

(Audio archived recordings of the committee meetings, corresponding to the date of the committee statement, *may possibly* be found at www.njleg.state.nj.us)

FLOOR AMENDMENT STATEMENT: Yes

LEGISLATIVE FISCAL ESTIMATE: No

VETO MESSAGE: No

GOVERNOR'S PRESS RELEASE ON SIGNING: Yes

FOLLOWING WERE PRINTED:

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REPORTS: No

HEARINGS: Yes

Committee meeting of Senate Environment and Energy Committee: "The Committee will meet to hear testimony from invited speakers on steps that the State can take to modernize the electrical grid and prepare for the interconnection of more renewable energy resources" June 8, 2023 <https://hdl.handle.net/10929/111861>

NEWSPAPER ARTICLES: No

CL/JA

§1
C.27:2-8.1
and
Note to §2
§2
C.40A:11-13a
§3
Note to §§1,2

P.L. 2023, CHAPTER 160, *approved September 12, 2023*
Assembly, No. 4797 (*Second Reprint*)

1 AN ACT concerning the use of reclaimed asphalt pavement ²and
2 recycled materials² for ²[local] certain² road projects ²[,
3 amending P.L.2002,]² ¹[c.114] ²[c.113¹,]² and supplementing
4 Title 40A of the New Jersey Statutes.
5

6 **BE IT ENACTED** by the Senate and General Assembly of the State
7 of New Jersey:
8

9 1. ²[(New section)]² a. Notwithstanding any law, rule, or
10 regulation to the contrary, when entering into a contract for ²a public
11 highway project or² a local road project, ²the Department of
12 Transportation or² the local contracting unit, as defined in and subject
13 to the provisions of the “Local Public Contracts Law,” P.L.1971, c.198
14 (C.40A:11-1 et seq.), shall ²[, at a minimum,]² authorize the
15 contracted party to use ¹[recycled] ²[reclaimed¹] asphalt pavement]
16 recycled materials² constituting a maximum of ²[50] 35² percent, by
17 weight, of the total pavement mixture for base and intermediate
18 pavement courses, and a maximum of ²[35] 20² percent, by weight,
19 of the total pavement mixture for surface pavement courses ², provided
20 that, prior to the installation of asphalt mixtures containing reclaimed
21 asphalt pavement, the contractor for the public highway project or
22 local road project contracted pursuant to this section shall provide a
23 mix design for approval to the Department of Transportation, which
24 consists exclusively of materials, reclaimed asphalt pavement,
25 mixtures, binders, and aggregates that meet or exceed the mix design
26 specifications provided by the Department of Transportation² .

27 b. Nothing in this section shall be deemed to prohibit a local
28 contracting unit from electing, in its discretion, to allow a party
29 contracted for the purposes of a local road project ², which does not
30 receive State funds,² to use ¹[recycled] reclaimed¹ asphalt pavement,

EXPLANATION – Matter enclosed in bold-faced brackets [thus] in the above bill is not enacted and is intended to be omitted in the law.

Matter underlined thus is new matter.

Matter enclosed in superscript numerals has been adopted as follows:

¹Assembly ATR committee amendments adopted January 19, 2023.

²Assembly ACE committee amendments adopted June 22, 2023.

1 for the purposes of the project, at higher maximum percentage rates
2 than the rates established pursuant to this section.

3 ¹c. All reclaimed asphalt pavement used pursuant to ²subsection b.
4 of² this section shall consist of only materials, mixtures, binders, and
5 aggregates that have been approved under current ²[New Jersey]²
6 Department of Transportation standard specifications.¹

7 ¹[c.] d.¹ As used in this section ²["local"] :

8 "Public highway" means public roads, streets, expressways,
9 freeways, parkways, motorways and boulevards, including bridges,
10 tunnels, overpasses, underpasses, interchanges, rest areas, express
11 bus roadways, bus pullouts and turnarounds, park-ride facilities,
12 traffic circles, grade separations, traffic control devices, the
13 elimination or improvement of crossings of railroads and highways,
14 whether at grade or not at grade, bicycle and pedestrian pathways
15 and pedestrian and bicycle bridges traversing public highways and
16 any facilities, equipment, property, rights of way, easements and
17 interests therein needed for the construction, improvement, and
18 maintenance of highways.

