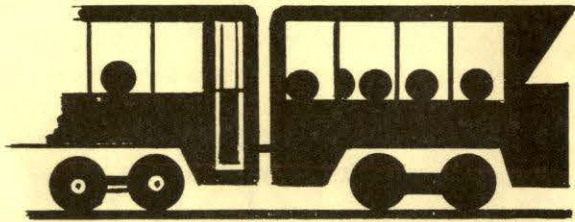


- Repair and rehabilitation of bus garages, and other facilities.
- Joint Development Urban Initiatives involving public and private interests in projects which encourage urban redevelopment and transit use.
- Rail equipment pollution control devices required by federal law.
- Additional buses and vans to serve elderly and handicapped passengers.
- Initial construction of a major rail equipment repair shop for the Hoboken Division.
- New high level platforms, noise control measures and fare collection equipment for the Newark Subway System.
- Two way radios for short-haul buses.
- Initial work on the Kearny Connection, a rail link between the Morris and Essex Line



and the Northeast Corridor at Kearny, to provide direct access to New York Penn Station.

- New high level platforms and signal and track improvements on the Raritan Valley Line stations.
- A rail station paging system and equipment to provide a statewide phone information system for bus transit, and a printing and distribution center for uniform bus schedules.
- Improvements to the Hoboken power plant and track switch heaters to prevent winter service delays.

Requests for more information about the proposed 1979 Transportation Bond Issue may be addressed to the Office of Public Affairs, New Jersey Department of Transportation, 1035 Parkway Avenue, Box 101, Trenton, NJ 08625.

Register to Vote

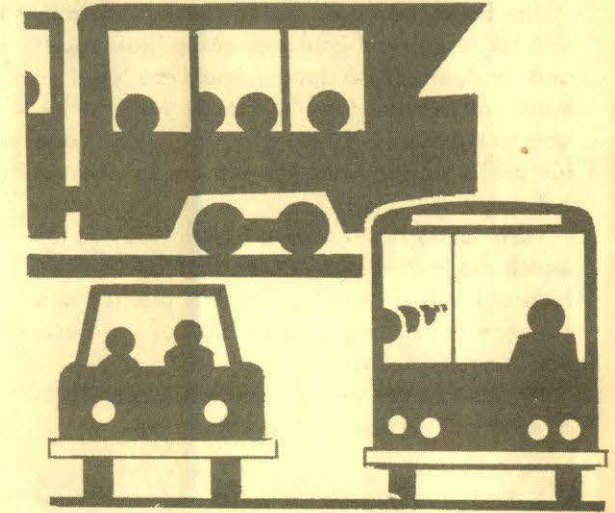
To register to vote either in person or by mail, contact your county or municipal clerk.



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The Proposed ^{.90} 1979 Transportation Bond Issue

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On November 6, New Jersey voters will be asked to authorize the sale of \$475 million in public bonds to improve bus and commuter rail systems, and State and local roads and bridges. This referendum is especially important because of the energy crisis—better roads and public transportation save fuel.

For many projects, each \$1 from the proposed Bond Issue would attract \$4 in federal funds for New Jersey.

It has been 11 years since the last transportation bond issue was approved, and those funds have been used up.

STATE ROADS

In response to energy, environmental and financial concerns, the State road capital plan reflects a redirection in New Jersey transportation policy away from the big road-building boom of the past.

It focuses instead on bringing the existing system up to an acceptable level of safety and efficiency and completing crucial missing links to reduce local road congestion and fuel waste.

The Bond Issue proposal includes **\$245 million** for repair and improvement to State roads and bridges. These funds would be used to match all federal (non-interstate) funds available to New Jersey over the next four years and for projects which are not eligible for federal aid.

New Jersey has not been able to provide the match money necessary to receive its share of federal funds since 1975. This has resulted in a constantly growing backlog of projects throughout the State.

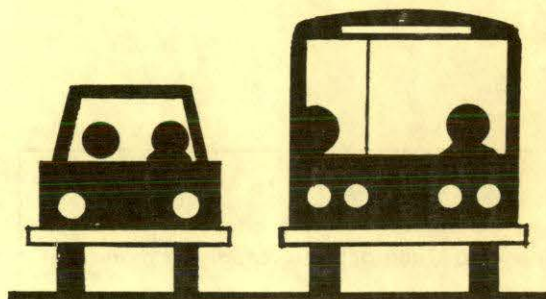
The Bond Issue would provide for projects in a variety of categories, including:

- Bridge replacement and repair—There are bridges on the State road system which require major repair or replacement.
- Traffic circle and intersection improvements—Every county has locations where outdated designs cause congestion and safety hazards.
- Road reconstruction, resurfacing, widenings and dualizations—In resurfacing alone, there is a critical backlog of more than \$150 million. New Jersey's roads are literally wearing out faster than they can be repaired.
- Safety improvements such as median barrier curbs and traffic signals.

STATE AID TO LOCAL ROADS

The Bond Issue proposal includes **\$80 million** for a new State aid program to help county and municipal governments catch up on needed repairs to their local road systems.

The State of New Jersey has a long tradition of assisting communities with local road improvements. But because of its own budget restraints, the State was forced to discontinue all but a very small portion of its State road aid



program in 1974. Local governments, operating under budget cap laws and other fiscal restraints, have not had the funds for critical road work. As a result, there is a constantly mounting backlog of work on local roads throughout the State.

Formula Distribution

A total of \$48 million from the Bond Issue will be available to county and municipal governments based on a formula allocation. Every county and municipality will be eligible to apply to the Department of Transportation for project funds.

A total of \$12 million would be set aside for emergency local projects and urban targeting.

The remaining \$20 million in the State aid portion of the Bond Issue would be used as matching funds for local projects eligible for federal aid under the Urban System or Rural Secondary System programs, and new federal programs for bridge replacement and safety projects.

PUBLIC TRANSPORTATION

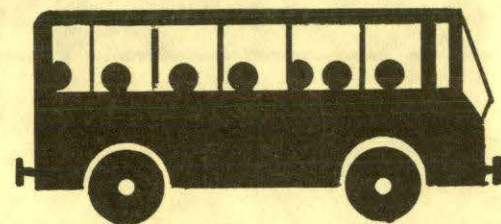
New Jersey has the third largest commuter rail system in the country and more than 325,000 daily bus riders.

The operating equipment and facilities—buses, locomotive rail cars, track and stations—required to operate this transit system have been neglected in the past. The system should be upgraded and expanded to provide reliable, efficient service for current passengers and the additional passengers anticipated over the next few years, as a result of the energy crisis.

Range of Projects

The proposed Bond Issue includes **\$150 million** for public transportation improvements, in addition to the \$600 million TRANSPAC program.* It would provide funds for the following:

- 5,000 new bus shelters and new bus stop signs statewide.
- New park and ride lots to serve an estimated 6,000 vehicles.



- Repair or replacement of antiquated railroad bridges.
- New parking decks and other improvements at Newark, Trenton and New Brunswick rail stations.

*TRANSPAC—Transit capital improvements financed by the Port Authority of New York and New Jersey and the federal government.