

32: 8 - 15.6

LEGISLATIVE HISTORY CHECKLIST
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(Delaware River Joint Toll Bridge
Commission--allow NJ & PA
governors to veto actions)

NJSA: 32:8-15.6

LAWS OF: 1994 **CHAPTER:** 174

BILL NO: A1230

SPONSOR(S): DeCroce and Gaffney

DATE INTRODUCED: January 27, 1994

COMMITTEE: **ASSEMBLY:** Transportation
SENATE: Transportation

AMENDED DURING PASSAGE: No

DATE OF PASSAGE: **ASSEMBLY:** February 17, 1994
SENATE: November 10, 1994

DATE OF APPROVAL: December 20, 1994

FOLLOWING STATEMENTS ARE ATTACHED IF AVAILABLE:

SPONSOR STATEMENT: Yes

COMMITTEE STATEMENT: **ASSEMBLY:** Yes
SENATE: Yes

FISCAL NOTE: No

VETO MESSAGE: No

MESSAGE ON SIGNING: No

FOLLOWING WERE PRINTED:

REPORTS: No

HEARINGS: No

KBG:pp

§§1-3
C.32:8-15.6 to
32:8-15.8
§4 - Repealer
§5 - Note to
§§1-4

P.L.1994, CHAPTER 174, approved December 20, 1994
1994 Assembly No. 1230

1 AN ACT concerning gubernatorial veto over actions of the New
2 Jersey commissioners to the Delaware River Joint Toll Bridge
3 Commission and supplementing chapter 8 of Title 32 of the
4 Revised Statutes and repealing P.L.1957,c.147.

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

8 1. a. The minutes of every meeting of the Delaware River
9 Joint Toll Bridge Commission, established under R.S.32:8-1 et
10 seq., shall, as soon as possible after the meeting, be delivered, by
11 and under the certification of the secretary of the commission, to
12 the Governor of the State of New Jersey, at the State House, in
13 Trenton.

14 b. No action taken by a New Jersey commissioner at the
15 meeting shall have force or effect for a period of 10 days, except
16 Saturdays, Sundays and State public holidays, after the minutes
17 have been delivered to the Governor under this section, unless the
18 Governor approves the minutes, or any part thereof, in writing,
19 by reciting the action approved, within this 10-day period. This
20 veto power shall not be construed to affect the covenants
21 contained in the bonds of the commission.

22 2. The Governor of New Jersey shall return the minutes to the
23 Delaware River Joint Toll Bridge, not later than the 10-day
24 period described in subsection b. of section 1 of this act, either
25 with or without a veto of any action recited in the minutes to
26 have been taken by a commissioner appointed from New Jersey.
27 If the Governor does not return the minutes within this 10-day
28 period, the action taken by the New Jersey commissioners shall
29 have the force and effect as recited in the minutes, according to
30 the wording thereof.

31 3. If the Governor of New Jersey, within the 10-day period
32 described in subsection b. of section 1 of this act, returns the
33 minutes to the Delaware River Joint Toll Bridge Commission with
34 a veto against the action of a commissioner from New Jersey, the
35 action of that commissioner shall be null and void and of no
36 effect.

37 4. P.L.1957, c.147 (C.32:8-15.1 through 15.5, inclusive) is
38 repealed.

39 5. This act shall take effect immediately, but shall remain
40 inoperative until the enactment into law of P.L. c. (now
41 before the Legislature as Assembly Bill No. 1229 of 1994), the
42 enactment into law of legislation substantially similar to P.L.
43 c. (now before the Legislature as Assembly Bill No. 1229 of
44 1994) by the Commonwealth of Pennsylvania, and the approval,
45 by Congress, if necessary, of the supplemental compact or

1 agreement provided for in P.L. c. (now before the
2 Legislature as Assembly Bill No. 1229 of 1994).

