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CERTIFICATION

OF THE STATE HIGHWAY COMMISSIONER  
OF THE STATE OF NEW JERSEY

TO THE STATE TREASURER OF THE STATE OF NEW JERSEY:

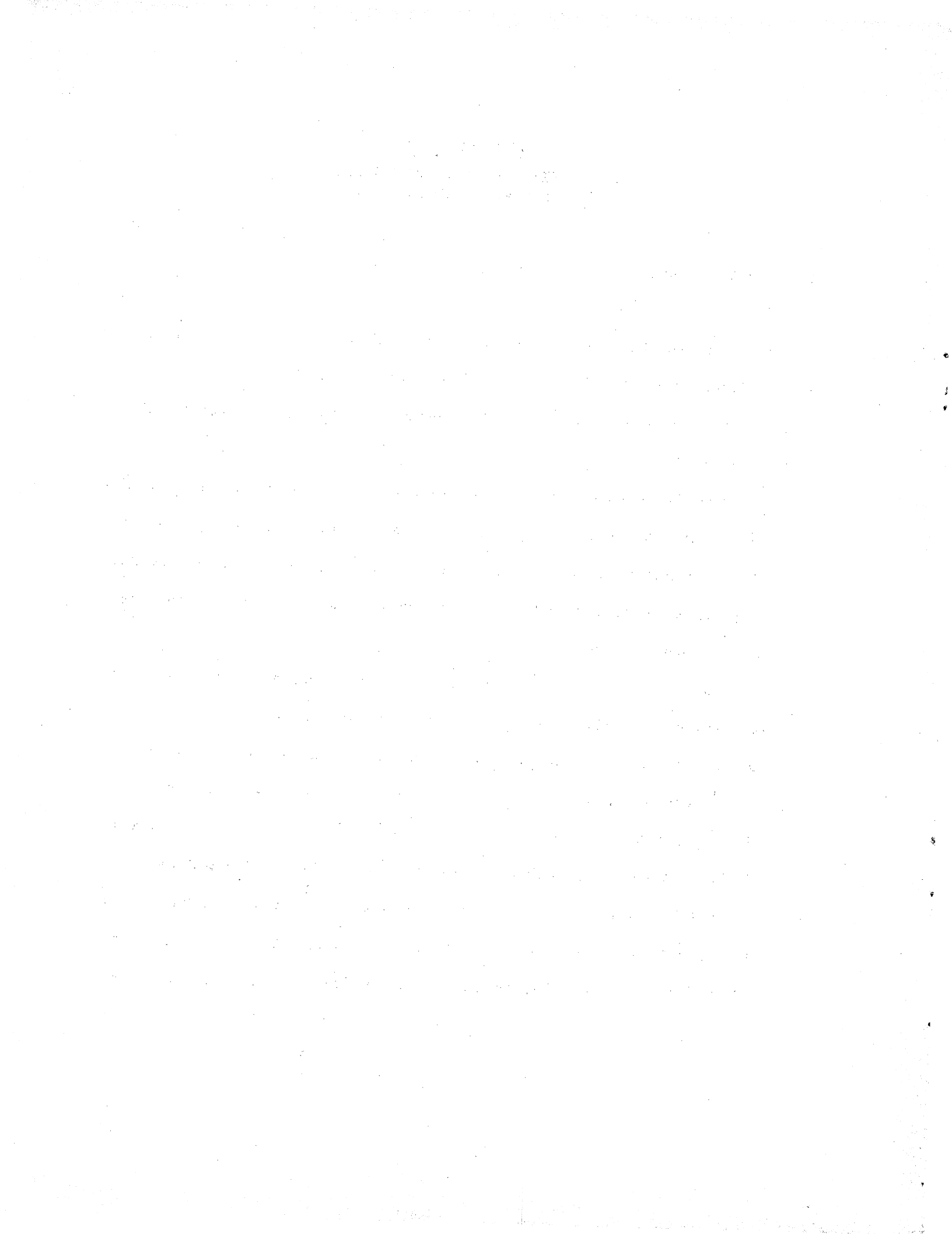
Pursuant to the Laws of New Jersey of 1961, Chapter 32, I hereby certify to the State Treasurer of the State of New Jersey that:

I. I find the following facts and conditions to have existed as of January 1, 1961:

(a) There was a number of daily commuters between the State of New Jersey and the State of New York such as to create a severe peak-load demand requiring transportation facilities and services, including rail, highway and water, far in excess of those needed for normal travel outside of usual commuter hours;

(b) This condition was caused by the carrying on in New York State by residents of the State of New Jersey of activities from which such New Jersey residents derived income or gain from sources within New York State, and by the carrying on in the State of New Jersey by residents of New York State of activities from which such New York State residents derived income or gain from sources within the State of New Jersey;

(c) The aggregate number of persons who resided in the State of New Jersey and were employed, or carried on a trade, business, occupation or profession in New York State, or who resided in the State of New York



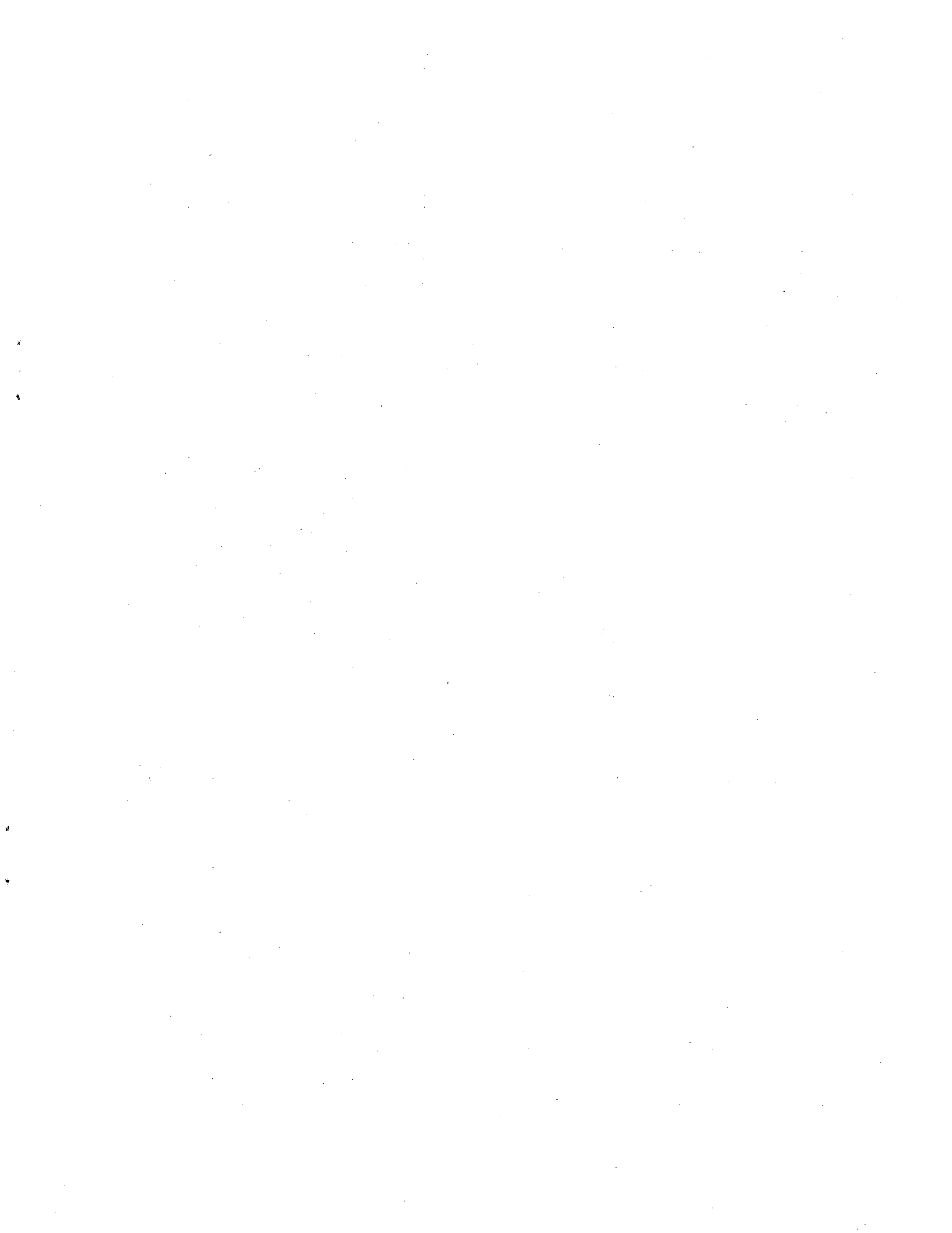
and were employed, or carried on a trade, business, occupation or profession in the State of New Jersey, was in excess of 100,000;

(d) None of the foregoing facts and conditions existed with respect to the State of New Jersey and any state bordering on the State of New Jersey other than the State of New York.

II. I further find that all of the facts and conditions found to have existed or not to have existed as of January 1, 1961, as described in part I above, likewise respectively exist or do not exist as of the date of this certification.

