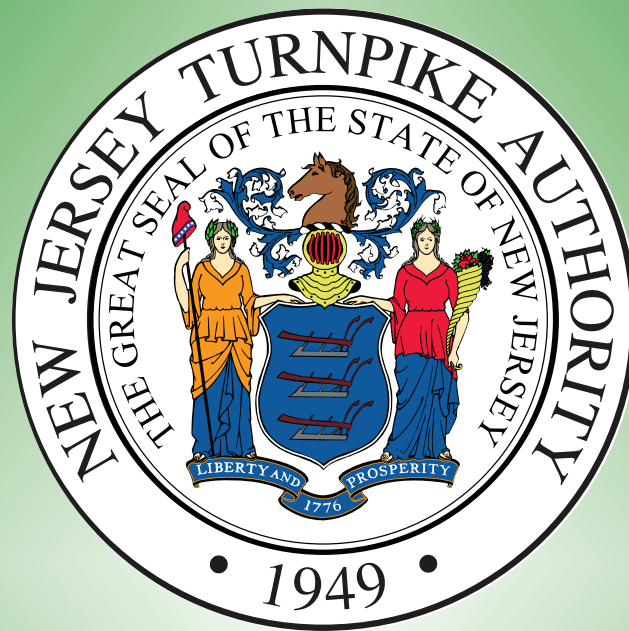


NEW JERSEY TURNPIKE AUTHORITY



2010

Strategic Plan Update and Capital Investment Plan

*Office of Strategic Policy and Planning
December 2009*

2010
Strategic Plan Update
And
Capital Investment Plan Report

New Jersey Turnpike Authority

Stephen Dilts, Chairman, Commissioner NJDOT

Michael R. Du Pont, Treasurer

Clive S. Cummis, Commissioner

Ulises E. Diaz, Commissioner

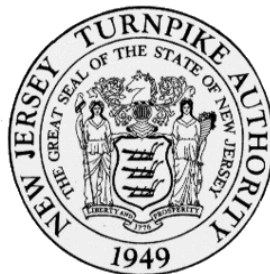
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Raymond M. Pocino, Commissioner

Troy Singleton, Commissioner

Diane Gutierrez-Scaccetti, Executive Director



Office of Strategic Policy and Planning
December 2009

Preface

The New Jersey Turnpike Authority's 2010 Strategic Plan Update & Capital Investment Plan is presented pursuant to New Jersey Statutes 27:23-3.2. Under this legislation, the Authority is required to submit certain reports to the Governor, the Chairs of the Senate and General Assembly Appropriations Committees and the Director of the Division of Budget and Accounting in the Department of Treasury. This strategic plan is mandated under paragraph (c): "Prior to December 1 of each year, the Authority shall prepare and file with the Commissioner a Capital Project and Investment Plan that details proposed transportation projects and proposed work on existing transportation projects that further the goals of attaining coordinated and integrated Statewide and regional transportation systems. The plan shall address, among other matters, the interconnection of the New Jersey Turnpike and the Garden State Parkway with other transportation systems. The plan should also consider the impact of an improved transportation system on the State's economy. ..."

Capital projects that are listed within this document have also been incorporated into the New Jersey Department of Transportation's (NJDOT) Statewide Capital Investment Strategy (SCIS).

The Authority also is working with the New Jersey Office of Economic Growth to meet the requirements of Executive Order # 37, which calls on all independent authorities to incorporate the state's economic growth strategies and goals into their capital planning processes. The Authority also continues to work with the New Jersey Department of Environmental Protection, the New Jersey Pinelands Commission and other state agencies, as well as federal and local authorities, to improve the quality of life for all of New Jersey's residents and visitors.

2010 Strategic Plan Update & Capital Investment Plan

A sound transportation infrastructure is the foundation of commerce and economic growth. On October 10, 2008, the New Jersey Turnpike Authority adopted a multi-year capital plan that will ensure the safe and efficient flow of people and goods along the New Jersey Turnpike and Garden State Parkway as well as into New York City and the Delaware Valley Region. Financed through bond proceeds and toll revenues, the spending called for in the plan represents considerable investment in the future of our state; it will create jobs and strengthen the economic outlook for New Jersey businesses.

This Strategic Plan Update & Capital Investment Plan for 2010 represents an update to the NJTA's capital projects and corresponding financing programs. These projects are interrelated with the New Jersey Department of Transportation's Capital Plan and are included as part of the Statewide Transportation Improvement Plan.

Each of the projects of this capital plan focuses on one or more of the following categories: congestion management; consolidating services; operational support; environmental compliance; "Green Corridor" initiatives; infrastructure maintenance; safety; and economic development.

Two of the most prominent of the NJTA's projects are the widening of the New Jersey Turnpike between Interchange 6 in Mansfield Township, Burlington County, and Interchange 9 in East Brunswick, Middlesex County, and the first phase of the widening of the Garden State Parkway between Interchange 63 in Manahawkin, Ocean County, and Interchange 80 in South Toms River, Ocean County. When the Turnpike widening is completed, that 35-mile section of the highway will have the same 12-lane, dual-dual configuration that is found on the New Jersey Turnpike north of Interchange 9. The widening promises to remove the bottleneck at Interchange 8A and allow the efficient and safe flow of goods and people through Central Jersey. For the Garden State Parkway widening, the project is adding a third lane of travel and full-width shoulders in each direction, creating additional capacity to accommodate commuters and vacationers who travel along the Jersey Shore.

