

27:13-1a

LEGISLATIVE HISTORY CHECKLIST

NJSA 27:13-1a (Deletes width as requirement in obtaining State aid for road construction)

Laws of 1977 Chapter 442

Bill No. S1030

Sponsor(s) Dugan

Date Introduced January 26, 1976

Committee: Assembly Transportation and Communications

Senate Judiciary

Amended during passage Yes No

Date of passage: Assembly Jan. 9, 1978

Senate Sept. 19, 1977

Date of approval March 2, 1978

Following statements are attached if available:

Sponsor statement Yes No

Committee Statement: Assembly Yes No

Senate Yes No

Fiscal Note Yes No

Veto message Yes No

Message on signing Yes No

Following were printed:

Reports Yes No

Hearings Yes No

10/4/76

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CHECKLIST
ASSEMBLY
TRANSPORTATION AND COMMUNICATIONS
SENATE
JUDICIARY
DATE INTRODUCED
JAN 26 1976
DATE OF PASSAGE
ASSEMBLY
JAN 9 1978
SENATE
SEPT 19 1977
DATE OF APPROVAL
MARCH 2 1978
FOLLOWING STATEMENTS ARE ATTACHED IF AVAILABLE:
SPONSOR STATEMENT
COMMITTEE STATEMENT: ASSEMBLY
SENATE
FISCAL NOTE
VETO MESSAGE
MESSAGE ON SIGNING
FOLLOWING WERE PRINTED:
REPORTS
HEARINGS

3-2-78

SENATE, No. 1030

STATE OF NEW JERSEY

INTRODUCED JANUARY 26, 1976

By Senator DUGAN

Referred to Committee on Judiciary

AN ACT concerning the allotment of State aid to municipalities for the construction, improvement, maintenance or repair of municipal roads, and supplementing Title 27 of the Revised Statutes.

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

1 1. In determining the allotment of State aid to a municipality
2 for the construction, improvement, maintenance or repair of mu-
3 nicipal roads pursuant to chapters 13 or 15 of Title 27 of the
4 Revised Statutes or any supplement thereto, the Commissioner of
5 Transportation shall not consider as a condition of eligibility the
6 width of the road to be constructed, improved, maintained or
7 repaired.

1 2. This act shall take effect immediately.

STATEMENT

There is presently a minimum road width limitation of 26 feet in applying for State aid for municipal road construction or repair. This limitation is determined by the Commissioner of Transportation. The limitation of 26 feet works to the disadvantage of the State's more densely populated urban areas where over 50% of the roads are less than 26 feet wide. Since the majority of the taxpayers live on these smaller streets which are ineligible for aid, the result is a discriminatory taxing of a majority of the taxpayers who are equally in need, for the benefit of a few. This discrimination also hampers the repair of those streets which need it most. This bill would allow aid on the basis of need and eliminates the arbitrary factor of road width.