III. - A. Interstate Transportation Findings

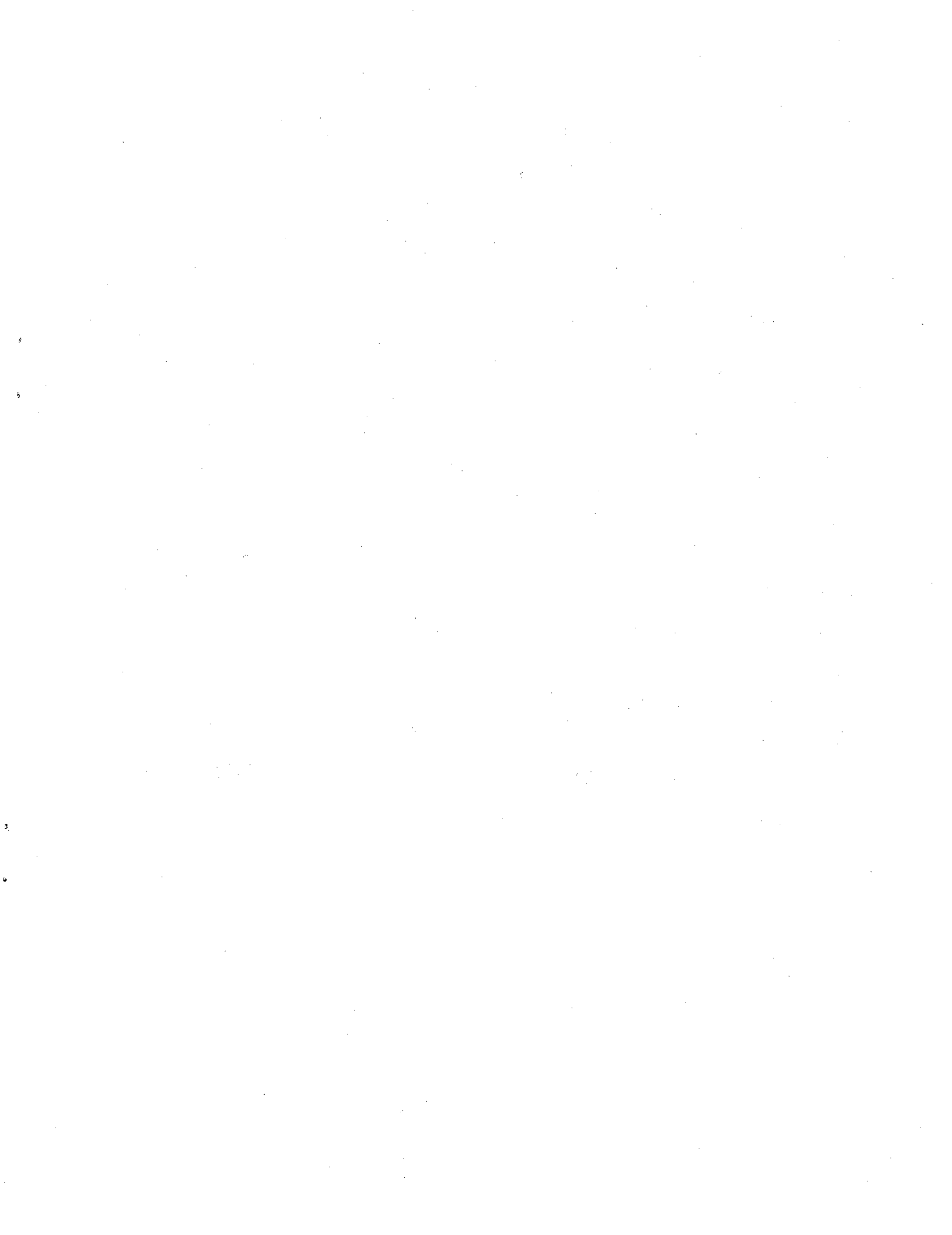
I further find that the movement of people and property between the States of New York and New Jersey has been an increasingly difficult problem for many decades. Numerous agencies have been constituted from time to time to assist the States to cope with it. Volumes have been written about it. Many plans have been proposed. The most comprehensive effort was that of the Metropolitan Rapid Transit Commission, a New York-New Jersey Agency which was created by joint legislative action of the two States in 1954 to consolidate the work of the separate state agencies which preceded it. \$800,000 was provided by the Port Authority to finance the interstate studies. Each State appropriated \$150,000 additional to the Commission for the intrastate phases of the studies. The Commission's report, completed in 1958, recommended that an agency be established to construct an interstate transit system linking the two States. This was implemented by a bill which provided that the deficits of the New



Jersey suburban railroads and the deficits of the transit system were to be made up from property tax assessments in the counties served. After extensive consideration and great controversy, this legislation failed of enactment in New Jersey.

This was followed by piecemeal action in the two States designed to cope with particular aspects of the problem. Legislation was adopted in both States authorizing the Port Authority to act as agent for the State of New York for the purchase of railroad cars for lease to commuter railroads. New York advanced \$20,000,000 to the Port Authority for this program and its Legislature has approved an amendment to the Constitution permitting the State to guarantee \$100 million of Port Authority bonds for the new cars. This proposal will be placed before the electorate for approval. The New York-New Jersey Transportation Agency was established in March of 1959 and its life extended to June 30, 1966 by bi-state legislation in 1961. The Division of Railroad Transportation was created in the Highway Department in New Jersey in March of 1959. The State of New York put into effect in 1960 a railroad and bus tax reduction program making up approximately 50% of lost revenues to affected communities; the program was accelerated and expanded in 1961. New Jersey placed before its voters by referendum a plan to utilize surplus earnings of the New Jersey Turnpike for improvement of all modes of transportation. The proposal failed to command a majority vote at the referendum in November, 1959.

The rail commuter situation has continued to worsen during these years. The New York Central Railroad was successful in terminating its Hudson River



ferry service and subsequently its rail service between New York and New Jersey; the Delaware, Lackawanna and Western Railroad (now merged into the Erie), which serves largely interstate commuters, posted notice that it would terminate all its suburban electric service; the Lehigh Valley Railroad, whose trains served primarily the interstate commuter, was successful in reducing service in 1959 and abandoning all passenger service in 1961; the New York Susquehanna and Western Railroad, more than 85% of whose patrons are New Jersey-New York commuters, reduced its service and succeeded in terminating its remaining trains at a bus transfer station, requiring patrons to use both bus and subway to reach lower Manhattan. The Susquehanna then petitioned for abandonment of all passenger service. This petition is still pending. Of the four railroad routes which recently carried passengers interstate in the Bergen and Rockland county area, one, the New York Central River Division, West Shore Branch, has succeeded in abandoning all passenger service and another, the New Jersey-New York Railroad Company is now in bankruptcy. In recent years all rail carriers have obtained fare increases affecting New Jersey-New York travelers, and further increases are now being sought.

The Hudson and Manhattan Railroad, 94% of whose passengers travel between New York and New Jersey, has been in bankruptcy since 1954. Its resources will permit it to continue, at best, for only a few years. The two States are now looking to the Port Authority as the proper agency to rehabilitate the H & M plant and finance its operation. Legislation authorizing the Port Authority to purchase and improve the H & M has been enacted in New York, but differences concerning the scope of the bill and the extent of Port Authority financial involvement have necessitated interstate negotiation which continues to date.



In the spring of 1960 the New Jersey Legislature approved a measure authorizing the Highway Commissioner to negotiate service contracts with the rail carriers to assure continuance of essential passenger service. Six million dollars was diverted from highway funds to carry out its provisions. Two carriers in North Jersey, the Lehigh Valley and the Susquehanna, could not find it to their advantage to participate in the program and sought to terminate all service as noted above. Others have participated, and by this means the State of New Jersey has succeeded in temporarily stemming the deterioration of essential mass rail transit services. The budget for the 1961-1962 fiscal year contains an authorization to expand \$5,600,000 again, out of the highway construction budget, for railroad passenger service contracts.

This brief survey discloses the outlines of the critical transportation problem facing New York and New Jersey. Despite persistent efforts by both States to find a solution, the problem remains and continues to grow. Small steps, taken at substantial public cost, have slowed the growth. But these, at best, have only purchased some additional time to find feasible solutions. If the States are not soon successful in finding acceptable solutions to the major phases of this problem, economic disaster for the economy of both States is not inconceivable. Nor would the effects of rail service abandonments stop at the borders of these two States. During World War II the railroads handled 97% of all organized troop movements and 90% of long haul war freight shipments in addition to carrying thousands of our civilians diverted to the rails by gasoline and tire rationing. In these uncertain times it cannot be predicted when the railroads will be called upon to transport supplies and personnel to devastated areas or for movement of troops and war materials.

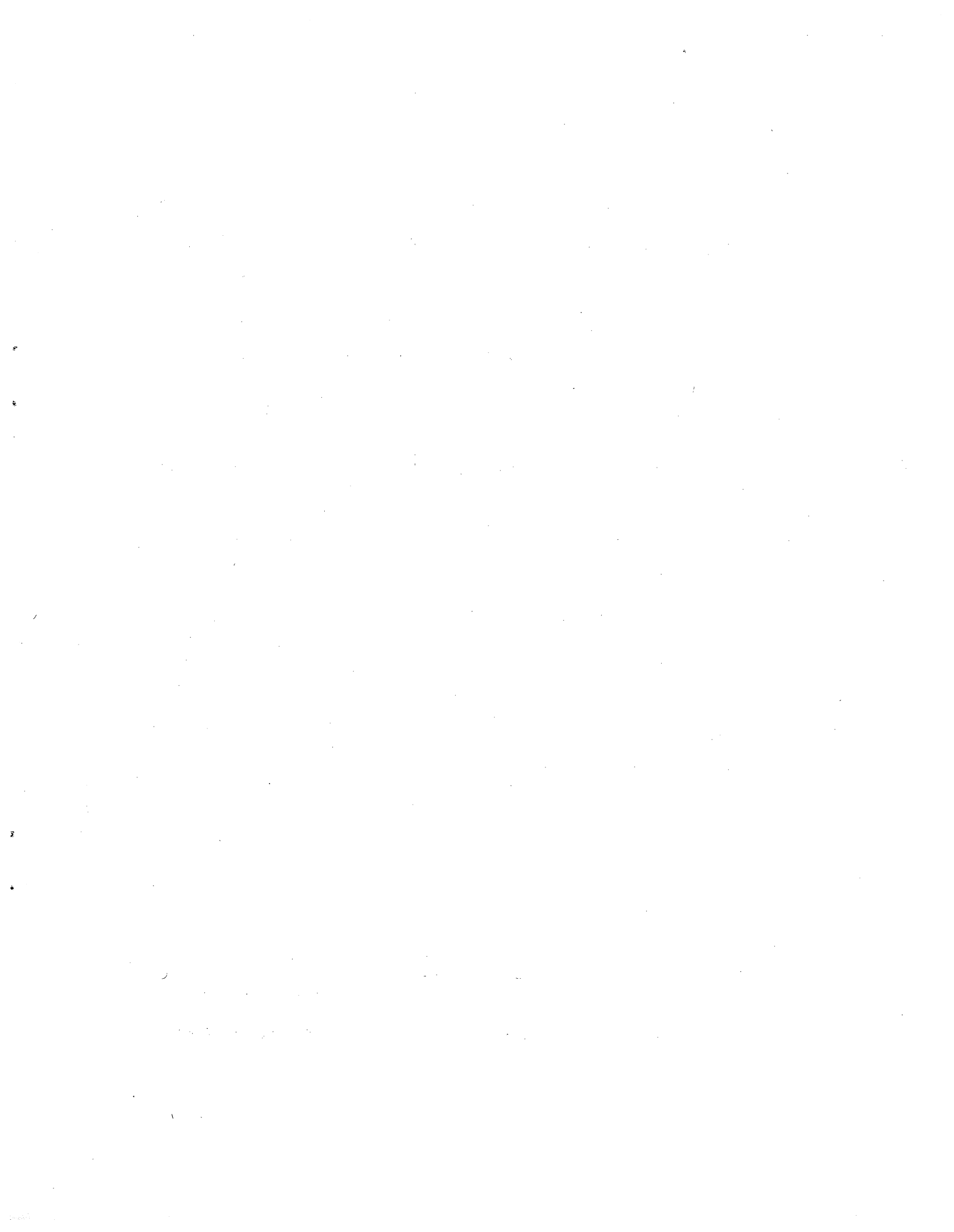


It is possible that besides their essential logistical role, the railroads may become an important tactical weapon through the use of railroads as mobile launching platforms for missiles.

