



New Jersey Future
New Jersey Gubernatorial Candidate
Smart Growth Questionnaire
September 2009

New Jersey Future asked the 2009 gubernatorial candidates to respond to six questions related to smart growth. Following are the answers submitted by Jon Corzine, Democrat; Christopher Christie, Republican; and Christopher Daggett, Independent.

New Jersey is the most developed state in the nation. As such, residents care intensely about how we use our remaining land, especially as we work to create jobs and bolster the state's economy.

1) How will your administration promote economic development while preserving and protecting those things that are important to New Jerseyans: the natural environment, open spaces and healthy communities?

CORZINE: I believe that growing our economy and protecting our environment must occur simultaneously. My administration has demonstrated a commitment to policies that achieve this end, by promoting economic development in areas appropriate for growth, while preserving open space in others.

To incentivize economic growth in urban areas, I enhanced the Urban Enterprise Zones, established and expanded the Urban Transit Hub program and created the Urban Fund, which together will support \$25.7 billion in private investment and over 150,000 jobs. The Economic Redevelopment and Growth Grant Program I recently signed into law will be a driving force in my second term for directing growth to our urban areas.

In tandem, I enacted environmental policies designed to conserve our natural environment and promote healthy communities for years to come. In 2007, I signed an Executive Order and its codifying law, the "Global Warming Response Act," to adopt proactive and ambitious goals for the reduction of greenhouse gas emissions. The goal of reducing greenhouse gas emissions 20 percent by 2020 will guide second-term policymaking designed to limit Vehicle Miles Traveled (VMT), promote alternative transportation, increase renewable energy use and direct development to areas with infrastructure as reflected in the State Plan.

CHRISTIE: There is no more important issue facing our state today than creating quality-paying, sustainable jobs. For that reason, I have included a job development aspect into each of my major policy statements. For example, programs designed to revitalize our cities must focus on improvements to our failing urban schools, meaningful reductions in crime and violence and in the redevelopment of our housing and business infrastructure. We must bring residents and businesses with good jobs back to our cities if we are going to reverse decades of neglect.

All of these efforts are possible if we refocus our efforts away from suburban sprawl that continues to erode our open space and farmlands, while costing billions for new roads and transportation systems. We will focus all of the existing incentive programs back to our cities; remove the regulatory constraints that have blocked previous efforts to rebuild while we improve on the old infrastructure and economic base. These efforts will enable us to preserve our rural legacy while restoring our economy and putting our residents back to work.

Similarly, it is not enough to say that we wish to obtain more of our energy from renewable sources; we must also commit ourselves to leading the nation in the manufacture and sale of components of this new technology. New Jersey has the opportunity to become the supplier of offshore wind turbines and equipment as well as solar systems for the nation. By tapping into our natural resources, we have an opportunity to create quality-paying, sustainable jobs.

DAGGETT: A strong economy goes hand in hand with a healthy environment, and I plan to spearhead smart growth initiatives that will "prime the pump" for reinvestment in the sustainable infrastructure the state requires. My experiences as DEP Commissioner qualify me to make such decisions for balanced progress. For example, recognizing that the denial of an expansion permit for the Chatham sewage treatment plant did not solve Chatham's conflicting interests between development and preservation of the Great Swamp National Wildlife Refuge, I established the Great Swamp Watershed Advisory Committee. Pursuant to my mandate, this committee ultimately implemented a resolution to the issue that satisfied development and environment concerns. This collaborative effort facilitated economic development in the area, yet preserved a vital watershed and open space gem straddling Morris

and Somerset counties.

Preserving the environment and ensuring economic stability are not mutually exclusive; the collaborative efforts of an independent governor will ensure that special interests do not take the place of environmentally and economically sustainable development programs. The Sierra Club acknowledged this fact by endorsing my candidacy—an endorsement that should instill confidence at development-focused groups like New Jersey Future.

2) What plans, if any, do you have to encourage redevelopment of previously developed sites and communities?

