

27: 1A-5.7

LEGISLATIVE HISTORY CHECKLIST
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(Urban Transportation Master
Plan--require)

NJSA: 27:1A-5.7

LAWS OF: 1991 **CHAPTER:** 481

BILL NO: A1361

SPONSOR(S): Bryant

DATE INTRODUCED: Pre-filed

COMMITTEE: **ASSEMBLY:** Transportation
SENATE: Transportation & Public Utilities

AMENDED DURING PASSAGE: Yes Amendments during passage
denoted by asterisks

DATE OF PASSAGE: **ASSEMBLY:** April 2, 1992
SENATE: January 13, 1991

DATE OF APPROVAL: January 18, 1992

FOLLOWING STATEMENTS ARE ATTACHED IF AVAILABLE:

SPONSOR STATEMENT: Yes

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

FISCAL NOTE: Yes

VETO MESSAGE: No

MESSAGE ON SIGNING: No

FOLLOWING WERE PRINTED:

REPORTS: No

HEARINGS: No

974.90 New Jersey. Transportation Executive Council.
T764 The decision-making framework for transportation in the 1990s;
1990a a report to Governor Florio. September 26, 1990. Trenton, 1990.

Master plan, mentioned in

KBG:pp

[SECOND REPRINT]
ASSEMBLY, No. 1361

STATE OF NEW JERSEY

PRE-FILED FOR INTRODUCTION IN THE 1990 SESSION

By Assemblyman BRYANT

1 AN ACT concerning urban transportation and supplementing Title
2 27 of the Revised Statutes.

3

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

6 1. The Legislature finds and determines that:

7 a. The development of a comprehensive transportation system
8 to serve the needs of the residents of the cities of this State is
9 essential to promoting and maintaining employment opportunities
10 and continued economic development of the cities.

11 b. Increasingly large numbers of inner city residents are
12 travelling from the cities where entry-level jobs are scarce to
13 the suburbs where these jobs are plentiful on a transportation
14 system organized for the benefit of suburban commuters
15 travelling to work in the cities rather than for the needs of the
16 "reverse commuters" who travel from areas of high
17 unemployment in the cities to suburban areas where there is a
18 shortage of labor.

19 c. Many professionals and business people living in suburban
20 areas could be attracted back to the cities as part of an urban
21 renaissance in the State if transportation facilities were
22 improved to better serve the needs of the residents of the cities.

23 d. Stimulating the development of more balanced
24 transportation systems for the purposes described is in the public
25 interest and should be encouraged to aid in preserving and
26 enhancing the economic well-being of the cities of this State.

27 e. Immediate research and planning is necessary by public
28 transportation officials in the State in order to formulate
29 recommendations for action to assist the State's "reverse
30 commuters" and to insure the continued economic vitality of the
31 cities.

32 2. The Department of Transportation shall in conjunction with
33 the New Jersey Transit Corporation prepare, or cause to be
34 prepared, an urban transportation ¹[master plan which]
35 supplement to the State Transportation Plan. The supplement¹
36 shall address the current and projected transportation needs of
37 the ¹[State's] Atlantic City, Camden, Elizabeth, Jersey City,
38 Newark, Paterson and Trenton¹ urban areas and shall make
39 recommendations for meeting ²[the] these² needs with particular

EXPLANATION--Matter enclosed in bold-faced brackets [thus] in the
above bill is not enacted and is intended to be omitted in the law.

Matter underlined thus is new matter.

Matter enclosed in superscript numerals has been adopted as follows:

¹ Assembly floor amendments adopted March 22, 1990.

² Senate STU committee amendments adopted December 19, 1991.

1 emphasis on the transportation problems of the State's inner city
2 residents who are employed by or who are seeking employment
3 with employers located in suburban areas of the State.

4 3. The urban transportation ¹[master plan] supplement to the
5 State Transportation Plan¹ shall include descriptions of the
6 current and projected transportation needs and the plans ¹and
7 recommendations¹ for meeting those needs in the ¹[State's]¹
8 urban areas ¹[including] designated in section 2 of this act. This
9 shall include¹ the nature and extent of public highways, public
10 transportation services and transportation projects which the
11 department recommends for consideration by the Legislature in
12 meeting the needs and projected needs of the ¹[State's]
13 designated¹ urban areas and addressing the transportation
14 problems faced by the inner city residents commuting to ¹[the
15 suburbs] suburban areas¹ for the purposes of employment.