19 "Local² road project" means a transportation infrastructure project
20 that is authorized by a county or municipality and involves the
21 construction, repair, renovation, restoration, replacement, or extension
22 of a highway, as defined by R.S.39:1-1, which is owned, controlled, or
23 maintained by the county or municipality.

24
25 ²[2. Section 1 of P.L.2002, c.113 (C.27:1B-25.2) is
26 amended to read as follows:

27 1. Notwithstanding any law, rule, or regulation to the contrary,
28 counties and municipalities receiving State funds for transportation
29 projects shall permit, for public highways under their jurisdiction, the
30 use of reclaimed asphalt pavement that constitutes a maximum of [25]
31 50 percent, by weight, of the total pavement mixture for base and
32 intermediate pavement courses and a maximum of [15] 35 percent, by
33 weight, of the total pavement mixture for surface pavement courses.

34 ¹All reclaimed asphalt pavement used pursuant to this section shall
35 consist of only materials, mixtures, binders, and aggregates that have
36 been approved under current New Jersey Department of
37 Transportation standard specifications.¹

38 (cf: P.L.2002, c.113, s.1)]²

39

40 ²2. a. Notwithstanding any law, rule, or regulation to the
41 contrary, when entering into a contract for a local road project on a
42 low volume road, which project does not receive State funds, a local
43 contracting unit, as defined in and subject to the provisions of the
44 "Local Public Contracts Law," P.L.1971, c.198 (C.40A:11-1 et
45 seq.), shall authorize the contracted party to use reclaimed asphalt
46 pavement constituting a maximum of 50 percent, by weight, of the
47 total pavement mixture for base and intermediate pavement courses,

1 and a maximum of 35 percent, by weight, of the total pavement
2 mixture for surface pavement courses, provided that any person or
3 entity that seeks to enter into or renew a contract for the project
4 certifies to the local contracting unit, prior to the award of the
5 contract, that:

6 (1) all asphalt mixtures containing reclaimed asphalt pavement
7 used in the local road project consist of only materials, mixtures,
8 binders, and aggregates that have been approved under current
9 Department of Transportation standard specifications;

10 (2) the person or entity will maintain records of all stockpiles of
11 reclaimed asphalt pavement used in the local road project including,
12 but not limited to, any test results, approval letters from the
13 Department of Transportation, requests for approval to the
14 department and all data submitted therewith, and drawings of
15 stockpile locations at the plant site, including unapproved
16 stockpiles, copies of which shall be provided to the local
17 contracting unit upon request; and

18 (3) the person or entity will maintain records of any
19 performance testing performed on the local road project, copies of
20 which shall be provided to the local contracting unit upon request.

21 b. As used in this section, "low volume road" means a road,
22 street, or thoroughfare which has an equivalent (80kN) single-axle
23 load level of 300,000 or less over a 20-year design period, and is
24 open to travel by the public.

25 c. Nothing in P.L. c. (C.) (pending before the Legislature
26 as this bill) shall be construed as prohibiting a contractor from
27 installing asphalt mixtures that have been approved by the New
28 Jersey Department of Transportation in compliance with the New
29 Jersey Department of Transportation specification for high
30 reclaimed asphalt pavement mixtures.²

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32 3. This act shall take effect ¹**[immediately]** on the first day of the
33 sixth month after ²the date of² enactment¹.

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38 Concerns percentage of reclaimed asphalt pavement and recycled
39 materials that can be used for certain road projects.