The problem, of course, is not limited to the interstate movement between New York and New Jersey. It extends throughout both States. It affects not only the railroads but transportation by all other means. It affects the movement of goods as well as people. Both States are making heavy expenditures for highway facilities and increasingly greater expenditures are projected. The problem is physically concentrated, however, in the metropolitan region -- the northern part of New Jersey and the southern part of the State of New York. This is the area of greatest population and movement and, accordingly, the area of greatest need for mass transportation facilities.

The core of this metropolitan area transportation problem is the need for facilities to bridge the gap between the two great population centers lying on either side of the lower Hudson River. This great physical and legal barrier divides an area which is otherwise a tightly woven entity. If the trans-Hudson transportation problem were solved, the balance of the transportation problems facing the two States would be minimized.

The perplexing phase of the trans-Hudson problem is the need for facilities which can accommodate the peak hour movement of people and freight. If movements across the Hudson were evenly spaced throughout the day, they could be provided for with relatively little difficulty. The fact is, however, that the movement of people and goods across the Hudson is heavily

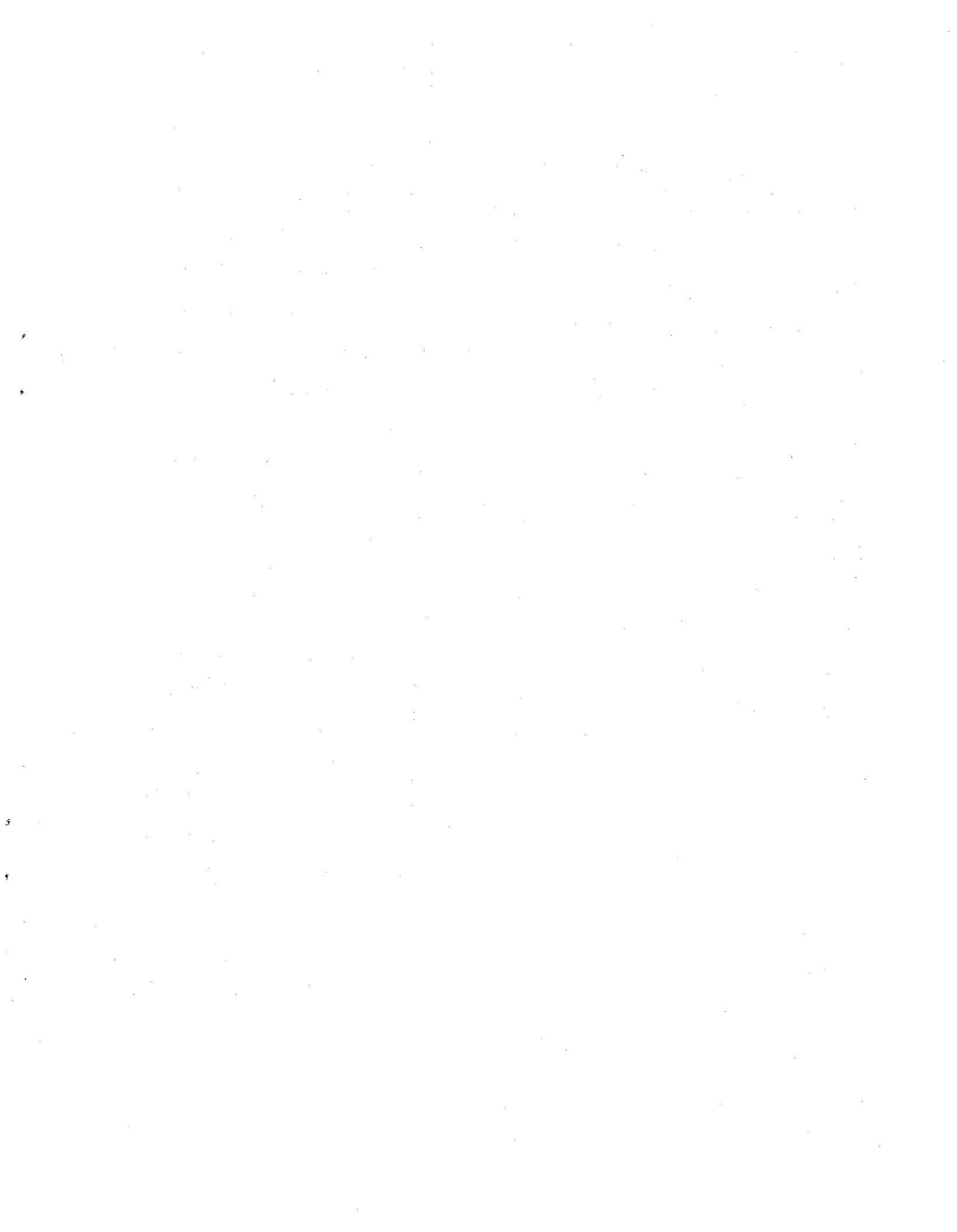


concentrated in a few hours of the day, and the need for permanent facilities is necessarily measured by the requirements of the periods of greatest concentration.

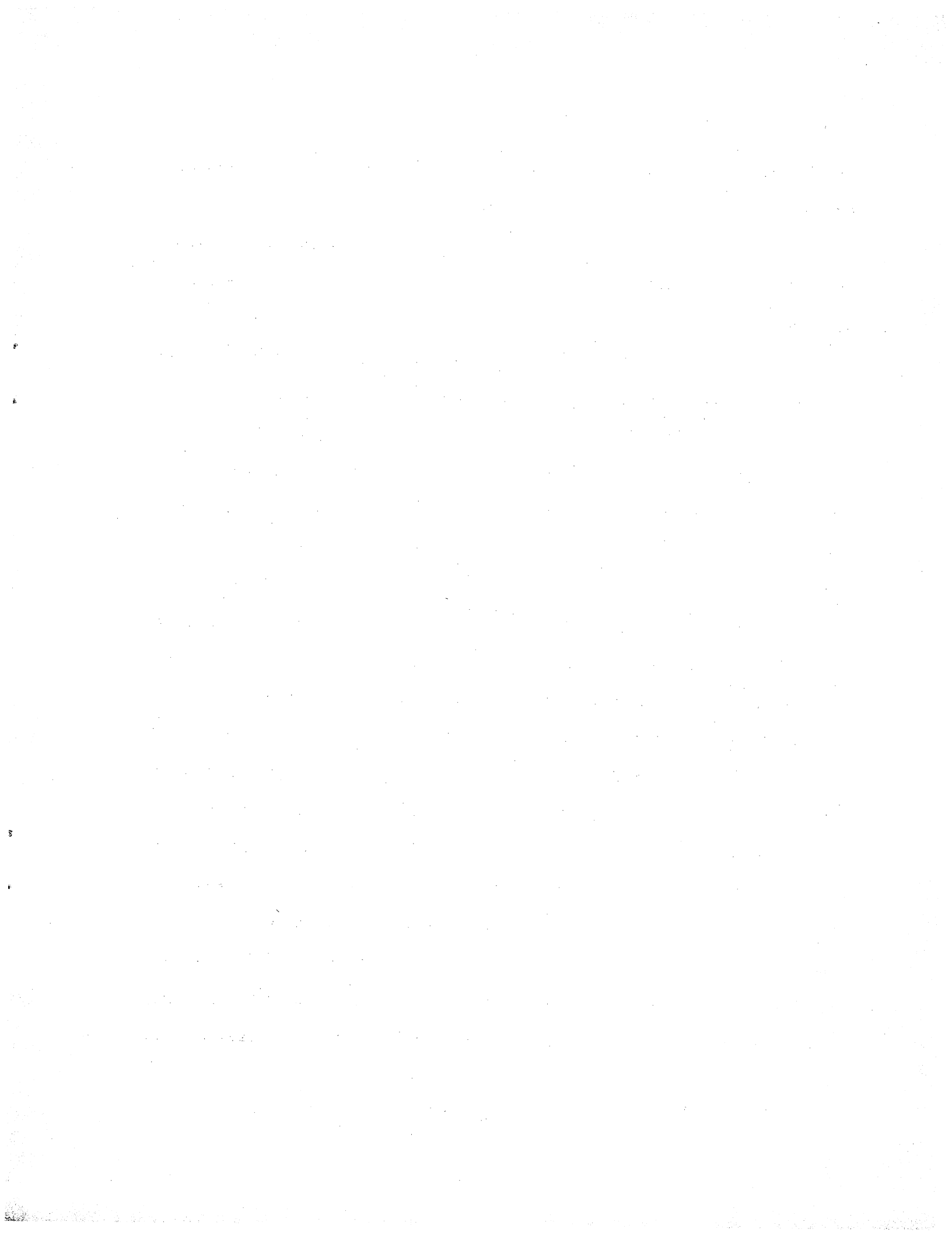
This concentration cannot be avoided. It is an inseparable incident of the working pattern of the people of the two States.

Some 165,000 residents of New Jersey have gainful pursuits in the State of New York. Approximately 60,000 residents of New York, on the other hand, engage in similar economic activity in the State of New Jersey. The great mass of these people must travel back and forth between the two States each day. Some, of course, may not be required to make the trip each day, but the economic activity which their interests generate in turn generates additional need for interstate crossings by employees of the businesses of such persons and by persons otherwise associated with or affected by such businesses. These crossings, by necessity, are concentrated during a few hours at the beginning and end of the working day. The major impact is on that part of the border formed by the Hudson River. It is also felt, however, along the border west of the Hudson. Some 8,000 commuters travel back and forth, for instance, between points in New Jersey and points in Rockland County, New York.

