Tired of Waiting in TRAFFIC

New Jersey Must Continue Overhauling Our Transportation Infrastructure

Solving the PFAS Water Treatment Riddle

Transportation as a Social Determinant of Health

Washington Township: Moving Toward Our Future
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President’s Message

It is difficult to overstate the importance a robust transportation infrastructure plays to ensure sound economic development and growth. In this issue, we detail the various measures required for South Jersey to maintain and modernize our existing network that works to support our local economy.

Overhauling our transportation infrastructure is a major endeavor requiring a hefty investment. The first of two articles on the subject, *New Jersey Must Continue Overhauling Our Transportation Infrastructure*, addresses how the state’s Transportation Trust Fund was created to spur investment and ease the tax burden on residents.

Our cover story: *Tired of Waiting in Traffic – A Transportation Primer on “What’s the Plan!”* outlines how a lack of effective transportation policy at the federal level can inhibit economic growth, and how New Jersey has developed its own initiatives to address our aging infrastructure.

Turning our eye to Economic Development, in *Washington Township: Moving Toward Our Future*, Mayor Joann Gattinelli describes how despite Washington Township benefiting from a robust transportation infrastructure, the town watched as new businesses passed by. A new ordinance was approved establishing tax incentives to highlight existing opportunities and drive investment into the area.

*Solving the PFAS Water Treatment Riddle* outlines the complexities that engineers face designing a water filtration system that is both efficient and cost-effective to filter out the contaminants seeping into New Jersey’s water supply.

We conclude this issue by highlighting the health consequences facing communities in the South Jersey region where infrastructure and investment have been lacking in *Transportation as a Social Determinant of Health*.

We hope you enjoy the content within this issue and are able to take away some interesting new information and learn more about South Jersey. We welcome your comments at marlene@snjdc.org. To learn more about the SNJDC, contact us at 856-228-7500 or visit our website at snjdc.org.

Sincerely,

Marlene Z. Asselta
President
Southern New Jersey Development Council
New Jersey Must Continue Overhauling Our Transportation Infrastructure

Mark Longo
Director of the Engineers Labor-Employer Cooperative

This fall marks more than three years since New Jersey’s elected officials came together to fund the state’s ailing Transportation Trust Fund. The deal – which passed comprehensive tax reform to increase dedicated revenue to the TTF, spur transportation investment and cut the estate and sales taxes, among other provisions – has allowed the state to begin addressing a huge backlog of road, rail and bridge projects.

We need to learn from the mistakes of the past to build a better future for New Jersey – or else. Decades of mismanagement earned our state a D+ grade from the American Society of Civil Engineers, and we’re only just now starting to invest in these crucial systems. Now is the time to continue investing in our infrastructure to promote development, stimulate our economy, and make New Jersey a better place to live and work.

We must stop diverting the money we need to fix our transportation systems, and create a vibrant, 21st-century economy in New Jersey. And we must fast-track these dedicated dollars so New Jersey’s residents see a tangible return on their investment.

It’s widely accepted that fixing, improving and overhauling our infrastructure is a sound – and even savvy – investment. For every dollar spent on our roads and bridges, the state generates at least three in economic activity. The $2 billion in annual funding from the TTF deal extends far beyond the jobs created directly through road and rail construction and maintenance.

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Solving the PFAS Water Treatment Riddle

Rick Shoyer, LSRP
Sr. Project Consultant, Advanced GeoServices Corp., a Montrose Environmental Group Company

Design of water treatment systems typically start with a set of criteria that form the basis of design. These include a set of assumptions and performance standards used to determine a conceptual design that balances the needs of short-term and long-term considerations and costs.

Treatment of per- and polyfluoroalkyl substances (PFAS) in drinking water, groundwater and surface water has created unique challenges due to evolving scientific understanding and uncertainty regarding the environmental and human health risks, which drive treatment standards. Decision paths have become unclear due to these uncertainties, as well as sometimes volatile public perception.

More than ever risk management and non-engineering considerations are influencing decisions regarding the design of PFAS treatment systems. Additional uncertainty is associated with whether the federal government will list PFAS as a hazardous substance. The managing and disposing of spent IX and GAC could significantly impact capital and operating costs should this change occur.

