

27: 1B-22.1

LEGISLATIVE HISTORY CHECKLIST  
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(North Jersey Rail Plan)

NJSA: 27:1B-22.1

LAWS OF: 1995 CHAPTER: 84

BILL NO: S10

SPONSOR(S): DiFrancesco and others

DATE INTRODUCED: March 31, 1994

COMMITTEE: ASSEMBLY: Transportation; Appropriations  
SENATE: Transportation; Budget

AMENDED DURING PASSAGE: Yes Amendments during passage denoted by asterisks

DATE OF PASSAGE: ASSEMBLY: February 27, 1995  
SENATE: June 20, 1994

DATE OF APPROVAL: April 12, 1995

FOLLOWING STATEMENTS ARE ATTACHED IF AVAILABLE:

SPONSOR STATEMENT: Yes

COMMITTEE STATEMENT: ASSEMBLY: Yes 7-13-94 & 1-19-95  
SENATE: Yes 6-6-94 & 6-16-94

FISCAL NOTE: Yes

VETO MESSAGE: ~~Yes~~ No

MESSAGE ON SIGNING: Yes

FOLLOWING WERE PRINTED:

REPORTS: No

HEARINGS: No

DO NOT RECALL

See newspaper clippings--attached:  
"Whitman signs bill to complete rail links," 4-13-95, Bergen Record.  
"New law to link rail lines," 4-13-95, Home News.  
"\$5 billion 'Circle of Mobility' enacted for state," 4-13-95, Star Ledger.

KBG:pp

[FIRST REPRINT]

SENATE, No. 10

STATE OF NEW JERSEY

INTRODUCED MARCH 31, 1994

By Senators DiFRANCESCO, Sacco,  
Kenny and O' Connor

1 AN ACT concerning transportation, amending P.L.1984, c.73, and  
2 supplementing Title 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. Section 2 of P.L.1984, c.73 (C.27:1B-2) is amended to read  
7 as follows:

8 2. The Legislature finds and declares that:

9 a. A sound, balanced transportation system is vital to the  
10 future of the State and is a key factor in its continued economic  
11 development.

12 b. The transportation infrastructure of the State is among the  
13 most heavily used in the nation and has deteriorated alarmingly in  
14 recent years, with parts of the highway system reaching the end  
15 of their useful lives. This deterioration has been caused, in part,  
16 because New Jersey, unlike most states and the federal  
17 government, has not provided a stable source of transportation  
18 funding.

19 c. There exists an urgent need for a stable and assured method  
20 of financing the planning, acquisition, engineering, construction,  
21 reconstruction, repair and rehabilitation of the State's  
22 transportation system, including the financing of the State's  
23 share under federal aid highway laws of the cost of planning,  
24 acquisition, engineering, construction, reconstruction, repair,  
25 resurfacing, and rehabilitation of public highways and of the  
26 State's share of the planning, acquisition, engineering,  
27 construction, reconstruction, repair, maintenance and  
28 rehabilitation of public transportation projects and other  
29 transportation projects in the State, that will enable the State to  
30 construct and maintain the safe, balanced, sound and efficient  
31 transportation system necessary for the well-being of the State's  
32 citizens.

33 d. Unless additional State funding is provided immediately for  
34 the State's transportation system, the cost of repair and  
35 reconstruction will increase geometrically and the economic  
36 well-being and safety of users of the State's transportation  
37 system will be endangered.

38 e. Transportation facilities under the jurisdiction of counties  
39 and municipalities form an integral and vital part of the State's  
40 transportation system. Without State aid, counties and  
41 municipalities will be unable to meet the cost of maintaining,  
42 rehabilitating and improving these facilities.

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:

<sup>1</sup> Senate SBA committee amendments adopted June 16, 1994.