The NJTA will continue its efforts in 2010 to deploy the latest technology to ensure effective management of traffic on its roadways. It will broaden its use of variable message signs and other Intelligent Transportation Systems, and it will upgrade some of the technologies that feed information to its Statewide Traffic Management Center. Other capital projects that will be started or advanced in 2010 will provide a boost to the New Jersey economy by improving the efficiency of our transportation system; those include projects to expand interchanges, rehabilitate bridges and repair or maintain the roadway.

Congestion Management

Widening the New Jersey Turnpike

The New Jersey Turnpike is a primary link for traffic traveling between the metropolitan areas of the Northeast, as well as a major artery for commuters, commercial traffic and others traveling the roadway. Traffic volume between Interchanges 6 and 8A today is nearly double what it was in 1990. New Jersey has simply outgrown that section of the highway. Widening the road will ease the burden for customers who sit in heavy traffic there nearly every day.



The new lanes mean an extension of the 12-lane “dual-dual” system from Interchange 9 to Interchange 6, where the New Jersey Turnpike connects to the Pennsylvania Turnpike via the Pearl Harbor Memorial Extension. The term “dual-dual” refers to an inner set of northbound and southbound lanes for cars only and an outer set of the same for both cars and trucks.

Currently, the Turnpike’s mainline features a dual-dual set of lanes between Interchanges 14 and 8A, but the total number of lanes varies. The widening project will add one additional lane to the outer set of lanes in each direction between Interchanges 9 and 8A, and from Interchanges 8A to 6, it will add three lanes in each direction. Widening the road to extend the dual-dual system south to Interchange 6 is the most significant expansion of the Turnpike since its construction in 1952 and should be completed by 2014.



The New Jersey Department of Environmental Protection approved the various permits necessary for the widening program in the spring of 2009. With the permits in hand, final design completed, and funding secured, a groundbreaking ceremony was held in July. The first of a projected 26 construction contracts was awarded. The year-to-year spending

plan for the project includes \$200 million for 2009, \$525 million for 2010, \$700 million for 2011, \$600 million for 2012, \$400 million for 2013 and \$75 million for 2014.

Widening the Garden State Parkway

The high rate of development along the Garden State Parkway/Route 9 corridor since its construction in the early 1950s has resulted in the roadway traffic exceeding existing capacity along 66 percent of its length from Interchange 30 to 80. In the late 1990s, the former New Jersey Highway Authority began to study the capacity issues in this section of the Garden State Parkway, which connects New Jersey residents and visitors with the tourism and recreation sites in the South Jersey coastal area. The findings were that a widening was required to maintain the integrity of this vital roadway and increase its reliability.



Tourism at the Jersey shore contributes tens of billions of dollars in economic activity every year and accounts for hundreds of thousands of jobs, so relieving congestion and improving safety between Interchanges 30 and 80 will provide an important economic boost.

Drivers who use the Garden State Parkway to get back and forth from weekend trips or summer vacations at the Shore are not the only ones who will benefit from the widening. The year-round residents in communities near the Shore depend on it for commuting and other everyday purposes. A widened roadway will speed their trips by easing congestion.

Additionally, this section of the Garden State Parkway would serve as the main evacuation route for residents of the heavily populated coastal counties in the event of a hurricane or other major storm, so widening it will greatly enhance public safety.

The NJTA is sensitive to the need to protect both the fragile Pinelands habitat along the roadway and the scenic character of the road itself. As such, we have worked closely with the New Jersey Department of Environmental Protection, the New Jersey Pinelands Commission and other governmental entities to ensure that the project meets their standards.



The Widening Program will add one travel lane in each direction and full-width shoulders on both sides of the road between Interchange 30 in Somers Point and Interchange 83 in Toms River. The project area passes through 14 municipalities in three counties, Ocean, Burlington and Atlantic.



The construction has been staged into three phases. Phase I will construct the widening from Interchange 63 to 80, a new Mullica River Bridge at Milepost 49.0 and Express E-ZPass at the Barnegat Toll Plaza. The Mullica River Bridge project will build a structure parallel to the existing span, providing needed redundancy in the Parkway infrastructure. Phase II will construct the widening from Interchange 48 to 63, a new Bass River Bridge at Milepost 51.9 and widening of the Patcong Creek Bridge at Milepost 31.0. Phase III will construct the widening from Interchange 30 to 48.

In 2009, the construction of Phase 1 of the widening began in earnest. Contracts worth approximately \$180 million were awarded. The first construction on the project actually started on the Mullica River Bridge in December 2008. Work on three other contracts started in June and July 2009; the first contract is for MP 75 to 80.8, the second for MP 70 to 75, and the third for MP 63 to 75 and the Barnegat Toll Plaza.

In September 2009, the NJTA initiated the design of Phase II of the program. A program manager was appointed to supervise the Phase II final design. Expected start of construction for Phase II and the Patcong Creek Bridge widening is the summer of 2011.



Consolidating Services & Operational Support

The Turnpike Authority took an important step toward reducing traffic congestion on its toll roads when it opened the Statewide Traffic Management Center.

