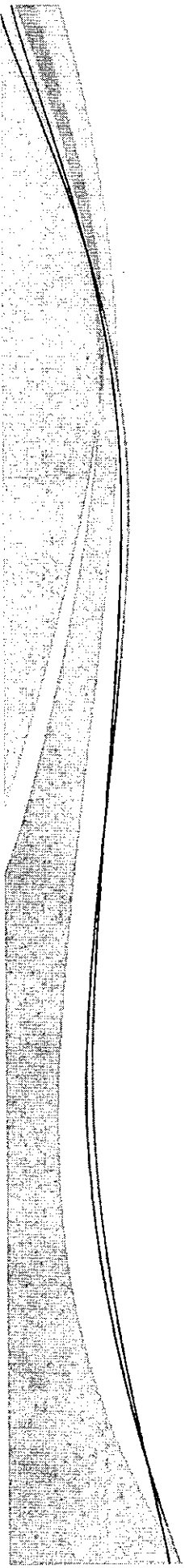


APPENDIX



Key NJ Transportation Priorities Under Murphy Administration

Janna Chernetz, Esq.
Director, NJ Policy
Tri-State Transportation Campaign
Senate Transportation Committee
January 22, 2018

Bicycle and Pedestrian



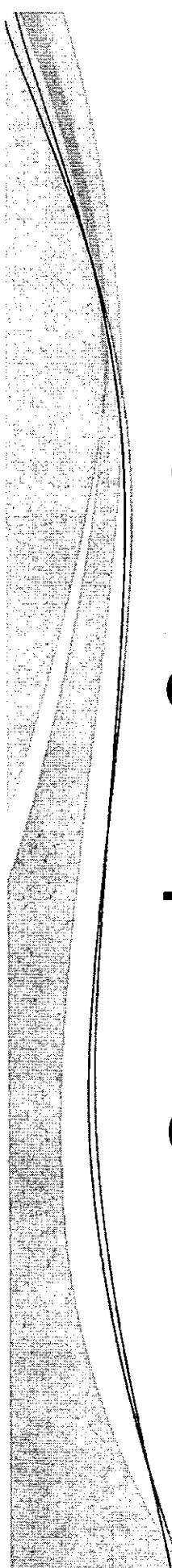
FATAL CRASHES		FATALITIES
2017	602	2017 - 635
2016	570	2016 - 602
2015	522	2015 - 562

FATALITIES FROM 2016 TO 2017 33
 PERCENTAGE CHANGE 2016 TO 2017 5.5%
 FATALITIES FROM 2015 TO 2016 40
 PERCENTAGE CHANGE 2015 TO 2016 7.1%

VICTIM CLASSIFICATION

	2015	2016	2017
DRIVER	276	330	347
PASSENGER	96	89	83
PEDALCYCLIST	17	17	17
PEDESTRIAN	173	166	188
TOTAL	562	602	635

- At the close of 2017, 205 pedestrians and bicyclists lost their lives on NJ roads. Highest in 25 years.
- In 2017, 32 percent of all roads deaths compared to 25 percent in 2016.
- For 2017, NJ saw a 13 percent increase in pedestrian deaths.



Complete Streets

What is “Complete Streets”?

- **Complete Streets** means a community approach to building roads.
- A **Complete Street** is designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
- In 2018, that vision of **Complete Streets** has expanded. In addition to improving road safety for all users, a comprehensive roads design approach will lead to:
 - Improved **economic vitality**
 - Improved personal and community **health**
 - A tool to advance **opportunity** and **equity**
 - **Environmental** benefits





Complete Streets cont.

- NJDOT adopted a Complete Streets policy in 2009.
- Montclair was the first municipality to adopt a policy in 2009.
- To date, 8 counties and 137 municipalities have adopted policies.
- Complete Streets policy adoption and implementation are key components for achieving Sustainable NJ certification and also provide extra points on certain NJDOT competitive grant applications.



Recommended Actions to help advance Complete Streets

NJDOT –

- Update NJDOT's 2009 Complete Streets Policy to include all the benefits derived from strategic road design.
- Instill an agency-wide adoption of Complete Streets principles so that these principles are included in all road and bridge projects.
- Create an implementation plan for the state's Complete Streets policy.
- Increase staff to facilitate demand expected from the doubling of local aid under the new TTF.
- Track all NJDOT projects for compliance with the department's Complete Streets Policy.



Recommendations cont.

NJTransit –

- Work collaboratively with NJDOT to create a first mile/last mile strategy and implementation plan for the train and bus network.
- Adopt policies and best practices for bike storage and transport on mass transit.
- Coordinate with NJDOT to increase implementation of new park-and-rides and promote use of current facilities.

Other agencies –

- Work collaboratively with NJDEP, EDA, DCA, NJDOH, MVC and other state agencies and provide Complete Streets training within these other agencies.
- Police officer training on Title 39 as it pertains to bicyclist and pedestrians.

"Vision Zero"

What is "Vision Zero"

"Vision Zero" originated in Sweden in 1997 and is a successful international initiative based on the principle that safety is a responsibility is shared by transportation planners, engineers and road users and "that it can never be ethically acceptable that people are killed or seriously injured when moving within the road transport system."

