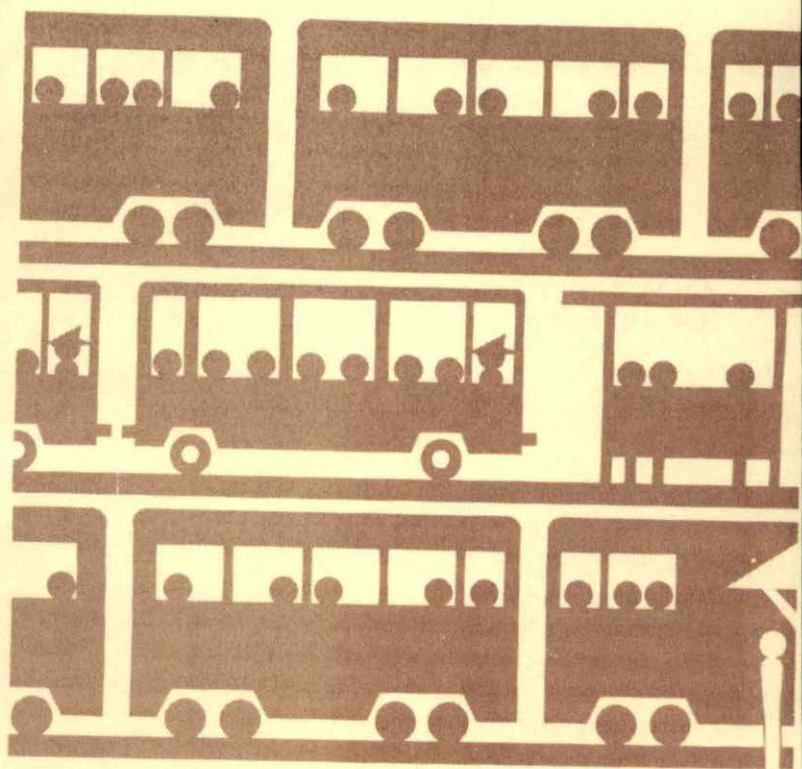


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TRANSPAC

is
for you



**New Jersey
Department of
Transportation**

New Jersey State Library

WHAT IS TRANSPAC?

A \$600 million package of transit projects to preserve existing bus and railroad passenger services and to improve them. It is the single largest mass transit program in New Jersey's history.

WHERE WILL THE MONEY COME FROM?

Two sources: \$120 million from the bridge and tunnel tolls collected by the Port Authority of New York and New Jersey; \$480 million federal funding from the Urban Mass Transportation Administration.

HOW WAS THE PROPOSED PACKAGE DEVELOPED?

As a result of intensive analysis and evaluation by the New Jersey Department of Transportation of more than \$2.5 billion in mass transit projects. The proposed projects were selected on the basis of importance to the overall transit system, benefits to its passengers, cost, and readiness to implement.

WHAT ARE THE PROPOSED RECOMMENDATIONS FOR TRANSPAC?

Projects	\$ Million
Purchase 1,100 New Buses	139
Newark Subway Modernization	37
Raritan Valley Line Upgrade	85
Other Rail Fleet Improvements	86
Station Restoration/Parking	19
Systemwide Track Rehabilitation	55
Rail Equipment Maintenance Facilities (Sunnyside Yard)	14
North Jersey Coast Line Improvements	54
Morristown Line Re-electrification	63
Rail Equipment Repair Shop	4
Camden Transportation Center	19
Direct Access to Newark for Boonton Line	8
PATCO Extension (Engineering)	6
Hoboken Terminal Improvements	2
Long-Haul Route Bus Radios	4
Bus Exact-Fare Boxes	3
Bus Service Vehicles	2
TOTAL	\$600

OTHER RAIL FLEET IMPROVEMENTS

To extend the service life of passenger cars and locomotives beginning to show signs of age and to provide additional equipment for the immediate future, this project provides for modernizing the remainder of the rail fleet with work not covered in the Raritan Valley Line and Newark Subway projects. Included are:

- Reconditioning and modifying the 33 Arrow I cars, which are 10 years old, for such things as traction motors, air brakes, air-conditioning and heating systems, electrical system rewiring, new lighting, toilet replacement, body repair, door control system and couplers.
- Reconditioning and modifying 70 Arrow II cars to increase their seating capacity by installing 3-2 seats. Also included is reconditioning and modification to doors, couplers, switches and wiring.
- Rehabilitation of locomotive-hauled coaches for service on the North Jersey Coast Line. Included are interior and exterior refurbishing of finishes, truck overhaul, and rehabilitation of air-conditioning, heating and electrical systems.
- Rehabilitation of Rail Diesel Cars will include installation of new air-conditioning units, toilets and rehabilitation of electrical equipment, wiring, drive shafts and air compressors.
- Acquisition of 20 additional Arrow III cars for service on the Northeast Corridor Line.
- Acquisition of four cars for operation on the Pascack Valley Line of the Hoboken Division.
- Acquisition of diesel locomotives for the North Jersey Coast Line.

STATION RESTORATION/PARKING

Railroad stations in New Jersey are in varying states of disrepair. Restoration of stations other than on the Raritan Valley Line is included in this project, which will provide safe, serviceable and attractive facilities and parking improvements in keeping with the level of usage and local environment at each station.

SYSTEMWIDE TRACK REHABILITATION

Tracks throughout New Jersey have deteriorated considerably. To upgrade this critical component, thereby increasing the operational reliability, speed and efficiency

of our transit service, a systemwide track rehabilitation program has been developed. This includes rail replacement, track resurfacing, tie renewal and switch replacement on both the rail lines and in the yards. Also included are some improvements at outlying maintenance facilities.

RAIL EQUIPMENT MAINTENANCE FACILITIES (SUNNYSIDE YARD)

To properly maintain rail cars and in conjunction with Amtrak, the New Jersey Department of Transportation will construct a joint facility at the Sunnyside Yard in New York. NJDOT's portion of the facility will provide for the periodic inspection and light maintenance of Arrow electric multiple-unit cars which terminate at Penn Station, New York. The existing facility at Sunnyside does not efficiently provide for current maintenance requirements and is inadequate for handling the projected increase in the commuter rail fleet on the Northeast Corridor and the North Jersey Coast Lines.



NORTH JERSEY COAST LINE IMPROVEMENTS

This item will provide supplementary funds to permit electrification and other improvements for which most funding already has been committed and work is under-
way.

MORRISTOWN LINE RE-ELECTRIFICATION

This item will provide supplementary funds to permit completion of re-electrification of the Morristown Line of the Hoboken Division (formerly Erie Lackawanna), for which most funding already has been committed and work is underway.

RAILROAD EQUIPMENT REPAIR SHOP

A major repair shop to provide for adequate maintenance of Hoboken Division locomotives and rail cars is

necessary. Existing facilities are both inadequate and poorly located to handle the projected maintenance needs. As a first step, preliminary design work must be completed and suitable land purchased.

While construction costs are beyond the scope of TRANSPAC, it is necessary that the project be ready to proceed when construction funds are available.

CAMDEN TRANSPORTATION CENTER

The Camden Transportation Center will be a coordinated terminal facility with 18 bus berths, parking for 680 cars and a concourse permitting easy access for bus and auto commuters to the High Speed Line of the Port Authority Transit Corporation (PATCO).

It will significantly contribute to the revitalization of downtown Camden by providing impetus for private development through improving the attractiveness of the area. Further, it will provide a necessary facility for planned major new traffic generators including the Administration Hospital, Court House Complex, County and City offices and new housing. On-street parking problems will be reduced, and transit dependents (including the elderly and handicapped) will be better served. A more efficient operational base will be provided for bus operators, while diversion of riders from autos will contribute to a reduction in energy consumption and air pollution.

DIRECT ACCESS TO NEWARK FOR BOONTON LINE

Boonton Line trains do not serve the commercial, governmental and educational centers in Newark. Through completion of a 2,000-foot double track rail link on new right-of-way in Montclair, Boonton Line trains will travel directly to downtown Newark, rather than to a station at the northern end of Newark.

The change will aid Montclair in its redevelopment efforts and will result in a net annual operating savings for New Jersey of \$131,000 and a capital cost savings of \$500,000 with the discontinuance of passenger train operation on the Boonton Line between Montclair and Hoboken. The few patrons using the five stations in the sector can readily transfer to the Montclair Branch or available bus service.

