



ANALYSIS OF THE NEW JERSEY BUDGET

**DEPARTMENT OF TRANSPORTATION
AND
MOTOR VEHICLE COMMISSION**

FISCAL YEAR

2013 - 2014

NEW JERSEY STATE LEGISLATURE

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DEPARTMENT OF TRANSPORTATION AND MOTOR VEHICLE COMMISSION

Budget Pages..... C-3, C-6, C-15, C-24, C-25; D-347 to
D-366; H-5, H-7.

Fiscal Summary (\$000)

	Expended FY 2012	Adjusted Appropriation FY 2013	Recommended FY 2014	Percent Change 2013-14
State Budgeted	\$1,317,541	\$1,267,502	\$1,298,849	2.5%
Federal Funds	912,341	979,525	1,237,025	26.3%
<u>Other</u>	<u>1,806,104</u>	<u>2,249,991</u>	<u>2,280,561</u>	<u>1.4%</u>
Grand Total	\$4,035,986	\$4,497,018	\$4,816,435	7.1%

Personnel Summary - Positions By Funding Source

	Actual FY 2012	Revised FY 2013	Funded FY 2014	Percent Change 2013-14
State	1,613	1,616	1,606	(.6%)
Federal	797	835	844	1.1%
Other	585	660	664	.6%
MVC	2,173	2,181	2,233	2.4%
<u>NJ Transit</u>	<u>11,136</u>	<u>11,130</u>	<u>11,259</u>	<u>1.2%</u>
Total Positions	16,304	16,422	16,606	1.1%

FY 2012 (as of December) and revised FY 2013 (as of January) personnel data reflect actual payroll counts. FY 2014 data reflect the number of positions funded.

Link to Website: <http://www.njleg.state.nj.us/legislativepub/finance.asp>

Highlights

Motor Vehicle Commission (MVC)

- The MVC is recommended to receive net operating revenues of \$316.6 million in FY 2014, a \$30.9 million increase over FY 2013 and an increase of \$47 million over FY 2012. Most MVC revenues are set by statute at a portion of a variety of driving and security related fees and fines. In FY 2014, the total amount being redirected through budget language from the MVC to the General Fund decreases by \$25 million from \$71.4 million to \$46.4 million. The total amount of General Fund revenue derived from Motor Vehicle Fees for FY 2014 is \$509.2 million, down from \$541.1 million in FY 2013. Budget contributions by the MVC in recent years have reduced but not eliminated unexpended balances that the MVC had been able to carry forward from prior years.

Department of Transportation (DOT)

- The base State appropriation for DOT Maintenance and Operations is unchanged from FY 2013 at \$37.6 million. The FY 2013 adjusted appropriation is currently listed as \$67.6 million, which includes a \$30 million supplemental appropriation for winter storm expenses, consistent with budget language authorizing supplemental funding as needed for DOT winter operations. Budget Evaluation data estimates FY 2013 snow and ice control expenses at \$40.34 million; however, late season snowfall which has occurred since the publication of the budget suggests that actual FY 2013 costs will be higher than estimated. Additional winter storm costs for FY 2014 are not budgeted, and the department will again require supplemental funding to support its projected costs of \$30 million.

Transportation Trust Fund (TTF)

- The FY 2014 budget recommends a \$1.16 billion appropriation to the Transportation Trust Fund Account for debt service, \$66 million more than the FY 2013 adjusted appropriation. This appropriation is composed of \$228 million from the petroleum products gross receipts tax, \$389.55 million from the sales and use tax, \$12 million from transportation oriented authorities, and at least \$531 million from the motor fuels tax. The effective increase in funding is significantly higher, since a lapse of \$110.2 million from FY 2013 funding is expected.
- There appears to be no provision for pay-as-you-go funding of capital projects for the current fiscal year, meaning that the full \$1.224 billion portion of the capital program for FY 2014 that is to be supported through State transportation funds will derive from debt instruments. The Port Authority of New York and New Jersey will provide \$376 million in support to the capital program, bringing the non-federal portion of the capital plan to \$1.6 billion for FY 2014, the same level of non-federal funding as has been provided in the prior seven fiscal years.
- The TTF is permitted \$849.2 million in borrowing for FY 2014 under section 3 of P.L. 2012, c.13. With no sources of pay-as-you-go funding identified in the proposed budget, the Transportation Trust Fund Authority must identify \$375 million in addition

Highlights (Cont'd)

to the statutorily permitted bonding for FY 2014 to support the full \$1.224 billion in state funds for the FY 2014 capital plan.