The peak hours problem has been sharply aggravated by the distressing general trend away from the use of railroad facilities toward individual automobiles and other public highway conveyances. The statistics appearing later in this finding disclose the alarming proportions of the shift to interstate highway travel. For instance, while the number of persons traveling eastbound across the Hudson has been rising in the past 30 years, the number



of rail passengers within this group is less than 40% of what it was in 1930. As this has occurred, the economic position of the interstate rail carriers has worsened, and that in turn has encouraged further shifts away from deteriorating rail passenger facilities. The result has been an accelerated decline in the condition and use of rail transportation facilities and an ever-rising use of public highways. This necessarily has had a like impact on travel within each of the two States. If this trend is not arrested the effect will be destructive. It would be out of the question to attempt to provide sufficient highway capacity to accommodate present levels of interstate travel in the morning and evening commuter periods without both rail and bus service. The past diversion of travel from the private rights-of-way to the public thoroughfares has necessitated large expenditures to enlarge the interstate highway crossing facilities and to expand the approach arteries. A third tube has been added to the Lincoln Tunnel; the George Washington Bridge is being double decked; the midtown bus terminal is being expanded and a new bus terminal is under construction on the Manhattan end of the George Washington Bridge; highways and bridges approaching these facilities have been widened. Yet with all such improvements congestion during the commuter hours persists and grows. The present investment in trans-Hudson vehicular crossings and in the new routes being developed to serve these crossings will be benefited by strengthening the position of the public carriers. In addition, a transportation system balanced between highways and railroads will provide the flexibility so urgently needed during weather extremes. The snowstorms of the winter of 1960-61 demonstrated once again



the dependability of the railroads. While airports were closed, bus schedules cancelled and motorists severely handicapped, the railroads along the Eastern Seaboard continued to provide service.

The history of efforts by both States to solve the transportation problem makes one point crystal clear. The problem will not be solved unless large sums of public funds are made available. The past proposals, though otherwise acceptable, have uniformly failed because the funds were not available to carry them out. It is clear that private capital cannot do the job. Private capital will not build the highways that are needed, and it is apparent that private capital cannot be attracted into the rail passenger business. Recent years have seen a continuing withdrawal of capital from this field. Public funds must be provided promptly and in large measure.

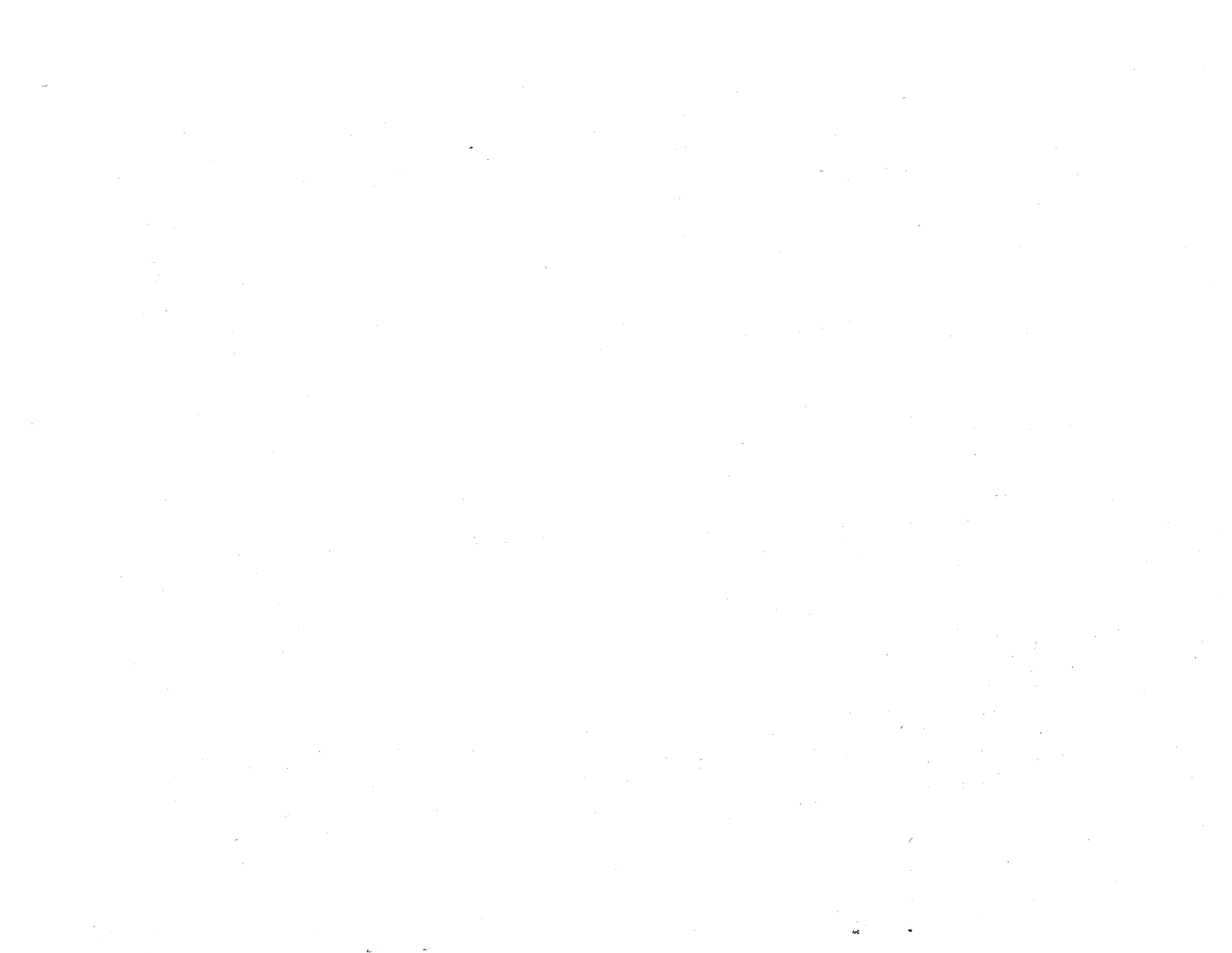
By virtue of the findings embodied in this certification, the emergency transportation tax act will be focused upon the New York-New Jersey interstate transportation problem. By means of the income tax provided in the act, revenue will be realized in amounts sufficient to enable New Jersey and New York to cope constructively with the bi-state problem. What is more, the use of the revenue will be allocated to the solution of this problem.

The beneficial effects of solution of the New York-New Jersey interstate transportation problem will be realized throughout the whole of the States of New Jersey and New York. The direct benefit, of course, will be limited largely to those who themselves must cross the interstate border or who depend directly upon others crossing that border. Within this group, of course, particular benefit will be realized by those who must cross during the peak



commuter transportation hours to earn their living in the other State. But beyond this, indirect benefits will be manifold. The New York City area and the adjacent region in New Jersey form the economic center of a great portion of the northeastern United States. The health of this center is vital to the economic well-being of the whole of both of these States. It is their financial, professional and entertainment center; their center of population; their major commercial door to great parts of the world; the greatest single source of tax support of both state governments. Its future is now uncertain. The relative position of the Port has slipped back in recent years; lower Manhattan particularly faces an economic downturn unless corrective measures are adopted. It is widely felt by officials and business interests that a World Trade Center can be developed, and that together with a revitalized Hudson and Manhattan Railroad, this will help to restore the economic health of Manhattan Island and the surrounding region. New York State has recognized the importance of this to the State of New York by enacting legislation to authorize the Port of New York Authority to undertake both projects as a unit. Negotiations between the officials of both States are now in progress to find mutually agreeable terms under which these programs can be brought to fruition.

In addition to the general economic importance to both States of the solution of the interstate transportation problem, it will have immediate ramifications in the entire mass transportation picture of both States. As the decline of rail transit and the movement to automobile travel has been most significantly manifested on the interstate level, the correction of this trend at this level and the restoration of interstate travelers to public



carriers will have significant beneficial effects in the improvement of public carrier services within the States and in the general lessening of the costly trend toward private automobile travel upon congested highways.

The following data illustrates the nature and scope of the interstate transportation problem between New Jersey and New York States.

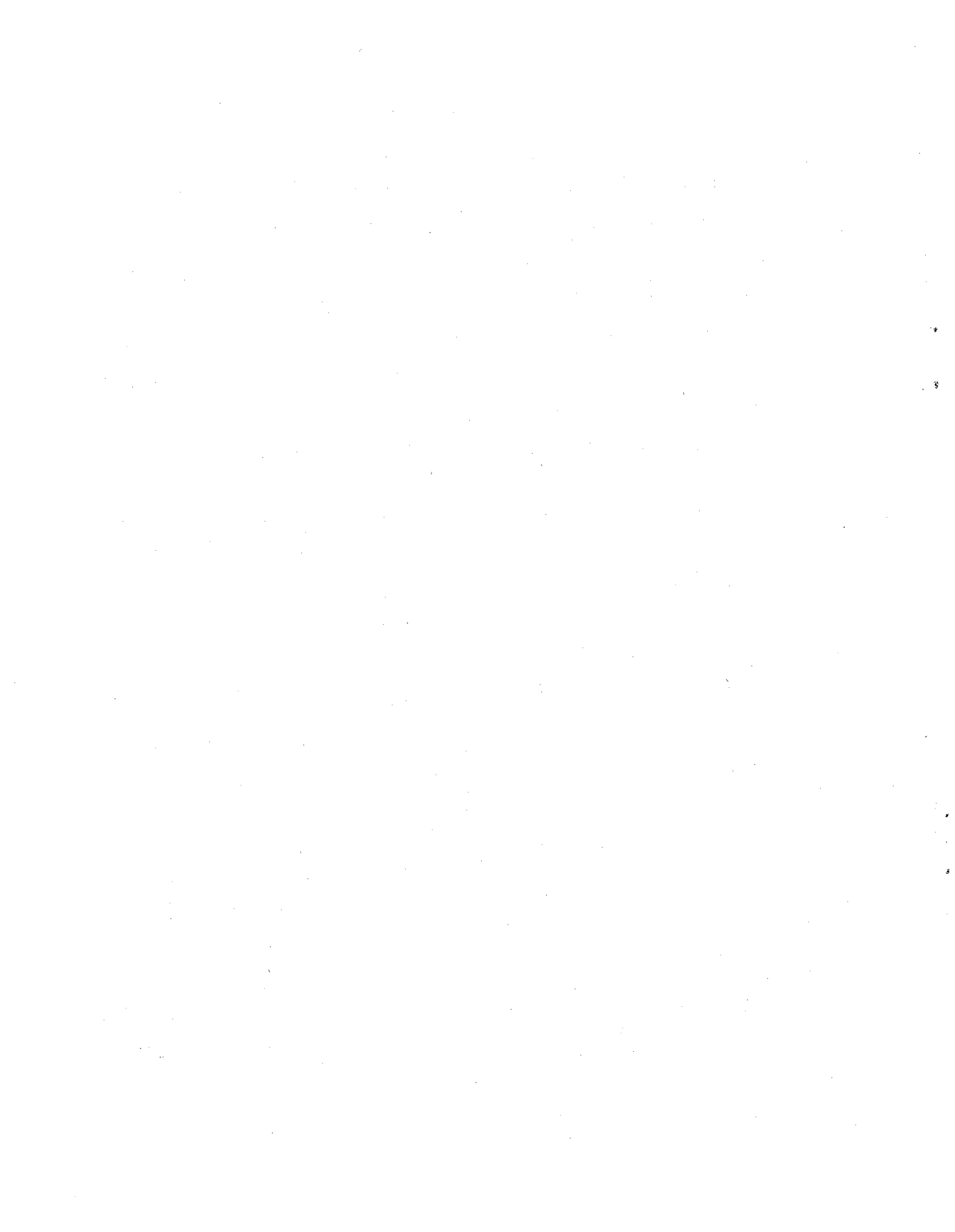
First, it is revealing to compare rail travel into New York City on an average work day for the years 1930 and 1959 from New Jersey, the Westchester Sector and Long Island for the three-hour period from 7 a. m. to 10 a. m. and for an average weekday:

