



# Transportation & Infrastructure in New Jersey

STEVEN  
**Fulop** 2025  
DEMOCRAT FOR GOVERNOR

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# Statewide investment in smart transportation infrastructure will be a top priority for the Fulop Administration.

**As Mayor of Jersey City, Steven Fulop demonstrated his commitment to transportation investment.** Despite local governments having limited legal authority over New Jersey transportation (buses, light rail, train, ferries), Jersey City found creative ways to build modes of transportation. Steven Fulop would bring this track record, experience, and same commitment to statewide transportation investment.



**CURRENTLY IN TRENTON:**

# Some Recent Transportation Progress That Deserves Credit

## Positive Train Control (PTC)

After nearly a decade of neglect and disinvestment under the Christie Administration, the Murphy Administration completed the difficult task of updating NJ TRANSIT's PTC system in order to receive certification from the Federal Railroad Administration. The updates in equipment and infrastructure ensures the safety of every rider along NJ TRANSIT's rail network.



## Electric Vehicle (EV) Incentive Programs

Governor Murphy has set a goal of registering 330,000 EVs in New Jersey by 2025. To reach that goal, the state now offers financial incentives for the purchase or lease of eligible zero-emission vehicles and a rebate for the purchase of eligible chargers by individuals and local and state government agencies.

## Hudson Tunnel Projects

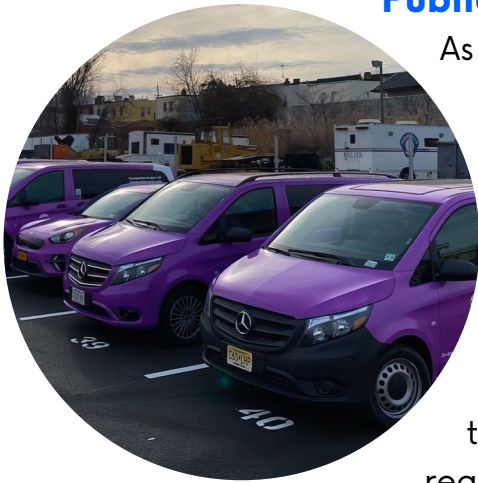
After the Christie Administration killed the construction of the ARC Tunnel Project, NJ commuters have paid the price. Governor Murphy made moving the Gateway Project forward a priority and in 2019, New Jersey and New York created the Gateway Development Commission to effectuate Phase 1 of the Gateway Program.



**IN JERSEY CITY:**

# Notable Accomplishments by Mayor Fulop on Transportation

## Public Micro Transit



As mayor, Steven Fulop built the most successful publicly subsidized micro transit rideshare program in the country. Building a new transportation system is never easy, and it is especially challenging when New Jersey is structured in a way that cities don't control their own bus, ferry or PATH systems. The Fulop Administration overcame these obstacles by creating the first municipal rideshare program in the region that targets underserved transit deserts and creates new opportunities for transportation. The system has exceeded every expectation with regard to demographic, geography, and usage, delivering more than 1 million rides in the first 2 years.

## Bike Share Program + Infrastructure

Under Mayor Fulop, Jersey City put in place the first bike share system in New Jersey and has since expanded the system to 600 bikes and 50 docking stations across the city - making it one of the largest programs in the country. Furthermore, the Fulop Administration worked closely with community activists to implement a comprehensive Bike Master Plan that includes a complete protected bike lane system and has started to implement the steps to create a safe environment with miles of safe corridors. The Fulop Administration has taken meaningful steps to redesign city streets making Jersey City a leader in bike infrastructure.