- The New Jersey Transportation Capital Plan for FY 2014 is \$3.985 billion, a \$660 million increase over FY 2013. This increase is attributable to a \$257 million increase in federal funding and a \$403 million increase in third party funds. This plan encompasses federal and State Transportation Trust funding that is appropriated in the Budget as well as resources not appropriated in the Budget for certain projects undertaken by regional transportation agencies, e.g., the Port Authority of New York and New Jersey that benefit New Jersey.

New Jersey Transit (NJT)

- The recommended State operating subsidy to support NJT for FY 2014 is \$73 million, the same level of support that was provided in FY 2013. The State operating subsidy is supplemented by \$295 million in support from the New Jersey Turnpike Authority.
- The overall NJT operations budget for FY 2014 is \$1.94 billion, a \$37 million increase over FY 2013. This increase is composed primarily of a \$19 million increase in salaries and wages, and a \$17 million increase in purchased transportation (private companies hired by NJT to provide transportation services). This increase is supported by a \$26.4 million increase in farebox revenue, a \$3.2 million increase in other commercial revenue, and a \$7.5 million increase in other reimbursements. The increase in farebox revenue appears to be driven by increased ridership, and not an intention to raise fares during FY 2014.
- Transportation Assistance for Senior Citizens and Disabled Residents is recommended to decrease to \$20.3 million in FY 2014 from \$24.6 million in FY 2013. This reduction reflects declining casino tax collections. The funding level has declined each year since FY 2008 when it totaled \$36.9 million. Based on revised estimates for FY 2013 casino tax collections, the level of support will decrease slightly in FY 2015 as well.

Fiscal and Personnel Summary

AGENCY FUNDING BY SOURCE OF FUNDS (\$000)

	Expended FY 2012	Adj. Approp. FY 2013	Recom. FY 2014	Percent Change	
				2012-14	2013-14
General Fund					
Direct State Services	\$50,726	\$75,161	\$44,781	(11.7%)	(40.4%)
Grants-In-Aid	285,027	73,173	73,173	(74.3%)	0.0%
State Aid	0	0	0	-	-
Capital Construction	956,667	1,094,536	1,160,552	21.3%	6.0%
Debt Service	0	0	0	-	-
Sub-Total	\$1,292,420	\$1,242,870	\$1,278,506	(1.1%)	2.9%
Property Tax Relief Fund					
Direct State Services	\$0	\$0	\$0	-	-
Grants-In-Aid	0	0	0	-	-
State Aid	0	0	0	-	-
Sub-Total	\$0	\$0	\$0	-	-
Casino Revenue Fund	\$25,121	\$24,632	\$20,343	(19.0%)	(17.4%)
Casino Control Fund	\$0	\$0	\$0	-	-
State Total	\$1,317,541	\$1,267,502	\$1,298,849	(1.4%)	2.5%
Federal Funds	\$912,341	\$979,525	\$1,237,025	35.6%	26.3%
Other Funds	\$1,806,104	\$2,249,991	\$2,280,561	26.3%	1.4%
Grand Total	\$4,035,986	\$4,497,018	\$4,816,435	19.3%	7.1%

PERSONNEL SUMMARY - POSITIONS BY FUNDING SOURCE

	Actual FY 2012	Revised FY 2013	Funded FY 2014	Percent Change	
				2012-14	2013-14
State	1,613	1,616	1,606	(0.4%)	(0.6%)
Federal	797	835	844	5.9%	1.1%
All Other	2,758	2,841	2,897	5.0%	2.0%
NJ Transit	11,136	11,130	11,259	1.1%	1.2%
Total Positions	16,304	16,422	16,606	1.9%	1.1%

FY 2012 (as of December) and revised FY 2013 (as of January) personnel data reflect actual payroll counts. FY 2014 data reflect the number of positions funded.