<u>Origin</u>	<u>7 a. m. -- 10 a. m.</u>		<u>Average Day</u>	
	<u>1930</u>	<u>1959</u>	<u>1930</u>	<u>1959</u>
From New Jersey	183,123	65,156	266,394	100,797
From Westchester	66,483	57,643	98,976	83,306
From Long Island	138,914	112,460	186,642	139,794

Of significance is the sharp decline in rail travel into New York City in the last 30 years from the New Jersey sector, as against the relatively moderate decline in rail use from Westchester and Long Island. The rail movement from New Jersey declined still further in 1960. For instance, the average day figure for 1960 is 97,376, as compared with 100,797 for 1959.

In the same 30-year period, the growth in trans-Hudson highway travel into New York City has been phenomenal.

	<u>1930</u>	<u>1959</u>
Eastbound Daily Passengers by Motorbus	11,229	122,916
Eastbound Daily Passengers by Autos	42,294	168,257



This has occurred despite the fact that total daily trips by all modes of travel eastbound across the Hudson has risen only from 370,126 in 1930 to 394,561 in 1960.

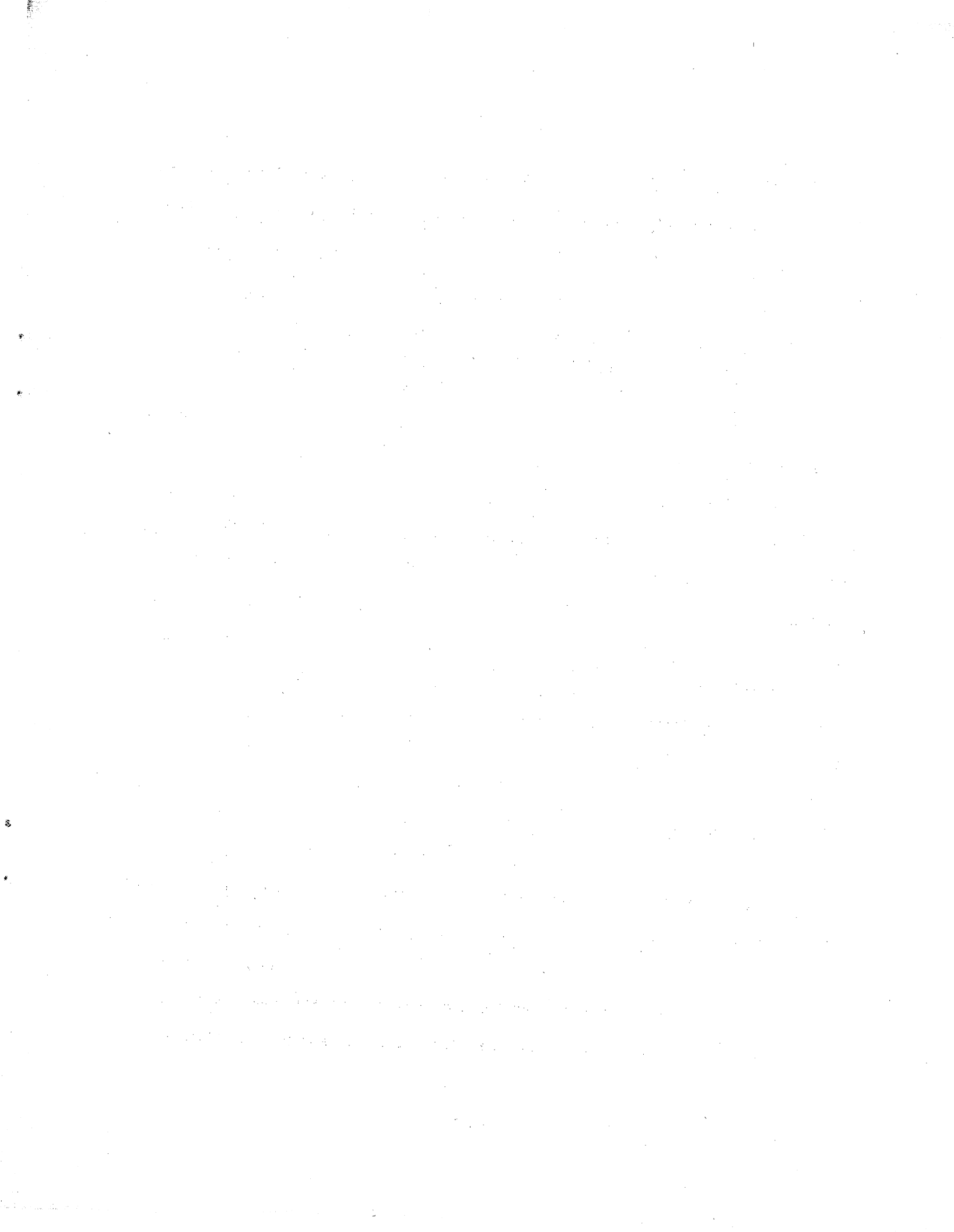
Use of the three modes of travel for trans-Hudson trips into New York City in the morning peak hour, in the three-hour rush period and the total for an average day, as set forth in the following compilation, shows that despite the general trend, dependence upon the public carriers continues to a considerable extent during peak periods:

<u>1960</u>	<u>Railroad Passengers</u>	<u>Motorbus Passengers</u>	<u>Auto Passengers</u>	<u>Total</u>
8 a. m. to 9 a. m.	40,640	35,728	13,841	90,209
7 a. m. to 10 a. m.	62,012	67,075	36,628	165,715
Daily (one way)	97,376	127,758	169,427	394,561

The burden of accommodating the peak hour travel demand between the two States can be appreciated by comparing the peak hour movements eastbound with the comparable movements for the hour between 1 p. m. and 2 p. m. on an average weekday. The peak hour movement is nearly seven times the interstate travel between 1 p. m. and 2 p. m.:

<u>1960</u>	<u>Railroad Passengers</u>	<u>Bus Passengers</u>	<u>Auto Passengers</u>	<u>Total</u>
8 a. m. - 9 a. m.	40,640	35,728	13,841	90,209
1 p. m. - 2 p. m.	2,159	3,295	7,763	13,217

Sampling of auto traffic during the commuter hours shows that the average occupancy is 1.8 persons per vehicle as compared to 1.84 throughout an average weekday. On this basis the number of autos, as opposed to auto passengers,



crossing the three trans-Hudson Port Authority facilities into New York City, during the commuter hours by each facility is:

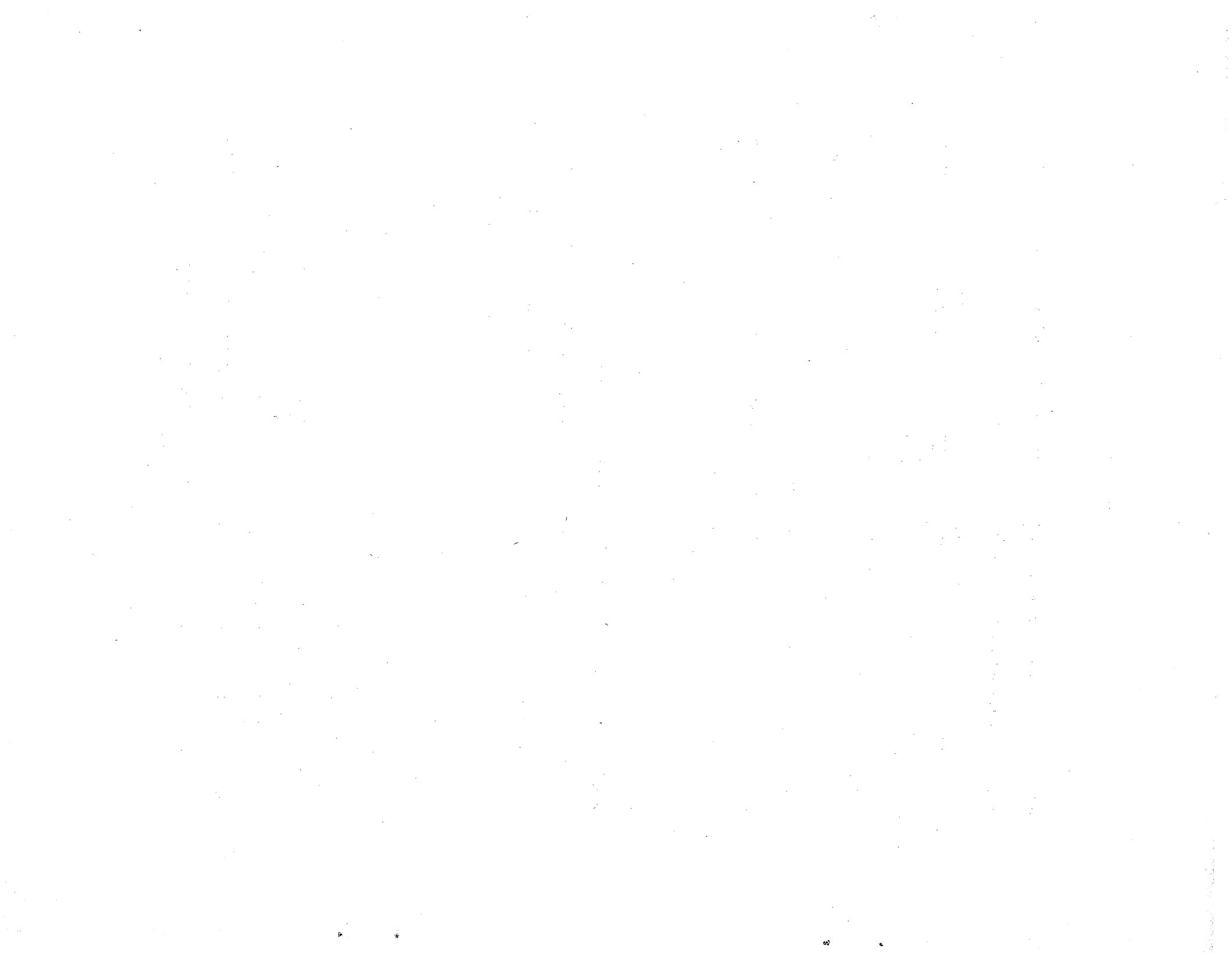
	<u>Holland Tunnel</u>	<u>Lincoln Tunnel</u>	<u>George Washington Bridge</u>	<u>Total</u>
8 a. m. to 9 a. m.	757	2,612	4,290	7,659
7 a. m. to 10 a. m.	2,295	6,477	11,498	20,270