Built in partnership with the New Jersey Department of Transportation on NJTA land in Woodbridge, the 26,350-square-foot STMC is the new nerve center of New Jersey's highway system. Video from traffic surveillance cameras and information from other data collection sources arrayed along highways around the state are delivered to the STMC over a 440-mile fiber optic network. Operations personnel from the NJTA, NJDOT and the New Jersey State Police monitor the information from a common command floor in front of an 20' X50' video wall with a geo-referenced graphic display that provides information about traffic flow and details of any active incidents. The high quality of the information flowing into the STMC enables the Operations personnel to respond better to any incident that might disrupt traffic on the roadways. Moreover, by getting accurate and timely information back out to the motoring public by telephone, text message or email, on the Web or on signs along the highways, we're able to help drivers avoid trouble spots by choosing different routes or altering their travel times.

To build on the success of the STMC in 2010, the NJTA will continue to purchase and deploy up-to-date information technology infrastructure for our Operations personnel. The planned purchases include servers, digital assistants, standard software tiles, networking hardware, fiber connectivity, and major software packages.

We will continue to develop our fiber-optic capabilities by expanding our coarse wavelength division multiplexing gigabit network to approximately 20 new facilities or node locations. This will support interagency data sharing and allow the NJTA to maintain the state-of-the-art status of its communications network

In addition, NJTA funding will be made available in 2010 for various Intelligent Transportation Systems projects and studies in support of our Real-Time Traffic Information System, which includes variable message sign replacement, weather station system expansion and changeable message system design. Funding will also support the installation of ITS transmit readers at critical locations along the Turnpike and Parkway to provide real-time vehicular speed and congestion detection for effective traffic management.

Implementing safety measures “in the field,” the NJTA will replace obsolete security equipment at our toll plazas with software and hardware that allow for more reliable and consistent alarm detection and identification. Work will include integration of an Internet Protocol-based security system to the existing system-wide security infrastructure, providing voice communication among personnel in all toll lanes and offices to the STMC.

To complement the information provided by the STMC, the NJTA is setting aside funding for an integrated, enterprise-wide geographic information system designed to store spatial data and attribute information of our roadway system's assets in a storage database that may be used for analytical functions and information sharing. Funding for preliminary planning, design and implementation began in 2008.

Infrastructure Maintenance

The NJTA is focused on serving our customers and fueling our state’s economic engine through the safe and efficient movement of people. With roadways and facilities that date as far back as more than a half-century, making investments to maintain the high standards of our mission is critical – not only for those who travel on our roadway system, but also for those who work on them. With a multi-year capital plan in place, NJTA can take precautionary measures that improve the safety for everyone on our roadway system.

The preservation and security of all bridges on our roadway system continues to be a high priority of the NJTA. In May 2009, we procured four on-call security consulting teams to perform additional threat, vulnerability, and risk assessments on high priority infrastructure, and to design and prepare contract documents for perimeter security,

stand-off, hardening, and video surveillance projects that will initially focus on the NJTA's major bridges. These services began in the fall and will carry through 2014.

In mid-2010, the NJTA anticipates awarding a perimeter security and access restriction contract for several major bridges. Also, the NJTA is currently finalizing the scoping and prioritization of bridges for the Seismic Retrofit Program and expects to procure design services and have contract document development by mid-2010.

In May 2009, the NJTA awarded a contract for the repainting of structural steel on the Turnpike's Easterly Passaic River Bridge. Contract documents were prepared in the Fall for the repainting of the Turnpike's Raritan River bridges with the award anticipated in January 2010 and project completion by December 2011.

The NJTA is undertaking a comprehensive effort to ensure that signs on the roadways and on the interchanges meet current standards. This process will include immediate repairs when necessary and a thorough evaluation of current signing legends and locations to ensure they meet the needs of our customers.

In addition to the physical roadways, the Turnpike and Parkway also feature various ancillary support facilities that were also built over fifty years ago. As part of this strategic capital plan, the NJTA is dedicating funding to inspect and assess older toll utility buildings, toll plazas and maintenance buildings on the roadways and then implement remedial measures to bring them into compliance with current building codes and operational standards.

Safety

Maintaining the roadways for optimum safe and efficient operations is a core strategic value of the NJTA. In order to keep the roadway system open in safe conditions throughout the year – especially in the harsh winter months – the NJTA relies upon our fleet of heavy vehicles so our maintenance employees can do their jobs effectively. In fact, during severe snowstorms, the NJTA may have up to 182 dump trucks with plows and spreaders of its own just on the Turnpike at any one time, either day or night. (The NJTA's fleet is augmented by contractors' trucks during heavy snow storms.)

Under the most advantageous of circumstances, 10 to 15 percent of a fleet must be replaced every year due to the lifecycle of heavy-duty vehicles. In 2009, the NJTA was able to order 54 replacement dump trucks, which during the warmer months are used for large maintenance projects as well as roadway construction projects for which asphalt and other products are needed. Other vehicles in our fleet include bulldozers, derrick diggers, post pounders and loaders. Also in 2009, several light trucks were obtained for use in routine maintenance and litter patrol. In 2010, the NJTA is



setting aside needed funds for the continued transformation of our heavy-duty vehicle fleet that not only meet increased needs but also new emission standards.



