

Assoc. of NJ Environmental Commissions
Clean Ocean Action
Crafts Creek Spring Hill Brook Watershed Assoc. Inc.
Delaware Riverkeeper Network
Environment New Jersey
Environmental Defense
Greater Newark Conservancy
Musconetcong Mountain Conservancy
New Jersey Audubon Society
New Jersey Conservation Foundation
New Jersey Environmental Federation
New Jersey Environmental Lobby
New Jersey Federation of Sportsman's Clubs
New Jersey Highlands Coalition

NJ Public Employees for Env'l. Responsibility
New York-New Jersey Trail Conference
North Byram Concerned Citizens
Pequannock River Coalition
Pinelands Preservation Alliance
Save Barnegat Bay
Sierra Club NJ
South Branch Watershed Association
Skylands CLEAN
Stony Brook-Millstone Watershed Assoc
Tri-State Transportation Campaign
Upper Raritan Watershed Association
Upper Rockaway River Watershed Association

February 6, 2008

Governor Jon Corzine
State House
PO Box 001
Trenton, NJ 08625

RE: Opposition to Toll Road Projects in Asset Monetization plan

Dear Governor Corzine:

We write today in strong opposition to your proposal to expand capacity on the New Jersey Turnpike, Garden State Parkway, and Atlantic City Expressway. While we agree that New Jersey is in desperate need of a long-term solution to its chronic transportation financing problems, we strongly disagree with these projects in their current form, and their inclusion in your recently announced asset monetization plan.

The three highway expansion projects represent a leap backwards for New Jersey, a state nationally recognized for its smart growth-oriented transportation policies. The road widenings will cost New Jersey taxpayers billions of dollars but provide no guarantee of sustainable congestion relief. According to New Jersey Turnpike Authority's own data, portions of the newly widened Parkway will reach full capacity before construction is complete on the new lane and the Turnpike widening project will induce huge increases in traffic. In short, absent of travel demand management strategies, the new lanes on all the roadways will swiftly fill with traffic in just a few years time. New Jerseyans deserve a better bang for their buck.

The damage these projects will incur upon New Jersey's natural environment is easy to foresee. The thousands of additional cars the lanes are designed to carry will contribute to air pollution that already frequently exceeds EPA limits for safety. Acres of wetlands and habitat will be destroyed in favor of new impermeable roadway that will contribute to local water pollution. Ultimately, the state will find itself even more committed to a system of transport already

understood to be woefully inefficient. Moreover, contrary to New Jersey's recent energy policies to reduce climate change, the construction of these roads, as well as the resulting expansion of vehicular traffic of all types, will substantially increase the burning of fossil fuels and greenhouse gas emissions.

The highway projects must be reworked if they are to progress. More effective alternatives such as congestion pricing, high occupancy toll lanes, mass transit, or, in the Turnpike's case, establishment of a freight management corridor, are likely to do more to mitigate congestion in the long run at a fraction of the cost. None of these alternatives are adequately examined in the environmental documents produced thus far.

The current widening proposals fail the standard of thoughtful transportation planning for which New Jersey has earned a national reputation. Moreover, they actively thwart New Jersey's most farsighted initiatives, including your greenhouse gas order, recent signing of the International Carbon Partnership agreement and NJDOT's smart growth-oriented NJFIT programs. As a Governor who is aware of the importance of both financial and environmental sustainability, and has addressed these very issues at the World Economic Forum, we urge you to include specific fix-it-first language and earnestly reconsider the inclusion of the Turnpike, Parkway and Atlantic City Expressway widening projects in your asset monetization plan.

Sincerely,

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Donna Griff, Director
North Byram Concerned Citizens

Ross Kushner, Executive Director
Pequannock River Coalition

Carleton Montgomery, Executive Director
Pinelands Preservation Alliance

William deCamp Jr., Chairman
Save Barnegat Bay

Jeff Tittel, Director
Sierra Club NJ

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Robin O'Hearn, Executive Director
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Jim Waltman, Executive Director
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Kate Slevin, Executive Director
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Cindy Ehrenclou,
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