

A2609

INTRODUCED BILL: (Includes sponsor(s) statement)	Yes	
REPRINT(S):	No	
TECHNICAL REVIEW OF BILL:	Yes	ATR 9/19/24 TR
COMMITTEE STATEMENT:	ASSEMBLY:	Yes Transportation & Independent Authorities Appropriations
	SENATE:	No

(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:	No
LEGISLATIVE FISCAL ESTIMATE:	No
VETO MESSAGE:	No
GOVERNOR'S PRESS RELEASE ON SIGNING:	Yes
LEGISLATOR STATEMENT:	Yes

FOLLOWING WERE PRINTED:

To check for circulating copies, contact New Jersey State Government Publications at the State Library (609) 278-2640 ext.103 or <mailto:refdesk@njstatelib.org>

REPORTS:	No
HEARINGS:	No
NEWSPAPER ARTICLES:	No

CL/MMcB

P.L. 2025, CHAPTER 42, *approved April 22, 2025*
Senate, No. 742

1 **AN ACT** concerning the improvement of the State transportation
2 system and bridges and making an appropriation.

3
4 **BE IT ENACTED** by the Senate and General Assembly of the State
5 of New Jersey:

6
7 1. a. Notwithstanding any provision of law to the contrary, any
8 remaining unexpended funds from the “New Jersey Bridge
9 Rehabilitation and Improvement and Railroad Right-of-way
10 Preservation Bond Act of 1989,” P.L.1989, c.180, which were
11 appropriated pursuant to section 2 of P.L.1991, c.271, shall be
12 reappropriated to the Department of Transportation and made
13 available for the purposes set forth in subsection b. of this section.

14 b. The funds reappropriated pursuant to this section shall be
15 administered by the department to offset any cost, eligible under the
16 provisions of P.L.1989, c.180, for the cost of rehabilitation,
17 improvement, inspection, and repair of bridges carrying State
18 highways, and bridges owned or maintained by the State, to be
19 allocated for emergency repairs in various counties at the discretion
20 of the Commissioner of Transportation.

21
22 2. a. Notwithstanding any provision of law to the contrary, any
23 remaining unexpended funds from the “New Jersey Bridge
24 Rehabilitation and Improvement and Railroad Right-of-way
25 Preservation Bond Act of 1989,” P.L.1989, c.180, which were
26 appropriated pursuant to section 3 of P.L.1991, c.271 and section 2
27 of P.L.2000, c.11, shall be reappropriated to the Department of
28 Transportation and made available for the purposes set forth in
29 subsection b. of this section.

30 b. The funds reappropriated pursuant to this section shall be
31 administered by the department to offset any cost, eligible under the
32 provisions of P.L.1989, c.180, for the cost of rehabilitation,
33 improvement, inspection, and repair of bridges carrying county and
34 municipal roads, to be allocated for emergency repairs in various
35 counties and municipalities at the discretion of the Commissioner of
36 Transportation.

37 c. Any funds appropriated pursuant to the provisions of this
38 section that are not expended or obligated within two years of the
39 effective date of this act shall be consolidated into a single account
40 and redistributed to each county in this State on a formula basis, to
41 be established by the department, for the cost of rehabilitation,
42 improvement, inspection, and repair of bridges carrying county and
43 municipal roads. Funds that have not been obligated, but are

1 required to complete a project under development, shall be subject
2 to consolidation and redistribution.

3

4 3. This act shall take effect immediately.

5

6

7

8

9 Appropriates unexpended funds from “New Jersey Bridge
10 Rehabilitation and Improvement and Railroad Right-of-way
11 Preservation Bond Act of 1989.”

CHAPTER 42

AN ACT concerning the improvement of the State transportation system and bridges and making an appropriation.

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

1. a. Notwithstanding any provision of law to the contrary, any remaining unexpended funds from the “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989,” P.L.1989, c.180, which were appropriated pursuant to section 2 of P.L.1991, c.271, shall be reappropriated to the Department of Transportation and made available for the purposes set forth in subsection b. of this section.

b. The funds reappropriated pursuant to this section shall be administered by the department to offset any cost, eligible under the provisions of P.L.1989, c.180, for the cost of rehabilitation, improvement, inspection, and repair of bridges carrying State highways, and bridges owned or maintained by the State, to be allocated for emergency repairs in various counties at the discretion of the Commissioner of Transportation.