1 f. The State's commitment to the payment for and financing  
2 of the State transportation system in a stable fashion, thus  
3 ensuring a predictable and continuing public investment in  
4 transportation and allowing the State to take full advantage of  
5 funds provided by the federal government, is a public use and  
6 public purpose for which public money may be expended and tax  
7 exemptions granted. The powers and duties of the New Jersey  
8 Transportation Trust Fund Authority and the other measures  
9 hereinafter described are necessary and proper for the purpose of  
10 achieving the ends herein recited.

11 g. Mass transit passenger service is a vital component of the  
12 transportation system in the northern part of the State. Because  
13 transit service is of such importance to that region, it is  
14 paramount that an essential group of related transit projects be  
15 constructed. These projects, known as the Circle of Mobility,  
16 would add connections to and between urban centers, ease the  
17 movement of people, goods, and services within and through the  
18 State, and enhance the economic growth of the State. However,  
19 these significant benefits cannot be completely realized unless all  
20 projects comprising the Circle of Mobility are undertaken and  
21 completed in a timely manner.

22 (cf: P.L.1991,c.40,s.1)

23 2. Section 3 of P.L.1984, c73 (C.27:1B-3) is amended to read  
24 as follows:

25 3. The following words or terms as used in this act shall have  
26 the following meaning unless a different meaning clearly appears  
27 from the context:

28 a. "Act" means this New Jersey Transportation Trust Fund  
29 Authority Act of 1984.

30 b. "Authority" means the New Jersey Transportation Trust  
31 Fund Authority created by section 4 of this act.

32 c. "Bonds" means bonds issued by the authority pursuant to the  
33 act.

34 d. "Commissioner" means the Commissioner of  
35 Transportation.

36 e. "Department" means the Department of Transportation.

37 f. "Federal aid highway" means any highway within the State  
38 in connection with which the State receives payment or  
39 reimbursement from the federal government under the terms of  
40 Title 23, United States Code or any amendment, successor, or  
41 replacement thereof, for the purposes contained in the act.

42 g. "Federal government" means the United States of America,  
43 and any officer, department, board, commission, bureau, division,  
44 corporation, agency or instrumentality thereof.

45 h. "New Jersey Expressway Authority" means the public  
46 corporation created by section 4 of chapter 10 of the Laws of  
47 New Jersey of 1962 as amended or its successor.

48 i. "New Jersey Highway Authority" means the public  
49 corporation created by section 4 of chapter 16 of the Laws of  
50 New Jersey of 1952 as amended or its successor.

51 j. "New Jersey Turnpike Authority" means the public  
52 corporation created by section 3 of chapter 454 of the Laws of  
53 New Jersey of 1948 as amended or its successor.

54 k. "Notes" means the notes issued by the authority pursuant to

1 the act.

2 l. "Public highways" means public roads, streets, expressways,  
3 freeways, parkways, motorways and boulevards, including bridges,  
4 tunnels, overpasses, underpasses, interchanges, rest areas,  
5 express bus roadways, bus pullouts and turnarounds, park-ride  
6 facilities, traffic circles, grade separations, traffic control  
7 devices, the elimination or improvement of crossings of railroads  
8 and highways, whether at grade or not at grade, and any  
9 facilities, equipment, property, rights of way, easements and  
10 interests therein needed for the construction, improvement and  
11 maintenance of highways.

12 m. "Public transportation project" means, in connection with  
13 public transportation service, passenger stations, shelters and  
14 terminals, automobile parking facilities, ramps, track  
15 connections, signal systems, power systems, information and  
16 communication systems, roadbeds, transit lanes or rights of way,  
17 equipment storage and servicing facilities, bridges, grade  
18 crossings, rail cars, locomotives, motorbuses and other motor  
19 vehicles, maintenance and garage facilities, revenue handling  
20 equipment and any other equipment, facility or property useful  
21 for or related to the provision of public transportation service.

22 n. "State agency" means any officers, department, board,  
23 commission, bureau, division, agency or instrumentality of the  
24 State.