ASSEMBLY, No. 4797

STATE OF NEW JERSEY 220th LEGISLATURE

INTRODUCED OCTOBER 20, 2022

Sponsored by:

Assemblyman ROBERT J. KARABINCHAK

District 18 (Middlesex)

Assemblyman DANIEL R. BENSON

District 14 (Mercer and Middlesex)

Assemblyman ANTHONY S. VERRELLI

District 15 (Hunterdon and Mercer)

Co-Sponsored by:

Assemblymen Wimberly, McGuckin, DePhillips, Kennedy and Spearman

SYNOPSIS

Increases percentage of reclaimed asphalt pavement that can be used for local road projects.

CURRENT VERSION OF TEXT

As introduced.



(Sponsorship Updated As Of: 1/19/2023)

1 AN ACT concerning the use of reclaimed asphalt pavement for local
2 road projects, amending P.L.2002, c.114, and supplementing
3 Title 40A of the New Jersey Statutes.

4
5 **BE IT ENACTED** by the Senate and General Assembly of the State
6 of New Jersey:

7
8 1. (New section) a. Notwithstanding any law, rule, or
9 regulation to the contrary, when entering into a contract for a local
10 road project, the local contracting unit, as defined in and subject to
11 the provisions of the “Local Public Contracts Law,” P.L.1971, c.198
12 (C.40A:11-1 et seq.), shall, at a minimum, authorize the contracted
13 party to use recycled asphalt pavement constituting a maximum of
14 50 percent, by weight, of the total pavement mixture for base and
15 intermediate pavement courses, and a maximum of 35 percent, by
16 weight, of the total pavement mixture for surface pavement courses.

17 b. Nothing in this section shall be deemed to prohibit a local
18 contracting unit from electing, in its discretion, to allow a party
19 contracted for the purposes of a local road project to use recycled
20 asphalt pavement, for the purposes of the project, at higher
21 maximum percentage rates than the rates established pursuant to
22 this section.

23 c. As used in this section, “local road project” means a
24 transportation infrastructure project that is authorized by a county
25 or municipality and involves the construction, repair, renovation,
26 restoration, replacement, or extension of a highway, as defined by
27 R.S.39:1-1, which is owned, controlled, or maintained by the
28 county or municipality.

29
30 2. Section 1 of P.L.2002, c.113 (C.27:1B-25.2) is amended to
31 read as follows:

32 1. Notwithstanding any law, rule, or regulation to the contrary,
33 counties and municipalities receiving State funds for transportation
34 projects shall permit, for public highways under their jurisdiction,
35 the use of reclaimed asphalt pavement that constitutes a maximum
36 of **[25]** 50 percent, by weight, of the total pavement mixture for
37 base and intermediate pavement courses and a maximum of **[15]** 35
38 percent, by weight, of the total pavement mixture for surface
39 pavement courses.

40 (cf: P.L.2002, c.113, s.1)

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42 3. This act shall take effect immediately.

EXPLANATION – Matter enclosed in bold-faced brackets [thus] in the above bill is not enacted and is intended to be omitted in the law.

Matter underlined thus is new matter.

STATEMENT

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This bill would increase the percentage of reclaimed asphalt pavement (RAP) that can be used for local road projects.

Current law requires counties and municipalities receiving State funds for transportation projects to permit, for public highways under their jurisdiction, the use of a maximum of 25 percent of RAP, by weight, for base and intermediate pavement courses and the use of a maximum of 15 percent of RAP, by weight, for surface pavement courses. This bill would increase, to 50 percent, the maximum amount of RAP that can be used for base and intermediate pavement courses, and to 35 percent, the maximum amount of RAP that can be used in surface pavement courses, for these purposes. The bill would also supplement the “Local Public Contracts Law” to similarly require local contracting units, at a minimum, when entering into a contract for a local road project, to allow the contracted party to use of up to 50 percent RAP, by weight, for base and intermediate pavement courses, and up to 35 percent RAP, by weight, for surface pavement courses. However, nothing would prohibit a local contracting unit, in its discretion, from entering a contract that authorizes RAP to be used at higher percentage rates, for a local road project, than the maximum rates required under the bill. The bill defines a “local road project” to mean a transportation infrastructure project that is authorized by a county or municipality and involves the construction, repair, renovation, restoration, replacement, or extension of a highway, as defined by R.S.39:1-1, which is owned, controlled, or maintained by the county or municipality.