VZ in the U.S. –

- State of Washington and in 25 US cities including New York City 2024 and Philadelphia 2030
- Utilizes Vision Zero best practices to guide strategy.

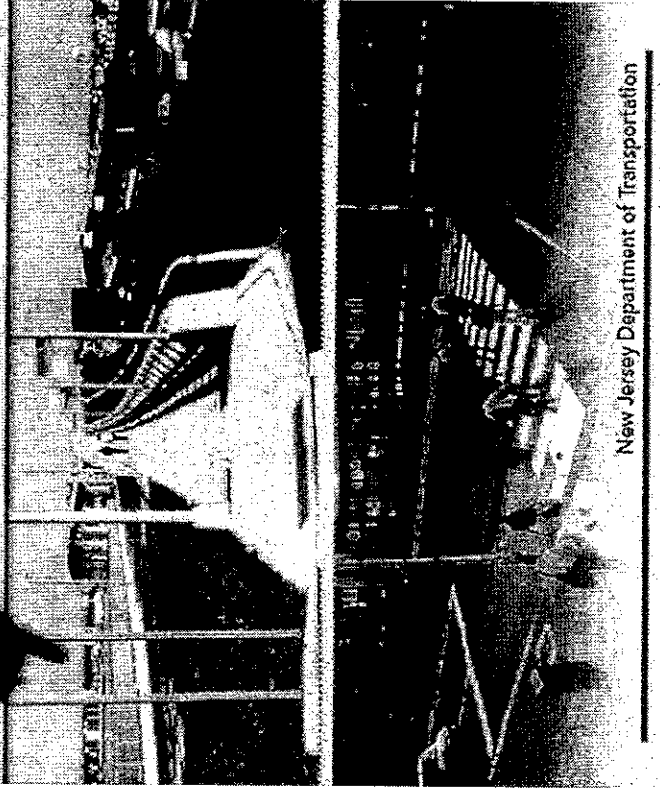


What does NJDOT have?

NJDOT has adopted a Towards Zero Deaths Policy (TZD). TZD policies have been popular among Departments of Transportation, however these policies have historically lacked action plans and offer no end target of zero. NJDOT's current plan calls for a reduction in deaths and serious injury by 20% in 5 years.

NEW JERSEY

Pedestrian Safety Action Plan June 2014

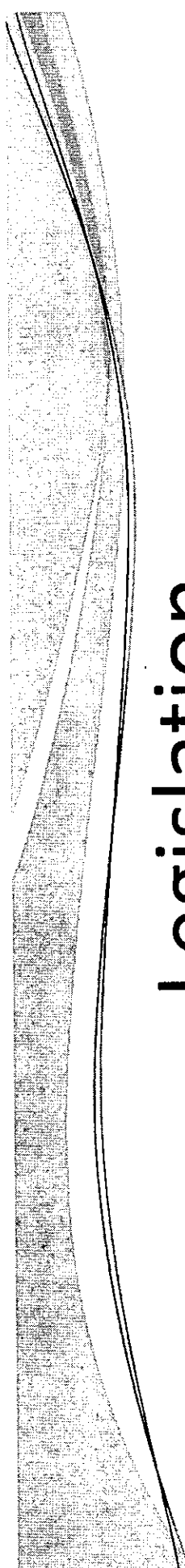


New Jersey Department of Transportation
www.nj.gov/transportation



Recommendations

- Within these first 100 days, Governor Murphy can issue an Executive Order that sets forth a Vision Zero goal of eliminating roads deaths in NJ 2028.
- Immediately create a Vision Zero Task Force with a goal to identify short and long data driven strategies along with a the development of a comprehensive and coordinated action plan to execute Vision Zero best practices in NJ.
 - State Agencies:
 - Office of the Governor, NJ Department of Transportation, NJ Department of Law and Public Safety, NJ Department of Health, NJ Department of Human Services, NJ State Police, NJ Department of Community Affairs, NJ Turnpike Authority
 - Transportation Authorities and Public Stakeholders:
 - NJ Transit, Port Authorities, Metropolitan Planning Organizations, Transportation Management Associations, Bicycle and Pedestrian Advocates, Senior Citizens, Advocates, County and/or Municipal transportation officials



Legislation

2016-2017 Legislative Session

- A1348 (Sumter/Pinkin/Vainieri-Huttle) Requires motorists operating vehicles to maintain reasonable and safe distance when overtaking pedestrians and certain bicycles. This is commonly referred to as a “Safe Passing Law.” NJ is currently the only state on the east coast and one of only 11 in the nation that does not offer any type of safe passing protection.
- A1362 (Eustace) Increases penalties for careless driving when violation results in injury or death to pedestrian. This is also referred to as a “Vulnerable User law.” [In 2014-2015 session A958 (Singleton) introduced a broader bill that included any Title 39 violation found to be cause of injury or death carried an increased fine.]
- CS A1461 (Lampitt) Establishes Pedestrian and Bicycle Safety Advisory Council.



