



## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
P.O. Box 600  
Trenton, New Jersey 08625-0600

CHRIS CHRISTIE  
*Governor*

JAMES S. SIMPSON  
*Commissioner*

KIM GUADAGNO  
*Lt. Governor*

April 26, 2013

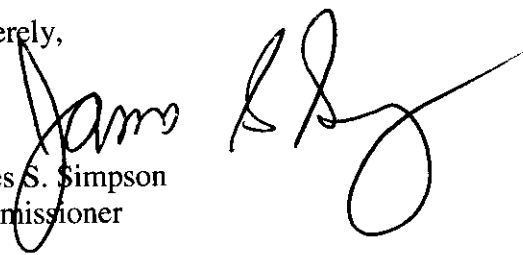
The Honorable Paul A. Sarlo  
Chairman, Senate Budget and Appropriations Committee  
State House Annex  
PO Box 068  
Trenton, NJ 08638-0068

Dear Chairman Sarlo:

It was a pleasure to testify before your committee on April 3, 2013 regarding the FY 2014 budget of the New Jersey Department of Transportation and NJ Transit. I hope that my testimony and responses to questions raised were helpful in understanding the programmatic and financial challenges we face in the upcoming year.

I am attaching responses to the follow-up questions that were listed in your April 8, 2013 letter. Feel free to contact me if you have any other questions or concerns.

Sincerely,

  
James S. Simpson  
Commissioner

Enclosure

c: David J. Rosen, Legislative Budget and Finance Office  
Charlene Holzbour, Office of Management and Budget  
George LeBlanc, Senate Democratic Office  
Christopher Emigholz, Senate Republican Office  
Patrick Brennan, Office of Legislative Service

## Senator Pou

- *Please provide the committee with an update on the funding status of the Marsellus Street Bridge project in the City of Garfield in Bergen County. Replacement of the bridge is expected to cost approximately \$10 million. Many in the communities along the Saddle River attribute the flooding in the their area to the current bridge design which traps debris and form a dam, preventing water from flowing into the Passaic River. If no funds have been committed to the project in the current transportation capital program, please identify program funding sources that could be sought by the project in its current status and funding that the project would be eligible to seek in the future as project development progresses.*

The Marsellus Street Bridge is owned by Bergen County and therefore does not fall under the jurisdiction of the Department of Transportation. It is not programmed in the proposed FY14 Capital Program though there are several programs that could be potential funding sources.

The best option, considering the \$10 million cost estimate, would be to pursue federal funding through the Local Lead program. The North Jersey Transportation Planning Authority (NJTPA) is responsible for project selection and programming for this program. The Department of Transportation is responsible for project administration and oversight. Bergen County can pursue funds directly through the NJTPA.

The second option is the Department's Local Aid County Aid program. Bergen County is allocated funds annually from the Transportation Trust Fund on a formula basis, and is responsible for the project selection. Bergen County currently receives approximately \$8.052 million in County Aid funds annually.

Finally, there is the state funded Local Bridge, Future Needs program. Each county currently receives an annual allotment of \$1.0 million through this program. Bridges funded through this program must be structurally deficient, functionally obsolete, or scour critical. This is a less viable option due to the limited funding, but could be combined with other funds such as County Aid.