

February 1, 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 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.

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 manage 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 in your plan, and earnestly reconsider the inclusion of the Turnpike, Parkway and Atlantic City Expressway widening projects in your asset monetization plan.

Truly,

Sandy Batty, Executive Director
Association of NJ Environmental
Commissions

Cindy Zipf, Executive Director
Clean Ocean Action

Bob Tallon
Crafts Creek Spring Hill Brook Watershed
Association Inc.

Tracy Carluccio, Deputy Director
Delaware Riverkeeper Network

Dena Mattola, Executive Director
Environment New Jersey

Jim Tripp, Counsel
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Robin L. Dougherty, Executive Director
Greater Newark Conservancy

Tom Koven,
Musconetcong Mountain Conservancy

Eric Stiles, VP for Conservation and
Stewardship
NJ Audubon Society

Alison Mitchell, Policy Director
NJ Conservation Foundation

Dave Pringle,
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Anne Poole, President
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George P. Howard, Conservation Director
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Julia Somers, Executive Director
NJ Highlands Coalition

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North Byram Concerned Citizens

Ross Kushner, Executive Director
Pequannock River Coalition

Carleton Montgomery, Executive Director
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Save Barnegat Bay

Jeff Tittel, Director
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