



**Q. New Jersey's transportation system currently does not meet our population's needs. How would you address our infrastructure concerns (roads, rails, bridges, etc.)?**

**Chris Christie (Republican)** – It is unacceptable for New Jersey to lurch from crisis to crisis without any clear vision or plan for the future. The Transportation Trust Fund, which we created to ensure our long-term infrastructure support, has been so mismanaged that we are now just a year or two away from having our debt consume all of our annual revenue, leaving no money available for new projects. New Jersey has the worst roads in the country, with just over 28 percent of New Jersey's roads rated as in "poor condition" according to Transportation for America. It is painfully apparent that we must address this problem and unfortunately the mismanagement of state funds makes improving our infrastructure difficult without significant change. We must start by reversing this process

**Jon Corzine (Democratic)** - To meet our transportation needs, I championed the Mass Transit Tunnel, the largest transit project in the country. It will deliver increased rail capacity and a one-seat ride to NY for most NJ TRANSIT rail customers who do not have that option today, connecting 10 out of 11 NJ TRANSIT rail lines to an expanded state of the art Penn Station at 34<sup>th</sup> street. It will create 6,000 construction jobs each year over the life of the project, and generate 44,000 permanent jobs upon completion.

I also recognize that our roads and bridges need attention. There was a time when New Jersey's highways were a shining example for the nation to follow. Decades of under-investing in our infrastructure have led to crumbling roads and bridges.

**Jason Cullen (People Not Politics)** – We should work with private organizations to make more efficient systems that will use efficient cost structures that will provide the most economically-sensible solutions to our public transportation needs. We should bring the infrastructure projects back to the towns and cities to allow the best judgment and attention that could be given to roads. We could truly benefit from towns and cities to allow the best judgment and attention that could be given to roads. We could truly benefit from a few privatized rail systems to take the bulk of the cost and need from the State.

**Christopher Daggett (Independent for New Jersey)** – We will restore the Transportation Trust Fund to its original concept of a balanced pay-as-you-go/short-term (10 years max) revolving loan fund by 2011. This phase in period is necessary in order to put in place the appropriate funding mechanisms that will address existing debt while generating the funds necessary to meet future needs. We must honestly and forthrightly assess the true cost of future transportation needs and review all potential user-based funding sources necessary to fund those needs,

including but not limited to: the motor fuels tax; converting to a sales tax on fuel; adding tolls to existing non-toll roads; local option, voter approved dedicated sales tax; and public/private ventures that preserve public control but attract new sources of funding to meet the challenges of

**Kenneth Kaplan (Libertarian Party)** – I believe strongly in the concept of placing costs on the users of any service or facility. Subway fares and highway tolls are examples of user fees. Since barrier tolls slow traffic and cause accidents and pollution, I favor gas taxes in conjunction with public transportation fares, as a better way to fund transportation infrastructure. Gas taxes and fares should be calculated so as to adequately meet annual expenses for proper maintenance and capital improvements. What one pays will be directly related to how much one drives or how often one is a passenger.

**Joshua Leinsdorf (Fair Election Party)** – New Jersey is building an \$8.7 billion rail tunnel under the Hudson River to New York. By its own figures, this amounts to \$200,000 for each extra rush hour commuter. Meanwhile, nothing is being done for the bus commuters who are standing in long lines at a fifty year old, obsolete bus terminal. I favor building a new bus terminal over the rail lines at 34<sup>th</sup> street and using the access roads to the center tubes of the Lincoln Tunnel as full time dedicated bus lanes. Also, sidewalks need to be built on both sides of every road, bus shelters built at every bus stop, benches installed every 400 yards along every sidewalk, and bike carriers provided on every bus and train.

**Alvin Lindsay (Lindsay for Governor)** - The New Jersey Transportation system currently does not meet the needs of the population. An independent study of heavily used transportation areas needs to be conducted. An analysis of the percentage of population that uses various forms of transportation (roads, rails, bridges, etc.) categorized by county should also be conducted.

**David Meiswinkle (Middle Class Empowerment)** – The creation of an infrastructure costs considerable money but also encourages and supports industry and provides jobs. The problem with covering costs again is the need to create tax revenues or going in more debt by bonding . The roads in certain areas are too crowded and impossible to move through. Other roads are in disrepair as well as bridges which cause a serious threat to the population. An infrastructure must be maintained. Quality construction material that will last must be used. Maglev trains could spawn a new industry and New Jersey can experiment in that implementation of magnetic levitation systems. Like all these questions. Money is needed. For more detail ; [Meiswinkle4Governor.com](http://Meiswinkle4Governor.com)

**Gregory Pason (Socialist Party USA)** - I would prioritize mass transit by increasing stops, expanding light rail, increase subsidies to trains and create a culture which makes bicycling and walking a safe option.

**Kostas Petris (For the People)** – I would have to discuss this with the citizens of NJ. But I would recommend that we do not let anymore building to occur in our state. No more housing units, no more stores, no more nothing and lets fix what we have. Instead of knocking down

trees, farms or what have you, let the builders restore abandoned businesses, homes, properties or what have you. Enough is enough, lets fix what we have and when the time comes and the majority of the people want our state to keep growing we will let it grow, if they are happy with the way things are, so be it. But I will never make a decision on any major topic without the voice of the people.

**Gary Steele (Leadership, Independence, Vision)** – My financial plan of cutting spending, paying down the debt also contains significant funding for bridge and road repair. These are some of our most important assets, however, past administrations have allowed the roads and bridges to fall into disrepair. Since spending would be reduced dramatically, there will be enough money to repair and replace our crumbling infrastructure. The roads, bridges and rails would be a top priority.

**Gary Stein (Independent, multiple slogans)** – Infrastructure needs? Are we kidding? I'll answer question 8 coming from the opposite direction. In other words, what happens when Corzine, Christy or Dagget, not having the luxury to tell the truth like me- don't take a meat cleaver to the budget- the way I promised to do. They'll be no money to fix "roads, rails, and bridges."