Forty-one per cent of the autos crossing the three trans-Hudson facilities in the three-hour commuter period, some 8,300 autos, are destined for Manhattan's central business district (59th Street to the Battery). Eighty-six per cent of all auto trips in the three-hour period are work connected. The Metropolitan Rapid Transit Commission survey shows that for the year 1955, 91% of bus patrons and 96% of rail passengers in the commuter peak hour from New Jersey have destinations in the central business district.

The movement of people from New York City into New Jersey from 7 a. m. to 10 a. m. on an average day in 1959 was divided among modes of travel as follows:

By Railroad (including ferries)	10,000
By Motorbus	12,000
By Auto	<u>29,000</u>
Total	51,000

In the case of eastbound travel, the figures disclose that 54% of the traffic in the 7 a. m. to 10 a. m. period occurs within the peak hour within the same period. Applying this percentage, the westbound peak hour travel (New York City to New Jersey in the a. m.), compared with the same direction travel between 1 p. m. and 2 p. m. on an average week day is as follows:



	<u>Railroad Passengers</u>	<u>Bus Passengers</u>	<u>Auto Passengers</u>	<u>Total</u>
Peak Hour in the Period from 7 a.m. - 10 a.m.	5,400	6,480	15,660	27,540
1 p. m.- 2 p. m.	2,180	2,724	5,963	10,867

The desirability of improved mass transportation media and diversion of travel from the private automobile cannot be measured only in terms of monetary considerations or personal convenience. The annual death toll on the highways has been called a national tragedy and certainly the congestion on high speed expressways in metropolitan areas has been a contributing factor.

B. Attachments

Attached hereto are the materials listed below, each of which constitutes a part of this finding and is incorporated herein as if set forth herein at length.

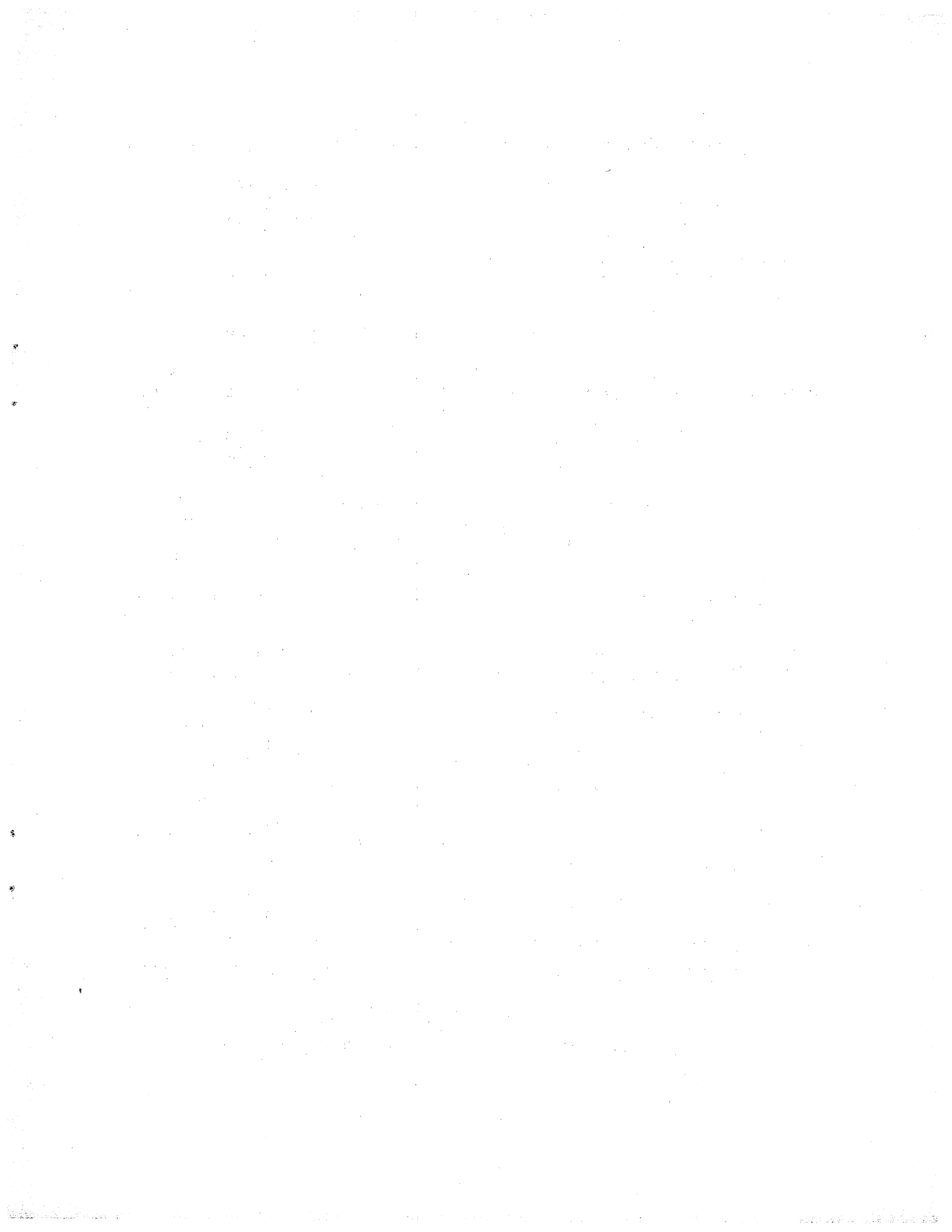
1. Metropolitan Rapid Transit Commission Reports.

- (a) Commission Report to New Jersey-New York Governors -- dated January, 1958.
- (b) Staff Report -- dated December, 1957.
- (c) Project Director Report -- dated May, 1957.
- (d) Consultant's Report by William Miller entitled "Metropolitan Rapid Transit Financing" -- dated April 7, 1957.
- (e) Consultant's Reports by Charles E. DeLeuw
  - (1) "Basic Data on Commuter Travel Across the Hudson River" -- dated January, 1957.
  - (2) "Trans-Hudson Rapid Transit" -- dated February, 1957.

2. Public Hearings by New Jersey Assembly on Assembly Bills Nos. 16 and 115 and Senate Bill No. 50 (1958).



- (a) First Public Hearing - held November 24, 1958.
  - (b) Appendix to First Public Hearing.
  - (c) Second Public Hearing - held December 3, 1958.
3. Joint Report of the New Jersey General Assembly Committee on Highways, Transportation and Public Utilities and the Committee on Federal and Interstate Relations in respect to A-16, A-115 and S-50 (1958) -- dated January 9, 1959.
  4. Report by Robert W. Purcell to Governor Nelson A. Rockefeller entitled "Special Report to the Governor on Problems of the Railroad and Bus line in New York State" -- dated March 12, 1959.
  5. Report by New Jersey State Highway Department, Division of Railroad Transportation to Governor Robert B. Meyner and the New Jersey State Legislature entitled "New Jersey's Rail Transportation Problems" -- dated April 4, 1960.
  6. Report of the Port of New York Authority, Port Development Department, Planning Division, entitled "Trans-Hudson Vehicular Origin and Destination Survey, Annual Report - 1959" -- dated November 1960.
  7. Report of the Port of New York Authority to the New Jersey-New York Governors entitled "A World Trade Center in the Port of New York" -- dated March 10, 1961.
  8. Report of the Port of New York Authority to New Jersey-New York Governors and Legislatures entitled "Airport Requirements and Sites in the Metropolitan New Jersey-New York Region" -- dated May 1961.
  9. Report of New Jersey State Highway Commissioner to Governor Robert B. Meyner entitled "A Proposal Toward Solving New Jersey's Transportation Problem" -- undated (June 1959).
  10. Statement of James C. Kellogg, III, Vice Chairman, The Port of New York Authority, on January 27, 1961, at hearing before New Jersey Senate Commission.
  11. Statement of Dwight R. G. Palmer before the New Jersey Senate Committee -- January 26, 1961.
  12. Report of New Jersey Department of Labor and Industry, Division of Employment Security, entitled "Research Series No. 3 'Commuting Patterns: Workers Employed in New Jersey'", 21 pamphlets, one for each New Jersey county -- dated May, 1960.
  13. Copies of the following selected bills introduced in New York Legislature related to the transportation problem.



Selected bills introduced in New York Legislature  
related to the transportation problem and the  
legislative action taken thereon.

