

SENATE RESOLUTION No. 51

STATE OF NEW JERSEY

INTRODUCED JUNE 3, 1996

By Senators KOSCO, SCOTT and LaRossa

1 A **SENATE RESOLUTION** memorializing the Board of Commissioners of the
2 Port Authority of New York and New Jersey to reject any proposal to
3 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 Senate 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 President of
33 the Senate and attested to by the Secretary thereof, shall be transmitted to the
34 Governor of the State of New Jersey, the Governor of the State of New
35 York, the Commissioners and the Executive Director of the Port Authority of
36 New York and New Jersey, and the Mayor of New York City.
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38 **STATEMENT**
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40 This resolution memorializes the Board of Commissioners of the Port
41 Authority of New York and New Jersey to reject any proposal to increase
42 fares in the near future for its PATH system.

43 The resolution further recommends that the authority reduce its operations

1 where appropriate and consistent with its core functions. By focusing on the
2 authority's core functions and reorganizing the authority to insure that such
3 core functions are emphasized, savings should be realized that would permit
4 the authority to defer the need to consider fare increases in the near term.
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9 Urges Port Authority to reject increases in fares for PATH.