2. a. Notwithstanding any provision of law to the contrary, any remaining unexpended funds from the “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989,” P.L.1989, c.180, which were appropriated pursuant to section 3 of P.L.1991, c.271 and section 2 of P.L.2000, c.11, shall be reappropriated to the Department of Transportation and made available for the purposes set forth in subsection b. of this section.

b. The funds reappropriated pursuant to this section shall be administered by the department to offset any cost, eligible under the provisions of P.L.1989, c.180, for the cost of rehabilitation, improvement, inspection, and repair of bridges carrying county and municipal roads, to be allocated for emergency repairs in various counties and municipalities at the discretion of the Commissioner of Transportation.

c. Any funds appropriated pursuant to the provisions of this section that are not expended or obligated within two years of the effective date of this act shall be consolidated into a single account and redistributed to each county in this State on a formula basis, to be established by the department, for the cost of rehabilitation, improvement, inspection, and repair of bridges carrying county and municipal roads. Funds that have not been obligated, but are required to complete a project under development, shall be subject to consolidation and redistribution.

3. This act shall take effect immediately.

Approved April 22, 2025.

SENATE, No. 742

STATE OF NEW JERSEY
221st LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 2024 SESSION

Sponsored by:

Senator PATRICK J. DIEGNAN, JR.

District 18 (Middlesex)

SYNOPSIS

Appropriates unexpended funds from “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989.”

CURRENT VERSION OF TEXT

Introduced Pending Technical Review by Legislative Counsel.



1 AN ACT concerning the improvement of the State transportation
2 system and bridges and making an appropriation.

3

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

6

7 1. a. Notwithstanding any provision of law to the contrary, any
8 remaining unexpended funds from the “New Jersey Bridge
9 Rehabilitation and Improvement and Railroad Right-of-way
10 Preservation Bond Act of 1989,” P.L.1989, c.180, which were
11 appropriated pursuant to section 2 of P.L.1991, c.271, shall be
12 reappropriated to the Department of Transportation and made
13 available for the purposes set forth in subsection b. of this section.

14 b. The funds reappropriated pursuant to this section shall be
15 administered by the department to offset any cost, eligible under the
16 provisions of P.L.1989, c.180, for the cost of rehabilitation,
17 improvement, inspection, and repair of bridges carrying State
18 highways, and bridges owned or maintained by the State, to be
19 allocated for emergency repairs in various counties at the discretion
20 of the Commissioner of Transportation.

21

22 2. a. Notwithstanding any provision of law to the contrary, any
23 remaining unexpended funds from the “New Jersey Bridge
24 Rehabilitation and Improvement and Railroad Right-of-way
25 Preservation Bond Act of 1989,” P.L.1989, c.180, which were
26 appropriated pursuant to section 3 of P.L.1991, c.271 and section 2
27 of P.L.2000, c.11, shall be reappropriated to the Department of
28 Transportation and made available for the purposes set forth in
29 subsection b. of this section.

30 b. The funds reappropriated pursuant to this section shall be
31 administered by the department to offset any cost, eligible under the
32 provisions of P.L.1989, c.180, for the cost of rehabilitation,
33 improvement, inspection, and repair of bridges carrying county and
34 municipal roads, to be allocated for emergency repairs in various
35 counties and municipalities at the discretion of the Commissioner of
36 Transportation.

37 c. Any funds appropriated pursuant to the provisions of this
38 section that are not expended or obligated within two years of the
39 effective date of this act shall be consolidated into a single account
40 and redistributed to each county in this State on a formula basis, to
41 be established by the department, for the cost of rehabilitation,
42 improvement, inspection, and repair of bridges carrying county and
43 municipal roads. Funds that have not been obligated, but are
44 required to complete a project under development, shall be subject
45 to consolidation and redistribution.

46

47 3. This act shall take effect immediately.

1 STATEMENT

2

3 This bill reappropriates unexpended funds from the “New Jersey
4 Bridge Rehabilitation and Improvement and Railroad Right-of-way
5 Preservation Bond Act of 1989” (act) to the Department of
6 Transportation (department) that were originally appropriated for
7 the purpose of cost of rehabilitation and improvement of bridges
8 carrying State highways, the cost of rehabilitation and improvement
9 of bridges carrying county and municipal roads, and for the costs of
10 preservation and acquisition of railroad rights-of-way.