ASSEMBLY TRANSPORTATION AND INDEPENDENT
AUTHORITIES COMMITTEE

STATEMENT TO
ASSEMBLY, No. 4797

with committee amendments

STATE OF NEW JERSEY

DATED: JANUARY 19, 2023

The Assembly Transportation and Independent Authorities Committee reports favorably and with committee amendments Assembly Bill No. 4797.

As amended and reported, this bill would increase the percentage of New Jersey Department of Transportation approved reclaimed asphalt pavement (RAP) that can be used for local road projects.

Current law requires counties and municipalities receiving State funds for transportation projects to permit, for public highways under their jurisdiction, the use of a maximum of 25 percent of RAP, by weight, for base and intermediate pavement courses and the use of a maximum of 15 percent of RAP, by weight, for surface pavement courses. This bill would increase, to 50 percent, the maximum amount of RAP that can be used for base and intermediate pavement courses, and to 35 percent, the maximum amount of RAP that can be used in surface pavement courses, for these purposes. The bill would also require local contracting units, at a minimum, when entering into a contract for a local road project, to allow the contracted party to use up to 50 percent RAP, by weight, for base and intermediate pavement courses, and up to 35 percent RAP, by weight, for surface pavement courses. However, nothing would prohibit a local contracting unit, in its discretion, from entering into a contract that authorizes RAP to be used at higher percentage rates, for a local road project, than the maximum rates required under the bill. The bill defines a “local road project” to mean a transportation infrastructure project that is authorized by a county or municipality and involves the construction, repair, renovation, restoration, replacement, or extension of a highway which is owned, controlled, or maintained by the county or municipality.

COMMITTEE AMENDMENTS:

The committee amended the bill to:

- correct a citation within the title;
- remove the term “recycled” and replace it with “reclaimed” when referring to reclaimed asphalt pavement;

- specifically require that the reclaimed asphalt pavement consist of only materials, mixtures, binders, and aggregates that have been approved by the New Jersey Department of Transportation; and
- change the effective date of the bill from immediate to on the first day of the sixth month after enactment.

ASSEMBLY OVERSIGHT, REFORM AND FEDERAL
RELATIONS COMMITTEE

STATEMENT TO

[First Reprint]

ASSEMBLY, No. 4797

STATE OF NEW JERSEY

DATED: MARCH 20, 2023

The Assembly Oversight, Reform and Federal Relations Committee reports favorably Assembly Bill No. 4797.

This bill would increase the percentage of New Jersey Department of Transportation approved reclaimed asphalt pavement (RAP) that can be used for local road projects.

Current law requires counties and municipalities receiving State funds for transportation projects to permit, for public highways under their jurisdiction, the use of a maximum of 25 percent of RAP, by weight, for base and intermediate pavement courses and the use of a maximum of 15 percent of RAP, by weight, for surface pavement courses. This bill would increase, to 50 percent, the maximum amount of RAP that can be used for base and intermediate pavement courses, and to 35 percent, the maximum amount of RAP that can be used in surface pavement courses, for these purposes. The bill would also require local contracting units, at a minimum, when entering into a contract for a local road project, to allow the contracted party to use up to 50 percent RAP, by weight, for base and intermediate pavement courses, and up to 35 percent RAP, by weight, for surface pavement courses. However, nothing would prohibit a local contracting unit, in its discretion, from entering into a contract that authorizes RAP to be used at higher percentage rates, for a local road project, than the maximum rates required under the bill. The bill defines a “local road project” to mean a transportation infrastructure project that is authorized by a county or municipality and involves the construction, repair, renovation, restoration, replacement, or extension of a highway which is owned, controlled, or maintained by the county or municipality.