25 o. "Toll road authorities" means and includes the New Jersey  
26 Turnpike Authority, the New Jersey Highway Authority and the  
27 New Jersey Expressway Authority.

28 p. "Transportation project" means, in addition to public  
29 highways and public transportation projects, any equipment,  
30 facility or property useful or related to the provision of any  
31 ground, waterborne or air transportation for the movement of  
32 people and goods.

33 q. "Transportation system" means public highways, public  
34 transportation projects, other transportation projects, and all  
35 other methods of transportation for the movement of people and  
36 goods.

37 r. "Maintenance" means, in relation to public transportation  
38 projects, direct costs of work necessary for preserving or  
39 maintaining the useful life of public transportation projects,  
40 provided the work performed is associated with the acquisition,  
41 installation and rehabilitation of components which are not  
42 included in the normal operating maintenance of equipment and  
43 facilities or replaced on a scheduled basis. The work shall ensure  
44 the useful life of the project for not less than four years and shall  
45 not include routine maintenance or inspection of equipment and  
46 facilities that is conducted on a scheduled basis. This definition  
47 shall not apply to the term "maintenance" as used in subsection l.  
48 of this section.

49 s. "Circle of Mobility" means an essential group of related  
50 transit projects that include (1) the New Jersey Urban Core  
51 Project, as defined in section 3031 of the "Intermodal Surface  
52 Transportation Efficiency Act of 1991," Pub. L. 102-240, and  
53 consisting of the following elements: Secaucus Transfer, Kearny  
54 Connection, Waterfront Connection, Northeast Corridor Signal

1 System, Hudson River Waterfront Transportation System,  
2 Newark-Newark International Airport-Elizabeth Transit Link, a  
3 rail connection between Penn Station Newark and Broad Street  
4 Station, Newark, New York Penn Station Concourse, and the  
5 equipment needed to operate revenue service associated with  
6 improvements made by the project, and (2) <sup>1</sup>the modification and  
7 reconstruction of the West Shore Line in Bergen County  
8 connected to Allied Junction/Secaucus Transfer Meadowlands  
9 Rail Center;<sup>1</sup> the construction of a rail station and associated  
10 components at the Meadowlands Sports Complex; <sup>1</sup>the  
11 modification and reconstruction of the Susquehanna and Western  
12 Railway, as defined and provided in section 3035 (a) of the  
13 "Intermodal Surface Transportation Efficiency Act of 1991"; and  
14 the modification and reconstruction of the Lackawanna Cutoff  
15 Commuter Rail Line connecting Morris, Sussex and Warren  
16 Counties to the North Jersey Transportation Rail Centers<sup>1</sup>.  
17 (cf: P.L.1992,c.10,s.1)

18 3. (New section) a. The Commissioner of Transportation shall  
19 annually include in the list of proposed projects submitted to the  
20 Legislature pursuant to section 22 of P.L.1984, c.73 (C.27:1B-22)  
21 <sup>1</sup>annual funding for such<sup>1</sup> projects as are necessary to complete  
22 the Circle of Mobility, as defined in section 3 of P.L.1984, c.73  
23 (C.27:1B-3). The Legislature shall annually appropriate from the  
24 revenues and other funds of the New Jersey Transportation Trust  
25 Fund Authority such sums as are necessary to effectuate this  
26 completion.

27 b. The New Jersey Transit Corporation shall proceed  
28 expeditiously to complete the Circle of Mobility. To insure  
29 adherence to this requirement, the corporation shall provide a  
30 schedule for this completion, as well as periodic progress reports  
31 on the status of the various projects comprising the Circle of  
32 Mobility, including but not limited to project descriptions, the  
33 construction status to date of each project, additional work  
34 required, together with related time schedules to complete each  
35 project, the amounts and sources of funds appropriated to date  
36 and the estimated additional amounts and sources of funds needed  
37 to complete each project, and any modification to the original  
38 scope of a project, to the Senate Transportation Committee, the  
39 Assembly Transportation and Communications Committee, the  
40 Senate Legislative Oversight Committee, and the Assembly  
41 Regulatory Oversight Committee, with the schedule due 60 days  
42 after the effective date of this act and the progress reports at six  
43 month intervals thereafter.