CORZINE: The Economic Redevelopment and Growth (ERG) Grant Program created through the New Jersey Economic Stimulus Act of 2009, which I championed and signed on July 27, 2009, will enable redevelopment of previously developed sites and communities that would otherwise be cost-prohibitive. It will drive redevelopment of and economic growth in our urban core in particular over the coming years. The ERG Grant Program provides incentive grants to developers, paid for by the new state and local incremental taxes derived from a project, to fill the gap costs they cannot finance. The ERG program will help municipalities targeted for growth improve their main streets, business districts and downtown areas through comprehensive redevelopment. The new grant program incentivizes both commercial and residential development, and will promote mixed-income, mixed-use communities.

CHRISTIE: Focusing on the historic preservation and rehabilitation of existing structures is part of my effort to rebuild New Jersey's cities. It is absolutely critical that we recognize the value of the existing and historic infrastructure that already exists within our urban centers and focus our efforts on restoring these communities. As part of my plan to bring back New Jersey's cities, we will provide incentives for developers to restore existing buildings while at the same time providing immediate incentives for families to move back to our urban centers. We need to focus on improving the existing infrastructure of our cities with the intent of making them an attractive place for people to live.

Clearly, one of the most critical failures of the past several years is the inability of the Corzine administration to coordinate and focus the efforts of multiple departments. The lack of consistency between agencies has led to programs working at cross-purposes while failing to achieve their missions. For example, COAH has forced sprawl, while at the same time, the DEP is attempting to preserve open space, while the State Plan has been cast aside. The lack of coordination and communication from one agency to the next is counterproductive, inefficient and shows a lack of leadership. We must have leadership from the top that brings organization and structure to this process.

DAGGETT: As governor, I plan to encourage redevelopment through smart growth and cleanup initiatives. Smart growth includes returning to cities and older suburbs by expanding programs that create easy access to mass transit. By redeveloping dense communities and providing families with the transportation infrastructure they need to thrive, we will bring New Jersey into the new economy with a head start.

In conjunction with Smart Growth, we will "prime the pump" for reinvestment in New Jersey's infrastructure and spawn growth throughout the state by aggressively cleaning up contaminated sites. Specifically, we will turn contaminated brownfields into productive redevelopment sites, a goal I have pursued in the private sector since leaving government. Working in conjunction with the private sector, we will turn these sites into valuable ratables to help revitalize our urban areas.

To jumpstart the aggressive cleanup and redevelopment needed across the state, I support implementing the Licensed Site Professional program. Now that the bill has been signed into law, I will carefully monitor its implementation to ensure that it meets the intent of the Legislature. This requires increasing the efficiency of the DEP, an issue I tackled last year as chairman of the DEP Permit Efficiency Review Task Force. Charged with improving the permitting efficiency of the DEP, the Task Force managed to unanimously agree on more than 90 recommendations to streamline permitting for businesses and homeowners alike. These improvements came without one new DEP staff person and without sacrificing any environmental protections.

The State Planning Act creates a framework and structure for making land-use decisions. The State Development and Redevelopment Plan, adopted pursuant to the Act and with considerable public input, lays out a shared vision of how and where New Jersey should direct and shape future development. This does not prevent state agencies, however, from issuing different, and sometimes contradictory, mandates for land uses.

3) What steps will your administration take to ensure that state agencies coordinate their efforts and work cooperatively toward achievement of the goals and objectives of the State Plan?

CORZINE: State agency coordination in actions affecting land use, housing development, employment growth and

transportation is critical to achieving sustainable communities and a sustainable New Jersey. My Policy Office will take a lead role in fostering the coordinated interagency implementation of State Plan goals and objectives. To that end, my Policy Office will convene a State Plan cabinet working group to align state agency actions with State Plan objectives.

Further, I will look to the federal government as a potential model for coordinated smart growth action, as the Memorandum of Understanding between HUD, DOT and EPA to create an Interagency Partnership for Sustainable Communities is implemented.

CHRISTIE: The Corzine administration has been particularly ineffective in managing and coordinating the various components of land use management. For example, the COAH plan, the water quality plan, the traffic management plans, Energy Master Plan and the State Plan itself have all been developed and managed in silos without regard to their role or impact upon each other. This failure has become so severe that significant policies such as the affordable housing regulations and the water and sewer service area plans have been developed without regard to each other or to any semblance of any overall state plan.

