

27: 23-5.10

LEGISLATIVE HISTORY CHECKLIST

NJSA. 27:23-5.10

Laws of 1977 Chapter 230 (Turnpike-Toll Increase--  
Procedures)

Bill No. S624

Sponsor(s) Dodd, Russo, Bedell

Date Introduced Pre-filed

Committee: Assembly Transportation, and Communications

Senate Transportation and Communications

Amended during passage Yes No Amendments during passage  
denoted by asterisks

Date of passage: Assembly February 17, 1977

Senate June 14, 1976

Date of approval September 20, 1977

Following statements are attached if available:

Sponsor statement Yes~~x~~ No

Committee Statement: Assembly Yes No

Senate Yes No

Fiscal Note Yes~~x~~ No

Veto message Yes~~x~~ No

Message on signing Yes~~x~~ No

Following were printed:

Reports Yes~~x~~ No

Hearings Yes~~x~~ No

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230  
9-20-77

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**SENATE No. 624**

**STATE OF NEW JERSEY**

PRE-FILED FOR INTRODUCTION IN THE 1976 SESSION

By Senators DODD, RUSSO and BEDELL

A SUPPLEMENT to the "New Jersey Turnpike Authority Act of 1948," approved October 27, 1948 (P. L. 1948, c. 454, C. 27:23-1 et seq.).

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

1 1. The authority shall, whenever it desires to increase any exist-  
2 ing toll or establish any new toll for the use of any turnpike project  
3 and the different parts or sections thereof, hold a public hearing  
4 on such proposed toll at least 45 days prior to the date on which  
5 such toll is proposed to become effective.

1 2. The authority shall cause to be published notice of such hear-  
2 ing at least 10 days prior to such hearing in at least 10 newspapers  
3 with \***[the largest]**\* \*a\* daily circulation in this State.

1 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.**

ASSEMBLY TRANSPORTATION AND  
COMMUNICATIONS COMMITTEE

STATEMENT TO

**SENATE No. 624**

with Assembly committee amendments

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**STATE OF NEW JERSEY**

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DATED: NOVEMBER 8, 1976

This bill provides that the New Jersey Turnpike Authority shall hold a public hearing on the establishment of any new toll or the increase of any existing toll. This hearing shall take place at least 45 days prior to the date on which such toll is to become effective. At present, such public hearings are not required.

The committee amended the bill so as to provide that the authority shall publish notice of such hearing at least 10 days prior to such hearing in at least 10 newspapers with a daily circulation in New Jersey. The purpose of the amendment is to insure that proper notification will be made available to citizens from the various geographical areas of New Jersey who may be affected by a proposed toll increase.

The Department of Transportation supports this legislation noting that it is consistent with governmental efforts to increase community involvement. The representative from the New Jersey Turnpike Authority opposed it, arguing that the bill was unnecessary and that it would give the public a false sense of security. He also argued that since the fixing of tolls requires the approval of the Governor and the State Treasurer, the public was adequately protected from unnecessary toll increases.

SENATE TRANSPORTATION AND COMMUNICATIONS  
COMMITTEE

STATEMENT TO  
**SENATE No. 624**

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**STATE OF NEW JERSEY**

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DATED: MAY 13, 1976

This bill provides that the New Jersey Turnpike Authority shall hold a public hearing on the establishment of any new toll or the increase of any existing toll. This hearing shall take place at least 45 days prior to the date on which such toll is to become effective. The authority is required to publish notice of such hearings in accordance with the provisions of this act. Such public hearings are not at present required.

The intent of this bill, according to the sponsor, is to provide citizens with an opportunity to voice their opinions before tolls are increased or established. These hearings would allow for public scrutiny of the need for a toll increase or the establishment of a new toll. Thus the public could become involved in a process from which it is now presently excluded.

The Department of Transportation supports this legislation. The representative from the New Jersey Turnpike Authority opposed it, arguing that the bill was unnecessary and that it would give the public a false sense of security. He also argued that since the fixing of tolls requires the approval of the Governor and the State Treasurer, the public was adequately protected from unnecessary toll increases.