For the state police personnel dedicated to enforcing the law on our roadway system – Troop D for the New Jersey Turnpike and Troop E for the Garden State Parkway – the NJTA will continue to invest in the replacement of police vehicles for continued and enhanced roadway safety.

Moreover, in 2009, the NJTA procured mobile digital video recorders, a digital taping system that replaced VHS tapes. The new system enables hot spot videos to be automatically and securely transferred to the NJ State Police video server system, where it is cataloged and stored.

In 2009, a new headquarters for Troop E of the New Jersey State Police was completed. Located in Holmdel, the new facility contains office space for Troop E’s administrative staff as well as new barracks for the troopers who are responsible for patrolling the central portion of the Garden State Parkway.

In 2010, construction will begin on the Herbertsville Bus & Truck Inspection Facility, which will enable Troop E to conduct more efficient, full Level 1 inspections of the buses and trucks that travel on the Garden State Parkway. The facility will have four bays with lighted and ventilated pits. (Trucks are only permitted south of Exit 105 on the Garden State Parkway.) Also in 2010, construction will start on a new Holmdel Vehicle Maintenance Facility, a 4,500-square-foot facility with three bays for the Troop E vehicle fleet.

Environmental Compliance & the Green Corridor Initiatives

In compliance with the requirement that authorities in New Jersey each develop a plan to meet the goals of Governor Jon S. Corzine’s Energy Master Plan and greenhouse gas reduction initiatives, the NJTA initiated the “Green Corridor” program, previously outlined in the 2009 Strategic Plan Update. The following provides an update on the status of the initiatives and future implementation plans.



The NJTA formed a unified Green Corridor team from our own departments in order to take full advantage of the knowledge and ingenuity of our own personnel. Such internal interaction is already proving to move the concept of minimizing our carbon footprint reduction to the forefront of our activities, with personnel seeking out energy alternatives and energy efficiencies in all new and existing construction activities as well as existing operations and maintenance practices and procedures. Moreover, the Green Corridor team detailed a

seven-point plan in 2009, providing a framework for the NJTA to undertake studies and catalog the many various components of our roadway system to then extrapolate how and where improvements may be made.

Some of these studies include a full energy audit of our roadway system and of our maintenance yards, service plazas and other facilities. A multitude of improvements may be made to curtail the overall unnecessary usage of energy. This wide-ranging audit also includes determining if various types of energy production on NJTA property are environmentally feasible as well as financially advantageous.

In 2010, the NJTA will continue its Green Corridor initiatives with capital funding dedicated for projects that make definitive and prompt advancements in our environmental efforts. For example, an on-going funded program consists of various projects on the two roadways that are required to comply with state environmental regulations. These include NJDEP directives and permits for the operation and maintenance of environmental remediation systems at various facilities, and U.S. Environmental Protection Agency / NJDEP mandated remedial investigations, workplans and construction / maintenance of remedial systems at various sites. Such efforts may include laboratory testing, hazardous waste disposal, and providing permit and discharge fees to state, county and municipal authorities.



Also for 2010, the NJTA is continuing to dedicate funding to rehabilitate/replace non-functioning and substandard drainage systems, analyze the condition of existing median inlets along certain mainline and interchange ramp roadways, and construct recommended improvements in compliance with current NJDEP Stormwater Regulations. Moreover, the NJTA will continue to install vehicle washwater reclamation systems at various roadway maintenance yards.

In 2009, the NJTA began a solicitation process by which light-emitting diode (LED) light manufacturers could prequalify their products in anticipation of using approved luminaries for sections of our roadway system that are being widened. Once these more environmentally friendly lights are approved, existing lighting may be replaced with LED technology on an as needed basis. The NJTA will endeavor to convert toll plazas, buildings and high mast lighting to follow, complemented with an expected financial savings and reductions in greenhouse gas emissions.

Economic Development

The Turnpike and Parkway are the main arteries in New Jersey for intra- and inter-state travel. They are essential to the travel of commuters and tourists and to the movement of commercial goods and materials. The Authority's capital plan includes projects considered critical to the transportation infrastructure of New Jersey. Each project represents an investment in the future growth of commerce and a mobile workforce. The most notable of these projects are the widenings of the New Jersey Turnpike and the Garden State Parkway.



Another important project is construction of the missing movement at Interchange 142 between the Garden State Parkway and Interstate 78, a project continuing in partnership with the New Jersey Department of Transportation. In 2009, the third leg of the interchange was opened, allowing northbound Garden State Parkway traffic to easily merge onto westbound I-78. In 2010, construction will continue on the fourth leg of the interchange, with a planned opening in 2011 to allow southbound traffic to easily access eastbound I-78.

Other Garden State Parkway projects in the capital plan include the construction of new or expanded ramps at Interchanges 125, 91, 88, 44 and 41 and the elimination of traffic signals at Interchanges 9, 10 and 11. All of those changes will provide drivers with better travel options and streamlined traffic patterns.

The capital plan also provides for the widening of a bridge that serves Turnpike Interchanges 16E-18E, the redecking of portions of the Newark Bay Hudson County Extension, and the redecking of the Hackensack River Bridge on the Turnpike's Eastern Spur.