16 4. The Department of Transportation shall consult with the
17 Department of Labor, ¹the Office of State Planning,¹ the New
18 Jersey Commission on Capital Budgeting and Planning and any
19 other federal, State, regional or local agency having an interest
20 in the preparation of the urban transportation ¹[master plan]
21 supplement to the State Transportation Plan¹.

22 5. The ¹[master plan] urban transportation supplement to the
23 State Transportation Plan¹ required by this act shall be in
24 addition to the requirements for a master plan imposed by section
25 22 of P.L.1984, c.73 (C.27:1B-22) and section 5 of P.L.1966, c.301
26 (C.27:1A-5). ¹The urban transportation supplement to the State
27 Transportation Plan shall also be considered as separate and
28 ²apart² from those transportation plans already required to be
29 prepared by existing metropolitan planning organizations.¹

30 6. ²[The urban transportation ¹[master plan] supplement to the
31 State Transportation Plan¹ shall within 12 months of the
32 effective date of this 1990 supplementary act be ¹completed
33 and¹ submitted to the New Jersey Commission on Capital
34 Budgeting and Planning, the Chairman of the Senate
35 Transportation and Public Utilities Committee and the Chairman
36 of the Assembly Transportation Committee. ¹[The] After the
37 completion of the¹ urban transportation ¹[master plan]
38 supplement to the State Transportation Plan, the supplement¹
39 shall be updated by the Department of Transportation in
40 conjunction with the New Jersey Transit Corporation ¹[at least
41 every five years thereafter and in 1996, and thereafter, two years
42 after the completion of each five-year State Transportation
43 Plan. The supplement¹ shall be submitted to the Senate and
44 General Assembly.] The urban transportation supplement to the
45 State Transportation Plan shall be completed within 12 months of
46 the effective date of this act and submitted to New Jersey
47 Commission on Capital Budgeting and Planning, the Chairman of
48 the Senate Transportation and Public Utilities Committee and the
49 Chairman of the Assembly Transportation Committee. The

1 supplement shall relate to the overall State Transportation Plan.
2 The transportation problems of the urban areas shall be addressed
3 in each urban area and in relation to the State transportation
4 system. The supplement shall be updated by the Department of
5 Transportation as a supplement to each five-year State
6 Transportation Plan.²

7 7. This act shall take effect immediately.

8

9

10

TRANSPORTATION

11

12 Requires the Department of Transportation, in conjunction with
13 the New Jersey Transit Corporation, to prepare an urban
14 transportation master plan.

1 descriptions of the current and projected transportation needs
2 and the plans for meeting those needs in the State's urban areas
3 including the nature and extent of public highways, public
4 transportation services and transportation projects which the
5 department recommends for consideration by the Legislature in
6 meeting the needs and projected needs of the State's urban areas
7 and addressing the transportation problems faced by the inner
8 city residents commuting to the suburbs for the purposes of
9 employment.

10 4. The Department of Transportation shall consult with the
11 New Jersey Department of Labor, the New Jersey Commission on
12 Capital Budgeting and Planning and any other federal, State,
13 regional or local agency having an interest in the preparation of
14 the urban transportation master plan.

15 5. The master plan required by this act shall be in addition to
16 the requirements for a master plan imposed by section 22 of P.L.
17 1984, c. 73 (C. 27:18-22) and section 5 of P.L. 1966, c. 301 (C.
18 27:1A-5).

19 6. The urban transportation master plan shall within 12 months
20 of the effective date of this 1986 supplementary act be submitted
21 to the New Jersey Commission on Capital Budgeting and
22 Planning, the Chairman of the Senate Transportation and
23 Communications Committee and the Chairman of the Assembly
24 Transportation, Communications and High Technology
25 Committee. The urban transportation master plan shall be
26 updated by the Department of Transportation in conjunction with
27 the New Jersey Transit Corporation at least every five years
28 thereafter and shall be submitted to the Senate and General
29 Assembly.

30 7. This act shall take effect immediately.

31 32 STATEMENT

33
34 The bill requires the Department of Transportation in
35 conjunction with the New Jersey Transit Corporation to develop
36 an urban transportation master plan. The master plan would
37 focus on the current and projected transportation needs and plans
38 for meeting those needs of the State's urban areas with
39 particular emphasis on the problem of the "reverse commuters"
40 who reside in the cities and travel to suburban areas for
41 employment.

42 The bill requires the urban transportation master plan to be
43 submitted to the Legislature within 12 months of the enactment
44 date and then every five years thereafter.

45 46 TRANSPORTATION

47
48 Requires the Department of Transportation in conjunction with
49 the New Jersey Transit Corporation to prepare an urban
50 transportation master plan.