ASSEMBLY COMMERCE AND ECONOMIC DEVELOPMENT
COMMITTEE

STATEMENT TO

[First Reprint]

ASSEMBLY, No. 4797

with committee amendments

STATE OF NEW JERSEY

DATED: JUNE 22, 2023

The Assembly Commerce and Economic Development Committee reports favorably and with committee amendments Assembly Bill No. 4797 (1R).

This bill, as amended, would regulate the amount of recycled materials, including reclaimed asphalt pavement (RAP), that may be used in certain road projects.

Specifically, the bill would require the Department of Transportation (DOT) and local contracting units, when entering into a contract for a public highway project or local road project, to authorize the contractor to use recycled material in: up to 35 percent, by weight, of the total pavement mixture, for base and intermediate pavement courses; and up to 20 percent, by weight, of the total pavement mixture, for surface pavement courses. The bill would also establish certain requirements for the use of recycled materials in the project, including that the asphalt mix design be sent to the DOT for approval.

The bill would, however, allow a local unit, when entering into a contract to install a local road project, which project does not receive State funding, to authorize the use of reclaimed asphalt pavement for the project at a higher maximum percentage rate than required under the bill. Additionally, the bill would require a prospective contractor for a public highway or local road project to provide a “mix design” to DOT or the relevant local contracting unit, as appropriate, showing that the asphalt mixtures proposed for use in the project comply with DOT mix design specifications.

Notwithstanding the forgoing provisions, the bill would require a local unit, when entering into a contract to undertake a local road project on a low volume road, which project does not receive State funds, to allow the contractor to use reclaimed asphalt pavement constituting a maximum of 50 percent, by weight, of the total pavement mixture for base and intermediate pavement courses, and a maximum of 35 percent, by weight, of the total pavement mixture for surface pavement courses, provided that prospective contractor

certifies to the local contracting unit, prior to the award of the contract, that:

the asphalt mixtures and aggregates to be used in the project have been approved under DOT specifications;

the contractor will keep specified records of stockpiles of reclaimed asphalt pavement used in the project, including test results and approval letters; and

the contractor will maintain records of performance testing undertaken on the local road project, and provide copies of test results to the local contracting unit, upon request.

COMMITTEE AMENDMENTS:

The committee amendments to the bill:

(1) expand certain bill provisions so they apply to DOT public highway projects in addition to local units' road projects;

(2) define the term "public highway";

(3) modify the percentages of recycled materials and RAP that a contractor may use in a public highway or local road project;

(4) establish certain conditions on the use of recycled material;

(5) authorize local units to allow a contractor of a local road project which does not receive State funds to use a higher percentage of RAP in the project than is otherwise authorized;

(6) delete a provision that would have modified the amount of RAP a local unit may allow a contractor to use in a project;

(7) add a new section 2 to the bill to allow a local unit to authorize a contractor to use RAP equal to a specified percentage of the total pavement mixture;

(8) clarify that the bill should not be construed as prohibiting a contractor from installing asphalt mixtures that DOT has approved in compliance with its specification for high reclaimed asphalt pavement mixtures; and

(9) make other technical and clarifying changes.

SENATE, No. 3255

STATE OF NEW JERSEY 220th LEGISLATURE

INTRODUCED OCTOBER 31, 2022

Sponsored by:

Senator PATRICK J. DIEGNAN, JR.

District 18 (Middlesex)

Senator STEVEN V. OROHO

District 24 (Morris, Sussex and Warren)

Co-Sponsored by:

Senator A.M.Bucco

SYNOPSIS

Increases percentage of reclaimed asphalt pavement that can be used for local road projects.

