NEW JERSEY

Current Condition:
• 38% of state’s major urban roads are in poor condition¹
  o $4.1B a year in cost to motorists from driving on roads in need of repair, which is $685 per year for motorists²
  o 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
  o 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.
  o 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
  o National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

STRUCTION: 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:
  o NJ’s 621 structurally deficient bridges¹⁰
  o 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 2021\(^\text{12}\)
  - 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 2018\(^\text{13}\)

- FAST delivers 5 years of certainty. 36 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, FAST 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/