44 4. This act shall take effect immediately.

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49 Requires DOT Commissioner and NJ Transit to take expeditious  
50 action to complete all projects comprising the Circle of Mobility.

1 System, Hudson River Waterfront Transportation System,  
2 Newark-Newark International Airport-Elizabeth Transit Link, a  
3 rail connection between Penn Station Newark and Broad Street  
4 Station, Newark, New York Penn Station Concourse, and the  
5 equipment needed to operate revenue service associated with  
6 improvements made by the project, and (2) the construction of a  
7 rail station and associated components at the Meadowlands Sports  
8 Complex.

9 (cf: P.L.1992,c.10,s.1)

10 3. (New section) a. The Commissioner of Transportation shall  
11 annually include in the list of proposed projects submitted to the  
12 Legislature pursuant to section 22 of P.L.1984, c.73 (C.27:1B-22)  
13 such projects as are necessary to complete the Circle of Mobility,  
14 as defined in section 3 of P.L.1984, c.73 (C.27:1B-3). The  
15 Legislature shall annually appropriate from the revenues and  
16 other funds of the New Jersey Transportation Trust Fund  
17 Authority such sums as are necessary to effectuate this  
18 completion.

19 b. The New Jersey Transit Corporation shall proceed  
20 expeditiously to complete the Circle of Mobility. To insure  
21 adherence to this requirement, the corporation shall provide a  
22 schedule for this completion, as well as periodic progress reports  
23 on the status of the various projects comprising the Circle of  
24 Mobility, including but not limited to project descriptions, the  
25 construction status to date of each project, additional work  
26 required, together with related time schedules to complete each  
27 project, the amounts and sources of funds appropriated to date  
28 and the estimated additional amounts and sources of funds needed  
29 to complete each project, and any modification to the original  
30 scope of a project, to the Senate Transportation Committee, the  
31 Assembly Transportation and Communications Committee, the  
32 Senate Legislative Oversight Committee, and the Assembly  
33 Regulatory Oversight Committee, with the schedule due 60 days  
34 after the effective date of this act and the progress reports at six  
35 month intervals thereafter.

36 4. This act shall take effect immediately.

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39 STATEMENT

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41 The Circle of Mobility is an essential group of related transit  
42 projects in northern New Jersey that would greatly expand and  
43 improve the State's transportation system. The importance of  
44 this multi-faceted project has been acknowledged by the federal  
45 government and federal funding is specifically authorized for  
46 most elements of this project by the Intermodal Surface  
47 Transportation Efficiency Act of 1991. However, the significant  
48 benefits of adding connections to and between urban centers,  
49 easing the movement of people, goods, and services within and  
50 through the State, and enhancing the economic growth of the  
51 State would not be completely achieved if all elements of this  
52 project are not constructed.

53 This bill amends and supplements the "New Jersey  
54 Transportation Trust Fund Authority Act of 1984," P.L.1984, c.73

1 (C.27:1B-1 et seq) and directs the Commissioner of  
2 Transportation to include in the proposed list of projects annually  
3 submitted to the Legislature, such projects as are necessary to  
4 complete the Circle of Mobility. In turn, the Legislature would  
5 then annually appropriate such sums as are necessary from the  
6 revenues and other funds of the New Jersey Transportation Trust  
7 Fund Authority to effectuate this completion. The bill also  
8 directs the New Jersey Transit Corporation to construct all  
9 projects comprising the Circle of Mobility to assure that the  
10 State receives all the benefits possible from this undertaking.  
11 The bill further requires that the corporation provide a schedule  
12 for the completion of all elements of the project and report to  
13 the respective legislative transportation committees, the Senate  
14 Legislative Oversight Committee, and the Assembly Regulatory  
15 Oversight Committee every six months on the status of the  
16 various elements of this multi-faceted project. These reports  
17 would keep the Legislature regularly informed on the progress of  
18 these transit projects and would provide early notice of any  
19 obstacles hindering completion of the Circle of Mobility.