<u>Year</u>	<u>Bill Number</u>	<u>Legislative Action Taken</u>
1959	Assembly 4386	Passed, chapter 636, Laws of New York
	Assembly 4402	Passed, chapter 638, Laws of New York
	Assembly 4403	Passed, chapter 420, Laws of New York
	Assembly 4405	Passed, chapter 639, Laws of New York
1961	Assembly 1429	Passed, chapter 273, Laws of New York
	* Assembly 4950	Passed, chapter 312, Laws of New York
	Senate 3800	Passed, chapter 274, Laws of New York

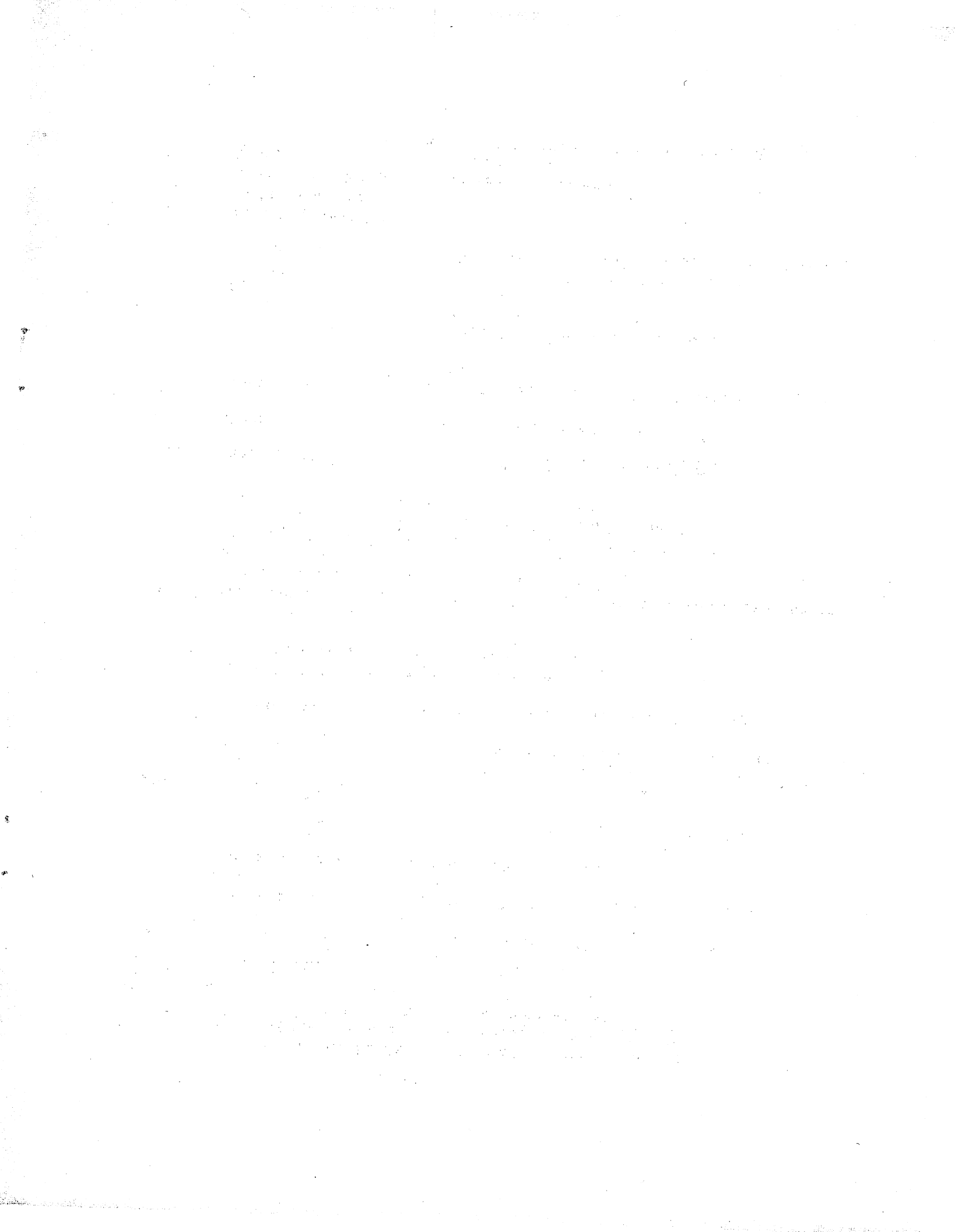
\*Governor Rockefeller's approval memorandum filed with the  
bill attached hereto.

14. Copies of the following selected bills introduced in New Jersey Legis-  
lature related to the transportation problem.

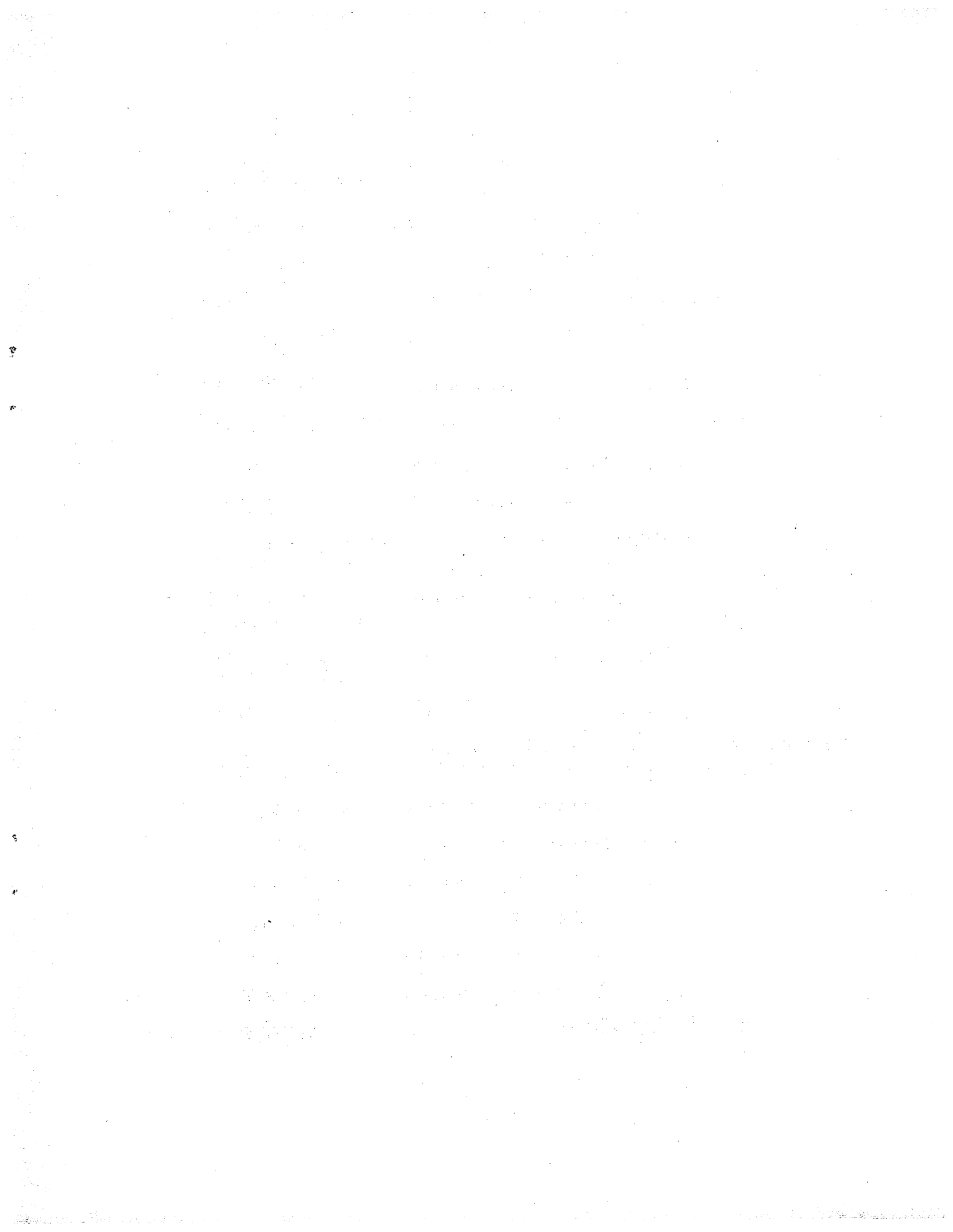
Selected bills introduced in New Jersey Legislature  
related to the transportation problem and the  
legislative action taken thereon.

<u>Year</u>	<u>Bill Number</u>	<u>Legislative Action Taken</u>
1954	Senate 185	Passed, chapter 44, P. L. 1954
1958	Senate 50	* Passed Senate, subject of public hearing in Assembly
	Assembly 16	* Subject of public hearing in Assembly. Remained in Assembly.
	Assembly 115	* Subject of public hearing in Assembly. Remained in Assembly. Replaced by Substitute.
	Assembly Committee Substitute for Assembly 115	Remained in Assembly

\* Transcript of hearings filed with this finding.



<u>Year</u>	<u>Bill Number</u>	<u>Legislative Action Taken</u>
1959	Assembly 10	Passed, chapter 13, P. L. 1959
	Assembly 21	Passed, chapter 24, P. L. 1959
	Assembly 22	Passed, chapter 25, P. L. 1959
	Assembly 135	Remained in Assembly Committee
	Assembly 136	Remained in Assembly Committee
	Assembly 516	Remained in Assembly Committee
	Assembly 692	Passed, chapter 154, P. L. 1959. Defeated on referendum November 3, 1959 -- 646,664 - 877,196
	Assembly 730	Passed, chapter 184, P. L. 1959
	Assembly Joint Resolution 20	Passed, J. R. 5, P. L. 1959
	Assembly Concurrent Resolution 20	Remained in Assembly Committee
	Assembly Concurrent Resolution 21	Remained in Assembly Committee
	Senate 4	Passed, chapter 14, P. L. 1959
	Senate 158	Passed, chapter 15, P. L. 1959
	Senate 176	Passed Senate, defeated in Assembly
	Senate 258	Passed, chapter 55, P. L. 1959
1960	Assembly 145	Remained in Assembly Committee
	Senate 6	Passed Senate
	Senate 253	Passed, chapter 66, P. L. 1960
	Senate 263	Passed, chapter 154, P. L. 1960
	Senate Concurrent Resolution 7	Passed Senate

