



# Transportation Choices 2030

## EXECUTIVE SUMMARY



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### THE CHALLENGE

Economic forces and positive growth are challenging New Jersey's transportation system in unprecedented ways. This system is experiencing a tremendous increase in demand as the state's population and employment grow and its needs and expectations rise. These increases could overwhelm our transportation system and degrade our quality of life if corrective actions are not taken now.

- By the year 2030, New Jersey's population, already at 8.5 million, is projected to increase by another 1.7 million residents. Everyone must be able to get to work and satisfy his or her daily needs.
- By 2030, New Jersey is expected to add about one million more people to its labor force. Not all these workers will live here, but they will all use our roadways and public transportation.
- By 2030, the amount of freight moving to, from and within New Jersey will increase by about 65%, and most of that freight will move by truck on already congested highways.
- By 2030, the condition of our transportation infrastructure will be seriously degraded if we continue to fund maintenance and renewal at current levels. Approximately 49% of the pavement on our state maintained highways is unacceptable. The backlog of bridges that should be repaired, rehabilitated or replaced is approaching \$8 billion.
- The tunnels that carry commuter rail passengers between New Jersey and New York City cannot

accommodate more trains during peak rush hours, despite an increase in travel demand.

- High gas prices, a projected worldwide shortage of oil and the need to reduce greenhouse gas emissions are forcing New Jerseyans to examine how they travel.
- Travel security continues to demand resources and commitment in these times of heightened risks to infrastructure.
- Dedicated, long-term, and stable funding for transportation must be identified.

### THE ISSUES

The implications for New Jersey's transportation system are clear:

- Continued growth will rapidly fill New Jersey's highways during rush hours. The state must promote alternative ways to move people and goods, increase the efficiency of its existing roadway network and reduce demand, particularly drivers traveling alone.
- Public transportation will be even more important as congestion increases and gasoline prices rise. Expanding NJ TRANSIT's capacity and increasing its service will be crucial to New Jersey's economic vitality. In particular, new rail tunnels to Manhattan, called Access to the Region's Core (ARC)/THE Tunnel, must be built to enable the transit system to serve its current and future customers.
- The principles set forth in the State Development and Redevelopment Plan must guide future growth.

## THE PLAN

As a statewide transportation policy document, Transportation Choices 2030 sets the direction for future investments. The Regional Transportation Plans prepared by the state's three metropolitan planning organizations discuss how these strategies will be implemented in each region through specific studies and projects. This plan also satisfies federal and state legal mandates.

The integration of transportation and land use planning, also referred to as smart growth, serves as the foundation for this long-range plan. Focusing development and redevelopment in centers that support public transit, walking and bicycling, and that shorten

trips that must be made by car, is essential to achieving a sustainable transportation system. Continued investment in the following is also crucial to ensure New Jersey's continued growth and prosperity:

- Expanded and enhanced public transportation.
- Intelligent transportation systems (ITS) to improve operations.
- Facilities to move more freight by rail and policies that support moving freight during non-rush hours.
- Measures that shift travel out of cars, move trips to other times of the day and eliminate some auto trips altogether.

We must encourage healthy communities that support public transit, walking and bicycling.

- More than 400,000 households in this state do not have cars. Public transit is essential to their quality of life.
- By 2030, one in every five New Jerseyans will be 65 or older. They will need enhanced roadway design and attractive alternatives to driving. Increased paratransit services will also be necessary as more persons with disabilities enter the work force.
- Education about transportation is crucial. People need to better understand the implications of how they travel and how land is developed. They also need more information about freight movement and travel security.
- Public informational materials and outreach need to address the increasing number of immigrants who are not proficient in English.

## THE 2030 PLAN & EXAMPLE CORRIDORS

In view of future demands, just maintaining current travel conditions will challenge NJDOT's and NJ TRANSIT's resources. In developing this plan, NJDOT and NJ TRANSIT identified the types of investments and strategies they believe will best serve the citizens of this state. They established that New Jersey will be able to accommodate a significant increase in travel demand only if the state:

- Brings the transportation infrastructure to a state of good repair and keeps it there.