ASSEMBLY TRANSPORTATION COMMITTEE

STATEMENT TO

ASSEMBLY, No. 1361

STATE OF NEW JERSEY

DATED: FEBRUARY 8, 1990

The Assembly Transportation Committee favorably reports Assembly Bill No. 1361 of 1990.

This bill requires the Department of Transportation, in conjunction with the New Jersey Transit Corporation, to develop an urban transportation master plan. The master plan would focus on the current and projected transportation needs and plans for meeting those needs of the State's urban areas with particular emphasis on the problem of the "reverse commuters" who reside in the cities and travel to suburban areas for employment.

This bill requires the urban transportation master plan to be submitted to the Senate Transportation and Public Utilities Committee, the Assembly Transportation Committee, and the Commission on Capital Budgeting and Planning within 12 months of the effective date of the bill, and, every five years thereafter, the plan will be updated and submitted to the Senate and General Assembly.

Technical review was performed on this bill, as required under Joint Rule 18A of the Senate and General Assembly.

SENATE TRANSPORTATION AND PUBLIC UTILITIES
COMMITTEE

STATEMENT TO

[FIRST REPRINT]

ASSEMBLY, No. 1361

with committee amendments

STATE OF NEW JERSEY

DATED: DECEMBER 19, 1991

The Senate Transportation and Public Utilities Committee favorably reports Assembly Bill No. 1361 (1R) with committee amendments.

This amended bill requires the Department of Transportation, in conjunction with the New Jersey Transit Corporation, to develop an urban transportation supplement to the State Transportation Plan. The supplement would focus on the current and projected transportation needs and plans for meeting the needs of the Atlantic City, Camden, Elizabeth, Jersey City, Newark, Paterson and Trenton urban areas with particular emphasis on the problem of "reverse commuters" who reside in these cities and travel to suburban areas for employment. The supplement is to be considered as separate and apart from those master plans already required to be prepared by existing metropolitan planning organizations.

This amended bill requires the supplement to be submitted to the Chairman of the Senate Transportation and Public Utilities, the Assembly Transportation Committee and the Commission on Capital Budgeting and Planning within 12 months of the effective date of the bill, and it shall be updated by the Department of Transportation as a supplement to each five-year State Transportation Plan.

The amendments adopted by the committee make technical and clarifying changes to the language of the bill and tie the supplement more closely to the State's five-year Transportation Plan.

FISCAL NOTE TO
[FIRST REPRINT]
ASSEMBLY, No. 1361
STATE OF NEW JERSEY

DATED: January 22, 1991

Assembly Bill No. 1361 [1R] of 1990 requires the Department of Transportation (DOT), in conjunction with the New Jersey Transit Corporation (NJT), to develop an urban transportation supplement to the State Transportation Plan. The supplement, to be completed within 12 months of enactment of this bill, would address the current and projected transportation needs of Atlantic City, Camden, Elizabeth, Jersey City, Newark, Paterson and Trenton.

The DOT estimates that this bill would require about \$740,000. Of the total amount, \$300,000 would be used by NJT to analyze travel pattern data that NJT is collecting this year. The remaining monies would be used by DOT to hire staff for the project. DOT suggests that various current planning programs preclude available staff from being transferred; therefore, without additional staff, DOT indicates that it could not complete the supplemental plan within the 12 month time requirement.

Although the Office of Legislative Services (OLS) accepts the DOT estimate, OLS questions whether this amount, directly attributable to completing the plan supplement, really represents additional costs that require a specific, additional appropriation or an amount that actually could be absorbed within the agencies' on-going work program. While developing an urban plan supplement may require the DOT and NJT to defer other desirable studies, a statutory mandate for a study should take precedence over non-statutory studies. Since this plan would be a supplement to the State Transportation Plan, the supplement should have a significant priority.

OLS would also note that DOT and NJT continually conduct various transportation studies in the northern, central and southern portions of the State. In addition, the Transportation Executive Council, created in June 1990, requested that the seven cities noted above provide information on major transportation issues, goals and problems in their area. Furthermore, a recent newspaper item in the October 18, 1990 issue of the Newark Star Ledger indicated that Shirley DeLibero, Executive Director of NJT, planned to have NJT focus more attention on the needs of urban passengers. Consequently, the ability to update existing studies and the redirected use of current staff should mitigate the need for supplemental funds. If the urban supplement was anticipated as part of the DOT and NJT work program for FY 1992, the need for any additional funds should be completely eliminated.

This fiscal note has been prepared pursuant to P.L.1980, c.67.