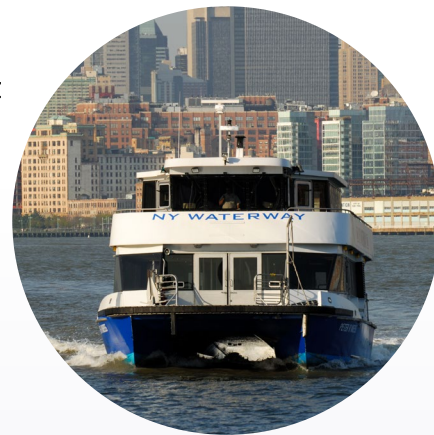
## Vision Zero

Jersey City was the first city in New Jersey to implement Vision Zero which is the premier accepted strategy for eliminating traffic fatalities. In 2022, the Fulop Administration realized ZERO car crash related fatalities on city-owned streets - the first of any city its size in the country.

The Vision Zero plan made meaningful changes to Jersey City streets through road diets, speed humps, traffic redirection, and complete street redesign. It is another example of how the Fulop Administration rejected the acceptance of "accidents" as normal and found innovative ways to save lives.

## Ferry Service Investment

The Fulop Administration recognized early that ferry service was an underutilized asset for the region. Mayor Fulop invested in ferry terminals and partnerships to better serve local residents. This represents yet another example of the experience and expertise Mayor Fulop will bring to state government.



## Smart Fees to Better Align Transportation Goals

As Jersey City has grown so have the number of vehicles entering the city on a daily basis. That is why the Fulop Administration worked with Trenton legislators to introduce legislation that changed fee structure for large corporate owned commuter garages in Jersey City, dedicating that revenue towards infrastructure around mass transit centers in the city. This represents proactive steps to increase the benefits for mass transit users.



AS GOVERNOR:

## Areas of Focus in Transportation

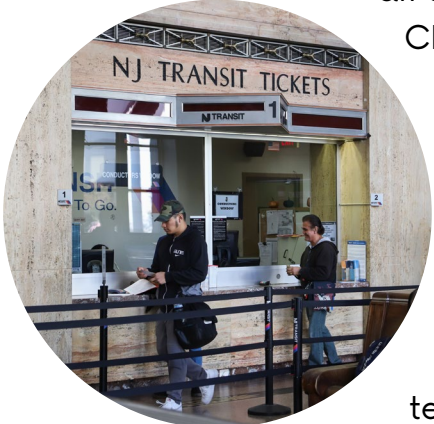
New Jersey is both a corridor state and one of the most densely populated states in the country. Therefore, we need a clear comprehensive vision around funding for transportation and investment.

New Jersey once had a mass transit system that was amongst the best in the country and as Governor, Steve Fulop will return New Jersey to that prominence.



# Dedicated Funding for NJ TRANSIT

Extending the Corporation Business Tax surcharge (CBT) would have allowed New Jersey Transit (NJT) to finally have a dedicated revenue stream. Officials from NJT recently reported that they are likely to face a nearly \$1 billion deficit in FY2026 – an almost identical amount of revenue the CBT would have generated.



The CBT was a commonsense tax on the wealthiest, most profitable, mostly out-of-state corporations, like Walmart and Amazon, who make money by selling products in New Jersey. These are not mom-and-pop businesses; these are giant Fortune 500 behemoths that have the capacity to pay and could have helped NJT sustain, maintain, and update its trains, buses, and technology to operate mass transit in perpetuity. Unfortunately, the CBT has been eliminated in the FY2025 budget.

As Governor, Fulop will work to ensure that our corporate community is participating properly in the infrastructure investment in New Jersey.



# Congestion Pricing New York

The current route that New Jersey is pursuing against congestion pricing is wrong and speaks to a disjointed policy around the environment and car usage. Policies that have been recently pursued in NJ to ban gas cars by 2035, or widen the turnpike extension, and now fight congestion pricing in court are inconsistent with a clear policy around transit. Governor Fulop would take a different approach on congestion pricing.

New Jersey is the most densely populated state in the country and in turn our roadways are congested. For the last two years, NJ politicians have been complaining about congestion pricing with limited action. And while congestion pricing can be beneficial to the environment and pedestrian safety, the New York City plan simply benefits NYC infrastructure at the expense of New Jersey residents.

