

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.)

Do you believe New Jersey will be able to meet the general fund transfers over the next five years?

If “yes,” where will this money come from? If “no,” why?

*I do not think that New Jersey will meet the projected general revenue transfer over the next 4 years. New Jersey is budgeting is year to year at best. The yearly budget frequently overrides existing statutory law. An 8 fold increase in funding from the general fund does not seem feasible.*

Do you support increased funding for transportation?

*Yes, I support increased funding for transportation. Our transportation infrastructure is falling into disrepair and the Transportation Trust Fund is broke.*

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?

*It would be nice to provide additional funds for this program. However, considering the slashing of healthcare, social services and education funding, this will have to compete against other budgetary priorities.*

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 remain in substantial need of repair. Spending on new roads and bridges has also increased in recent years.

How will you ensure that New Jersey is adhering to its “fix-it-first” policy?

*I will advocate to use future transportation funding to maintain existing infrastructure before building new roads.*

Transit saw 247 million riders last year statewide, an increase of 10% since 2008, yet state support for the transit system has decreased. 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>

Do you ride busses and trains? If so when and where?

*I ride trains when I travel to Washington, DC.*

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

*I think that New Jersey Transit needs to adapt to the increase in ridership and ensure that all are able to get where they need to go. I strongly support the completion of the study of the Northern Branch Rail Line. I also support the building of a bus garage by the Port Authority to increase ridership capacity.*

Do you think the current level of public transportation service in NJ is adequate?

*I think that New Jersey needs additional capacity for people to travel in and out of New York City and in and around our own county and state.. This is being hampered by the cancellation of the ARC tunnel and planned bus garage.*

*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.*

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

*I supported the ARC tunnel and was critical of Governor Christie's decision to cancel it without any input. I support the extension of the 7<sup>th</sup> avenue subway, the addition of a level on the George Washington Bridge and the Northern Branch Rail Line.*

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.[\[8\]](#)

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

How will you address traffic safety in your district?

*I would ask local law enforcement to make transportation safety a priority, especially the law which gives pedestrians in a crosswalk the right of way.*

Do you regularly walk or ride a bicycle? Where?

*Yes, I walk in Teaneck, NJ*

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.

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

*Smart growth planning helps preserve open space and recreational opportunities for New Jersey residents. As the most densely populated state, proper planning is especially important in New Jersey. I would certainly support smart growth planning in my district.*

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? If so, at what level?

*I would support restoration of the funds, while ensuring that the funds would lead to increase in the usage of public transportation.*