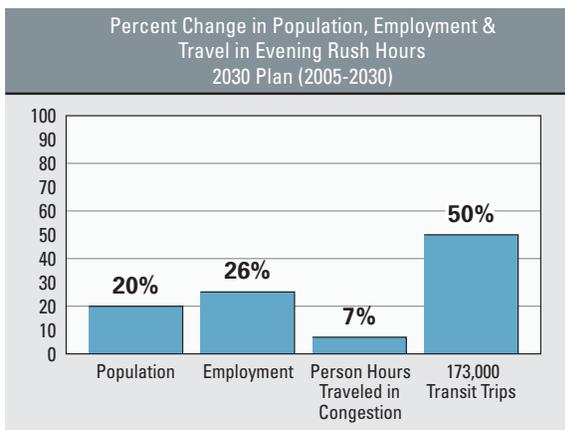
- Makes major investments in public transportation to persuade more travelers to shift from car to bus, rail or ferry for at least some of their trips.
- Uses advanced technologies, known as ITS, to improve both highway and transit operations.
- Encourages travelers to reduce the number of auto trips they make.
- Applies the principles of smart growth to new development and redevelopment.
- Makes targeted investments to reduce the rate of growth of truck trips.

To determine how well the improvements described above would satisfy the state's transportation needs, NJDOT and NJ TRANSIT developed a forecast of travel under the 2030 Plan. Its purpose is to demonstrate how current travel conditions (the year 2005 baseline) might change under the 2030 Plan with the potential for almost 2.5 million trips added to the system.



As the chart illustrates, the 2030 Plan would accommodate the projected 20% increase in population and 26% rise in employment. In 2005, 33% of the total number of person hours traveled during the evening rush hours were spent in congestion. Even with a major increase in trips, this number would rise only 7% under the 2030 Plan, to about 40%.

The benefits would be even greater in terms of public transportation. The increased availability and convenience of transit would be reflected in a 50% rise in ridership during the evening rush hours between 2005 and 2030.



NJDOT and NJ TRANSIT also chose to look at four very different kinds of travel corridors to determine the additional effects various approaches could have on travel.

Although these travel “corridors” are real, they have been selected only as examples to illustrate the measures that could be applied. The results are meant to demonstrate the effects of these strategies; they are not intended to suggest corridor plans. The corridors used for analysis were:

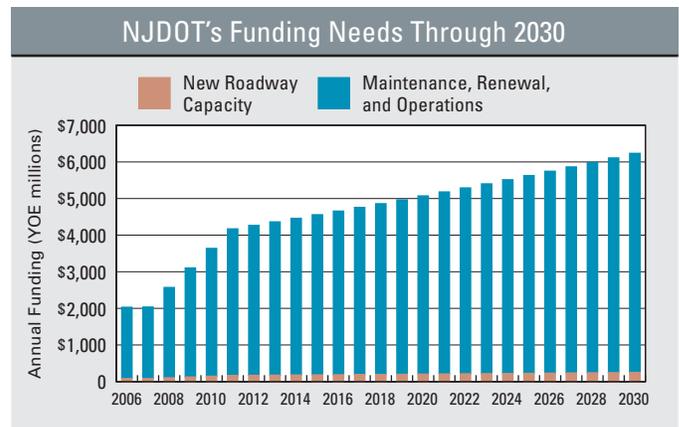
- Multimodal/freight corridor (I-78),
- Suburban commuting corridor (US Route 1 between Trenton and New Brunswick),
- Recreational corridor to the Jersey Shore (Route 47/347), and,
- Urban core (areas around Port Newark/Elizabeth and trans-Hudson crossings).

In all the corridors, the 2030 Plan and corridor enhancements successfully accommodated the increases in population and employment.

## FINANCIAL IMPLICATIONS

The cumulative cost of implementing the 2030 Plan would be \$200 billion through the plan’s horizon year. In particular, New Jersey must increase the amount it invests to purchase buses and rail cars and to maintain, operate and renew existing roadways and bridges, bus routes and rail lines, sidewalks and shelters, and all the other facilities necessary to support them. Because the availability of public transit is key to accommodating growth, the state must also increase the capacity on its transit system and expand transit services.