AFFIRMATIVE ACTION DATA

Total Minority Percent (DOT only)	29.1%	29.0%	29.2%
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Significant Changes/New Programs (\$000)

<u>Budget Item</u>	<u>Adj. Approp.</u> <u>FY 2013</u>	<u>Recomm.</u> <u>FY 2014</u>	<u>Dollar</u> <u>Change</u>	<u>Percent</u> <u>Change</u>	<u>Budget</u> <u>Page</u>
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I. Vehicular Safety – Motor Vehicle Commission

**Motor Vehicle
Services – Other
Funds**

\$328,981	\$360,284	\$31,303	9.5%	D-354
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The increase in this line item reflects changes to the transfers of MVC resources to the General Fund pursuant to proposed budget language. Specifically, proposed budget language provides for a \$25 million reduction in transfers from the MVC to the General Fund as State revenue. The remaining amount is primarily attributable to a \$5 million reduction in the amounts contributed by the MVC to NJ Transit pursuant to budget language. Underlying budget detail indicates that about \$6 million of this increase is allotted to personnel costs, but most of the increase is unallocated to any specific areas of operation.

The appropriations displayed above include not only funding for the direct operating costs of the MVC, but also revenues collected by the MVC that are transferred to other agencies for non-MVC purposes. The MVC's net operating resources comprise \$316.6 million of the FY 2014 total above, a \$30.9 million increase over FY 2013.

II. State and Local Highway Facilities

**Maintenance and
Operations - DSS**

\$67,649	\$37,649	(\$30,000)	(44.3%)	D-357
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The decrease in this line item reflects a FY 2013 supplemental funding adjustment of \$30 million for winter operations. As in previous years, the recommended budget for Maintenance and Operations appears to be substantially reduced from the adjusted current year appropriation, reflecting budget language authorization to obtain supplemental funding for winter operations as needed. Such language is continued in the FY 2014 Budget Recommendation. The actual base appropriation for FY 2014 is the same as in FY 2013.

III. Special Transportation Trust Fund

**Trust Fund Authority
– Subaccount for
Debt Service for Prior
Bonds**

\$1,016,836	\$1,062,990	\$46,154	4.5%	D-358
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This line item reflects the increase in the amount needed for debt service on bonds issued under statutory Transportation Trust Fund debt authorizations prior to P.L.2012 c.13. In December 2012, all remaining debt authorization in this category was utilized. A refunding bond issue is pending that will revise the amount of FY 2014 debt service, so the recommended funding is an estimate and subject to revision. The sale of refunding bonds will reduce the FY

Significant Changes/New Programs (\$000) (Cont'd)

<u>Budget Item</u>	<u>Adj. Approp.</u> <u>FY 2013</u>	<u>Recomm.</u> <u>FY 2014</u>	<u>Dollar</u> <u>Change</u>	<u>Percent</u> <u>Change</u>	<u>Budget</u> <u>Page</u>
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2013 debt service by an estimated \$50 million, so the effective increase in debt service on prior bonds is significantly larger than displayed above.

Trust Fund Authority**– Subaccount for****Debt Service for****Transportation****Program Bonds**

	\$77,700	\$97,562	\$19,862	25.6%	D-358
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This line item separates debt service for bonding amounts permitted under P.L. 2012, c.13 from debt issued under prior authorizations. This line item represents \$920.7 million in bonds that have been issued under this line item to date, in addition to any additional amounts that will be issued in the remainder of FY 2013 and FY 2014. Approximately \$326 million in bonding authorization remains for FY 2013, and \$849.2 million in authorization is permitted for FY 2014. There is also a statutory authorization for up to \$226 million of FY 2015 bonding authorization which may be utilized in FY 2014, reducing the FY 2015 bonding authorization by an equivalent amount. The assumptions for new bond issuance and debt service costs that support the amount recommended in FY 2014 are unknown.

