levels were between \$1 and \$3 million annually.

Will you support the restoration of funding for the Transit Village program?

Y\_X\_ N\_\_\_\_\_ If so, at what level? **Such a decision has to be made in context of the state's fiscal health.**

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### **Above & Beyond:**

Is there anything else we should know about your goals regarding transportation?

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<sup>9</sup> US EPA <http://www.epa.gov/smartgrowth/topics/eb.htm>