11 The bill provides that the funds appropriated to the department
12 are to be administered by the department and be reappropriated to
13 offset any cost to be allocated for emergency repairs at the
14 discretion of the Commissioner of Transportation.

SENATE, No. 742

STATE OF NEW JERSEY 221st LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 2024 SESSION

Sponsored by:

Senator PATRICK J. DIEGNAN, JR.

District 18 (Middlesex)

Assemblyman ROBERT J. KARABINCHAK

District 18 (Middlesex)

Assemblywoman LINDA S. CARTER

District 22 (Somerset and Union)

Assemblyman CHRISTOPHER P. DEPHILLIPS

District 40 (Bergen, Essex and Passaic)

Co-Sponsored by:

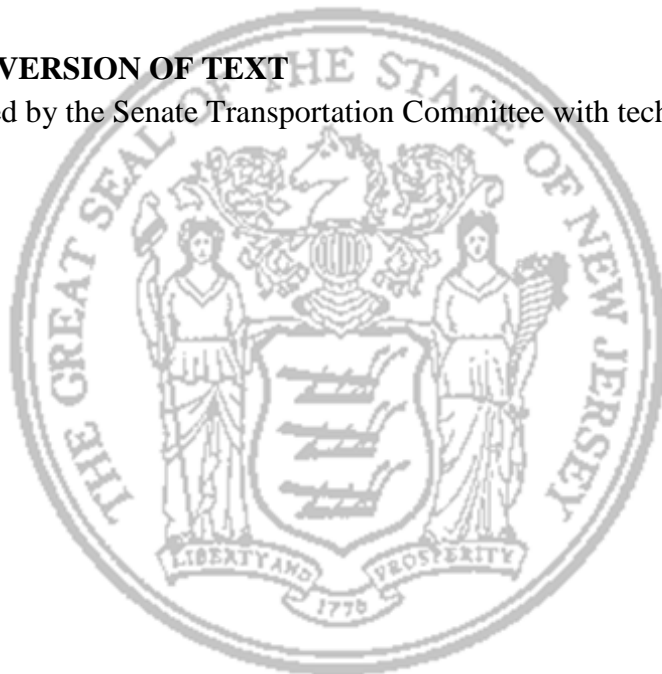
Assemblyman Calabrese

SYNOPSIS

Appropriates unexpended funds from “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989.”

CURRENT VERSION OF TEXT

As reported by the Senate Transportation Committee with technical review.



(Sponsorship Updated As Of: 2/27/2025)

1 AN ACT concerning the improvement of the State transportation
2 system and bridges and making an appropriation.

3

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

6

7 1. a. Notwithstanding any provision of law to the contrary, any
8 remaining unexpended funds from the “New Jersey Bridge
9 Rehabilitation and Improvement and Railroad Right-of-way
10 Preservation Bond Act of 1989,” P.L.1989, c.180, which were
11 appropriated pursuant to section 2 of P.L.1991, c.271, shall be
12 reappropriated to the Department of Transportation and made
13 available for the purposes set forth in subsection b. of this section.

14 b. The funds reappropriated pursuant to this section shall be
15 administered by the department to offset any cost, eligible under the
16 provisions of P.L.1989, c.180, for the cost of rehabilitation,
17 improvement, inspection, and repair of bridges carrying State
18 highways, and bridges owned or maintained by the State, to be
19 allocated for emergency repairs in various counties at the discretion
20 of the Commissioner of Transportation.

21

22 2. a. Notwithstanding any provision of law to the contrary, any
23 remaining unexpended funds from the “New Jersey Bridge
24 Rehabilitation and Improvement and Railroad Right-of-way
25 Preservation Bond Act of 1989,” P.L.1989, c.180, which were
26 appropriated pursuant to section 3 of P.L.1991, c.271 and section 2
27 of P.L.2000, c.11, shall be reappropriated to the Department of
28 Transportation and made available for the purposes set forth in
29 subsection b. of this section.

30 b. The funds reappropriated pursuant to this section shall be
31 administered by the department to offset any cost, eligible under the
32 provisions of P.L.1989, c.180, for the cost of rehabilitation,
33 improvement, inspection, and repair of bridges carrying county and
34 municipal roads, to be allocated for emergency repairs in various
35 counties and municipalities at the discretion of the Commissioner of
36 Transportation.

