

## ASSEMBLY RESOLUTION No. 78

# STATE OF NEW JERSEY

INTRODUCED MARCH 28, 1996

By Assemblyman DORIA

- 1   **AN ASSEMBLY RESOLUTION** memorializing the Board of Commissioners of  
2       the Port Authority of New York and New Jersey to reject any proposal  
3       to increase fares for PATH.  
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- 5   **WHEREAS**, The Port Authority of New York and New Jersey, a bi-state  
6       agency established by compact between the states of New York and New  
7       Jersey, each state acting as an equal agency partner, operates Port  
8       Authority Trans-Hudson passenger rail system, more commonly known as  
9       "PATH," which connects New Jersey to Manhattan; and
- 10   **WHEREAS**, According to a 1990 survey conducted by the authority, the  
11       69,000 daily PATH riders accounted for 26 percent of all those  
12       commuters using an interstate crossing into Manhattan during the morning  
13       rush hour; and
- 14   **WHEREAS**, Residents of New Jersey use PATH more frequently than  
15       residents of New York, while residents of New York use the George  
16       Washington, Bayonne, Goethals, and Outerbridge crossings more  
17       frequently than residents of New Jersey; and
- 18   **WHEREAS**, Although the annual profits realized by the authority's six vehicular  
19       crossings between New Jersey and New York City help offset the annual  
20       operating loss of PATH, this passenger rail system is, nevertheless, a  
21       significant part of the authority's interstate transportation network because  
22       PATH accommodates some 207,000 weekday passengers who would  
23       otherwise place an even greater reliance on vehicle usage to gain access to  
24       Manhattan and thereby further exacerbate traffic and air pollution problems  
25       in that part of New York City; and
- 26   **WHEREAS**, A 1994 study by the Texas Transportation Institute stated that  
27       congestion in the North Jersey-New York City region cost \$6.62 billion  
28       in 1991 in fuel burned and hourly wages lost in traffic jams, and of that  
29       \$6.62 billion, the average North Jerseyan is delayed 110 hours a year in  
30       traffic, which costs that resident \$1,090 a year in spent fuel and lost wages,  
31       and since, according to the authority, 70 percent of rush hour PATH riders  
32       own automobiles, the impact of a PATH fare increase could increase the  
33       use of the other New Jersey-New York crossings and thereby further  
34       exacerbate the commuting costs of all North Jerseyans; and
- 35   **WHEREAS**, The Mayor of New York City has stated that authority policies

1 benefit the residents of New Jersey at the expense of residents of New  
2 York City; however, it is noted that: (1) a review of overall authority  
3 investment patterns suggests an equitable treatment of the two states by the  
4 authority; (2) the reliance on PATH service avoids aggravating traffic and  
5 air pollution problems in Manhattan; and (3) residents of New Jersey do  
6 pay fares or tolls to gain access to Manhattan, a condition not experienced  
7 by vehicles entering Manhattan over the East River via the toll free  
8 Brooklyn, Manhattan, Williamsburg and Queensboro bridges, or the  
9 numerous Harlem River crossings; and

10 **WHEREAS**, Any review of the need for a PATH fare increase should insure  
11 that mass transit is continually promoted through reasonable fares, that the  
12 authority has taken all steps to reduce its operations where appropriate and  
13 consistent with its core functions, and that further suggestions by the Mayor  
14 of New York City regarding a PATH fare increase be accompanied by:  
15 (1) an accounting of how the City benefits from taxes, and other  
16 expenditures for goods and services paid by New Jersey residents; and (2)  
17 a justification for not seeking to place some level of tolls on all bridges now  
18 providing free access to Manhattan or restructuring the City's one-fare  
19 mass transit system into a zoned fare system; now, therefore,

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21 **BE IT RESOLVED** by the General Assembly of the State of New Jersey:

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23 1. The Board of Commissioners of the Port Authority of New York and  
24 New Jersey is memorialized to: (1) reject the suggestion from the Mayor of  
25 New York City that the authority raise fares on the PATH system; (2) insure  
26 that mass transit is encouraged through the continuation of a reasonable  
27 authority fare structure; and (3) reduce authority operations where appropriate  
28 and consistent with the authority's core functions. By focusing on the  
29 authority's core functions, the authority should realize sufficient savings to  
30 enable it to defer any need to consider a fare increase in the near future.

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32 2. Duly authenticated copies of this resolution, signed by the Speaker of  
33 the General Assembly and attested to by the Clerk thereof, shall be  
34 transmitted to the Governor of the State of New Jersey, the Governor of the  
35 State of New York, the Commissioners and the Executive Director of the Port  
36 Authority of New York and New Jersey, and the Mayor of New York City.

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STATEMENT

This resolution memorializes the Board of Commissioners of the Port Authority of New York and New Jersey to reject any proposal to increase fares in the near future for its PATH system.

The resolution further recommends that the authority reduce its operations where appropriate and consistent with its core functions. By focusing on the authority's core functions and reorganizing the authority to insure that such core functions are emphasized, savings should be realized that would permit the authority to defer the need to consider fare increases in the near term.

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Urges Port Authority to reject increases in fares for PATH.