Project Costs – Other**Parties**

	\$353,000	\$376,000	\$23,000	6.5%	D-358
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This appropriation of \$376 million does not come from the General Fund, but rather through a \$1.8 billion agreement from FY 2012 through FY 2016 with the Port Authority of New York and New Jersey. The agreement provides funding for the construction of four projects in the port area: the Pulaski Skyway, the Wittpenn Bridge, construction on Rt. 139, and construction of a new Portway road inside of the port district. The \$23 million increase over FY 2013 is consistent with the five year funding agreement.

Transportation Trust**Fund – Local Highway****Funds – Special****Transportation Trust****Fund**

	\$190,100	\$284,100	\$94,000	49.4%	D-358
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Transportation Trust**Fund – Federal****Highway****Administration –****Special****Transportation Trust****Fund**

	\$957,900	\$1,215,400	\$257,500	26.9%	D-358
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The increase in local highway funds represents a funding shift to allocate approximately \$100 million of federal funds used for local transportation projects to NJ Transit in exchange for

Significant Changes/New Programs (\$000) (Cont'd)

<u>Budget Item</u>	<u>Adj. Approp.</u> <u>FY 2013</u>	<u>Recomm.</u> <u>FY 2014</u>	<u>Dollar</u> <u>Change</u>	<u>Percent</u> <u>Change</u>	<u>Budget</u> <u>Page</u>
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allocating approximately \$100 million of State funds to local transportation projects that would have been used to support NJ Transit. This shift permits more flexibility in the administration of local transportation funds.

The increase in Federal Highway Administration funds is not clear at the moment, but should be explained in the DOT Capital Program for FY 2014 which is expected to be released in April. The additional funds do not appear to be attributable to at least \$128 million in federal emergency relief funds awarded to the State in February 2013, since those funds were awarded for FY 2013.

IV. Public Transportation – NJ Transit**D-362-363****NJ Transit – Distribution by Fund and Object****A. Expenditures**

1. Bus Operations	\$657,300	\$666,300	\$ 9,000	1.4%
2. Rail Operations	\$766,600	\$769,000	\$ 2,400	.3%
3. Light Rail Operations	\$19,600	\$20,100	\$ 500	2.6%
4. Corporate Operations	\$254,100	\$261,900	\$ 7,800	3.1%
5. Purchased Transportation	\$206,273	\$223,673	\$17,400	8.4%
Subtotal	\$1,903,873	\$1,940,973	\$37,100	1.9%

B. Revenues

1. State Subsidy	\$73,173	\$73,173	0	—
2. NJT Resources:				
Farebox	\$894,200	\$920,600	\$26,400	3.0%
Other Commercial	\$109,800	\$113,000	\$ 3,200	2.9%
Other Reimbursements	\$531,700	\$539,200	\$ 7,500	1.4%
3. All Other Funds - NJTA	\$295,000	\$295,000	0	—
Subtotal	\$1,903,873	\$1,940,973	\$37,100	1.9%

**C. Transportation Assistance
for Senior Citizens and Disabled
Residents (Casino Revenue
Fund)**

\$24,632	\$20,343	(\$4,289)	(17.4%)
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NJ Transit's operating budget is proposed to increase by 1.9% or \$37.1 million in FY 2014; however NJ Transit is requesting no increase in its operating subsidy of \$368.2 million, composed of \$295 million in support from the NJ Turnpike Authority and \$73.2 million in

Significant Changes/New Programs (\$000) (Cont'd)

<u>Budget Item</u>	<u>Adj. Approp.</u> <u>FY 2013</u>	<u>Recomm.</u> <u>FY 2014</u>	<u>Dollar</u> <u>Change</u>	<u>Percent</u> <u>Change</u>	<u>Budget</u> <u>Page</u>
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support from the General Fund. The increase in NJ Transit’s operating budget is made possible by a \$26.4 million increase in farebox revenue, a \$3.2 million increase in commercial revenue, and a \$7.5 million increase in other reimbursements. Other commercial revenue typically involves revenues from real estate activities and parking lot revenues. Other reimbursements for NJ Transit typically involve federal and TTF dollars provided to NJ Transit as reimbursements for capital activities undertaken by the organization.