Federal Funding Lapse

- NJ had \$6.2 million in 2014 TAP funds lapse effective on October 1, 2017. Out of the four states (NJ, GA, MD and NC) in the nation who lost these funds, New Jersey lost the highest amount. The loss is termed a “lapse” and refers to federal funds allocated to New Jersey that expired and thus were returned to the Federal Highway Administration (FHWA) from the state.
- *More urgently, the state is set to lose close to \$90 million in federal transportation dollars in 2018 unless a Task Force is created immediately to address the issue and come up with a plan to safeguard these funds. It is understood that the projected lapses and rescissions are comprised of TAP, HSIP and STP; these are all federal transportation funds that were awarded to the state to help address our high road fatality rates. Some of these funds were awarded under ARRA in 2009; other amounts were awarded under MAP-21 in years 2012-2014.*

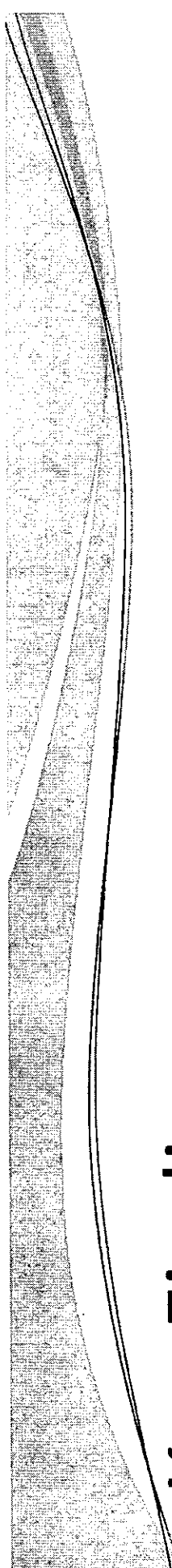
NJ Transit



NJTransit

Over the past year and a half, the Joint Legislative Oversight Committee held a series of special hearings delving into the issues faced by NJTransit:

- **October 21, 2016:** Testimony from invited guests, including NJ Transit Executive Director Steven Santoro and other regional rail transportation officials and advocates, on NJ Transit management, operations, funding and safety issues, status of the installation of Positive Train Control technology.
- **November 4, 2016** Testimony from Santoro on agency management, operations, funding and safety issues.
- **December 6, 2016** Testimony from federal and regional transportation agencies on rail safety issues, and from transportation experts and other invited guests on NJ Transit management, operations, funding and safety issues.
- **February 23, 2017** Testimony from members of the public focused on the fatal train collision at Hoboken Terminal in September 2016 as well as overall safety, maintenance and reliability.
- **April 28, 2017** Testimony from Amtrak and NJ Transit officials on recent train derailments and breakdowns and the subsequent delays and overcrowding; safety and maintenance on the Northeast Corridor Line; and the Gateway Project.
- **August 25, 2017** Testimony from Santoro and other invited guests on various issues concerning the agency, including personnel practices



Key Findings

- **Leadership issues**, specifically the turnover in senior leadership
- **Financial stress** due to an underfunded operating budget that relies too heavily on passenger revenue and cannibalistic funding practices
- **Board vacancies**, abrupt resignation of long-time Vice Chair Bruce Meisel in December 2016 citing frustrations over financial instability
- **Service issues**, in addition to the major derailments at Penn Station leading the Summer-of-what-turned-out-to-be-not-so-much-Hell
- **Repeated safety violations**, giving NJTransit the distinction of having **significantly higher accident** rates than the rest of the nation's 10 largest commuter railroads between 2011-2016
- **Personnel issues.**

NJTransit

NJTransit 2017 Operating Budget

Operating Revenue		\$1,138,300,000
	Passenger Revenue	\$1,023,100,000
	Other Commercial Revenue	\$115,200,000
Federal and State Assistance		\$828,000,000
	State Operating Assistance	\$140,900,000
	Capital-to-Operating Transfers	\$401,000,000
	State Clean Energy Fund	\$82,100,000
	NJ Turnpike Authority	\$204,000,000
Total Operating Budget		\$1,966,300,000

Fiscal Year	Amount	CPI	Inflation	2016 Value
1990	\$9,000,000	124.0	92.6%	\$17,330,661
1991	\$138,214,286	130.7	82.7%	\$252,505,973
1992	\$138,214,286	136.2	75.3%	\$242,309,330
1993	\$138,214,286	140.3	70.2%	\$235,228,302
1994	\$138,214,286	144.5	65.2%	\$228,391,216
1995	\$138,214,286	148.2	61.1%	\$222,689,141
1996	\$138,214,286	152.4	56.7%	\$216,552,039
1997	\$138,214,286	156.9	52.2%	\$210,341,177
1998	\$138,214,286	160.5	48.8%	\$205,623,244
1999	\$138,214,286	163.0	46.5%	\$202,469,514
2000	\$138,214,286	166.6	43.3%	\$198,094,422
2001	\$138,214,286	172.2	38.7%	\$191,652,327
2002	\$138,214,286	177.1	34.8%	\$186,349,693
2003	\$138,214,286	179.9	32.7%	\$183,449,309
2004	\$138,214,286	184.0	29.8%	\$179,361,580
2005	\$356,000,000	188.9	26.4%	\$449,999,831
2006	\$356,000,000	195.3	22.3%	\$435,253,292
2007	\$356,000,000	201.6	18.4%	\$421,651,627
2008	\$356,000,000	207.342	15.2%	\$409,974,670
2009	\$363,000,000	215.303	10.9%	\$402,578,756
2010	\$397,000,000	214.537	11.3%	\$441,857,889
2011	\$463,000,000	218.056	9.5%	\$506,999,184
2012	\$363,000,000	224.939	6.2%	\$385,332,975
2013	\$397,000,000	229.594	4.0%	\$412,880,415
2014	\$397,000,000	232.957	2.5%	\$406,920,015
2015	\$463,200,000	236.736	0.9%	\$467,195,397
2016	\$460,000,000	237.017	0.7%	\$463,417,730
2017	\$401,000,000	238.778	0.0%	\$401,000,000