CURRENT VERSION OF TEXT

As introduced.



(Sponsorship Updated As Of: 1/26/2023)

S3255 DIEGNAN, OROHO

2

1 AN ACT concerning the use of reclaimed asphalt pavement for local
2 road projects, amending P.L.2002, c.113, and supplementing
3 Title 40A of the New Jersey Statutes.

4

5 **BE IT ENACTED** by the Senate and General Assembly of the State
6 of New Jersey:

7

8 1. (New section) a. Notwithstanding any law, rule, or
9 regulation to the contrary, when entering into a contract for a local
10 road project, the local contracting unit, as defined in and subject to
11 the provisions of the “Local Public Contracts Law,” P.L.1971, c.198
12 (C.40A:11-1 et seq.), shall, at a minimum, authorize the contracted
13 party to use recycled asphalt pavement constituting a maximum of
14 50 percent, by weight, of the total pavement mixture for base and
15 intermediate pavement courses, and a maximum of 35 percent, by
16 weight, of the total pavement mixture for surface pavement courses.

17 b. Nothing in this section shall be deemed to prohibit a local
18 contracting unit from electing, in its discretion, to allow a party
19 contracted for the purposes of a local road project to use recycled
20 asphalt pavement, for the purposes of the project, at higher
21 maximum percentage rates than the rates established pursuant to
22 this section.

23 c. As used in this section, “local road project” means a
24 transportation infrastructure project that is authorized by a county
25 or municipality and involves the construction, repair, renovation,
26 restoration, replacement, or extension of a highway, as defined by
27 R.S.39:1-1, which is owned, controlled, or maintained by the
28 county or municipality.

29

30 2. Section 1 of P.L.2002, c.113 (C.27:1B-25.2) is amended to
31 read as follows:

32 1. Notwithstanding any law, rule, or regulation to the contrary,
33 counties and municipalities receiving State funds for transportation
34 projects shall permit, for public highways under their jurisdiction,
35 the use of reclaimed asphalt pavement that constitutes a maximum
36 of **[25]** 50 percent, by weight, of the total pavement mixture for
37 base and intermediate pavement courses and a maximum of **[15]** 35
38 percent, by weight, of the total pavement mixture for surface
39 pavement courses.

40 (cf: P.L.2002, c.113, s.1)

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42 3. This act shall take effect immediately.

EXPLANATION – Matter enclosed in bold-faced brackets **[thus]** in the above bill is not enacted and is intended to be omitted in the law.

Matter underlined thus is new matter.

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STATEMENT

This bill would increase the percentage of reclaimed asphalt pavement (RAP) that can be used for local road projects.

Current law requires counties and municipalities receiving State funds for transportation projects to permit, for public highways under their jurisdiction, the use of a maximum of 25 percent of RAP, by weight, for base and intermediate pavement courses and the use of a maximum of 15 percent of RAP, by weight, for surface pavement courses. This bill would increase, to 50 percent, the maximum amount of RAP that can be used for base and intermediate pavement courses, and to 35 percent, the maximum amount of RAP that can be used in surface pavement courses, for these purposes. The bill would also supplement the “Local Public Contracts Law” to similarly require local contracting units, at a minimum, when entering into a contract for a local road project, to allow the contracted party to use of up to 50 percent RAP, by weight, for base and intermediate pavement courses, and up to 35 percent RAP, by weight, for surface pavement courses. However, nothing would prohibit a local contracting unit, in its discretion, from entering a contract that authorizes RAP to be used at higher percentage rates, for a local road project, than the maximum rates required under the bill. The bill defines a “local road project” to mean a transportation infrastructure project that is authorized by a county or municipality and involves the construction, repair, renovation, restoration, replacement, or extension of a highway, as defined by R.S.39:1-1, which is owned, controlled, or maintained by the county or municipality.