Casino Revenue Fund dollars provide the full State support for the county transportation systems, which are responsible for providing transportation to elderly and disabled residents. This year’s 17.4% decrease is part of a downward trend in funding since FY 2008 as a result of declining casino revenues. The amount provided in FY 2008 was \$36.9 million. In FY 2015, the appropriation is scheduled to fall to \$20.0 million based on revised FY 2013 casino revenues.

**All Other Funds-
Special**

Transportation Trust

Fund – TTFA revenues	\$589,500	\$495,500	(\$94,000)	(15.9%)	D-363
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The decrease in State funds for Transportation Trust Fund Authority transit projects reflects a funding shift that allocates approximately \$100 million in State support for NJ Transit to local transportation projects, while also allocating approximately \$100 million in Federal support for local transportation projects to NJ Transit projects. This can be seen in the capital program display on page H-7 where federal support for public transportation projects – NJ Transit increases from \$642.9 million to \$736.9 million.

Significant Language Changes

Motor Vehicle Revenue – Funding Shift

Revision and Deletion

2013 Handbook: p. B-165
2014 Budget: p. D-354

Notwithstanding the provisions of any law or regulation to the contrary, \$5,000,000 of monies received in the "Commercial Vehicle Enforcement Fund" established pursuant to section 17 of P.L.1995, c.157 (C.39:8-75) shall be deposited in the General Fund as State revenue and appropriated for New Jersey Transit, and existing Commercial Vehicle Enforcement Fund balances are appropriated to offset all reasonable and necessary expenses of the Division of State Police, the New Jersey Motor Vehicle Commission, the Department of Transportation, and the Department of Environmental Protection in the performance of commercial vehicle safety and emission inspections and Other-Clean Air purposes, subject to the approval of the Director of the Division of Budget and Accounting.

~~Notwithstanding the provisions of any law or regulation to the contrary, of the amount appropriated for New Jersey Transit, \$5,000,000 thereof shall be paid from Commercial Vehicle Enforcement Fund receipts pursuant to section 17 of P.L.1995, c.157 (C.39:8-75), as shall be determined by the Director of the Division of Budget and Accounting.~~

Explanation

The first recommended language provision clarifies that the transfer of \$5 million in receipts from the Commercial Vehicle Enforcement Fund (CVEF) to the General Fund as State Revenue is to be appropriated for New Jersey Transit. The second provision which appropriated the \$5 million of CVEF funds to New Jersey Transit prior to the revision of the first provision is now removed from the language.

The Commercial Vehicle Enforcement Fund is a non-lapsing dedicated account in the General Fund which is intended to support the Commercial Vehicle Enforcement Program administered by the Motor Vehicle Commission (MVC). Pursuant to NJSA 39:8-75, 40 percent of the revenues collected by the fund are intended for use by the MVC with the balance to be distributed to support programs and activities of the Department of Law and Public Safety, the Department of Transportation, the commission and the Department of Environmental Protection. However, pursuant to the proposed budget language, it appears that NJ Transit will receive approximately 35% of CVEF revenue in FY 2014.

EXPLANATION: FY 2013 language not recommended for FY 2014 denoted by strikethrough.
Recommended FY 2014 language that did not appear in FY 2013 denoted by underlining.

Significant Language Changes (Cont'd)

Motor Vehicle Revenue – Funding Shift

Revision

2013 Handbook: p. B-165
2014 Budget: p. D-355

Notwithstanding the provisions of section 105 of P.L.2003, c.13 (C.39:2A-36) or any law to the contrary, ~~\$30,000,000~~ \$5,000,000 is appropriated from the revenues appropriated to the Motor Vehicle Commission for deposit in the General Fund as State revenue, subject to the approval of the Director of the Division of Budget and Accounting.

Explanation

The recommended budget language directs \$5 million in MVC revenue, reduced from \$30 million in FY 2013, to the General Fund as State revenue. This change decreases the amount of Motor Vehicle Fees available in the General Fund which, as a result, are now available in support of commission operations.