2006-2018 State Subsidy Funding Breakdown by Sources for NJTransit's Operating Budget

NJ Transit Budget

(in \$ thousands)

<u>Fiscal Year</u>	<u>Operating Budget</u>	<u>State Subsidy</u>	<u>Clean Energy Fund</u>	<u>NJ Tok contribution</u>	<u>Total Subsidy</u>
2018	\$2,217,800	\$140,900	\$82,100	\$204,000	\$427,000
2017	\$2,111,000	\$140,900	\$82,100	\$204,000	\$427,000
2016	\$2,115,456	\$33,156	\$62,089	\$295,000	\$390,245
2015	\$2,018,716	\$40,284	\$32,888	\$295,000	\$368,173
2014	\$1,840,973	\$73,173	\$23,280	\$295,000	\$391,453
2013	\$1,898,873	\$58,173		\$295,000	\$363,173
2012	\$1,870,527	\$309,400		\$110,000	\$419,400
2011	\$1,809,900	\$276,200			\$276,200
2010	\$1,789,900	\$296,200			\$296,200
2009	\$1,723,500	\$358,200			\$358,200
2008	\$1,674,454	\$298,200			\$298,200
2007	\$1,588,645	\$300,700			\$300,700
2006	\$1,484,322	\$273,700			\$273,700



NJTransit Funding Goals

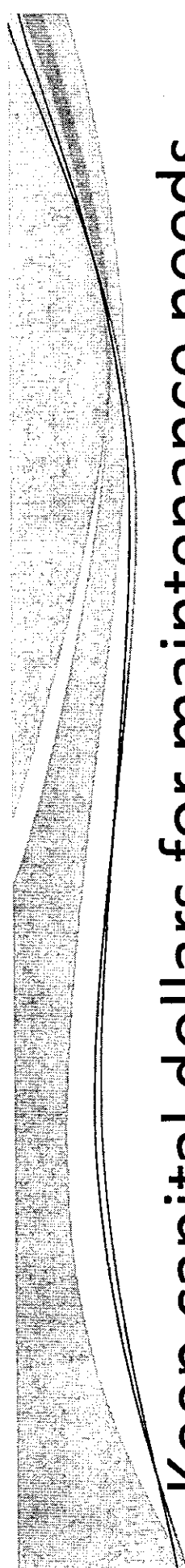
- Diversify Funding sources (5 main sources):
 - Transit Generated
 - Federal
 - State Subsidies
 - Market based
 - Community based
- Stop reliance on hefty capital-to-operating transfers.
- Capitalize on NJTransit owned property. First step is to acquire a comprehensive inventory of NJT owned property.
- Stop reliance on funding raids
- Establish dedicated funding sources
- Any plan to help put NJT on solid financial footing cannot include a fare hike. Riders have seen 5 fare hikes since 2002 rendering fares as much as 25% above inflation.
- Despite 23-cent gas tax hike for TTF, more funding will be needed

Keep capital dollars for local capacity expansion projects

<u>PROJECT</u>	<u>COMPLETE</u>	<u>PROJECT</u>	<u>COMPLETE</u>
<u>Hudson-Bergen Light Rail</u>	✓	<u>Trans-Hudson Express (THE) Tunnel Access to the Region's Core</u>	
<u>Meadowlands Station</u>		<u>Monmouth-Ocean-Middlesex</u>	
<u>Extension of the Newark Light Rail (NLR) to Newark Broad Street Station</u>	✓	<u>West Trenton Line</u>	
<u>Central New Jersey Route 1 Bus Rapid Transit</u>		<u>Lackawanna Outlot</u>	
<u>Northern Branch Corridor Project</u>		<u>Northwest Multi County Intermodal Transportation Initiative</u>	

Local transit expansion projects will boost economy and ease congestion:

- Bus (inter and intrastate) carries more daily passengers than rail, 72% more actually. Bergen County BRT.
- Light Rail - put Bergen in HBLR. Camden Glassboro Line. Bergen BRT Developer contribution Reduce delays due to mechanical issues

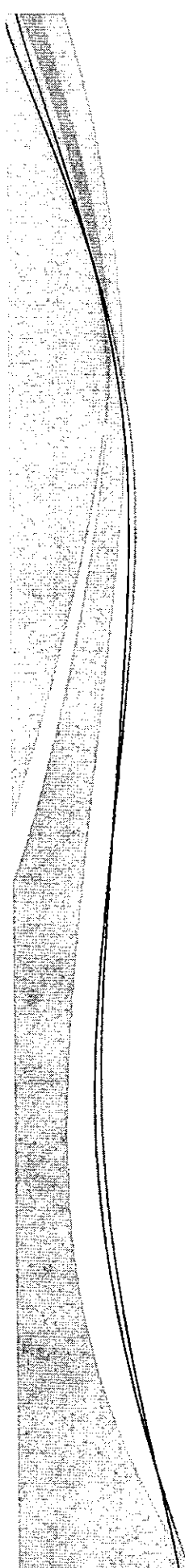


Keep capital dollars for maintenance needs and fleet upgrades

NJ.com analysis of NJT delays:

- June 2017- Sept 2017 there were a total of 1,902 tweets sent by the seven NJ Transit twitter accounts that alluded to either a delay, cancellation or suspension of an individual train or many trains.
- March 2017- May 2017 there were 2,286 tweets (mostly due to two morning-rush-hour derailments at New York Penn Station.)
- “Operational Issues” was the number one cause of delay during the months of June, July, August and September.
- Other delays due to mechanical issues with older infrastructure, breakdowns, etc.

http://www.nj.com/news/index.ssf/2017/10/nj_transit_summer_of_hell_visualized.html



Rail and Bus Fleets Needs

- Retirement of Arrow III railcars which have met its manufacturer's useful life by 2020. Last will be 43 years old.
- Retirement of Comet railcars by 2020. Last will be 38 years old.
- Purchase of multilevel EMU power cars to replace aged out fleet and allow for slight capacity expansion.
- Average age of bus fleet has increased since 2003.
- Need to address environmental concerns and ridership.

Strengthen NJ Transit Board members and requisites

Current board consists of the following:

NJSA 27:25-4

8 members (7 voting)

- Commissioner of Transportation (ex officio)
- State Treasurer (ex officio)
- Another member of the Executive Branch to be selected by the Governor (ex officio)
- Four other public members who shall be appointed by the Governor, with the advice and consent of the Senate (No more than two of the public members shall be members of the same political party. At least one public member shall be a regular public transportation rider)
- The non-voting member shall be appointed by the Governor upon the recommendation of the labor organization representing the plurality of the employees of the corporation




NJTransit Board Reform Recommendations

Consider legislation to both expand NJT board and require experience in specialty areas:

- MassDOT (which oversees MBTA) has 11 members. Each member is required to fulfill a specific criteria with expertise in transportation, finance and engineering.
- LAMetro has 13 members who represent the geographic diversity of the area it serves
- CTA has 7 members appointed by governor and Chicago City council
- SEPTA has 15 members, political and geographical appointees.

Recommend strongly consider requiring expertise in transportation, finance, engineering, planning, law, employment, real estate and development, etc, along with representing the geographical diversity of the state .

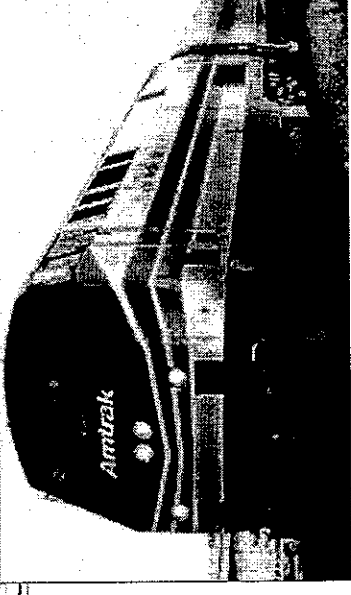


NJTransit Staffing/Structure

Considerations

- Leadership vacancies
- Patronage hires
- Loss of talent
- Organization structure review – consulting firm to look at other agencies best practices
- PTC make sure on target for completion in compliance

Restoring and strengthening relations with Amtrak



- Amtrak is only national rail service and NJT is the 3rd largest public transit agency in the nation.
- NEC contributes \$3 trillion to the nation's GDP. Of that, NYC metro area's contribution is roughly \$1.6 trillion.
- 80% of NJT service is along the Amtrak owned NEC corridor.
- As a tenant of Penn Station NY, it uses 40% of the station.
- Pursuant to PRIIA and NEC Agreement, NJT makes annual payments to Amtrak of roughly \$90 million.



Recommendations

- Create a collaborative action plan for the NEC that delivers results.
- NJT needs a seat at the table with Gateway. Financial arrangement has NJ responsible for 25% of funding with little input on actual design so that NJT can still deliver reliable service. Especially in design of Phase Two of Gateway. Penn South puts terminus one more block south from existing terminal. NJT commuters will have longer walks and crowded walk to subway. Need to make sure New Jersey commuters interests are protected.
- Create position within Governor's office as liaison between NJT, Amtrak and PANYNJ



Cross Hudson Plan B

There is no Plan B if the new tunnels are not competed before the existing tunnels are forced out of service. NJ does not have a Plan B if one or both tunnels go down either before new tunnel is built. It is not outside the realm of possibility that another storm could render the current Hudson River tunnels inoperable and it probably wouldn't take a storm with the magnitude of Superstorm Sandy to do the job. Completion date being 10 years from whenever the start date is (hasn't started yet).