In order to support our own transit infrastructure, New Jersey should look to implement congestion pricing on those entering New Jersey from New York. In the Fulop plan, these fees would be a dedicated revenue source to Light Rail expansion and to expand PATH service, which the Port Authority has gradually diminished over the last two decades.





# PATH Changes

PATH is one of the most heavily used metro rail systems in the country and it is time New Jersey treats it as an important asset.

With a dedicated revenue source from congestion pricing, as Governor of New Jersey, Fulop would look to make a long term deal to remove the PATH from the Port Authority infrastructure and include it as part of an integration plan with NJ TRANSIT. Under the Port Authority, there has been a steady decrease in overall PATH investment. By allowing NJ TRANSIT to manage PATH there will be the opportunity to increase weekend and off-peak service. This could also lead to more investment in new stations, like one for the Marion section of Jersey City, which should be a priority.



Demand for PATH service is at or approaching pre-pandemic levels. PATH schedules are still oriented around the needs of weekday commuters. In response to changing travel patterns, and until a full transfer to NJ TRANSIT, the Port Authority should bring its schedules in line with transit demand, increasing its "off-peak" service, and evolving beyond a commuter-oriented system. Investing in PATH and increasing services will act as an economic driver for the northern region of New Jersey.



# Raritan Valley Line Re-Assessment

Although the Raritan Valley Line (RVL) is one of the fastest growing NJ TRANSIT lines, one-seat ride has not changed to accommodate the increase in ridership. Steve Fulop will prioritize increasing Midtown direct service/one-seat ride on the RVL to include weekday peak hours and weekends. Ridership on the RVL is fast regaining pre-pandemic levels and it is beyond time for there to be a meaningful reassessment and reallocation of the dual locomotive trains necessary for one-seat ride into NYC. Peak one-seat rides would allow RVL towns to compete equally for residential and commercial investment, enhance current economic redevelopment efforts in progress along the entire corridor, enable employers to compete for younger, skilled talent from Manhattan, and ultimately increase property values in all RVL municipalities.



## Greenway Funding

Governor Fulop will commit to full funding to complete construction of the Hudson-Essex Greenway and Camden County LINK. Mayor Fulop has demonstrated a commitment to encouraging cycling in Jersey City and as Governor, he will prioritize capital investments in greenways, providing a unique opportunity for New Jersey to act as economic drivers, encourage community health, and promote environmentally responsible transportation. It will be an allocation he pushes each year in the budget, with the state's federal representatives, the NJTPA, and the Turnpike Authority, as the projects have the clear potential to be transformative.





# NJ TRANSIT Station Modernization

NJ TRANSIT is currently the owner of significant unused land that should be fast tracked for sale and reinvestment in the system. Too often the dense bureaucratic process of Trenton stalls land sales. In year one, the Fulop Administration will fast track these asset sales, with all sale proceeds to be reinvested in existing stations. Improvements include, but are not limited to, better access, fixing broken stairwells, upgrading lighting, improving technology, and communication with riders. These small improvements improve the customer experience and have an outsize impact on how residents perceive NJ TRANSIT.

## Prioritizing Light Rail Over Road Expansion

Right now, most forward-looking states across the country are investing in greener and more equitable mobility. New Jersey, on the other hand, currently proposes to spend billions of dollars widening highways around the state that parallel existing or dormant transit lines. Reducing New Jersey's climate impact while building both resilience and equity can be achieved by prioritizing rail lines over highway expansion. The Fulop Administration will work closely with building trades to refocus existing funds away from highway expansion and instead focus on light rail expansion to complete the Bergen County portion of the Hudson-Bergen light rail.





## Port Authority Reform

Over the last 20 years the Port Authority has drifted towards a larger emphasis on real estate investments. Under Governor Fulop, priority would once again be focused on core port businesses only centered around logistics and transportation with more frequent coordination between the state's transportation goals and the Port Authority. The current chairman of the Port Authority has been effective in advocating for increased New Jersey investment and more weekly coordination meetings between the Governor and the Chairman to coordinate interests will be a priority. The Chairman of the Port Authority should function as a chief transportation executive for NJ and his/her involvement should be engaged in all NJ transportation interests.