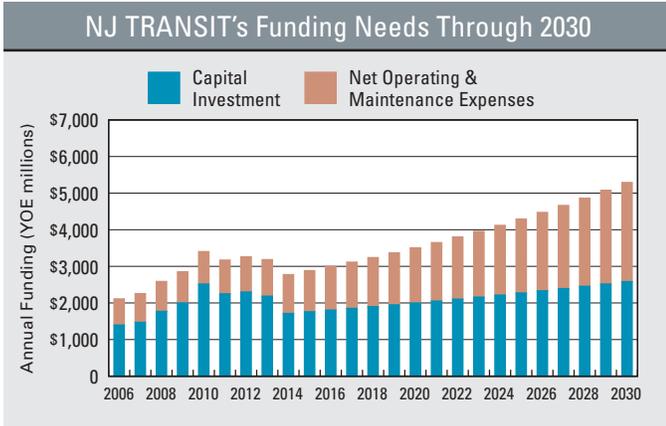
This 2030 Plan reflects highway improvements that are consistent with NJDOT’s current policies. Maintenance and renewal are particularly important for NJDOT, given the age of its bridges and deteriorating condition of its highway pavement. A relatively small share of the agency’s capital budget would go toward increasing roadway capacity.



NJDOT estimates the cumulative capital costs of this plan to be \$118 billion (in year-of-expenditure [YOE] dollars), and the cumulative operating and maintenance costs to be about \$4 billion (YOE) through 2030. NJDOT’s annual operating and capital funding would need to double by 2011 and then increase 50% by 2030.

Expanding its transit system, increasing its services and maintaining its infrastructure would cost NJ TRANSIT \$52 billion (YOE) in capital costs through 2030. Operating and maintaining this larger system, including ARC, could cost almost \$37 billion (YOE), after operating revenue has been applied.

NJ TRANSIT’s annual capital funding would need to double by 2030, as well as fund major improvements related to ARC in the near term. In addition, NJ TRANSIT’s annual net operating funding would need to more than double by 2030.



Identifying long-term, stable sources for these funds is crucial if New Jersey’s transportation system is to continue to support growth and prosperity. This need cannot be overstated.

**FUTURE DIRECTIONS**

NJDOT and NJ TRANSIT have established the goals and policies on this page to guide decision-making and the direction of investments. More detailed strategies and actions to be accomplished in the short term are set forth in the plan.

Many of these actions require partnerships with other state agencies, the state’s counties and municipalities, New Jersey’s citizens and the private sector to be successful.

**MEASURING PROGRESS**

NJDOT and NJ TRANSIT will now focus on finalizing a set of performance indicators that will clearly identify what progress is being made in achieving the goals of this plan. Public comment about potential indicators, available on the long-range plan’s web site, is now being sought.

**ADDITIONAL INFORMATION**

Transportation Choices 2030 is available at [www.njchoices.com](http://www.njchoices.com), as is much of the supporting technical material that forms the basis for this plan.

Transportation Choices 2030 Goals and Policies	
<b>1</b>	<b>Maintain and Renew Transportation Infrastructure</b>
	<ul style="list-style-type: none"> <li>• Fix It First</li> <li>• Fix It Efficiently</li> <li>• Back To Basics</li> </ul>
<b>2</b>	<b>Integrate Transportation and Land Use Planning</b>
	<ul style="list-style-type: none"> <li>• Champion Smart Growth</li> <li>• Create Better “Tools”</li> </ul>
<b>3</b>	<b>Increase Safety and Security</b>
	<ul style="list-style-type: none"> <li>• Make Travel Safer</li> <li>• Reduce Risk</li> </ul>
<b>4</b>	<b>Improve Mobility, Accessibility, Reliability</b>
	<ul style="list-style-type: none"> <li>• Counter Congestion with Multimodal Solutions</li> <li>• Improve Connections</li> </ul>
<b>5</b>	<b>Operate Efficiently</b>
	<ul style="list-style-type: none"> <li>• Reduce Delay</li> <li>• Give Customers Choices</li> </ul>
<b>6</b>	<b>Respect the Environment</b>
	<ul style="list-style-type: none"> <li>• Promote Environmental Stewardship</li> <li>• Enhance Quality of Life</li> </ul>
<b>7</b>	<b>Optimize Freight Movement</b>
	<ul style="list-style-type: none"> <li>• Increase Freight System Capacity and Efficiency</li> <li>• Integrate Freight into Transportation and Land Use Planning</li> <li>• Target Investments in Key Freight Hubs and Corridors</li> </ul>
<b>8</b>	<b>Continue To Improve Agency Effectiveness</b>
	<ul style="list-style-type: none"> <li>• Enhance Interagency Coordination</li> <li>• Improve Customer Satisfaction</li> <li>• Deliver Projects and Services On Time and Within Budget</li> </ul>

If you have further questions or suggestions, please e-mail NJDOT and NJ TRANSIT at [Transportation.Choices@dot.state.nj.us](mailto:Transportation.Choices@dot.state.nj.us).