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In October, the Senator Walter Rand Institute for Public Affairs at Rutgers University-Camden (WRI) held a two-day symposium on Leveraging Data for Population Health. In her keynote address, WRI Faculty Director Dr. Sarah Allred presented *South Jersey Health Needs: Connections, Community, and Care*, a collaborative research project conducted throughout Burlington, Camden, Cumberland, Gloucester and Salem Counties.

While there are many factors contributing to health, it is striking how often transportation, or more appropriately, a lack of transportation, is cited as a significant factor to poor health in South Jersey communities. According to Dr. Allred’s report “Focus group participants cited limited transportation options that prevent them from receiving important health care, getting healthy food, and connecting with others” ¹.

Additionally, the report states that “overall, 40 percent of study respondents say that lack of transportation is a barrier to health care in their communities, and 29 percent say that public transportation is a health-related resource missing from their communities” ².

A previous study conducted by the Walter Rand Institute in 2017 questioned *Is South Jersey Receiving its Fair Share of Public Goods?* Rutgers-Camden Assistant Professor Dr. Shauna Shames states that while “we might think that because counties in South Jersey are on average poorer than those in the North and Central regions, the state would need to give more to those less well-off Southern counties. But instead we see the opposite” ³. This report highlights a startling fact: New Jersey Transit is the third largest transit system in the United States. However, Shames’ research shows that “South Jersey counties on average have far fewer miles of bus and rail routes, and fewer bus stops” ⁴.

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Washington Township recently passed “The Exemption for Industrial and Commercial Improvements” ordinance permitting exemptions or abatements, or both, from taxation in areas in need of rehabilitation. This new ordinance grants exemptions from local property taxes on the improved portion of existing commercial and industrial structures only for a period of five years. In addition, it provides a tax abatement for qualifying projects of more than 2,500 square feet.

The goal of this ordinance is to promote the construction and rehabilitation for commercial and industrial development and spur economic development and job growth in Washington Township.

There was a noticeable lack of economic development occurring in our town, which required turning our gaze inward to understand why Washington Township was being overlooked. I’ve spent more than 40 years in this town, and we’ve seen economic growth occur in spurts, and we hit a lull.

At a recent meeting, our council President Joe Perry said it best: “there was a stigma that Washington Township was not business-friendly, and we’ve seen businesses go elsewhere that could have been established right here.” As a municipality, our goal is to fill vacant shopping centers and attract new businesses to Washington Township.

We explored the ways other towns had been successful in attracting investment into their communities. We spoke to businesses to find out what drew them to the locations they chose, and the responses bore a common theme: tax incentives were a deciding factor.

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Tired of Waiting in Traffic – A Transportation Primer on “What’s the Plan!”

John Oberer
GZA GeoEnvironmental

The access and use of a sound transportation and infrastructure policy and system drives our economy! If the policy is flawed or the State of Good Repair flounders, it costs all of us time and money. For several years, we have heard talk out of Washington about a multi-trillion-dollar infrastructure initiative, but month after month, no deal comes to fruition, and our roads and bridges continue to suffer.

New Jersey, however, is an example of a state that has led the way in taking its own local initiative to attack our long-overdue infrastructure needs. Through an increase in its state gas tax in late 2016, the Garden State has funding for an additional $16 billion in transportation planning, design, and construction over the next 8 years. You may be asking what this money is funding? That answer can be found through the New Jersey Department of Transportation’s (NJDOT) State Transportation Improvement Program (STIP), see https://www.state.nj.us/transportation/capital/stip1625/, and documents available from the following 3 metropolitan planning organizations (MPOs) that cover transportation funding and planning in the Garden State.
1. Delaware Valley Regional Planning Commission (DVRPC), https://dvrpc.org/, nine-county region that covers southeast PA and Burlington, Camden, Gloucester, and Mercer counties;

2. South Jersey Transportation Planning Organization (SJTPO), https://www.sjtpo.org/, that covers Atlantic, Cape May, Cumberland, and Salem counties; and


It is no surprise that the Garden State’s aging transportation system is in need of upkeep and new construction. To further emphasize this, just consider that NJDOT has advanced $1.1 billion in transportation related construction in 2019; and, DVRPC and SJTPO recently identified almost $1.7 billion and $1 billion, respectively, in transportation projects for Southern New Jersey through their Transportation Improvement Programs (TIPs). Now, we need to work together to get our federal government in gear to provide adequate transportation funding, as well as, maintain state funding at suitable levels.