A brief description of each project follows:

PURCHASE 1,100 NEW BUSES

TRANSPAC provides the timely opportunity to modernize an aging bus fleet. It enables New Jersey to replace all buses which will be at least 12 years old as of January 1980. They will be leased to all carriers for \$1 a year. Approximately one-third of the new advanced design air-conditioned buses will be for transit service and the rest for commuter service.

All buses will have modern conveniences such as a kneeling feature which lowers the first step for easier access. The purchase of new buses will increase operational reliability and encourage the use of buses by the public—thus contributing to a reduction in energy consumption and air pollution.

NEWARK SUBWAY MODERNIZATION

Improvements to the Newark Subway System will include new air-conditioned light rail vehicles; station restoration, re-equipping the electrical power system, replacing tracks and providing a new public address system. Maintenance support equipment will also be improved.

Patrons will be provided with a safe, comfortable and swift ride. Service reliability will be improved and maintenance costs should decline. The existing 30-year-old cars have reached the end of their economic life, requiring replacement. Rail which is up to 40 years old will be replaced. The overall rights-of-way have continued to deteriorate and must be restored. Unless improvements are made at this time, service will seriously deteriorate as the equipment and facilities wear out.

RARITAN VALLEY LINE UPGRADE

A major upgrade of the Raritan Valley Line will include a complete new fleet of 65 air-conditioned cars and 10 locomotives for passenger service, station restoration and right-of-way improvements such as double track connections and further track rehabilitation.

The project will replace mostly non-air-conditioned, obsolete cars, approximately two-thirds of which have an average age of over 50 years (the "newer" models have an average age of 30 years). The project will provide commuters and non-commuters with a comfortable, safe, swift and reliable ride and attractive, serviceable stations.

PATCO EXTENSION (ENGINEERING)

Two PATCO extensions are being analyzed—to Mt. Laurel and to Glassboro. In order to provide for continued progress, \$6 million is being reserved at this time for preliminary engineering and design on extension of the PATCO system.

HOBOKEN TERMINAL IMPROVEMENTS

To alleviate the traffic congestion and confusion around Hoboken Terminal, a second step in the overall revitalization effort is provided. The bus terminal will be rehabilitated to accommodate all bus loading and unloading at ground level. Access to the PATH Station would be provided via an entrance at River Street. Included in the rehabilitation would be a passenger waiting room and dispatcher area. Development of a taxi stand and a kiss-and-ride lane are also part of the proposed improvement. In addition to relieving on-street congestion, these improvements will promote safety.

LONG-HAUL ROUTE BUS RADIOS

The purchase and installation of a two-way radio system for about 1,700 commuter buses on all long-haul routes throughout the State, including the necessary support equipment, will permit more efficient use of equipment, avoid traffic problems and enhance the security of bus drivers and passengers.

BUS EXACT-FARE BOXES

Approximately 700 exact-fare boxes for subsidized bus carriers throughout the State will be acquired. Seventy percent of this equipment will replace existing antiquated and obsolete equipment with the remainder going to vehicles lacking this equipment. Continued use of the existing equipment would be detrimental both from a security and maintenance viewpoint.

BUS SERVICE VEHICLES

Approximately six tow trucks, 21 service trucks and delivery vans, and 113 operations and supervision cars will be acquired to replace older vehicles in the fleets of subsidized carriers. This will contribute to improved operation and maintenance of the buses by the operators, thus encouraging more reliable service.

WHERE CAN I GET MORE INFORMATION?

The following public meetings have been scheduled:

March 27, Tuesday—Newark, Gateway Motor Inn, Essex Room—Plaza Level, Raymond Boulevard and McCarter Highway; 12-10 p.m. (Presentations 12:30, 4:30, 7:30).

March 29, Thursday—Camden, Camden City Hall, Council Chambers Room 201, 6th and Market Streets; 12-10 p.m. (Presentations 12:30, 4:30, 7:30).

April 3, Tuesday—Somerville, Somerville Middle School Auditorium, 51 West Cliff Street; 7-11 p.m. (Presentation 8:00 p.m.).

April 4, Wednesday—Manasquan, Manasquan Elementary School, Music Suite, Broad Street; 7-11 p.m. (Presentation 8:00 p.m.).

OR

Contact: Mr. Patsy Bontempo, New Jersey Department of Transportation, Office of Community Involvement, 1035 Parkway Avenue, Trenton, N.J. 08625, or telephone (609) 292-6802.



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