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Statement on Issues Relating to Use of Local Roads by Heavy Trucks Presented to Governor-elect Christie's Transportation Subcommittee To the Transition New Jersey Committee

The diversion of heavy truck traffic to local roads, not designed for such vehicles, poses real risks to the public's safety. High concentrations of residences and businesses are located along these roads. Children walk or ride their bikes along these roads.

Such traffic also increases the strain on local roads and the cost of their maintenance. And it increases traffic safety enforcement costs.

Accordingly, we have long been involved in this, through our Heavy Truck Task Force.

<http://www.njslom.org/truck-routing-regs-testimony-120809.html>

Statement on Issues Relating to the Transportation Trust Fund and Local Aid Presented to Governor-elect Christie's Transportation Subcommittee To the Transition New Jersey Committee

According to NJ DOT statistics for 2008, New Jersey's total road mileage was 38,752. Of that total, 28,933 miles were municipal roads. In other words, New Jersey municipalities were responsible for maintaining just a little less than 75 percent of our State's centerline road mileage.

New Jersey's counties are responsible for about another 17 percent. Local roadways and bridges carry an estimated 55 percent of all traffic. In 2003, it was estimated that, for repair and maintenance of these assets - not for the construction of any new roads and bridges, but only to ensure the safety and utility of the current stock - we would annually need \$211 million for county bridges, \$7.5 million for municipal bridges, \$44 million for county roadways and \$112 million for municipal roadways for a total of \$374.5 million.

<http://www.njslom.org/TTF-testimony.html>

Upcoming Seminars

Budget Updates - March 4, 2010 or March 11, 2010

Health Benefits Negotiations Primer - March 9, 2010

<http://www.njslom.org/seminars.html>

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