37 c. Any funds appropriated pursuant to the provisions of this
38 section that are not expended or obligated within two years of the
39 effective date of this act shall be consolidated into a single account
40 and redistributed to each county in this State on a formula basis, to
41 be established by the department, for the cost of rehabilitation,
42 improvement, inspection, and repair of bridges carrying county and
43 municipal roads. Funds that have not been obligated, but are
44 required to complete a project under development, shall be subject
45 to consolidation and redistribution.

46

47 3. This act shall take effect immediately.

ASSEMBLY TRANSPORTATION AND INDEPENDENT
AUTHORITIES COMMITTEE

STATEMENT TO

SENATE, No. 742

STATE OF NEW JERSEY

DATED: SEPTEMBER 19, 2024

The Assembly Transportation and Independent Authorities Committee reports favorably Senate Bill No. 742.

As reported, this bill reappropriates unexpended funds from the “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989” (act) to the Department of Transportation (department). The funds were originally appropriated for the purpose of the cost of rehabilitation and improvement of bridges carrying State highways, the cost of rehabilitation and improvement of bridges carrying county and municipal roads, and for the cost of preservation and acquisition of railroad rights-of-way.

The bill requires the funds appropriated to the department to be administered by the department and reappropriated to offset any cost permitted under the bond act. The bill permits the funds to be appropriated for emergency repairs, in various locations, at the discretion of the Commissioner of Transportation.

As reported by the committee, Senate Bill No. 742 is identical to Assembly Bill No. 2609, which was also reported by the committee on this date.

ASSEMBLY APPROPRIATIONS COMMITTEE

STATEMENT TO

SENATE, No. 742

STATE OF NEW JERSEY

DATED: FEBRUARY 20, 2025

The Assembly Appropriations Committee reports favorably Senate Bill No. 742.

As reported, this bill reappropriates unexpended funds from the “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989” (act) to the Department of Transportation (department). The funds were originally appropriated for the purpose of the cost of rehabilitation and improvement of bridges carrying State highways, the cost of rehabilitation and improvement of bridges carrying county and municipal roads, and for the cost of preservation and acquisition of railroad rights-of-way.

The bill requires the funds appropriated to the department to be administered by the department and reappropriated to offset any cost permitted under the bond act. The bill permits the funds to be appropriated for emergency repairs, in various locations, at the discretion of the Commissioner of Transportation.

As reported by the committee, Senate Bill No. 742 is identical to Assembly Bill No. 2609, which was also reported by the committee on this date.

FISCAL IMPACT:

This bill is not certified as requiring a fiscal note.

SENATE TRANSPORTATION COMMITTEE

STATEMENT TO

SENATE, No. 742

STATE OF NEW JERSEY

DATED: JUNE 3, 2024

The Senate Transportation Committee reports favorably Senate Bill No. 742.

As reported, this bill reappropriates unexpended funds from the “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989” (act) to the Department of Transportation (department). The funds were originally appropriated for the purpose of the cost of rehabilitation and improvement of bridges carrying State highways, the cost of rehabilitation and improvement of bridges carrying county and municipal roads, and for the cost of preservation and acquisition of railroad rights-of-way.

The bill requires the funds appropriated to the department to be administered by the department and reappropriated to offset any cost permitted under the bond act. The bill permits the funds to be appropriated for emergency repairs, in various locations, at the discretion of the Commissioner of Transportation.

This bill was prefiled for introduction in the 2024-2025 session pending technical review. As reported, the bill includes the changes required by technical review, which has been performed.

SENATE BUDGET AND APPROPRIATIONS COMMITTEE

STATEMENT TO

SENATE, No. 742

STATE OF NEW JERSEY

DATED: JUNE 24, 2024

The Senate Budget and Appropriations Committee reports favorably Senate Bill No. 742.

This bill reappropriates unexpended funds from the “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989” (act) to the Department of Transportation (department). The funds were originally appropriated for the purpose of the cost of rehabilitation and improvement of bridges carrying State highways, the cost of rehabilitation and improvement of bridges carrying county and municipal roads, and for the cost of preservation and acquisition of railroad rights-of-way.