The New Jersey Turnpike is one of our nation's preeminent avenues for goods movement. A core principle of the capital plan is to boost the state's economy by investing in projects that improve strategic mobility. For commercial vehicles, that means not only widening the Turnpike between Interchanges 6 and 9, but also making targeted investments at other locations vital to goods movement. Those projects include the reconstruction of Interchange 14A, the construction of the Tremley Point Connector near Interchange 12 and the streamlining of access to Route 130 from Interchange 8A.

Located in Bayonne and Jersey City off the Newark Bay Hudson County Extension of the Turnpike, Interchange 14A provides a link to the local communities, as well as to Route 440 and adjacent international seaport facilities. The interchange has limited capacity and an outdated toll plaza. Vehicles exiting the interchange encounter a signalized intersection located immediately beyond the toll plaza that causes traffic to back up through the plaza on a regular basis. Improvements to the interchange are required to address existing deficiencies as well as to accommodate significant planned development

in Jersey City and Bayonne. The anticipated development includes the commercial and residential build out of The Peninsula at Bayonne Harbor as well as a significant expansion of port operations planned by The Port Authority of New York and New Jersey and Global Terminal and Container Services, LLC. The interchange improvements are anticipated to be completed by the end of 2015.

At another waterfront location there are 400 acres of open brownfields, damaged by industrial use but ripe for development as warehousing and goods distribution sites. The area, known as Tremley Point, is located in the southeastern corner of Union County, just off Interchange 12. The current road system in the area does not allow trucks to easily reach Tremley Point from the Turnpike. In order to avoid having truck traffic on several miles of residential streets and to stimulate economic growth in the area, the NJTA has proposed the construction of the Tremley Point Connector, a four-lane, 1.2-mile bridge system that will provide direct access to the area from Interchange 12. The connector will span the Rahway River from Carteret in Middlesex County to Linden in Union County. As part of the Liberty Corridor initiative, \$10 million in federal funds has already been secured to help fund the project.



Perhaps the most notable site for commercial goods movement on the New Jersey Turnpike is Interchange 8A. Trucks use that interchange every day to carry goods to and from the heavy concentration of warehouses in the vicinity. The private investment that has accompanied the growth of the area as a goods distribution hub has been a dynamic force for job creation, but the increased commercial traffic has been a burden for local residents who use 8A and surrounding local roads for commuting and other daily purposes. One key source of traffic congestion in the area is the volume of trucks leaving the toll road and using Route 32 to reach Route 130, a major corridor between New Brunswick and Camden. When completed, this project will ease the burden on local motorists by providing improved access from the Turnpike to Route 130.

Conclusion

The NJTA's capital funding detailed in this update is evidence of targeted investments that provide New Jersey with a roadway system that is more efficient and economically viable while respecting environmental concerns. The NJTA looks forward to continued implementation of these projects in 2010 to continue our critical strategic mission for New Jersey.



2010 Capital Investment Plan



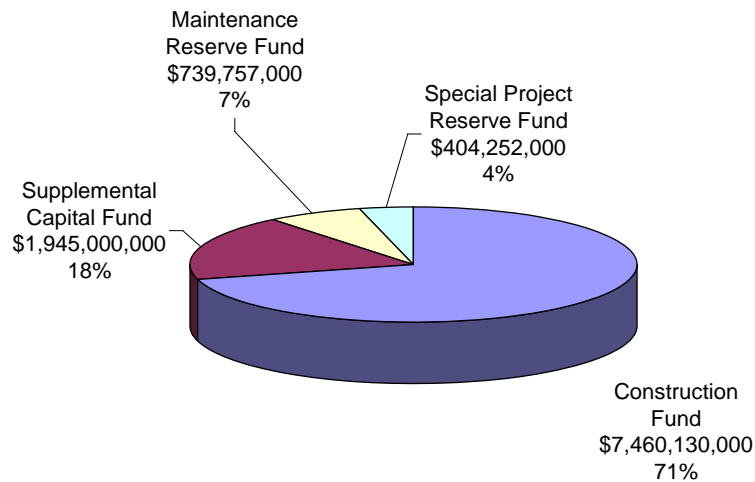
New Jersey Turnpike Authority 2010 Capital Investment Plan Update

Capital Investment Plan

The 2010-2019 10-year Capital Investment Plan features proposed transportation projects, including additional funding required on existing projects, which further the goals and objectives of the New Jersey Turnpike Authority. The chart below illustrates the proposed 10-year Capital Investment Plan allocated by funding source. It should be highlighted that the projects included in this plan are fiscally unconstrained and that this investment plan is subject to available funding.

The overall Capital Investment Plan for the Authority includes all sources of funds, the majority of which are major capital projects that are financed through bonds, as well as the essential system preservation, maintenance and operating requirements that are financed primarily through toll revenues.

NJTA 2010-2019 10-year Capital Investment Plan – Allocation by Fund



* The Supplemental Capital Fund amount includes funding for the ARC tunnel project.

Overview of the Authority Capital Investment Program's Funds

Construction Fund (CF) – bond issue for large capital construction projects (Turnpike Revenue Bonds). These projects include major reconstruction and maintenance of roads, bridges and facilities. Construction Fund projects improve operations, expand capacity, and in many cases, create economic development opportunities. Projects funded through the Construction Fund are defined at the time the bonds are issued (life-to-date budget).