- Closest NJT has is the contingency plan when facing the possibility of the rail strike in spring 2016 40% were accommodated
- PATH expansion has concerns. While both the expansions of existing service in addition to the extension to EWR could ease the burden of cross Hudson rail commute, I would caution the reliance of a plan to build new infrastructure as a backup plan for building new infrastructure. Especially when the project is a bi-state PANYNJ project which has its own infrastructure, capacity, funding and political challenges.
- Cross Hudson commute is not just Gateway. New Jersey needs to continue to be engaged in the building of and the push to complete the new Port Authority Bus Terminal.
- Should also look to optimize ferry service especially in areas such as Jersey City and Hoboken



Final thought:

Transportation is a system. It is comprised of a network of roads, bridges, public transportation (bus, rail, light rail, ferries), sidewalks and bike lanes. In order for that system to work, all modes require attention and priority. No one mode of transportation in New Jersey can absorb the other; thus, it will take all modes working and working efficiently to keep people moving.



THANK YOU

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Mr. Chairman and other members of the Senate Transportation Committee

Thanks for inviting me. It is an honor to be given the chance to talk to the Senate Transportation Committee today at this turning point in our state's governance of its transportation agenda.

Transportation is a subject vital to New Jersey's economic success, and it desperately needs attention from the new Governor, the Legislature and the public. . We are a densely populated state where personal and goods mobility are key factors in our prospects for our competitive success. Here are some examples:

- A powerful force for growth in our economy is the warehouse industry; our State's attractiveness to that industry depends on its connectedness to the ^{Consumers} world through ^{an} adequate and well-maintained highway capacity;
- Our economy is geographically positioned to benefit greatly from its proximity to the wealth-generating business centers of New York City and Philadelphia; the challenge is for our workers to cross the rivers that separate us from these business districts with efficiency and reliability.
- Our Shore is a major economic engine, but sufficient access to it has always been a challenge and remains a concern.
- Jobs located within New Jersey have been spread out across our highway system and are increasingly being re-concentrated in our urban centers, such as Jersey City, Newark, New Brunswick and Camden. ^{In this dynamic economy -} Constant attention has to be paid to ^{give} ~~make~~ workers ^{efficient} access to these ^{job} ~~work~~ sites.

A timely reminder was in the news last week when the City of Newark's application to serve as the site of Amazon's second headquarters advanced to the round of 20. New Jersey's theoretical locational advantages in transportation are imbedded in this application; these include an international airport, an international port, inter-city rail service to the rest of the Northeast U.S., interstate highway access and excellent connectivity to the region's commuter and PATH rail services.

This is a very important moment in New Jersey's transportation history.

It is finally time to assess – with transparency and clarity – where we stand on maintaining our capital stock, rescuing and advancing our public transit system, using our highway and road investment to spur economic development, and responding to new technological forces and opportunities.

Today I would like to concentrate on the subjects that I believe should engage the Legislature in working with the Murphy –Oliver administration. BTW I think you will find the Commissioner-designate Diane Guitierrez-Scaccetti a reliable and intelligent partner in your endeavors.

The subjects I hope will engage the attention of the Legislature are as follows:

- Recalibration of our state's transportation capital plan in a manner that explains what we can do with our present resources and where we need more to accomplish our shared goals;
- Monitoring of the evolution of the all-important Gateway project, Phases 1 and 2, specifically the reinstatement of a 3-party funding agreement with the Trump administration;

- Third, the corporate “turnaround” the Governor has properly promised for NJ Transit:
- Next, the stabilization of NJ TRANSIT’s operating budget at sufficient levels that don’t shift too much of the burden on riders; and, finally,
- A renewed staff concentration on NJ Transit’s problematic relationship with Amtrak on the Northeast Corridor

One subject I will not address this morning is the importance of achieving a workable plan to expand the Port Authority Bus Terminal. We have been working for some time with a cap on the number of westbound buses permitted to leave the terminal in the evening peak period. That is a hardship for the NJ economy that in time will worsen. I know that Senator Gordon ^{along with Senator Weinberg} has been immersed in the effort to devise a workable design to add bus capacity in Midtown Manhattan and secure sufficient capital to get the project built in a reasonable time frame. Therefore, that can be left to ~~another day~~ ^{another day}

I’d like to first turn my attention to the state’s capital program --

We would be very poorly positioned in assessing our capital program were it not for the foresight, persistence and political courage of our legislative leaders who overcame an indifferent Governor and ^{negative} ~~unhappy~~ public to enact a 23-cent gas tax increase for reviving the depleted Transportation Trust Fund.

Among the first orders of business ^{is} to assess, as part of the Legislature’s FY ’18 budget process, the resources that are available over the next five years,

the extent of support from the federal government and bi-state transportation authorities that can be anticipated, the identification of the best candidate projects, what is our prospective shortfall over those next five years to meet priority needs, and options for covering any shortfalls. These findings should be shared with the public to create a broader understanding of where our transportation capital is being and can be spent and for what projects might we need additional revenue.