SENATE ENVIRONMENT AND ENERGY COMMITTEE

STATEMENT TO

SENATE, No. 3255

with committee amendments

STATE OF NEW JERSEY

DATED: JUNE 8, 2023

The Senate Environment and Energy Committee favorably reports Senate Bill No. 3255, with committee amendments.

This bill, as amended by the committee, would regulate the amounts of recycled materials, including reclaimed asphalt pavement (RAP), which may be used for certain road projects.

Specifically, the bill would require the Department of Transportation (DOT) and a local contracting unit, when entering into a contract for a public highway project or local road project, to authorize the contracted party to use up to 35 percent recycled materials in base and intermediate pavement courses, and up to 25 percent recycled materials in surface pavement courses. The bill would also establish certain requirements for the use of recycled materials in the project, including that the asphalt mixture be sent to the DOT for approval.

In addition, the bill would require a local contracting unit, when entering into a contract for a local road project that does not receive State funding, to authorize the use of 50 percent RAP in base and intermediate pavement courses and 35 percent RAP in surface pavement courses. The bill would also require the contracted party to provide, to the relevant local contracting unit, a certification that the mixtures comply with certain DOT specifications, that certain records are maintained as enumerated in subsection a. of section 2 of the bill, and that the records are required to be provided to the local contracting unit upon request.

The committee amendments to the bill:

(1) provide that section 1 of the bill would apply to the DOT, in addition to local contracting units;

(2) provide that section 1 of the bill would apply to the public highway projects, in addition to local road projects, and add a definition of "public highway project";

(3) modify the percentages of recycled materials and RAP that are required to be authorized pursuant to section 1 of the bill;

(4) establish certain conditions on the use of recycled materials pursuant to section 1 of the bill;

(5) provide that subsection b. of section 1 of the bill, which allows for greater percentages of RAP in local road projects, applies only to projects that do not receive State funding, and establish that such projects must use asphalt pavement that consists only of materials that have been approved by the DOT;

(6) remove section 2 of the bill, which would have modified the percentage of RAP to be authorized by counties and municipalities for certain projects, under current law;

(7) add a new section 2 of the bill, which concerns the percentage of RAP that must be authorized for certain low volume road projects and establishes conditions for such use;

(8) provide that the bill would go into effect on the first day of the sixth month after the date of enactment, rather than immediately; and

(9) make other technical and clarifying changes.

STATEMENT TO

[First Reprint]

SENATE, No. 3255

with Senate Floor Amendments
(Proposed by Senator DIEGNAN)

ADOPTED: JUNE 26, 2023

These floor amendments would (1) change from 25 percent to 20 percent, of the total pavement mixture for surface pavement courses, that may be recycled materials by weight, (2) make clarifying changes to the definition of “low volume road”, and (3) provide that the bill may not be construed as prohibiting a contractor from installing asphalt mixtures that the Department of Transportation has approved in compliance with its specification for high reclaimed asphalt pavement mixtures.

Acting Governor Way Takes Action on Legislation

09/12/2023

TRENTON – Today, Acting Governor Way signed the following bills into law:

S-3092/A-4793 (Smith, Codey/Benson, Daniels) - Authorizes installation and operation of meter collar adapters on residential electric meters, under certain conditions

S-3772/A-5671 (Pou/Atkins, Mukherji, Wimberly) - Directs Office of the Public Defender to provide representation at parole revocation proceedings

A-4089/S-2732 (DeAngelo, Benson, Karabinchak/Scutari, Smith) - Extends deadlines, under certain circumstances, for completion and commercial operation of certain solar elec power generation facilities

A-4090/S-1884 (Freiman, Pintor Marin, Karabinchak/Sarlo, Oroho) - Requires State Auditor to annually publish user-friendly report summarizing and analyzing contents of State's Annual Financial Report

A-4797/S-3255 (Karabinchak, Benson, Verrelli/Diegnan, Oroho) - Concerns percentage of reclaimed asphalt pavement and recycled materials that can be used for certain road projects