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24 Requires DOT Commissioner and NJ Transit to take expeditious  
25 action to complete all projects comprising the Circle of Mobility.

ASSEMBLY TRANSPORTATION AND  
COMMUNICATIONS COMMITTEE

STATEMENT TO

[FIRST REPRINT]

SENATE, No. 10

STATE OF NEW JERSEY

DATED: JULY 13, 1994

The Assembly Transportation and Communications Committee favorably reports Senate Bill No. 10 (1R).

This bill changes and supplements the "New Jersey Transportation Trust Fund Authority Act of 1984," P.L.1984, c.73 (C.27:1B-1 et seq), and directs the Commissioner of Transportation to include in the proposed list of projects submitted annually to the Legislature, those that are necessary to complete the "Circle of Mobility." In turn, the Legislature is to annually appropriate from revenues and other sources of the New Jersey Transportation Trust Fund Authority the funds necessary to complete these projects. The "Circle of Mobility" is a group of related transit projects in northern New Jersey that would improve rail services in the northern part of the State.

The bill also directs the New Jersey Transit Corporation to proceed expeditiously in the construction of the projects comprising the "Circle of Mobility." The corporation is to prepare a schedule for the completion of all the elements of the project and report to the respective legislative transportation committees, the Senate Legislative Oversight Committee, and the Assembly Regulatory Oversight Committee every six months on the status of the various elements of this multi-faceted project.

As reported by the committee, this bill is identical to Assembly Bill No. 1617 as amended and released this date.



ASSEMBLY APPROPRIATIONS COMMITTEE

STATEMENT TO

[FIRST REPRINT]

SENATE, No. 10

STATE OF NEW JERSEY

DATED: JANUARY 19, 1995

The Assembly Appropriations Committee reports favorably Senate Bill No. 10 (1R).

Senate Bill No. 10 (1R) changes and supplements the "New Jersey Transportation Trust Fund Authority Act of 1984," P.L.1984, c.73 (C.27:1B-1 et seq), and directs the Commissioner of Transportation to include in the proposed list of projects submitted annually to the Legislature, those that are necessary to complete the "Circle of Mobility." In turn, the Legislature is to annually appropriate from revenues and other sources of the New Jersey Transportation Trust Fund Authority the funds necessary to complete these projects. The "Circle of Mobility" is a group of related transit projects in northern New Jersey that would improve rail services in the northern part of the State.

The bill also directs the New Jersey Transit Corporation to proceed expeditiously in the construction of the projects comprising the "Circle of Mobility." The corporation is to prepare a schedule for the completion of all the elements of the project and report to the respective legislative transportation committees, the Senate Legislative Oversight Committee, and the Assembly Regulatory Oversight Committee every six months on the status of the various elements of this multi-faceted project.

As reported by the committee, this bill is identical to Assembly Bill No. 1617 (1R).

FISCAL IMPACT:

Based on estimates of the New Jersey Transit Corporation, the group of projects comprising the "Circle of Mobility" will cost at least \$2.0 billion to complete. Of this total amount, 1991 federal legislation authorizes \$634 million towards the New Jersey Urban Core Project, the most significant component of the Circle of Mobility. Because the federal legislation only authorizes funding for the six year period from 1992 through 1997, it is anticipated that Congress will authorize federal funding to continue after 1997 and that New Jersey would seek to obtain additional federal support of at least the same amount for the Circle of Mobility. The remaining project funding needs are expected to be provided essentially by the New Jersey Transportation Trust Fund and by contributions from developers who enter into certain use agreements with New Jersey Transit.