Supplemental Capital Fund (SCF) - amounts in this fund, which is any amount in excess of the minimum General Reserve Fund balance, is an alternate source for capital projects, not funded by bond proceeds, and is used for small- to medium-sized, pay-as-you-go projects.

Maintenance Reserve Fund (MRF) – annual operating revenue funds to preserve the toll network system's roadways and bridges to certain level of standards – major or cyclical maintenance – including pavement resurfacing and restoration, and bridge replacement, repairs, or reconstruction. Projects to be funded through the Maintenance Reserve Fund are recommended, on an annual basis, by the Chief Engineer with the concurrence of the General Consulting Engineer and approved by the Executive Director and Board of Commissioners (annual budget).

Special Project Reserve Fund (SPRF) – annual operating revenue funds to be applied to the cost of all types of projects that are not considered as ordinary or routine items, including preliminary planning and studies; safety improvements; repairs and renovation of buildings and other facilities; maintaining equipment and vehicle fleet; and improvements in administrative, tolls and communication systems. Projects to be considered for funding through the Special Project Reserve Fund are submitted by the department directors on an annual basis. Funding availability is confirmed by the Finance Department prior to forwarding the summary of projects to the Executive Director for consideration. The final list of projects to be funded is determined by the Executive Director, and is presented to the Board of Commissioners for approval (annual budget).

Overview of the Authority Capital Investment Program's Projects

The 2010-2019 10-year Capital Investment Plan (CIP) includes proposed transportation projects, including additional funding required on existing projects, which further the goals and objectives of the New Jersey Turnpike Authority.

Subject to availability of funding, the following sources of funds are anticipated to be utilized to fund the proposed work. The list of anticipated capital projects for the 2010-2019 ten-year planning period, sorted by fund, follows. The items listed are fiscally unconstrained.

Estimated 2010-2019 10-year CIP Funding Requirements

Fund	Estimated Funding Requirements (2009 Dollars)
Construction Fund	\$7,460,130,000
Supplemental Capital Fund	\$1,945,000,000*
Maintenance Reserve Fund	\$739,757,000
Special Project Reserve Fund	\$404,252,000
Total	\$10,549,139,000

* This amount includes Supplemental funding for the ARC tunnel project.

NJTA FY 2010-2019 10-Year Capital Investment Plan

Candidate Construction Fund Projects

Project Name	Project Number(s) if applicable	CIS Program Investment Category	CIS Subprogram Investment Category	FY 2010-2019 Spending Plan (2009 Dollars)
Turnpike Interchange 6 – 9 Widening	TPK0501	Mobility/Congestion Relief	Major Widening	\$2,500,000,000
Widening of GSP Int. 63 – Int. 80	GSP0509	Mobility/Congestion Relief	Major Widening	\$141,000,000
Parkway Mullica River Bridge Widening/Redecking	GSP0510	Mobility/Congestion Relief	Major Widening	\$75,000,000
Parkway Bass River Bridge	GSP0803	Mobility/Congestion Relief	Major Widening	\$125,000,000
Newark Bay Hudson County Extension (NBHCE) Bridge Redecking	TPK0507	System Preservation, Bridges	Bridge Deck Rehabilitation and Replacement	\$250,000,000
Turnpike Hackensack Easterly Bridge Rehabilitation	TPK0808	System Preservation, Bridges	Bridge Deck Rehabilitation and Replacement	\$135,000,000
Turnpike Interchange 16E – 18E Bridge Improvements	TPK0803	Mobility/Congestion Relief	Highway Operational Improvements - Large	\$15,000,000
Parkway Interchange 142 Improvements	GSP140	Mobility/Congestion Relief	Highway Operational Improvements - Large	\$45,000,000
Parkway Interchange 125 Phase I	GSP0805	Mobility/Congestion Relief	Highway Operational Improvements - Large	\$40,000,000
Parkway Interchange 9, 10 & 11 Improvements	GSP124A	Mobility/Congestion Relief	Highway Operational Improvements - Large	\$95,000,000
Turnpike Interchange 8A to Route 130 Connection	TPK0821	Mobility/Congestion Relief	Missing Links	\$100,000,000
Parkway Interchange 44 Improvements	GSP0810	Mobility/Congestion Relief	Highway Operational Improvements - Large	\$25,000,000
Parkway Interchange 41 Improvements	GSP0804	Mobility/Congestion Relief	Highway Operational Improvements - Large	\$25,000,000
Turnpike Interchange 14A Reconstruction	TPK0817	Mobility/Congestion Relief	Highway Operational Improvements - Large	\$500,000,000
Parkway Interchange 88 Improvements	GSP030	Mobility/Congestion Relief	Highway Operational Improvements - Large	\$50,000,000
Tremley Point Connector Road	TPK0210	Mobility/Congestion Relief	Missing Links	\$125,000,000
Parkway Interchange 91 Improvements	GSP098	Mobility/Congestion Relief	Highway Operational Improvements - Large	\$50,000,000
Parkway Mainline Shoulder Improvements	GSP0813	Safety Management	Safety Improvements	\$250,000,000
Bridge Preservation and Security	NJTA0801, NJTA0847, NJTA0838	System Preservation, Bridges	Bridge Safety	\$265,000,000
Deck Reconstruction Phase I	NJTA0831, TPK0810	System Preservation, Bridges	Bridge Deck Rehabilitation and Replacement	\$150,000,000