Debt Service on Transportation Trust Fund Authority Bonds

Revision

2013 Handbook: p. B-167
2014 Budget: p. D-359

The amount hereinabove appropriated for the Transportation Trust Fund Subaccount for Debt Service for Prior Bonds and for the Transportation Trust Fund Subaccount for Debt Service for Transportation Program Bonds shall be provided from revenues ~~received~~ from (i) motor fuel taxes, which are hereby appropriated for such purposes pursuant to Article VIII, Section II, paragraph 4 of the State Constitution; (ii) \$228,000,000 from the petroleum products gross receipts tax, which is hereby appropriated for such purposes pursuant to Article VIII, Section II, paragraph 4 of the State Constitution; and (iii) ~~\$314,536,000~~ \$389,552,000 from the sales and use tax which is hereby appropriated for such purposes pursuant to Article VIII, Section II, paragraph 4 of the State Constitution.

In addition, the amount hereinabove appropriated for the Transportation Trust Fund Subaccount for Debt Service for Prior Bonds may also be provided from (i) \$12,000,000 of funds ~~received~~ from the various transportation-oriented authorities pursuant to contracts between such transportation-oriented authorities and the State; and (ii) such additional ~~sums~~ amounts pursuant to P.L. 1984, c.73 (C.27:1B-1 et al.) as may be necessary and are hereby appropriated to satisfy all fiscal year ~~2013~~ 2014 debt service, bond reserve requirements, and other fiscal obligations of the New Jersey Transportation Trust Fund Authority relating to the Prior Bonds.

EXPLANATION: FY 2013 language not recommended for FY 2014 denoted by strikethrough. Recommended FY 2014 language that did not appear in FY 2013 denoted by underlining.

Significant Language Changes (Cont'd)

Explanation

As in past years, the FY 2014 Executive Budget recommends language directing the appropriation to the TTF account to be provided from revenues dedicated under the Constitution and under specified State laws, and from funds receivable under contract from various "transportation-oriented" (i.e., toll road) authorities. Amounts so dedicated under the Constitution include: (1) \$200 million from sales and use tax revenue, (2) \$200 million from petroleum products gross receipts tax revenue, and (3) an amount equal to \$0.09 per gallon of revenue from the motor fuels tax, increased to \$0.105 per gallon, or a minimum of \$483 million, pursuant to P.L.2006, c.3. These amounts together provide a minimum of \$883 million. Recent language has also provided \$12 million through payments from toll road authorities to the TTF for a grand total of \$895 million in funding.

In addition to the constitutionally and statutorily required amounts dedicated to the TTF, the recommended budget language provides for an additional \$266 million through increases to the amounts appropriated from the above sources of revenue. The language increases the contribution from the petroleum products gross receipts tax by \$28 million to \$228 million and the sales and use tax appropriation by \$189.6 million to \$389.6 million. The amount contributed from the motor fuels tax is not specified through language. The difference between recommended debt service appropriations, and the amounts of other revenues in these two language provisions is \$531 million. The FY 2014 estimate on page C-3 for Motor Fuels Tax collections is \$556 million, an increase of \$11 million over FY 2013.

The total amount of funding provided to the Transportation Trust Fund Account is \$1.161 billion, of which \$1.063 billion is for prior bonds and \$97.6 million is for program bonds in FY 2014, up from \$1.017 billion for prior bonds and \$77.7 million for program bonds in FY 2013 (p. D-358).

EXPLANATION: FY 2013 language not recommended for FY 2014 denoted by strikethrough.
Recommended FY 2014 language that did not appear in FY 2013 denoted by underlining.

Significant Language Changes (Cont'd)

FY 2014 State Transportation Capital Program

Revision

2013 Handbook: p. B-168
2014 Budget: p. D-359

Notwithstanding the provisions of P.L.1984, c.73 (C.27:1B-1 et al,) or any law or regulation to the contrary, there is appropriated up to ~~\$1,247,000,000~~ \$1,224,000,000 from the revenues and other funds of the New Jersey Transportation Trust Fund Authority, for capital purposes as follows:

Airport Assets
 Bridge Assets
 Capital Program Delivery
 Congestion Relief
 Local System Support
 Mass Transit Assets
 Multimodal Programs
 Road Assets
 Safety Management
 Transportation Support Facilities

Explanation

The recommended language authorizes Transportation Trust Fund Authority support for the FY 2014 transportation capital program and establishes \$1.224 billion as the maximum level of such support. The language indicates the categories of "capital purposes" to be funded from the TTFA. (In the Appropriations Act, the projects within the several categories will be individually specified; as in past years, the list of proposed projects was not finalized in time for its inclusion in the budget recommendations.)