SENATE TRANSPORTATION COMMITTEE

STATEMENT TO

SENATE, No. 10

STATE OF NEW JERSEY

DATED: JUNE 6, 1994

The Senate Transportation Committee favorably reports Senate Bill No. 10.

The Circle of Mobility is an essential group of related transit projects in northern New Jersey that would greatly expand and improve the State's transportation system. The importance of this multi-faceted project has been acknowledged by the federal government and federal funding is specifically authorized for most elements of this project by the Intermodal Surface Transportation Efficiency Act of 1991. However, the significant benefits of adding connections to and between urban centers, easing the movement of people, goods, and services within and through the State, and enhancing the economic growth of the State would not be completely achieved if all elements of this project are not constructed.

This bill amends and supplements the "New Jersey Transportation Trust Fund Authority Act of 1984," P.L.1984, c.73 (C.27:1B-1 et seq) and directs the Commissioner of Transportation to include in the proposed list of projects annually submitted to the Legislature, such projects as are necessary to complete the Circle of Mobility. In turn, the Legislature would then annually appropriate such sums as are necessary from the revenues and other funds of the New Jersey Transportation Trust Fund Authority to effectuate this completion. The bill also directs the New Jersey Transit Corporation to construct all projects comprising the Circle of Mobility to assure that the State receives all the benefits possible from this undertaking. The bill further requires that the corporation provide a schedule for the completion of all elements of the project and report to the respective legislative transportation committees, the Senate Legislative Oversight Committee, and the Assembly Regulatory Oversight Committee every six months on the status of the various elements of this multi-faceted project. These reports would keep the Legislature regularly informed on the progress of these transit projects and would provide early notice of any obstacles hindering completion of the Circle of Mobility.

SENATE BUDGET AND APPROPRIATIONS COMMITTEE

STATEMENT TO

**SENATE, No. 10**

with Senate committee amendments

**STATE OF NEW JERSEY**

DATED: JUNE 16, 1994

The Senate Budget and Appropriations Committee reports favorably Senate Bill No. 10, with committee amendments.

Senate Bill No. 10, as amended, changes and supplements the "New Jersey Transportation Trust Fund Authority Act of 1984," P.L.1984, c.73 (C.27:1B-1 et seq), and directs the Commissioner of Transportation to include in the proposed list of projects submitted annually to the Legislature, those that are necessary to complete the "Circle of Mobility." In turn, the Legislature is to annually appropriate from revenues and other sources of the New Jersey Transportation Trust Fund Authority the funds necessary to complete these projects. The "Circle of Mobility" is a group of related transit projects in northern New Jersey that would improve rail services in the northern part of the State.

The bill also directs the New Jersey Transit Corporation to proceed expeditiously in the construction of the projects comprising the "Circle of Mobility." The corporation is to prepare a schedule for the completion of all the elements of the project and report to the respective legislative transportation committees, the Senate Legislative Oversight Committee, and the Assembly Regulatory Oversight Committee every six months on the status of the various elements of this multi-faceted project.

COMMITTEE AMENDMENTS

The committee amended the bill to:

- Change the definition of "Circle of Mobility" by adding several other projects.
- Clarify in section 2 of the bill that the Commissioner of Transportation's annual project list should include annual funding for the projects on the list that are elements of the Circle of Mobility.

FISCAL IMPACT

Based on the estimates of the New Transit Corporation, the "Circle of Mobility" projects will cost at least \$2 billion of State and federal funds. Of the total amount, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 is authorized to provide \$634 million toward the New Jersey Urban Core Project, the most significant component of the "Circle of Mobility." However, ISTEA has only authorized federal transportation funding for highway and mass transit purposes for the six year

period from 1992 through 1997. It is anticipated that the Congress will authorize a federal transportation funding program to continue after 1997; it is also anticipated that New Jersey will seek to obtain additional federal support, at least equivalent to the amount provided in ISTEA, in such future federal transportation funding renewal authorization for the "Circle of Mobility".