A huge shadow has been cast over any appraisal of our transportation capital program ^{by} ~~with~~ the recent communication from the Trump administration which scrambled funding expectations for the urgently needed Gateway project. That project is thought, ultimately, to cost as much as \$30 billion, ^{at that scale,} so any unexpected new contributions from New Jersey could have a dramatic impact, ^{on our capital planning.} This letter from the Federal Transit Administration asserted that, despite extensive past efforts with Obama officials, there is now no deal of a 50-50 split between, on the one hand, the federal government and, on the other hand, the States of New Jersey and New York, combined. The letter also disavows use of federal loans by the States of New Jersey and New York to satisfy their local shares. These disavowals come as corroding sulfates and chlorides left behind in the tunnels by Superstorm Sandy steadily undermine the reliability of the tunnels' Infrastructure. Because of its strategic importance to the quality of transportation provided for the thousands of New Jerseyans commuting to New York City and the project's ^{massive} cost, I urge the Legislature to become especially familiar ^{both phase of} with this project, ^{both} Phase One, ^{the} the building of the third and fourth tubes (primarily a system preservation strategy), ^{and} Phase Two. ^{which} That second phase is essential for expanding New Jersey rail service to Manhattan, ~~and~~

includes the building of additional platform and track space near Penn Station NY and construction of the Bergen Loop.

Another important area of concern the Legislature- as well as the transit riding public, ^{at NJ Transit} is the "corporate turnaround" ^{at NJ Transit} promised by Governor Murphy ~~at NJ Transit~~. Despite having established a nationally positive reputation in its earlier years and having attracted a talented, devoted workforce, the agency has lost numbers of these persons in recent times to retirement and other nearby transit agencies. No pay raises for these professionals over a large number of years, affected by the agency's destabilized operations funding, has contributed to staff demoralization and this exodus. Numbers of positions have also remained unfilled. Further contributing to the demoralization has been the hiring of some top executives whose credentials have ^{been} ~~been~~ questioned. It's been reported that the Murphy administration has asked a sizable number of top-level managers for their letters of resignation. I fully expect the Murphy administration, led by Diane Scaccetti, will use sound, deliberate judgment ~~in~~ deciding whose resignation NOT to accept and whose resignation ~~to~~ ^{to} accept.

Another weakness besetting NJ Transit during the last 20+ years, but exacerbated in the last eight years, is traceable to decisions made between the Governor's office and the Treasurer, and acquiesced in by the Legislature, to destabilize and shortchange the agency's operating budget. As Janna's presentation showed, the process began in the 1990's when sizable amounts of federal funds, meant for genuine capital purposes, were devoted to expenses that NJ Transit's own accountants must describe as operating expenses. The practice has

reached more than \$400 million per year. This practice of diversion has deprived the state of untold opportunities to expand the still-unfinished rail transit network.

In recent years ~~Budgetary~~ executive-legislative decisions have created new uncertainties as the sources and amounts of annual appropriations for operations have been destabilized and underfunded. ^{As James pointed out,} Just a decade ago, NJ Transit could once rely on an annual appropriation at around \$360 million from the General Fund; in FY '16 that number plummeted more than 90% to \$34 million. The difference has largely been made up by unpredictable contributions from ~~was~~ Turnpike Authority revenues, derived from a toll increase designed to contribute to the Access to the Region's Core project and surcharges on homeowner's utility bills, a source that is largely unrelated to transit services. Moreover, beyond this instability, the total amount appropriated for transit operations has been inadequate. After a settlement was reached with the rail unions a couple of years ago, Governor Christie acknowledged that NJ Transit's budget was \$25 million in deficit. His response was to tell agency's management to find operating savings to make up the gap. ^{That approach hurt us in many ways.} When questions were raised about vacant positions, too few engineers being trained, loss of valued employees who went years without wage increases and minimal progress in deploying dual-powered locomotives for one-seat service to NY on my beloved Raritan Valley Line the same response was used to answered all these requests – WE DON'T HAVE ANY MONEY.

Probably, **the single most important issue for the Legislature in the next budget cycle** and the one that follows is to find ways of returning NJ Transit to financial operating stability and sufficiency. The Legislature should make it a priority to work with the new leadership at

NJ Transit to examine this complicated picture. Only then can we have confidence that NJ Transit can be righted and returned to its former high reputation. ^W Another worthwhile area of inquiry for the Legislature would be to work with Commissioner-designate Scaccetti to determine if the major reduction in the NJDOT operating budget over the past decade should be revisited.

Another aspect of NJ Transit's business that deserves further scrutiny by the agency, as well as the Legislature, is its problematic relationship with Amtrak. The track outages at Penn Station NY, preceded by several minor derailments and other reliability problems, indicate that Amtrak's maintenance of the physical plant has not been what it ought to have been. Despite the fact that NJ Transit is the dominant carrier on the west side of the Penn Station complex and within New Jersey, its current executive director ^{Steve Santoro} has reported his staff is afforded little opportunity to participate in the inspection and programming of maintenance as well as the development of a capital program for the Corridor. In addition, recent federal regulations have shifted a considerable share of Northeast Corridor operational costs to NJ Transit.

As Governor Murphy recommended in his campaign, NJ Transit should organize itself to designate someone who can pay special attention to its challenging relationship with Amtrak. ^{and giving a greater say in} Beyond the day-to-day, this new Amtrak manager should commission a re-examination of the Northeast Corridor cost allocations which impose heavy new costs on NJ Transit and explore new arrangements that would accord NJ Transit greater authority over the maintenance and operations within its operating territory. In sum, NJ Transit is being asked to foot an ever larger bill without much say in how the money is spent.