Furthermore, the Governor of New Jersey holds huge influence over transportation in both New York/New Jersey, with the ability to veto minutes and the agenda of the Port Authority. For example, with New York City's current proposal for one-sided congestion pricing plan, Governor Fulop would have used his leverage to veto the Port Authority minutes until New Jersey has the proper conversation around regional mass transit. To protect NJ's interests, Governor Fulop would more frequently use this tool until NJ has a proper seat at the table and there is a more regional approach to transportation decisions between NY/NJ beyond just the Port Authority.

## Urban On Demand Micro Transit Investment

In each of the ten most densely populated urban areas, Governor Fulop would work with ATU (Amalgamated Transit Union) to replicate an on demand micro transit system similar to the successful program in Jersey City. This is the most cost efficient and technology oriented way to integrate transit deserts and improve quality of life. The system would be owned and operated by NJ TRANSIT so that cities would not be subject to private operators' cost and service cuts that riders experience from private bus operators today.

The micro transit plan would be in conjunction with a route audit of the current private NJ TRANSIT bus operators with a goal of gradually reducing the private operators and replacing them with the state directly operating more lines.

## Safety

There has been an uptick in attacks on transit workers, which not only endangers employees, but has a chilling effect on ridership because passengers are afraid to board buses and trains. While the legislature has passed laws enhancing penalties for attacking transit workers, the truth is that these bills do not deter people from committing these crimes. Under Governor Fulop, New Jersey will begin ordering buses with a redesigned bus operator workstation to address assaults, blind spots, ergonomic issues, and air quality. The technology exists today and is evident in the bus systems in many European cities. Once a large transit system like in New Jersey starts ordering buses with quality barriers to keep unwanted persons out of the bus operator workstation, it will drive safety increases which leads to increases in ridership.

# Fixing the New Jersey Motor Vehicle Commission (MVC)

Steve Fulop knows that nearly every person in New Jersey will at some point have to interact with NJ's MVC. For many residents it is the first and only experience with their state government. Unfortunately, as of today, they walk away with the impression that their government's operations are subpar. As governor, Fulop would change the MVC in several meaningful ways to improve the quality of service.

**30 Minute Turnaround** Governor Fulop would set a clear mandate that all customer services be completed within 30 minutes. A visit to the MVC should not be a multi hour experience for NJ residents. Fulop would expand the work force and change the hours of operation to achieve this.

**Expand MVC Hours** Currently MVC is only open weekdays from 8:00 am until 4:30 pm and Saturdays from 8:00 am until 3:00 pm. These hours are not convenient for working adults. This will change under the Fulop Administration. First, recognizing that MVC employees provide crucial service, Fulop will invest in expanded personnel and compensation for MVC employees. Next, in order to improve residents' access, Fulop will look to expand hours until 9:00 pm on weekdays and 5:00 pm on weekends.

**Leadership** The Governor appoints the Chief Administrator. It is imperative that this person have senior management experience in retail and operations. Those appointed in the past have had no such experience - impacting staff and residents' experience.

**Online Transactions** As Governor, Steve Fulop will invest in educating residents on the option to complete many necessary MVC transactions online. To incentivize and expand online transactions Governor Fulop will offer a 10% reduction of fees for services completed online. In addition, the types of transactions that can be completed will be expanded and online completion of certain transactions will become mandatory. This will allow customers to move more quickly and efficiently through the MVC process, creating a less stressful and more efficient service.



← Trains to Bayonne

## CONCLUSION:

Once the envy of the nation, transportation infrastructure in New Jersey has been neglected, and it shows. The lack of investment and failure to find creative solutions has resulted in longer than necessary commutes, too much reliance on personal automobiles, transit deserts, and a general distrust of mass transportation.

**As Governor, Steve Fulop will commit  
on day one to restoring New Jersey's  
transit investment to once again the best  
standard for mobility in the country.**

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