

**APPENDIX**



Established 1914

160 Tices Lane • East Brunswick • New Jersey 08816-2083 • TEL 732-254-5000 • FAX 732-613-1745  
www.njmta.org

## Comments

### Before the Senate Legislative Oversight Committee

### Regarding S3066- Provides transparency and accountability reforms at the PANYNJ

September 24, 2015

On the behalf of the members of the New Jersey Motor Truck Association (NJMTA) we'd like to express our appreciation to Senators Gordon and Weinberg and this committee for your efforts to provide for the much needed changes at the Port Authority of New York New Jersey (PANYNJ).

We strongly support S3066 which will help to bring oversight and reform to an agency that has an enormous economic impact on the public and businesses that must use their facilities.

The trucking industry has no problems with paying for the infrastructures we use. We do, however, take issue when our toll dollars are diverted or misused.

The trucking industry is the largest toll-payer at Port Authority's bridges and tunnels. For example, an average 5-axle truck crossing during peak hours (6-10 am and 4-6 pm) is charged \$80.00 with E-ZPass or \$95.00 cash. On December 6, 2015 the tolls will increase again to \$90 with E-ZPass or \$105 cash – just to cross a bridge!

While we support your proposed legislation we would appreciate your considering several additional items:

**Representation on the Board:** Toll payers don't have a seat at the table to insure that their toll dollars are being spent appropriately. The board should include representatives from the trucking industry and commuters.

**Roles and Responsibilities:** There should be a requirement that all positions that have base salaries of \$150,000 or more must have a job description including skills and knowledge requirements that made available to the public. Also those hired should actually have those skills and knowledge. In particular the leadership of the PANYNJ should have backgrounds in transportation and/or infrastructures.

**Clarify what is NOT Allowed:** There should be a clear rewording of the compact that states that economic/ regional and or state development projects are NOT allowed. The entire purpose and focus of the Port Authority is to move people and freight through bi-state transportation networks. The primary focus should be to maintain, upgrade or replace, if needed, the transportation infrastructures that the Port Authority already owns and operates.

**Meetings:** Since the majority of the toll payers reside or operate in New Jersey, there should be minimally 50% of all PANYNJ board meetings held in New Jersey to give those impacted by the Port Authority decisions an opportunity to participate.

**Cost Containment:** All efforts to reduce expenses should be a priority. This should include a study to determine if it would be more cost effective for the PANYNJ to relocate headquarters to New Jersey.

**Toll Increases:** Since toll increases can have an enormous impact on the public and businesses, it should not be an easy process. Hearings for the public regarding rate increases do not allow for any conversation or discussion. Hearings are merely an opportunity for the public to get before a microphone and a few Port Authority board members (who do not speak) to state their opinion – there is no discussion.

We propose that prior to the first hearings on any proposed toll or fare increase the Port Authority will provide all information available to the public regarding the toll/fare increase at least 10 business days before the hearings – not 72 hours. This would give toll payers time to review documentation.

Prior to any final vote on a toll increase, the PANYNJ should be required to prove to both the New Jersey and New York state legislators before special hearings open to the public that the increase is needed and that they are just and reasonable. The PANYNJ should provide representatives that can answer any and all questions and provide documentation that any legislator may request.

There needs to be some sort of mechanism that would provide toll payers recourse when the rates charged are not just and reasonable as required by federal law.

**Future Projects:** Any future projects must take into consideration the current financial obligations of the PANYNJ and the existing infrastructure it needs to maintain and the revenue generated.

For example, we understand and agree that critical infrastructures, like the proposed Gateway Tunnel is needed however, we are concerned that the multi-billion dollar project will require higher tolls.

Please keep in mind as you move forward on this project that while it may be a need and everyone wants it – the captive toll payers who have no other options and are already paying for the past mismanagement of the Port Authority cannot keep paying higher and higher tolls. At \$105 to cross a bridge – the tolls are already too high.

All efforts should be made to find the funds needed within the existing budget so that tolls do not have to be raised again.

**Priorities:**

Sell the World Trade Center

Repair the nation's worst traffic bottleneck that is located in Fort Lee, New Jersey, where Interstate 95 and state Road 4 merge just west of Manhattan's George Washington Bridge (American Transportation Research Institute survey)

In closing, we thank you for the opportunity to provide our input and recommendations.

The Port Authority of NY & NJ  
2012 to 2015 TOLL RATE TABLE

George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Goethals Bridge, Outerbridge Crossing, Bayonne Bridge  
PEAK HOURS: Weekdays 6 - 10 a.m., 4 - 9 p.m.; Sat. & Sun. 11 a.m. - 9 p.m.  
OFF-PEAK HOURS: All other times  
OVERNIGHT HOURS for Trucks: Sunday-Thursday 10 p.m. - 6 a.m. the following morning