The recommended budget language continues a \$1.6 billion level of annual appropriations for the FY 2013 State transportation capital program, composed of \$1.224 billion in State support through the Transportation Trust Fund and \$376 million in support from the Port Authority of New York and New Jersey for State projects in the port region. The language decreases the amount appropriated from the Transportation Trust Fund for capital purposes by \$23 million from FY 2013. This reduction is made possible by a \$23 million increase to \$376 million in anticipated capital project expenses by the Port Authority (p. D-346 – Project Costs – Other Parties). The Port Authority funding is part of a \$1.8 billion funding agreement between the State and Port Authority over the FY 2012 to FY 2016 period. The specific projects to be funded by the Port Authority can be found in the final language provision on page D-348 of the FY 2013 Governor's Budget Message.

EXPLANATION: FY 2013 language not recommended for FY 2014 denoted by strikethrough.
 Recommended FY 2014 language that did not appear in FY 2013 denoted by underlining.

Significant Language Changes (Cont'd)

Transportation Capital Program – Permitted Maintenance Spending Limit	
Addition	2013 Handbook: p. - 2014 Budget: p. D-360

Notwithstanding the provisions of N.J.S.A. 27:1B-22.2 or any law or regulation to the contrary, in recognition of the extensive destruction and damage to the State's roads, highways, bridges, and other critical transportation infrastructure during recent years inflicted by a series of federally declared disaster events, including but not limited to Hurricane Irene and Super Storm Sandy, of the amount hereinabove appropriated to the New Jersey Transportation Trust Fund Authority, an amount not to exceed \$135,000,000 may be used for permitted maintenance, subject to the approval of the Director of the Division of Budget and Accounting.

Explanation

The Financial Policy Review Board annually certifies the amount of Transportation Trust Fund Authority revenues and other funds of the authority which may be used for permitted maintenance pursuant to N.J.S.A. 27:1B-22.2. If the amount expended on permitted maintenance expenditures exceeds the amount expended in FY 2007, the authority is subject to a corrective action plan which will reduce the amount of expenditures on permitted maintenance in a future year by the amount of overage in the certified year.

The following language provision increases that limitation by \$15 million from \$120 million, permitting the authority to spend up to \$135 million on permitted maintenance for construction related to damages caused by Hurricane Irene and Super Storm Sandy.

EXPLANATION: FY 2013 language not recommended for FY 2014 denoted by strikethrough.
Recommended FY 2014 language that did not appear in FY 2013 denoted by underlining.

OFFICE OF LEGISLATIVE SERVICES

The Office of Legislative Services provides nonpartisan assistance to the State Legislature in the areas of legal, fiscal, research, bill drafting, committee staffing and administrative services. It operates under the jurisdiction of the Legislative Services Commission, a bipartisan body consisting of eight members of each House. The Executive Director supervises and directs the Office of Legislative Services.

The Legislative Budget and Finance Officer is the chief fiscal officer for the Legislature. The Legislative Budget and Finance Officer collects and presents fiscal information for the Legislature; serves as Secretary to the Joint Budget Oversight Committee; attends upon the Appropriations Committees during review of the Governor's Budget recommendations; reports on such matters as the committees or Legislature may direct; administers the fiscal note process and has statutory responsibilities for the review of appropriations transfers and other State fiscal transactions.

The Office of Legislative Services Central Staff provides a variety of legal, fiscal, research and administrative services to individual legislators, legislative officers, legislative committees and commissions, and partisan staff. The central staff is organized under the Central Staff Management Unit into ten subject area sections. Each section, under a section chief, includes legal, fiscal, and research staff for the standing reference committees of the Legislature and, upon request, to special commissions created by the Legislature. The central staff assists the Legislative Budget and Finance Officer in providing services to the Appropriations Committees during the budget review process.

Individuals wishing information and committee schedules on the FY 2014 budget are encouraged to contact:

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