



JON S. CORZINE  
GOVERNOR

KRIS KOLLURI  
COMMISSIONER

STATE OF NEW JERSEY  
DEPARTMENT OF TRANSPORTATION

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October 1, 2007

The Honorable Jon S. Corzine  
Governor  
State House  
P.O. Box 001  
Trenton, NJ 08625-001

Dear Governor Corzine:

Per your August 2, 2007 directive, attached please find the Final Bridge Report and Capital Investment Analysis for your review. As you know, we have conducted a statewide review of bridges owned and operated by the State, localities, toll authorities, special agencies and private entities.

I have determined that the State will be responsible for investing \$8 billion over the next ten years to address the current backlog of structurally deficient and functionally obsolete bridges under its jurisdiction. A capital investment of \$13.6 billion will be necessary during the same time frame in order to bring all of New Jersey's structurally deficient and functionally obsolete bridges to a state of good repair. New Jersey has a total of 6,447 bridges; this number reflects not just State owned bridges but structures under the jurisdiction of toll authorities, bi-state entities, local governments, private operators and special agencies. The chart below disaggregates the \$13.6 billion.

Bridge Owner	Bridge Needs Backlog (\$M)
State (includes Orphan & DEP bridges)- <i>State has sole funding responsibility</i>	\$7,824
County/Municipal- <i>TTF allocates \$78 million in formula funds to Counties that can be used for bridges. State has no additional funding responsibility.</i>	\$1,583
Toll Authorities – <i>State has no funding responsibility</i>	\$3,850
NJ TRANSIT- <i>State has sole funding responsibility</i>	\$176
Special Agencies- <i>State has no funding responsibility</i>	\$7
Private- <i>State has no funding responsibility</i>	\$140
<b>Total Needs</b>	<b>\$13,580</b>

The State is responsible exclusively for the 2,579 bridges on state highways and 102 bridges under the jurisdiction of NJ TRANSIT. The New Jersey Department of Transportation (NJDOT) currently spends \$509 million a year on the statewide bridge program, which includes funding for bridges owned by the State and local governments. Of this amount, \$406 million is allocated to repair and/or replace State owned structurally deficient and functionally obsolete bridges, \$18 million for bridge inspections and \$85 million for local bridges.

There are currently 981 structurally deficient and functionally obsolete State owned bridges. In order to substantially reduce this current backlog of deficient bridges over the next 10 years and to largely limit other bridges from becoming structurally deficient, we must increase the \$509 million currently allocated annually for bridges to \$800 million a year. I realize that this number, which does not account for inflation, is staggering and perhaps unattainable; there are two investment alternatives.

First, the State can considerably reduce the current backlog of structurally deficient and functionally obsolete bridges by investing \$625 million annually or \$116 million more a year than the current \$509 million being invested. However, at this investment level, other bridges which are not on the current list of structurally deficient bridges will be added to it. Second, the State can prioritize its investments and substantially reduce the backlog of structurally deficient bridges in the first instance. While functional obsolescence is important, a bridge's structural integrity determines whether it stands or falls. Therefore, the State can substantially reduce the current list of structurally deficient bridges and limit the number of future structurally deficient bridges to the maximum extent possible by investing \$659 million annually or \$150 million more a year. In the event that additional resources become available, the State can begin to address functionally obsolete bridges as well.

As Chairman of the New Jersey Turnpike Authority and the South Jersey Transportation Authority, I must report that the current capital program for each of these authorities and its associated revenue base is insufficient to address the 410 deficient bridges on the Atlantic City Expressway, Garden State Parkway and New Jersey Turnpike. It is important to note that the New Jersey Turnpike does not have the funding necessary to repair its deficient bridges; \$135 million is needed just for the Hackensack Bridge on the Eastern Alignment. Repairing these bridges in addition to the unfunded Turnpike widening project (between Exits 6 and 8A) would require at least a 45 percent toll increase.

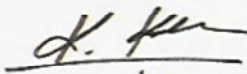
Local governments own 2,557 bridges, of which 795 are structurally deficient and functionally obsolete. NJDOT allocates through the Transportation Trust Fund and federal transportation programs approximately \$85 million annually to local governments for bridge repair and/or replacement. The Transportation Trust Fund statute mandates Counties receive \$78 million a year in formula money for infrastructure projects; many Counties use a portion of these funds to pay for bridge repair. While federal law does not require the State to allocate bridge funds to local governments, NJDOT in concert with the Metropolitan Planning Organizations does that almost every year. In Fiscal Year 2008, \$58.9 million in federal funds will be spent to repair and/or replace bridges owned by local governments. The Counties also have an unexpended balance of approximately \$63 million from the 1999 Bridge Bond Act that can be used for structurally deficient bridges under their jurisdiction. Assuming local governments follow my recommendation and prioritize funding to substantially reduce the current backlog of structurally deficient bridges in the first instance, an additional \$25 million would be needed annually.

Finally, in order to ensure the continued safety of our State's motorists, we must maintain our current level of funding for ongoing bridge and culvert inspections and ensure that counties and municipalities also can meet this threshold. I am pleased to note that New Jersey has one of the most progressive and thorough inspection programs in the country. The \$18 million we invest annually for inspections is sufficient to meet the federal bridge inspection mandates.

I know you are committed to ensuring the safety of our transportation infrastructure. However, we find ourselves in an unenviable position because years of misdirected priorities have left us with a system that requires a tremendous capital investment. Unfortunately, we cannot wait any longer to address the problem. The list of structurally deficient bridges is growing every year; just since the year 2000, 23 bridges have been added to the structurally deficient category. I look forward to working under your leadership to meet this challenge.

In the mean time, I assure you that our bridges are safe and that the New Jersey Department of Transportation continues to vigorously inspect and monitor these bridges. We will not hesitate to close a bridge in the event that its safety becomes a concern.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Kolluri", written over a horizontal line.

Kris Kolluri  
Commissioner