NJTA FY 2010-2019 10-Year Capital Investment Plan

Candidate Construction Fund Projects

Project Name	Project Number(s) if applicable	CIS Program Investment Category	CIS Subprogram Investment Category	FY 2010-2019 Spending Plan (2009 Dollars)
Parkway Substructure Repairs	GSP0807	System Preservation, Bridges	Bridge Deck Rehabilitation and Replacement	\$20,000,000
Bridge Painting Phase I	NJTA0830, NJTA0839	System Preservation, Bridges	Bridge Deck Rehabilitation and Replacement	\$100,000,000
Turnpike Specialized Bridge Structure Work	TPK0802, TPK0801	System Preservation, Bridges	Bridge Deck Rehabilitation and Replacement	\$15,000,000
Turnpike/Parkway Southern Improvements		Mobility/Congestion Relief	Highway Operational Improvements - Large	\$100,000,000
Improvements Roadway Appurtenances (Safety Improvements)	GSP0809, NJTA0850, NJTA0846, NJTA0823, NJTA0828	Safety Management	Safety Improvements	\$30,000,000
Drainage Improvements	NJTA0842, TPK0804	System Preservation, Roadways	Drainage	\$50,000,000
Sign Replacements Phase I	NJTA0821, NJTA0809	Mobility/Congestion Relief	Transportation Demand Management	\$100,000,000
Median Barrier Improvements	GSP0812, NJTA0853	Safety Management	Safety Improvements	\$85,000,000
Facilities Improvements Phase I	GSP0811, NJTA0840, NJTA0804, NJTA0849, NJTA0825, NJTA0823, NJTA0815, NJTA0851, NJTA0834, NJTA0829, TPK0805, TPK0814	Transportation Support Facilities	Facilities Capital Improvements	\$300,000,000
Turnpike Widening Int. 16W to Int. 18W	TPK0813	Mobility/Congestion Relief	Major Widenings	\$200,000,000
Deck Reconstruction Phase II		System Preservation, Bridges	Bridge Deck Rehabilitation and Replacement	\$350,000,000
Bridge Painting Phase II		System Preservation, Bridges	Bridge Deck Rehabilitation and Replacement	\$150,000,000
Facilities Improvements Phase II	NJTA0827	Transportation Support Facilities	Facilities Capital Improvements	\$275,000,000
Sign Replacements Phase II	NJTA0811	Mobility/Congestion Relief	Transportation Demand Management	\$175,000,000
Widening of GSP Int 30 - Int. 63	GSP0806	Mobility/Congestion Relief	Major Widenings	\$89,000,000
Environmental Compliance & Remediation Program	GSP0815, TPK0807	System Preservation, Facilities & Equipment	Environmental Issues	\$33,130,000
Facilities Roofing Improvements	GSP0808	System Preservation, Facilities & Equipment	Facilities Capital Improvements	\$5,000,000
Toll Plaza Security & Collector Distress System	GSP0816	Safety Management	Security	\$5,050,000

NJTA FY 2010-2019 10-Year Capital Investment Plan

Candidate Construction Fund Projects

Project Name	Project Number(s) if applicable	CIS Program Investment Category	CIS Subprogram Investment Category	FY 2010-2019 Spending Plan (2009 Dollars)
Computers & Hardware	NJTA0813	Mobility/Congestion Relief	Intelligent Transportation Systems	\$10,000,000
CWDM Network Expansion	NJTA0803	Mobility/Congestion Relief	Intelligent Transportation Systems	\$3,750,000
Freight Strategic Action Plan	NJTA0802	Capital Program Support and Delivery	Project Implementation Costs	\$500,000
Maintenance Equipment	NJTA0848	System Preservation, Facilities & Equipment	Equipment	\$101,000,000
Maintenance Yard Washwater Separator	NJTA0832	System Preservation, Facilities & Equipment	Environmental Issues	\$4,500,000
Enterprise-Wide Geographic Information System	NJTA0806	Capital Program Support and Delivery	Project Implementation Costs	\$900,000
Planning Program Area Technology / System Integration	NJTA0841	Capital Program Support and Delivery	Project Implementation Costs	\$1,000,000
State Police Mobile Digital Video Recorder (MDVR)	NJTA0819	Safety Management	Security	\$350,000
State Police Vehicles & Equipment Replacement Program (Troops D&E)	NJTA0816	System Preservation, Facilities & Equipment	Equipment	\$57,200,000
Turnpike / Parkway Pavement Resurfacing Program	NJTA0822	Road Assets	Highway Resurfacing	\$234,500,000
ITS - Real Time Information, Transmit Traffic Systems Management projects	NJTA0818, NJTA0855	Mobility/Congestion Relief	Intelligent Transportation Systems	\$3,250,000
Total				\$7,460,130,000

* In addition to the current \$7 billion capital construction program, the total also reflects past and on-going capital construction commitments.

