

CHAPTER 11

AN ACT concerning the rehabilitation and improvement of the State transportation system and local bridges, making appropriations from the "1999 Statewide Transportation and Local Bridge Fund," and reappropriating funds from the "New Jersey Bridge Rehabilitation and Improvement Fund" and the "New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Fund of 1989."

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

1. The appropriations made pursuant to sections 2 and 3 of this act are appropriated out of the "1999 Statewide Transportation and Local Bridge Fund" established in section 14 of the "Statewide Transportation and Local Bridge Bond Act of 1999," P.L.1999, c.181.

2. a. There is appropriated to the Department of Transportation the sum of \$125,000,000 for grants to county and municipal governments for the cost of construction, reconstruction, demolition, removal, replacement, improvement, repair or rebuilding of structurally deficient bridges carrying county or municipal roads, which shall be allocated, expended, and administered by the Department of Transportation for the following counties in the following amounts:

COUNTY	AMOUNT
Atlantic	\$4,030,000
Bergen	9,210,000
Burlington	4,730,000
Camden	4,535,000
Cape May	3,000,000
Cumberland	3,000,000
Essex	8,040,000
Gloucester	3,000,000
Hudson	5,245,000
Hunterdon	3,870,000
Mercer	5,285,000
Middlesex	5,505,000
Monmouth	12,500,000
Morris	5,080,000
Ocean	4,845,000
Passaic	8,310,000
Salem	3,000,000
Somerset	7,295,000
Sussex	3,000,000
Union	6,020,000
Warren	3,000,000
Statewide Discretionary	<u>12,500,000</u>
TOTAL	<u>\$125,000,000</u>

b. Any funds appropriated for the rehabilitation and improvement of deficient bridges pursuant to the provisions of this section that are not obligated within four years of the effective date of this act shall be consolidated into a single account and redistributed to all 21 counties on the same proportional basis as the original appropriation. Funds that have not been obligated, but are required to complete a project under development, will not be subject to consolidation and redistribution.

3. There is appropriated to the Department of Transportation the sum of \$80,000,000 for the cost of the following public transportation projects:

PROJECT	AMOUNT
Construction funding for the rehabilitation of the Bergen Tunnel	\$25,000,000

Design and construction for projects at the Hoboken Terminal and Yard, including the fill-in of the Long Slip Canal, start of Yard B construction, communications link, and other work on the MMC Control Center	25,000,000
Union Station; New Station on the Raritan Valley Line	<u>30,000,000</u>
TOTAL	<u>\$80,000,000</u>

4. a. Any remaining unexpended funds made available for the rehabilitation and improvement of bridges carrying county and municipal roads pursuant to the provisions of the "New Jersey Bridge Rehabilitation and Improvement Bond Act of 1983," P.L.1983, c.363, are hereby reappropriated to the Department of Transportation. The reappropriated funds shall be administered by the department to offset any cost, eligible under the provisions of P.L.1983, c.363, for the rehabilitation and improvement of bridges carrying county and municipal roads, but only within the county to which such funds were previously appropriated. The term rehabilitation and improvement of bridges shall include emergency bridge repairs. A bridge is defined as a structure having a minimum span of 20 feet. Any funds reappropriated 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 all 21 counties on a formula basis for the rehabilitation and improvement of bridges, with such formula to be established by the Department of Transportation, subject to the review and approval by the Joint Budget Oversight Committee.

b. Any remaining unexpended funds made available for the rehabilitation and improvement of bridges carrying county and municipal roads pursuant to the provisions of the "New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989," P.L.1989, c.180, are hereby reappropriated to the Department of Transportation. The reappropriated funds shall be administered by the department to offset any cost, eligible under the provisions of P.L.1989, c.180, for the rehabilitation and improvement of bridges carrying county and municipal roads, but only within the county to which such funds were previously appropriated. The term rehabilitation and improvement of bridges shall include emergency bridge repairs. A bridge is defined as a structure having a minimum span of 20 feet. Any funds reappropriated pursuant to the provisions of this paragraph 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 all 21 counties on a formula basis for the rehabilitation and improvement of bridges, with such formula to be established by the Department of Transportation, subject to the review and approval by the Joint Budget Oversight Committee.

c. For the purposes of the reappropriations made pursuant to this section only, so as to assure the availability of local matching funds, the department shall be authorized to accept on a dollar-for-dollar basis as satisfactory compliance with any local matching share requirement made pursuant to either the "New Jersey Bridge Rehabilitation and Improvement Bond Act of 1983," or the "New Jersey Bridge Rehabilitation and Improvement and Railroad Right-of-way Preservation Bond Act of 1989," the expenditure of local funds for any improvement to local transportation infrastructure that occurs in the same budget year as the local jurisdiction expends funds reappropriated by this section on an authorized bridge project.

5. This act shall take effect immediately.

Approved April 6, 2000.