The bill requires the funds appropriated to the department to be administered by the department and reappropriated to offset any cost permitted under the bond act. The bill permits the funds to be appropriated for emergency repairs, in various locations, at the discretion of the Commissioner of Transportation.

FISCAL IMPACT:

This bill is not certified as requiring a fiscal note.

ASSEMBLY, No. 2609

STATE OF NEW JERSEY 221st LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 2024 SESSION

Sponsored by:

Assemblyman ROBERT J. KARABINCHAK

District 18 (Middlesex)

Assemblywoman LINDA S. CARTER

District 22 (Somerset and Union)

SYNOPSIS

Appropriates unexpended funds from “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989.”

CURRENT VERSION OF TEXT

Introduced Pending Technical Review by Legislative Counsel.



(Sponsorship Updated As Of: 9/19/2024)

1 AN ACT concerning the improvement of the State transportation
2 system and bridges and making an appropriation.

3

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

6

7 1. a. Notwithstanding any provision of law to the contrary, any
8 remaining unexpended funds from the “New Jersey Bridge
9 Rehabilitation and Improvement and Railroad Right-of-way
10 Preservation Bond Act of 1989,” P.L.1989, c.180, which were
11 appropriated pursuant to section 2 of P.L.1991, c.271, shall be
12 reappropriated to the Department of Transportation and made
13 available for the purposes set forth in subsection b. of this section.

14 b. The funds reappropriated pursuant to this section shall be
15 administered by the department to offset any cost, eligible under the
16 provisions of P.L.1989, c.180, for the cost of rehabilitation,
17 improvement, inspection, and repair of bridges carrying State
18 highways, and bridges owned or maintained by the State, to be
19 allocated for emergency repairs in various counties at the discretion
20 of the Commissioner of Transportation.

21

22 2. a. Notwithstanding any provision of law to the contrary, any
23 remaining unexpended funds from the “New Jersey Bridge
24 Rehabilitation and Improvement and Railroad Right-of-way
25 Preservation Bond Act of 1989,” P.L.1989, c.180, which were
26 appropriated pursuant to section 3 of P.L.1991, c.271 and section 2
27 of P.L.2000, c.11, shall be reappropriated to the Department of
28 Transportation and made available for the purposes set forth in
29 subsection b. of this section.

30 b. The funds reappropriated pursuant to this section shall be
31 administered by the department to offset any cost, eligible under the
32 provisions of P.L.1989, c.180, for the cost of rehabilitation,
33 improvement, inspection, and repair of bridges carrying county and
34 municipal roads, to be allocated for emergency repairs in various
35 counties and municipalities at the discretion of the Commissioner of
36 Transportation.

37 c. Any funds appropriated pursuant to the provisions of this
38 section that are not expended or obligated within two years of the
39 effective date of this act shall be consolidated into a single account
40 and redistributed to each county in this State on a formula basis, to
41 be established by the department, for the cost of rehabilitation,
42 improvement, inspection, and repair of bridges carrying county and
43 municipal roads. Funds that have not been obligated, but are
44 required to complete a project under development, shall be subject
45 to consolidation and redistribution.

46

47 3. This act shall take effect immediately.

1 STATEMENT

2

3 This bill reappropriates unexpended funds from the “New Jersey
4 Bridge Rehabilitation and Improvement and Railroad Right-of-way
5 Preservation Bond Act of 1989” (bond act) to the Department of
6 Transportation (department). These funds were originally appropriated
7 to support the costs of rehabilitations and improvements to bridges
8 carrying State highways and local roadways, as well as the costs of the
9 preservation and acquisition of railroad rights-of-way.

10 The bill requires the funds appropriated to the department to be
11 administered by the department and be reappropriated to offset any
12 cost permitted under the bond act. The bill permits the funds to be
13 allocated for emergency repairs, in various locations, at the discretion
14 of the Commissioner of Transportation.

ASSEMBLY TRANSPORTATION AND INDEPENDENT
AUTHORITIES COMMITTEE

STATEMENT TO

ASSEMBLY, No. 2609

STATE OF NEW JERSEY

DATED: SEPTEMBER 19, 2024

The Assembly Transportation and Independent Authorities Committee reports favorably Assembly Bill No. 2609.