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Ion exchange (IX) resins and granular activated carbon (GAC) are the predominant treatment technologies currently being used either in single-use or regenerative versions. IX and GAC are both adsorption technologies. Naturally occurring compounds and co-contaminants can compete for capacity of GAC and IX resins. Understanding raw water chemistry is critical in evaluating which approach is best and if any pre-treatment steps are necessary. In addition, GAC and IX are not mutually exclusive, and all IX resins and GAC are not equal. Some systems are using GAC as a sacrificial pre-step to remove high levels of total organic carbon and the IX as the primary removal step for the PFAS. Blending of multiple raw water sources with different PFAS concentrations is also an acceptable practice that can be integrated into the overall treatment design.

GPM, a Montrose Environmental company, utilizes bench- and pilot-scale testing as part of the treatment design process to develop accurate scale-up projections and cost estimates. However, critical water systems moving directly to full-scale system may be necessary. Addressing drinking water PFAS contamination is difficult and still evolving. Water suppliers should retain engineers with both water supply experience and deep PFAS technical/regulatory knowledge to ensure that a safe and cost-effective solution is achieved for their system.

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**Design engineers will now have to address several challenges to determine treatment options:**

**Challenge 1** - which PFAS? Reportedly there are over 5,000 PFAS. 1,200 PFAS historically and 602 currently have been used in the US. USEPA provided a Health Advisory Standard for two PFAS; PFOA and PFOS. New Jersey has regulations for three PFAS: PFOS, PFOA, and PFNA. More PFAS compounds are likely to be regulated by USEPA and/or States. The design can change based upon which PFAS are required to be treated.

**Challenge 2** - which Media? New Jersey’s three water body classifications are: Drinking Water; Groundwater; and Surface Water. One PFAS known as PFNA has an established Maximum Contaminant Level of 13 ppt for Drinking Water and Groundwater. PFOA and PFOS both have interim Groundwater limits of 10 ppt, but no Drinking Water standard. New Jersey has no current PFAS Surface Water standards.

**Challenge 3** - how Clean? Here we enter into the realm of risk management and a little guess work based on understanding the regulatory “trade winds”. Some communities are taking the guess work out of the decision and demanding the most conservative non-detection route. If future science shows higher concentrations are acceptable then long-term operations costs should decrease. However, this approach usually results in higher capital costs.
Wisdom isn’t learned, it’s earned.

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Transportation as a Social Determinant of Health

A lack of transportation infrastructure and investment in South Jersey prompts community and healthcare organizations to develop their own solutions, which poses a significant financial burden. As they spoke with staff at local non-profit organizations and health systems, WRI found that many organizations recognize the need for transportation solutions and have worked within their organizations to help meet community members’ needs. However, their efforts have been stymied by costs that are prohibitive for small organizations. For example, WRI mentioned one organization that obtained vehicles to transport community members, but then could not afford the level of insurance coverage needed for that type of service.

At the federal level, the CDC had previously established the Healthy Community Design Initiative, also known as the Built Environment and Health Initiative to understand the health impact of an existing transportation system or proposed transportation project and encourage “Smart Growth”⁵. Recognizing how a lack of transportation impacts communities grants policy makers the ability to benchmark their progress in creating healthy transportation options.

Similarly, New Jersey created the Transit Villages Initiative focusing on Smart Growth designed to encourage healthy behaviors through “smart” investment and economic development. Creating walkable communities around public transportation hubs can improve air quality through reduced auto emissions while targeting obesity and hypertension. However, these communities also tend to have higher housing costs forcing lower-income residents into regions lacking such accessible housing and transportation⁶. Often such initiatives overlook distressed communities, precisely where many of these health disparities reside.

This issue of transportation needs is being addressed at various levels. Hospitals have developed their own methods of patient transport or partnered with the private medical transport industry such as Uber Health, Lyft or the Philadelphia based RoundTrip. And the NJ Department of Health and Human Services partnered with LogistiCare Medical Transportation in 2009 for qualifying Medicaid & NJ Fam Care recipients. However, as the WRI studies show, the needs of South Jersey communities are not being met.

New Jersey’s Transit Village Initiative is a good start as long as it remains an imperative for further support to be given to local counties & municipalities in South Jersey to aide in the development of varied solutions to ensure transportation infrastructure investment occur and are equitable.