The State funds will be provided essentially by appropriations from the New Jersey Transportation Trust Fund and contributions from developers who enter into certain use agreements with New Jersey Transit.

LEGISLATIVE FISCAL ESTIMATE TO  
**SENATE, No. 10**  
**STATE OF NEW JERSEY**

DATED: July 8, 1994

Senate Bill No. 10 of 1994 directs the Commissioner of Transportation to include in the proposed list of projects annually submitted to the Legislature, such projects as are necessary to complete the Circle of Mobility. In turn, the Legislature would annually appropriate from the revenues and other funds of the New Jersey Transportation Trust Fund Authority such sums as needed to effectuate the completion of the Circle of Mobility.

The Circle of Mobility, as defined in this bill, is a group of related transit projects that would improve transit services in the northern part of the State. Based on estimates of the New Jersey Transit Corporation, this group of projects which includes the Secaucus Transfer, Kearny Connection, Waterfront Connection, Northeast Corridor Signal System, Hudson River Waterfront Transportation System, Newark-Newark International Airport-Elizabeth Transit Link, a rail connection between Penn Station Newark and Broad Street Station Newark, New York Penn Station Concourse, a rail station and associated components at the Meadowlands Sports Complex, and related equipment will cost at least \$2.0 billion to complete. Of this total amount, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 is authorized to provide \$634 million towards the New Jersey Urban Core Project, the most significant component of the Circle of Mobility. Since ISTEA only authorizes federal transportation funding for highway and mass transit purposes for the six year period from 1992 through 1997, it is anticipated that the Congress would authorize a federal transportation funding program to continue after 1997; it is also anticipated that New Jersey would seek to obtain additional federal support, at least equivalent to the amount provided in ISTEA, in such future federal transportation funding renewal authorization for the Circle of Mobility. The remaining project funding needs are expected to be provided essentially by the New Jersey Transportation Trust Fund and by contributions from developers who enter into certain use agreements with New Jersey Transit.

This legislative fiscal estimate has been produced by the Office of Legislative Services due to the failure of the Executive Branch to respond to our request for a fiscal note.

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



## OFFICE OF THE GOVERNOR NEWS RELEASE

**CN-001**  
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**Release:IMMEDIATE**  
APRIL 12, 1995

Gov. Christie Whitman today signed legislation to move the Circle of Mobility --- a group of related rail and other public transportation transit projects in northern New Jersey --- a step closer to completion.

The legislation directs the Commissioner of the Department of Transportation to include the Circle of Mobility projects in the list submitted annually to the Legislature and requires the Legislature to provide funds for the projects from the Transportation Trust Fund.

The legislation, S-10, was signed by the Governor at a public ceremony in the Hoboken train terminal. It was sponsored by Senate President Donald DiFrancesco, R-Union.

Among the major projects to be funded to complete the Circle of Mobility are:

The New Jersey Urban Core, consisting of the Secaucus Transfer, the Kearny Connection, the Waterfront Connection, the Northeast Corridor Signal System, the Hudson River Waterfront Transportation System, the Newark-Elizabeth-Newark Airport transit link.

The construction of a rail station and associated components at the Meadowlands Sports Complex

The modification and reconstruction of the West Shore Line in Bergen County

The modification and reconstruction of the Susquehanna and Western Railway

The modification and reconstruction of the Lackawanna Cutoff Commuter rail line connecting Morris, Sussex and Warren counties to the North Jersey transportation rail centers.

"When completed, the Circle of Mobility projects will give New Jersey a modern, fully integrated system of mass transit which will bring substantial economic benefits to the region as well," Whitman said. "Today's bill signing is a giant stride toward realization of years of planning, hard work and dedication reaching back through two prior Administrations."