As reported, this bill reappropriates unexpended funds from the “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989” (act) to the Department of Transportation (department). The funds were originally appropriated for the purpose of the cost of rehabilitation and improvement of bridges carrying State highways, the cost of rehabilitation and improvement of bridges carrying county and municipal roads, and for the cost of preservation and acquisition of railroad rights-of-way.

The bill requires the funds appropriated to the department to be administered by the department and reappropriated to offset any cost permitted under the bond act. The bill permits the funds to be appropriated for emergency repairs, in various locations, at the discretion of the Commissioner of Transportation.

As reported by the committee, Assembly Bill No. 2609 is identical to Senate Bill No. 742, which was also reported by the committee on this date.

This bill was pre-filed for introduction in the 2024-2025 session pending technical review. As reported, the bill includes the changes required by technical review, which has been performed.

ASSEMBLY APPROPRIATIONS COMMITTEE

STATEMENT TO

ASSEMBLY, No. 2609

STATE OF NEW JERSEY

DATED: FEBRUARY 20, 2025

The Assembly Appropriations Committee reports favorably Assembly Bill No. 2609.

As reported, this bill reappropriates unexpended funds from the “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989” (act) to the Department of Transportation (department). The funds were originally appropriated for the purpose of the cost of rehabilitation and improvement of bridges carrying State highways, the cost of rehabilitation and improvement of bridges carrying county and municipal roads, and for the cost of preservation and acquisition of railroad rights-of-way.

The bill requires the funds appropriated to the department to be administered by the department and reappropriated to offset any cost permitted under the bond act. The bill permits the funds to be appropriated for emergency repairs, in various locations, at the discretion of the Commissioner of Transportation.

As reported by the committee, Assembly Bill No. 2609 is identical to Senate Bill No. 742, which was also reported by the committee on this date.

FISCAL IMPACT:

This bill is not certified as requiring a fiscal note.

Governor Murphy Takes Action on Legislation

04/22/2025

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

S-742/A-2609 (Diegnan/Karabinchak, Carter, DePhillips) - Appropriates unexpended funds from “New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989”

S-3620/A-4817 (Burzichelli, Turner/Bailey, Simmons, Miller) - Requires electric and gas public utilities to establish “Energy Bill Watch” program and include certain information in bills and notices to customers

S-3388/A-4391 (Singleton, Gopal/Katz, Donlon, Stanley) - Allows pharmacists to transfer Schedule II attention-deficit/hyperactivity disorder prescriptions

A-5067/S-3918 (Karabinchak, Stanley, Coughlin/Diegnan) - Requires appointment of alternate members of Peter J. Barnes III Wildlife Preservation Commission

S-2594/A-3951 (Bucco, Smith/Bailey, Fantasia, Greenwald) - Appropriates \$28,670,924 in 2003 and 1992 bond act monies for loans for dam restoration and repair projects and inland waters projects

Posted on: April 22, 2025

Bridge Fix Bill Signed into Law

Assemblyman Christopher DePhillips' bill helping to cover the cost of emergency bridge repairs in various counties and municipalities throughout New Jersey was signed into law Tuesday.



The bill ([A2609/S742](#)) reallocates unspent funds that had been appropriated in a 1989 bond act for bridge improvements and railroad rights-of-way. The state Transportation Department will receive approximately \$2.36 million from the act to offset the costs of emergency bridge repairs.

“More than half of New Jersey’s bridges are at least 50 years old, which means we need to anticipate significant repairs,” DePhillips (R-Bergen) said. “New Jersey’s transportation infrastructure is critical to supporting the state and national economy. Bridges that are chronically out of commission because repairs are needed disrupt business and commuters, increasing traffic congestion and travel times.”

A report by the American Road & Transportation Builders Association found 2,563 of New Jersey’s 6,827 bridges are in need of repair and 410 are structurally deficient.

According to the Reason Foundation, New Jersey commuters spend 48 hours per year stuck in traffic. The state’s traffic congestion is the worst in the nation – even higher than New York where drivers are on the road for about 43 hours each year.

“This law taps into what is now dormant funding to complete emergency bridge repairs, ensuring commuters are able to get to their destinations safely and the logistics industry can move goods more efficiently,” DePhillips said.

Funds that are not expended or obligated within two years will be consolidated into a single account and redistributed to each county based on a formula established by the Transportation Department.