My administration will not tolerate this type of approach, with departments acting individually and at cross-purposes. We must take a holistic view of this issue and ensure that we speak with one voice. Commissioners selected to manage departments in my administration will understand that they are part of a team and that we are all working collectively towards a single purpose to improve our state.

DAGGETT: To implement the State Plan, our agencies and elected officials must be accountable for their actions—there can be no more passing the buck through responsibility shirking or irresponsible borrowing. Accordingly, I will order all spending initiatives to be balanced and presented in real costs. By setting the foundations for responsible governance, we can then turn our attention to the specifics of the State Plan.

To ensure the State Plan is implemented properly, I will reconvene state and local government officials, builders, environmentalists, business leaders and housing advocates to re-examine the State Plan. Ultimately, we must have a consensus on an implementable plan to move forward together as a state, not as competing special interests. I will also require that all decisions be made based on scientific and economic data to ensure that the State Plan is properly enacted.

The State Plan includes a map that designates areas where New Jerseyans think it makes sense to preserve open space and farmland, and where they think it makes sense to locate new homes, shops and places of employment, but the map isn't always followed.

4) What should the state government do to assist towns in carrying out the vision reflected in the state planning areas of the map?

CORZINE: To assist towns in implementing the planning vision reflected in the State Plan, I would explore prioritizing towns that receive plan endorsement for development and infrastructure-related state agency approvals, as well as prioritization for smart growth, and natural environment and open space preservation funds.

CHRISTIE: The Office of State Planning needs to be restored to a leadership role so it is able to support the county planning agencies and enhance the efforts of municipal leaders. The cross-acceptance process needs to be restored so that all levels of our government are working together rather than working at odds with each other. The loss of meaningful planning support from the state has resulted in ill-conceived plans at all levels of government. Under my leadership, the Office of State Planning will be an advocate for meaningful planning in all offices across the state.

DAGGETT: To facilitate town implementation of the State Plan, I will encourage municipalities to conform to their respective town, regional and state plans. To do this, I will coordinate other strategic state initiatives to complement the State Plan's objectives.

To utilize the comparative advantages of our state's regions, I will work with the Legislature to ensure TDR receiving areas are statewide. Statewide TDR receiving areas will enable my administration to coordinate Highlands, Pinelands and Meadowlands preservation initiatives with smart growth affordable housing development. By utilizing market forces to combine preservation and fair housing, the state can move forward on an integrated basis with various regions utilizing their comparative strengths.

Additionally, I will restore Regional Contribution Agreements as a tool for COAH, on the condition that they produce new housing units in the receiving municipalities, not simply rehabilitating old units. This will facilitate smart growth by creating incentives for developers to initiate urban projects and locate affordable housing units with market rate units,

which can be combined with TDRs to facilitate preservation. By coordinating TDRs and RCAs, we can fuel urban reinvestment and allow opportunities for affordable housing to proceed in mass transit-served suburban communities. This method of smart growth will encourage compliance with the State Plan, reshape New Jersey's affordable housing and protect our natural resources.

New Jersey has one of the best public transportation systems in the country, and residents are taking advantage of it in record numbers. In addition, the areas around transit stations are among the state's strongest potential real estate markets.

5) What steps will your administration take to improve transit service and expand other transportation options that will allow New Jersey residents to reduce the time they spend driving in single-occupancy vehicles?

CORZINE: Expanding transportation service has been a key achievement of my first term. We are currently engaged in the largest public works project in the nation—the Mass Transit Tunnel, which will relieve the commuter rail bottleneck under the Hudson River, where the existing, 100-year-old rail tunnels are pushed beyond their functional capacity each day during morning and evening rush hours. With the construction of two new rail tunnels under the Hudson, two new tracks through the Meadowlands and other key features, the Mass Transit Tunnel project will more than double the number of trains that can travel between New Jersey and New York during peak hours, to 48 from 23.

In addition to supporting the completion of this project, I support light rail extension in southern New Jersey, as well as Bergen County.