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STATEMENT

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7 This bill would provide the Governor of this State with the
8 power to veto the actions of the New Jersey commissioners
9 serving on the Delaware River Joint Toll Bridge Commission, as a
10 companion measure to the provisions of section 1 of P.L.199 ,
11 c. (C.)(now before the Legislature as Assembly Bill No. 1229
12 of 1994). That bill amends the compact creating the commission,
13 codified under R.S.32:8-1 et seq., to permit New Jersey and
14 Pennsylvania to enact their own (unilateral) legislation
15 concerning gubernatorial veto. In 1957, New Jersey enacted
16 legislation which contained gubernatorial veto provisions which
17 would have applied to both states party to the compact, but the
18 enactment of similar legislation by Pennsylvania was required.
19 See P.L.1957, c.147 (C.32:8-15.1 et seq.). Pennsylvania
20 apparently never enacted this similar legislation, so the law
21 enacted by New Jersey did not take effect. If Assembly Bill
22 No. is enacted into law by both states and, if necessary,
23 approved by Congress this bill, if enacted, would take effect and
24 give New Jersey its own veto provisions. Pennsylvania, then,
25 would be free to enact its own legislation, should it desire to do
26 so, but New Jersey's gubernatorial veto provisions would be
27 effective regardless of Pennsylvania's action in this regard. The
28 veto provisions contained in this bill are similar to those
29 contained in the laws relating to the Port Authority of New York
30 and New Jersey, under R.S.32:2-6 et seq. and the Delaware River
31 Port Authority under P.L.1991, c.516 (C.32:3-4a et seq.). This
32 bill would repeal the 1957 law, which is not effective now, and
33 would be surplusage in the statutory law after the enactment into
34 law of this bill.

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39 Provides for New Jersey gubernatorial veto of actions of State
40 commissioners to the Delaware River Joint Toll Bridge
41 Commission.

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ASSEMBLY TRANSPORTATION AND COMMUNICATIONS
COMMITTEE

STATEMENT TO

ASSEMBLY, No. 1230

STATE OF NEW JERSEY

DATED: FEBRUARY 7, 1994

The Assembly Transportation and Communications Committee favorably reports Assembly Bill No. 1230.

This bill would provide the Governor of this State with the power to veto the actions of the New Jersey commissioners serving on the Delaware River Joint Toll Bridge Commission, as a companion measure to certain provisions of section 1 of P.L.199, c. (C.) (now before the Legislature as Assembly Bill No. 1229 of 1994). That bill amends the compact creating the commission, codified under R.S.32:8-1 et seq., in part to permit New Jersey and Pennsylvania to enact their own (unilateral) legislation concerning gubernatorial veto. In 1957, New Jersey enacted legislation which contained gubernatorial veto provisions which would have applied to both states party to the compact, but the enactment of similar legislation by Pennsylvania was required. See P.L.1957, c.147 (C.32:8-15.1 et seq.). Pennsylvania apparently never enacted this similar legislation, so the law enacted by New Jersey did not take effect. If Assembly Bill No. 1229 is enacted into law by both states and, if necessary, approved by Congress this bill, if enacted, would take effect and give New Jersey its own veto provisions. Pennsylvania, then, would be free to enact its own legislation, should it desire to do so, but New Jersey's gubernatorial veto provisions would be effective regardless of Pennsylvania's action in this regard. The veto provisions contained in this bill are similar to those contained in the laws relating to the Port Authority of New York and New Jersey, under R.S.32:2-6 et seq. and the Delaware River Port Authority under P.L.1991, c.516 (C.32:3-4a et seq.). This bill would repeal the 1957 law, which is not effective now, and would be surplusage in the statutory law after the enactment into law of this bill.

SENATE TRANSPORTATION COMMITTEE

STATEMENT TO

ASSEMBLY, No. 1230

STATE OF NEW JERSEY

DATED: MARCH 21, 1994

The Senate Transportation Committee favorably reports Assembly Bill No. 1230.

This bill would provide the Governor of this State with the power to veto the actions of the New Jersey commissioners serving on the Delaware River Joint Toll Bridge Commission, as a companion measure to certain provisions of section 1 of P.L.199, c. (C.) (now before the Legislature as Assembly Bill No. 1229 of 1994). That bill amends the compact creating the commission, codified under R.S.32:8-1 et seq., in part to permit New Jersey and Pennsylvania to enact their own (unilateral) legislation concerning gubernatorial veto. In 1957, New Jersey enacted legislation which contained gubernatorial veto provisions which would have applied to both states party to the compact, but the enactment of similar legislation by Pennsylvania was required. See P.L.1957, c.147 (C.32:8-15.1 et seq.). Pennsylvania apparently never enacted this similar legislation, so the law enacted by New Jersey did not take effect. If Assembly Bill No. 1229 is enacted into law by both states and, if necessary, approved by Congress this bill, if enacted, would take effect and give New Jersey its own veto provisions. Pennsylvania, then, would be free to enact its own legislation, should it desire to do so, but New Jersey's gubernatorial veto provisions would be effective regardless of Pennsylvania's action in this regard. The veto provisions contained in this bill are similar to those contained in the laws relating to the Port Authority of New York and New Jersey, under R.S.32:2-6 et seq. and the Delaware River Port Authority under P.L.1991, c.516 (C.32:3-4a et seq.). This bill would repeal the 1957 law, which is not effective now, and would be surplusage in the statutory law after the enactment into law of this bill.

This bill is substantially identical to S633, released by the committee on the same date.