

NEW JERSEY

Current Condition:

- 38% of state's major urban roads are in poor condition¹
 - \$4.1B a year in cost to motorists from driving on roads in need of repair, which is \$685 per year for motorists²
 - A total of 2,897 people died on highways from 2009 through 2013³
- New Jersey's population grew by 15% between 1990 and 2013⁴
- Vehicle travel on state highways increased by 26% from 1990 to 2013⁵
- 64% of state's urban highways are congested⁶
 - Congestion costs motorists \$121B a year in wasted time and fuel costs

Commerce:

- 72% of the \$423 billion worth of commodities delivered annually from sites in New Jersey is transported by trucks on the state's highways.
 - I-95 at SR 4 in Fort Lee is the 2nd largest freight bottleneck in the country, with an average speed of 29 MPH⁷

Need Federal Investment:

- 35% Federal share of NJ's Highway Capital Program.⁸
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.⁹
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

FAST Act **→** *What this does for New Jersey*

Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - NJ's 621 structurally deficient bridges¹⁰
 - 35% of the state's bridges are structurally deficient or functionally obsolete¹¹

¹ TRIP

² Ibid

³ FHWA

⁴ US Census

⁵ TRIP

⁶ Ibid.

⁷ FHWA

⁸ ARTBA

⁹ AASHTO and FHWA

¹⁰ FHWA

¹¹ Ibid.

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), NJ will receive \$158,611,189 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, NJ, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-term 5-year Certainty:

- Total share over 5 years of the FAST Act: \$8,393,056,284 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
 - I-295/I-76/Route 42 Interchange project: Spanning over four counties, construction on the vast expansion and repairs, which has been designed to minimize inconvenience to motorists, is expected to take place from March 2013 until 2021¹²
 - Route 37 Mathis Bridge over Barnegat Bay: Planned to begin construction in late 2015, will assist Tunney Bridges carrying Route 37 over Barnegat Bay, and has hopes of being completed before Summer 2018¹³
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on NJ's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase NJ's ability to efficiently finish projects.
- FAST gives NJ the ability to prepare for the next 50 years. With a focus on innovation, NJ can better deploy technology to improve the state transportation network.

¹² <http://www.nj.gov/transportation/commuter/roads/rt295/>

¹³ <http://www.nj.gov/transportation/commuter/roads/rte37mathisbridge/>