CHRISTIE: New Jersey will decrease its dependence on automobiles only if we provide a meaningful alternative. I have outlined in my urban policy a series of improvements to our infrastructure that will reduce the number of new lane miles that we are building in favor of expanded mass transit systems. We need to work with municipalities to manage growth planning in coordination with counties and cities. I believe we must work to first identify population growth areas and actually plan how infrastructure improvement will be made in relation to other municipalities, transportation hubs and open space needs. We have to promote efficient development patterns if we are going to minimize the impact of development in environmentally sensitive areas and provide meaningful and cost-effective infrastructure updates. Allowing municipalities to develop their master plans and zoning ordinances to include open space, room for schools and parks as well as the necessary roadways must be considered as part of a modern land use law.

DAGGETT: I plan to make transportation a central part of life for New Jersey's people, not a tangent or necessary evil. To do this, I will invest in smart growth programs, which means more than an increased number of parking spots at the local train station; it means our everyday lives will be improved through efficient, safe, reliable and clean methods of movement. In doing so, transportation will continue to serve as the backbone of our state, driving both economic and social development.

The first step to improving transit service is to establish sustainable financing. To rebuild the Transportation Trust Fund, we must restore the TTF to its original concept of a balanced pay-as-you-go/short-term (10 years maximum) revolving loan fund by 2014. During this phase-in period, we will place the appropriate funding mechanisms that will tackle existing debt while generating the funds necessary to meet future needs.

Additionally, we must provide reliable and convenient mass transit in areas that are not rail-accessible. In areas that are not dense enough to support rail expansion, I will increase transit options through clean buses and vanpooling. In rail-accessible areas, our smart growth initiatives will be coupled with rail expansion, which is discussed further in Question 6.

6) How will your administration help towns and developers take advantage of the economic development opportunities offered by these prime locations?

CORZINE: In January 2008, I signed into law the Urban Transit Hub Tax Credit Act, which provides up to a 100 percent credit against business taxes for any company investing up to \$75 million within ½ mile of a train station. The Urban Transit Hub Tax Credit Program is designed to encourage investment of private capital in and around transit hubs. My 2009 Economic Stimulus bill expanded the definition and eligibility for these tax credits, which I will use an important tool to foster smart growth communities around transit hubs in the future.

CHRISTIE: We must also put in place policies that actually encourage urban living, as opposed to urban sprawl. Workforce housing should be focused around our urban centers and adjacent communities, as well as transportation

hubs within reasonable distance. Right now, it's just easier for people to leave our cities and head for the suburbs, putting a great strain on suburban and rural infrastructure and resulting pollution that comes with it. My "Bringing Back Our Cities" plan focuses on revitalizing our urban areas so they are places people want to live and work. These incentives include tax advantages that reduce the cost of developing new housing and new commercial or industrial properties while also encouraging homeowners to purchase the housing and businesses to relocate into these communities. With outstanding infrastructure and a restored base of residents, these businesses will find ample sources of skilled workers and customers. Our state plan will encourage this urban revitalization rather than forcing further dislocation and erosion of these vital communities.

DAGGETT: As governor, I plan to implement an updated State Plan that focuses on smart growth to control sprawl, drive redevelopment in our cities and invest in a sustainable future for the state. Prudent transportation expansion is a central part of this initiative, and I promise to coordinate the efforts of a properly funded TTF with local development projects in order to facilitate a return to the cities and older suburbs. Specifically, towns and developers will be incentivized to strategically develop the areas around train stations because people demand housing near reliable and efficient public transportation. To create this demand, we will expand and improve rail service in areas with density sufficient to maintain such operations. Additionally, we will maximize the benefits of the new "ARC" rail tunnel into New York City by reinvesting and redeveloping commuter rail lines like those that were discontinued in the 1970s and 1980s and exploring reactivation of abandoned rights-of-way to re-create rail connections that have been lost altogether.

To lower the costs associated with cleanup of contaminated areas surrounding train stations, I will ensure the Licensed Site Professional program moves forward rapidly and responsibly. Our cities and towns cannot afford to incur the heavy costs associated with Tier 1 contaminated areas, so the state must oversee the market solution to redevelopment of prime locations.