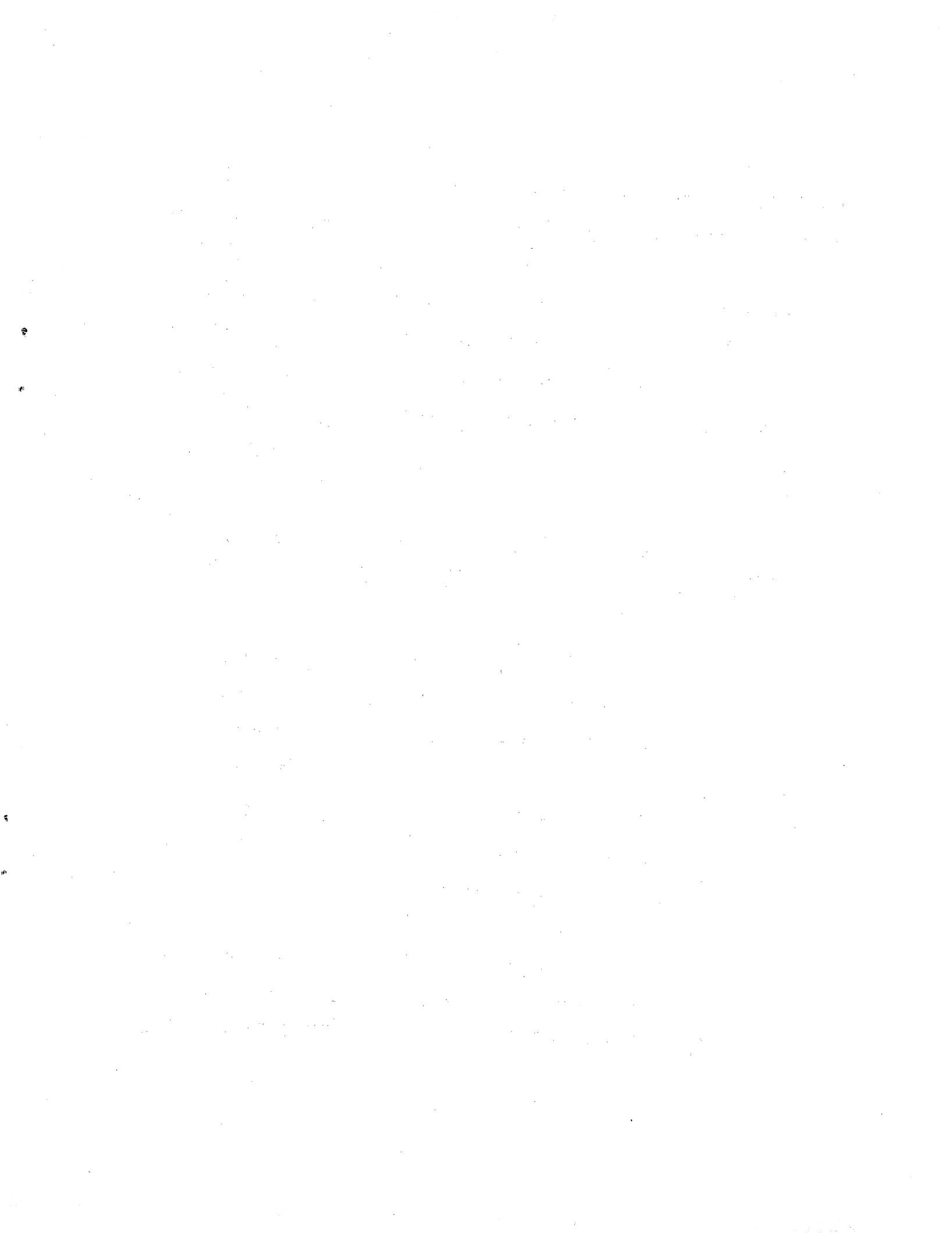


<u>Year</u>	<u>Bill Number</u>	<u>Legislative Action Taken</u>
1961	Assembly 14	Remained in Assembly
	Assembly 153	Remained in Assembly
	Assembly 212	Passed, chapter 29, P. L. 1961
	Assembly 507	Passed Assembly
	Assembly 519	Remained in Assembly
	Assembly 528	Passed, chapter 7, P. L. 1961
	Assembly 706	Passed, chapter 55, P. L. 1961
	Senate 144	Remained in Senate
	Senate 145	Remained in Senate
	Senate Concurrent Resolution 8	Passed Senate

15. Statistical summary of annual trans-Hudson traffic into and out of New York City, 1930-1960 compiled by the Port of New York Authority, Port Development Department (10 sheets) -- dated March, 1960.

C. Revenue Uses

The revenues to be derived from the income tax imposed by the emergency transportation tax act will be devoted, of course, to the benefit of the interstate facilities as provided by law. The greatest need, obviously, is in the trans-Hudson facilities, but we must not overlook the growing needs along the remainder of the New York-New Jersey border. Railroad facilities there are deteriorating and in one case have closed down, affecting thousands of interstate commuters. By appropriate provision for the remaining three



commuter railroad routes crossing the border west of the Hudson, for the three bus lines which service commuters across that border, and for necessary highway or parkway conveniences and improvements, the position of interstate commuter and other traffic facilities in that area can be materially improved.

Among the means available to put the revenues to work for the benefit of those who pay the tax, consideration should be given to the feasibility and desirability of such allocations as the following, subject to the requirements of the tax act.

1. Financial aid to promote the use of mass transportation facilities in interstate travel in the heavy commuting hours. By such a means, the persons now using mass transportation between the States would be encouraged to continue to do so, and those who have resorted to travel in private automobiles on the congested public highways would find it advantageous to return to mass transportation facilities.

2. An appropriation to accomplish the railroad reroutings and consolidation as recommended in the Division of Railroad Transportation Report of April 4, 1960, as they pertain to New York-New Jersey rail and ferry routes.

3. An appropriation to an agency acting for the State of New Jersey to establish a fund to assist interstate carriers to purchase modern passenger transportation equipment.



4. Improvements in interstate bus travel in the form of exclusive lanes in congested areas, convenient automobile parking areas at key locations along interstate bus routes and special exit and entrance roads or ramps for interstate travel or for automobile-bus transfer purposes.

5. Relocating and consolidating suburban rail stations on interstate railways to key locations affording convenient access and ample parking.

6. Funding those portions of the rail passenger service contract programs related to interstate travel and expanding its provisions to include contracts with interstate bus carriers.

7. Improvements in highway facilities to relieve congestion due to interstate vehicular traffic and promote the flow of peak hour movement.

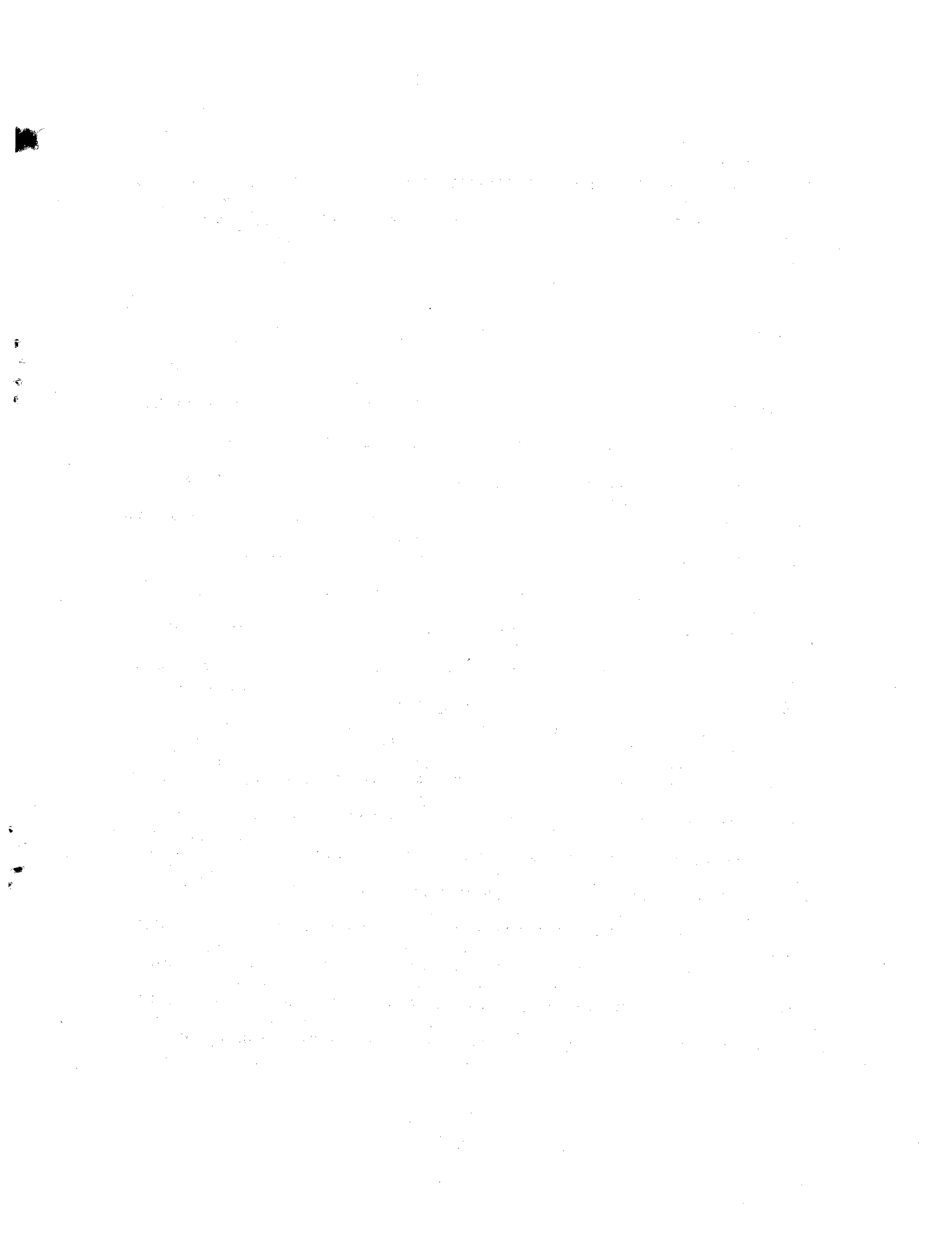
8. Matching grants to municipalities for local improvements to facilitate interstate travel, such as bus shelters and rail station conveniences.

9. An appropriation to the New York-New Jersey transportation agency to enable it to conduct the interstate aspect of current regional studies relating to the improvement of transportation of persons and property.

It would be well to bear in mind that in all such considerations the desirability of channeling appropriations through agencies representative of both States.

IV. I further find that as of January 1, 1961, and as of the date of this certification:

(a) There was and is a critical transportation problem in respect to the transportation of persons and property interstate, within the meaning of section 5 of said Chapter 32 of the Laws of New Jersey of



1961, in an area part of which is in the State of New Jersey and the other part of which is in the State of New York;

(b) There was not and is not a critical transportation problem in respect to the transportation of persons and property interstate, within the meaning of said section 5, in any other area lying partly in the State of New Jersey and partly in another State bordering thereon;

(c) The State of New York and the State of New Jersey were and are "Critical Area States" within the meaning of said section 5; and

(d) No other State was or is a "Critical Area State" within the meaning of said section 5.

Dated: June 27, 1961

[seal]

/s/ Dwight R. G. Palmer  
DWIGHT R. G. PALMER,  
State Highway Commissioner of the  
State of New Jersey

Attest:

/s/ Edward J. Patten  
EDWARD J. PATTEN  
Secretary of State of the  
State of New Jersey

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