²Ibid
⁴Ibid
⁵https://www.cdc.gov/healthyplaces/healthtopics/transportation/tool.htm
⁶https://www.transportation.gov/mission/health/housing-and-transportation-affordability
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In this highly competitive business climate, we recognize the need to separate oneself and made it known we dug deep to find out what a developer would need to make our town more desirable. As a business owner, I saw many of these challenges firsthand opening a business many years ago and didn’t want others to come in and struggle similarly before they even get off the ground.

This prompted us to revisit our own ordinances to design an incentive program that would maximize economic growth and effectiveness. The result being the development of a series of tools culminating in this ordinance. Notable is that it is applicable anywhere in town – as opposed to being relegated to a specific zone. We made the changes to lessen conditions developers or business owners must meet in order to spur development.

We also updated our website to showcase the resources for developers including details on available grants and county financing programs, published a step-by-step trifold to assist new businesses from start to finish and hired an Economic Development Consultant, Nancy Mozzachio.

Washington Township is the largest town in Gloucester County with a burgeoning medical hub that includes Cooper, Penn Medicine, Virtua, not to mention the incredible growth and expansion of Jefferson Hospital Washington Township. We are already seeing growth starting to come together with the changes we’ve made and tools we are presenting. An important point Nancy Mozzachio adds, “Recognizing our demographics and key daytime population drivers, adding the incentive piece we now see as a compelling proposition to attract businesses to Washington Township,” and she’s right.

Economic Development is not a one-sided endeavor. It takes agreement, concession, and collaboration to move forward. We are spending more time in meetings with developers that are opening lines of communication. We must have a little patience, but we are moving towards our future and making ourselves economically sound. We are making a statement that Washington Township is open for business.
One key project for New Jersey that is desperately needed, which has State backing but lacks federal support, is the planned Gateway Tunnel, a multi-billion dollar effort to double the train capacity between New Jersey and New York. In addition to the above ask, we need to continue to support mass transportation efforts including Amtrak, New Jersey Transit, PATCO, and the Riverline Light Rail projects.

GZA is doing our part through involvement on transportation projects that range up and down the State, from providing geotechnical services highlighted by our work for the new Mario Cuomo Bridge across the Hudson River and additional construction at Newark International, to construction instrumentation for bridge and other projects on the NJ Turnpike, to environmental services for site development / remediation that involves new utilities, bulkhead and road construction. Our work includes cost-effective investigations, pragmatic planning and design, and construction oversight to document record conditions. Further information is available at www.gza.com.

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New Jersey Must Continue Overhauling...

Yet New Jersey still faces a looming problem: As our residents pursue more fuel-efficient or electric vehicles and gas-tax revenue declines, other user fees or sources of dedicated transportation funding must keep our roads, bridges, and rails in good repair. Mileage charges and other similar dedicated revenue streams also ensure out-of-state residents and commercial vehicles, which extensively travel our roads, pay their fair share.

In addition to fixing our backlog of infrastructure projects, we need to invest in charging infrastructure and find new ways to fund key projects as electrification diminishes existing revenue sources.

Given our state’s role as a key conduit and economic engine in one of the most dynamic regions in the entire world, businesses and residents alike recognize the importance of functional, modern infrastructure in spurring additional investment and development and improving our quality of life. It’s no surprise that both labor, business, and transportation groups came together to support the 2016 TTF deal – and frequently find common ground in supporting infrastructure projects.

South Jersey’s rail infrastructure is another example. Improving the Atlantic City Line and RiverLine and building the proposed Glassboro-Camden light rail line would jumpstart the region’s economy and unleash a flurry of investment. Yet NJ Transit continues to divert billions in capital funds to its operating budget – the same financial mismanagement that doomed the TTF in the first place.

In 2016, legislators on both sides of the aisle stood up for New Jersey’s best interests and took challenging votes to do what was right: Fixing the decades-old and sorely underfunded transportation infrastructure. The challenge at hand was immense. In their districts, those elected officials can point to millions of dollars in backlogged road projects that have now been completed, and tangible improvements to our roads – but there is still much work to be done and many more projects to complete to get us to a state of good repair.

Moving forward, we must partner with our elected officials, transportation experts, and businesses and residents across the state to continue the work we’ve started. The Transportation Trust Fund will need further re-authorization in a few short years, and New Jersey can’t afford to wait. Let’s make the most of this momentum to safeguard our state’s future and continue reinvigorating our infrastructure for decades to come.
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