

## **New Jersey Public Benefit Corporation**

*A New Jersey non-profit, “Public Benefit Corporation,” or PBC, will be formed for the purpose of managing, not owning, the day-to-day operations of the toll roads: the Parkway, the Turnpike, the Atlantic City Expressway, and a small piece of Route 440. It’s called a Public Benefit Corporation because all of the benefits the new corporation are for the public benefit.*

### **Governance**

- The new PBC will have its own independent, non-political Board of Directors.
- The PBC and the State will enter into a concession agreement that dictates all of the conditions which the corporation must meet for the operation of the toll roads.
- The roadways will not be sold or leased to a for-profit or foreign operator. They will continue to be owned by the State of New Jersey.
- The terms and conditions for current employee contracts will remain unchanged, and prevailing wage and competitive contracting procedures will be retained.

### **All safety, maintenance, and roadway standards will be delivered at current or improved levels.**

- Snow removal, pothole repair, emergency assistance, and garbage clean up will be at the same high standards we know today.
- The State Police will continue to patrol the roadways and environmental rules will still apply.
- The standards will be monitored by the State Department of Transportation and there will be significant financial penalties if any of the standards are not met.

### **Financial**

- The PBC would borrow funds based on identified and dedicated toll revenues...just as toll roads and ports all over the world do today.
- \$32 billion to \$38 billion would be raised initially.
- The PBC’s debt is *not* State debt in any way, shape, or form and the State is not morally, legally, or financially obligated in any way for this debt.
- The PBC will use the money as follows:
  - \$10 billion to eliminate the debt on the Turnpike, Parkway and AC Expressway and establish appropriate bond reserves
  - \$4 billion in capital reserves for toll road improvements and widenings
  - \$18-\$24 billion to reduce State debt and fund transportation improvements
- Future revenue above and beyond operating costs and capital needs of the roadways will be reinvested in transportation improvements across the state.