WASHINGTON—New Jersey Gov. Jim Florio told a rally of mass-transit supporters yesterday that more federal support of public transportation was needed to cut the nation's dependence on imported oil.

"Masstransit's time has come, and our future depends on the choices we all make as far as the national government is concerned," Florio told a crowd from TRANSITNOW, a national coalition supporting more federal aid for mass transportation.

"The question is, will it be a future dedicated to moving the most cars or moving the most people? I'm hopeful it's moving the most people." About 65 New Jersey civic and business leaders joined 300 others from New York, Pennsylvania, Delaware and Maryland for a special train trip to Washington to lobby against resident Bush's proposal to cut mass-transit operating subsidies for areas with more than 1 million people. The proposal is part of his new five-year, $105.4 billion transportation plan.

Bush's proposal would give a 2 percent increase to $3.33 billion to overall funding for mass transit, including capital spending. But public transportation supporters said the increased amount—which remains stable for all five years of the program—doesn't even cover the cost of inflation.

Camden Mayor Aaron Thompson said federal mass-transit funding played an important role in keeping his city growing and viable.

"Here we are building on our waterfront, and what good is it if we can't move large numbers of people in and out?" he said. Mass-transit lines help attract industry, distribution centers and open up whole areas of the city to development, Thompson said.

Shirley A. DeLibero, executive director of New Jersey Transit, said the Bush proposal would cost the only state-wide mass-transit system in the nation $35 million in operating subsidies next year. To keep fares down and to keep the system running, he was committed this year to keeping fares down and keeping them at a stable rate as long as possible.

"The Department of Transportation funds are too low," Florio said. "We can't keep fares down on our long lines."

Bush's proposal would cut $200 million from the Transportation Trust Fund, which provides $5 billion in federal money to New Jersey's mass-transit system. Governor Florio has been asking for $300 million in additional federal funding and $200 million in state money to keep the system running.

"This is not enough," Florio said. "We have to continue to keep fares down and to keep them at a stable rate."}

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TRENTON (AP) — Pending legislative approval, two 10-mile strips of Interstate 78 in Central Jersey will be revamped under a state transportation plan using the recently approved, expanded spending cap.

Transportation Commissioner Thomas Downey yesterday gave the state Legislature a blueprint for $593.2 million in construction programs for fiscal 1992, which proposes spending $403 million on highways and $190 million on NJ Transit.

The Department of Transportation's capital program was increased by $200 million to $565 as a result of the Legislature's approval last month of legislation to lift the cap on the Transportation Trust Fund.

Some of the other projects:

• Building a 6-lane bridge over the Passaic River at Route 1.

• Resurfacing and bridge rehabilitation of a 10-mile section of Interstate 78 in Clinton Township and Lebanon Borough at $16.1 million.

• Relaying and reinforcing of a 1-mile section of Interstate 78 in Lebanon Borough and Township at $1.4 million.

• Resurfacing and bridge rehabilitation of a 10-mile section of Interstate 78 in Tewksbury Township, Bedminster Township and Chester Township at $16.8 million.

• Building a 6-lane bridge over the Amtrak mainline in North Brunswick at Route 1, $36.7 million.

• Replacing and rehabilitating the decks and superstructures of seven southbound bridges and removing the Route 1-9 viaduct in New Brunswick, $46.5 million.

• Purchasing 240 NJ Transit buses to replace an older fleet of 250 buses, $56.9 million.

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WASHINGTON — New Jersey Gov. Jim Florio makes a pitch for more transit aid. Florio, who is running for re-election this fall, has been a strong advocate for increased federal funding for mass transportation. He has long argued that the state relies too heavily on imported oil and that increased investment in public transportation is necessary to reduce the state's dependence on foreign fuel.