NJTA FY 2010-2019 10-Year Capital Investment Plan

Candidate Supplemental Capital Fund Projects

Project Name	CIS Program Investment Category	CIS Subprogram Investment Category	FY 2010-2019 Spending Plan (2009 Dollars)
Extraordinary Expenditures (Snow, Immediate Repairs, Etc.)	Capital Program Support and Delivery	Safety & Maintenance	\$50,000,000
Transportation Trust Fund	Capital Program Support and Delivery	Construction	\$220,000,000
ARC Tunnel	Capital Program Support and Delivery	Highway Operational Improvements - Large	\$1,250,000,000
Fleet Augmentation	System Preservation, Facilities & Equipment	Equipment	\$70,000,000
Technology Upgrades & Enhancements	Mobility/Congestion Relief	Intelligent Transportation Systems	\$70,000,000
Emergency Capital Projects	Capital Program Support and Delivery	Safety & Maintenance	\$285,000,000
Total			\$1,945,000,000

NJTA FY 2010-2019 10-Year Capital Investment Plan

Candidate Maintenance Reserve Fund Projects

Project Name	CIS Program Investment Category	CIS Subprogram Investment Category	FY 2010-2019 Spending Plan (2009 Dollars)
Bridge Inspections	Bridge Assets	Bridge Management	\$53,600,000
Bridge Repairs and Resurfacing	Bridge Assets	Bridge Rehabilitation and Replacement	\$434,237,000
Bridge Painting	Bridge Assets	Bridge Capital Maintenance	\$53,600,000
Pavement Resurfacing Program	Road Assets	Highway Resurfacing	\$198,320,000
Total			\$739,757,000

NJTA FY 2010-2019 10-Year Capital Investment Plan

Candidate Special Project Reserve Fund Projects

Department	Project Category	CIS Program Investment Category	CIS Subprogram Investment Category	FY 2010-2019 Spending Plan (2009 Dollars)
Engineering	Bridge Inspections	Bridge Assets	Bridge Management	\$60,000,000
Engineering	Environmental Remediation	Transportation Support Facilities	Environmental Issues	\$40,000,000
Engineering	Immediate Repair Contracts	Safety Management	Safety Improvements	\$10,000,000
Electronic Toll Collection	Equipment Replacement and Upgrades	Transportation Support Facilities	Toll Plazas	\$10,000,000
Internal Audit	Security Systems Replacement and Upgrades	Transportation Support Facilities	Equipment	\$5,000,000
Law	Environmental Surplus Property	Transportation Support Facilities	Environmental Issues	\$1,000,000
Maintenance	Guardrail/Guiderail Replacement	Safety Management	Safety Improvements	\$20,000,000
Maintenance	Salt Storage	Transportation Support Facilities	Facilities Capital Improvements	\$10,000,000
Maintenance	"Clear Zone" Maintenance	Safety Management	Safety Improvements	\$9,000,000
Maintenance	Roofing Upgrades and Repairs	Transportation Support Facilities	Facilities, Capital Maintenance	\$5,000,000
Maintenance	Signage	Safety Management	Safety Improvements	\$10,000,000
Maintenance	Operations & Maintenance Vehicle Replacement	Transportation Support Facilities	Equipment	\$15,000,000
Maintenance	Facility Repair & Upgrades	Transportation Support Facilities	Facilities Capital Improvements	\$15,000,000
Operations	Innovative Roadway Improvments	Road Assets	Pavement System Management	\$15,000,000
Operations	Signage Improvements	Transportation Support Facilities	Safety Improvements	\$7,500,000
Operations	Intelligent Traffic Systems	Congestion Relief	Intelligent Transportation Systems	\$20,652,000
Operations	Safety Improvements	Safety Management	Safety Capital Maintenance	\$30,000,000
Operations	Roadway Congestion Management	Congestion Relief	Pavement System Management	\$30,000,000
State Police	State Police Fleet Vehicle Replacement	Transportation Support Facilities	Equipment	\$30,000,000
State Police	State Police Vehicle Upgrades (e.g. MDVR)	Transportation Support Facilities	Equipment	\$5,000,000

NJTA FY 2010-2019 10-Year Capital Investment Plan

Candidate Special Project Reserve Fund Projects

Department	Project Category	CIS Program Investment Category	CIS Subprogram Investment Category	FY 2010-2019 Spending Plan (2009 Dollars)
Technology & Administrative Services	Computer Hardware	Transportation Support Facilities	Equipment	\$10,000,000
Technology & Administrative Services	Computer Software	Transportation Support Facilities	Equipment	\$20,000,000
Tolls	Replacement of Toll Equipment	Transportation Support Facilities	Toll Plazas	\$5,000,000
Strategic Policy & Planning	Transportation Planning, Modeling and Forecasting	Capital Program Delivery	Planning Programs and Studies	\$10,000,000
Strategic Policy & Planning	Regional Transportation Studies	Capital Program Delivery	Planning Programs and Studies	\$3,000,000
Strategic Policy & Planning	Green Corridor Initiatives	Capital Program Delivery	Planning Programs and Studies	\$2,100,000
Strategic Policy & Planning	Geo-Database Development and Maintenance	Congestion Relief	Intelligent Transportation Systems	\$1,000,000
Strategic Policy & Planning	Economic Development Initiatives	Capital Program Delivery	Planning Programs and Studies	\$5,000,000
	Total			\$404,252,000