Perhaps, these issues could be incorporated into the funding negotiations for Gateway with any ~~enhanced~~ NJ financial contribution being rewarded with an enlarged say in the management of Penn Station New York (part of a "One Penn Station" solution) and/or joint control over NJ Transit's operating territory on the Northeast Corridor.

I hope you enjoy all the new assignments I have suggested for you.

Thank you for your time. I would be pleased to answer questions.



Clubs of New Jersey

Testimony before the Senate Transportation Committee

January 22, 2018

Cathleen Lewis, Director of Public & Government Affairs, AAA Northeast

Thank you to the Chairman and committee for the invitation to testify today.

Over the last several years we have spent much time talking about how to adequately fund transportation infrastructure – so it goes without saying that the newly funded TTF is vitally important to our safety, economy and quality of life.

Today the question is how to best prioritize projects and where to utilize that funding. First, there are many large projects that will need funding – no more so than the Gateway Tunnel. But I know that other speakers here will highlight the importance of that project so I will touch on other projects.

AAA is not just the motorist's advocate – we represent over a third of the drivers in New Jersey but at some point all of those are pedestrians, bicyclists, transit riders and drivers. We must make our roadways safer for all users.

As you look to prioritize TTF dollars I would suggest that projects that include multi-modal components rise to the top of the list and those that do not include them be scrutinized to see if there are additional ways to enhance road safety for all.

By enhancing multi-modal options, especially when it comes to local projects, infrastructure investment will have additional returns- enhancing downtowns, increasing mobility options and making the roads safer for all users.

I want to take a few minutes to illustrate what these projects might look like.

- Large multi-lane roadways are difficult to cross – meaning that despite being a half mile away, a high school student needs to be bussed instead of walking or that an employee has to decide

between making a run across the road or riding an extra 40 minutes on the bus to get to the other side of the road. Instead of simply repaving but investing in a road diet, often requiring little more than an engineer and some paint, will create a safer roadway. A road diet may create pedestrian islands to make crossing safer, create bike lanes which in turn narrow the roadway and slow traffic, easing congestion, creating safer roads and shorter commutes.

- Creating public private partnerships both on construction of roadways and in solving first and last mile commutes will help extend the reach of TTF dollars. Investing in on-demand transit (i.e. uber, uberpool and lyft) or smaller shuttles to encourage transit use can take commuters off the roadways, easing congestion and providing more options that have not existed in the past.
- In other areas, taking the time to create sidewalks or bike lanes as part of a larger project may encourage foot traffic to local downtowns, spurring economic growth and making our roads safer.

A major focus of our TTF dollars must be to make our roadways safer. In 2016 the United States experienced a 5.6 percent increase in fatal crashes, New Jersey saw a 7 percent increase last year. Nationwide pedestrian fatalities increased by 492 (a 9.0-percent increase), and are at their highest number since 1990, in New Jersey 607 pedestrians were killed in 2016 (an 8.0 percent increase). New Jersey pedestrian fatalities are up 6 percent from the same time last year and account for more than a quarter of all roadway fatalities. One way to address this is the Complete Streets program.

When looking at pedestrian crashes more than 50% of those fatal crashes occurred on an arterial roadway, more than 40 percent of pedestrian fatalities occurred where no crosswalks were available. By utilizing Complete Streets principles – encouraging multi-modal use through education, enforcement and engineering we can work to make streets safer for all users.

Identifying areas where there is an increased risk of crash – unmarked crosswalks, frequently used pedestrian trails without sidewalks and dangerous intersections are common areas of focus – is the first step to making streets safer. Finding the right mix of education, enforcement and engineering can take time but will help encourage safe multimodal transportation – reconnecting residents to downtowns, to parks and to neighborhoods.

Using TTF monies at identified intersections and on roadways that have a high crash rate or crash risk to invest in proper engineering solutions will save lives and make our roads safer.

Lastly, we must start to prepare for the future when we look at today's projects. As fatalities on the roadways climb it comes at a time when the cars themselves are safer than ever – airbags, backup cameras, lane detection and other driver assist programs all can make our roadways safer. Technology and engineering can have a major impact on making our roads safer and changing the way we live and travel.

Right now a small percentage of vehicles include advanced driver assist systems or semi-autonomous systems but each year the numbers grow and they are integrated into more affordable vehicles. Today these technologies rely on cameras and sensors to determine placement of the vehicles and to trigger

alerts, but technology continues to improve and the next step will be to have cars talking to each other and to infrastructure.

While we won't see fully connected cars or infrastructure for years to come we will start to see technology integrated into both in the coming years –and planning for those changes will be key to keeping our roadways safe today and preparing for tomorrow. While today smart traffic signals can use sensors to help move traffic along more quickly, tomorrow that same infrastructure may be able to be used to talk to connected cars - giving them time to slow down even before they can see the light. Finding ways to incorporate technology into infrastructure projects now will pave the way for safer roadways and will make our roads safer and less congested in the short term. Incorporating Intelligent Transportation Systems (ITS) where appropriate should be a priority to better prepare our roadways for the future.

At the end of the day many of the suggestions I have made here today are not expensive endeavors when done in conjunction with the larger necessary projects. But incorporating multi-modal solutions and technology today will not just make for safer roads but it saves money in the long run as these projects will become more necessary in the future and would be costly to do on their own.