Class	VEHICLE TYPE	Beginning Dec. 2, 2012						Dec. 7, 2013						Dec. 7, 2014						Dec. 6, 2015					
		E-ZPass		Trk Overnight		Cash		E-ZPass		Trk Overnight		Cash		E-ZPass		Trk Overnight		Cash		E-ZPass		Trk Overnight		Cash	
		Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak
1	Vehicles with Two Axles and Single Rear Wheels	\$8.25	\$10.25	N/A	N/A	\$13.00	\$9.00	\$11.00	N/A	N/A	\$13.00	\$9.75	\$11.75	N/A	N/A	\$14.00	\$10.50	\$12.50	N/A	N/A	\$15.00	\$11.50	\$13.50	N/A	N/A
2	Vehicles with Two Axles and Dual Rear Wheels**	\$22.00	\$24.00	\$19.00	\$23.00	\$30.00	\$26.00	\$28.00	\$23.00	\$34.00	\$30.00	\$32.00	\$27.00	\$38.00	\$34.00	\$38.00	\$34.00	\$36.00	\$31.00	\$42.00	\$36.00	\$38.00	\$33.00	\$35.00	\$40.00
3	Vehicles with Three Axles**	\$33.00	\$36.00	\$28.50	\$38.00	\$45.00	\$39.00	\$42.00	\$34.50	\$51.00	\$45.00	\$48.00	\$40.50	\$57.00	\$51.00	\$57.00	\$51.00	\$54.00	\$46.50	\$63.00	\$54.00	\$57.00	\$51.00	\$54.00	\$63.00
4	Vehicles with Four Axles**	\$44.00	\$48.00	\$38.00	\$46.00	\$60.00	\$52.00	\$56.00	\$46.00	\$68.00	\$60.00	\$64.00	\$54.00	\$76.00	\$68.00	\$76.00	\$68.00	\$72.00	\$62.00	\$84.00	\$72.00	\$76.00	\$68.00	\$72.00	\$84.00
5	Vehicles with Five Axles**	\$55.00	\$60.00	\$47.50	\$57.50	\$75.00	\$65.00	\$70.00	\$57.50	\$85.00	\$75.00	\$80.00	\$67.50	\$95.00	\$85.00	\$95.00	\$85.00	\$90.00	\$77.50	\$105.00	\$90.00	\$95.00	\$85.00	\$90.00	\$105.00
6	Vehicles with Six Axles or more**	\$66.00	\$72.00	\$57.00	\$69.00	\$90.00	\$78.00	\$84.00	\$69.00	\$102.00	\$90.00	\$96.00	\$81.00	\$114.00	\$102.00	\$114.00	\$102.00	\$108.00	\$93.00	\$126.00	\$108.00	\$114.00	\$93.00	\$108.00	\$126.00
7	Class 1 or 11 with Trailer and Recreational Vehicles	\$15.50	\$17.50	N/A	N/A	\$25.00	\$17.00	\$19.00	N/A	\$27.00	\$18.50	\$20.50	N/A	\$30.00	\$20.00	\$30.00	\$20.00	\$22.00	N/A	\$33.00	\$22.00	\$22.00	\$18.50	\$20.50	\$33.00
8	Buses and Mini Buses with Two Axles (Seating Capacity = 10 or more)***	\$10.75	\$10.75	N/A	N/A	\$21.00	\$11.50	\$11.50	N/A	\$22.00	\$12.25	\$12.25	N/A	\$23.00	\$13.00	\$23.00	\$13.00	\$13.00	N/A	\$24.00	\$13.00	\$13.00	\$13.00	\$13.00	\$24.00
9	Buses and Mini Buses with Three Axles (Seating Capacity = 10 or more)***	\$10.75	\$10.75	N/A	N/A	\$21.00	\$11.50	\$11.50	N/A	\$22.00	\$12.25	\$12.25	N/A	\$23.00	\$13.00	\$23.00	\$13.00	\$13.00	N/A	\$24.00	\$13.00	\$13.00	\$13.00	\$13.00	\$24.00
11	Motorcycles	\$7.25	\$9.25	N/A	N/A	\$12.00	\$8.00	\$10.00	N/A	\$13.00	\$8.75	\$10.75	N/A	\$14.00	\$9.50	\$14.00	\$9.50	\$11.50	N/A	\$15.00	\$11.50	\$11.50	\$9.50	\$11.50	\$15.00
1/11	Carpool Plan Class 1 or 11 vehicles with 3 or more people	\$4.25	\$4.25	N/A	N/A	N/A	\$5.00	\$5.00	N/A	N/A	\$5.75	\$5.75	N/A	N/A	N/A	N/A	\$6.50	\$6.50	N/A	N/A	N/A	\$6.50	\$6.50	N/A	N/A
7	Carpool Plan Class 7 Vehicles with 3 or more people	\$11.50	\$11.50	N/A	N/A	N/A	\$13.00	\$13.00	N/A	N/A	\$14.50	\$14.50	N/A	N/A	N/A	N/A	\$16.00	\$16.00	N/A	N/A	N/A	\$16.00	\$16.00	N/A	N/A
+	Each add'l Axle	\$7.25	\$7.25	N/A	N/A	N/A	\$8.00	\$8.00	N/A	N/A	\$8.75	\$8.75	N/A	N/A	N/A	\$9.50	\$9.50	N/A	N/A	N/A	\$9.50	\$9.50	N/A	N/A	
1/11	GREENPass Eligible low-emission Class 1 vehicles	\$4.75	\$10.25	N/A	N/A	N/A	\$5.50	\$11.00	N/A	N/A	\$6.25	\$11.75	N/A	N/A	N/A	N/A	\$7.00	\$12.50	N/A	N/A	N/A	\$7.00	\$12.50	N/A	N/A
7	GREENPass Eligible low-emission Class 7 vehicles	\$12.00	\$17.50	N/A	N/A	N/A	\$13.50	\$19.00	N/A	N/A	\$15.00	\$20.50	N/A	N/A	N/A	N/A	\$16.50	\$22.00	N/A	N/A	N/A	\$16.50	\$22.00	N/A	N/A
+	Each add'l Axle	\$7.25	\$7.25	N/A	N/A	N/A	\$8.00	\$8.00	N/A	N/A	\$8.75	\$8.75	N/A	N/A	N/A	\$9.50	\$9.50	N/A	N/A	N/A	\$9.50	\$9.50	N/A	N/A	
1/11	SIB Discount Plan* Class 1 or 11 vehicles	\$5.25	\$5.25	N/A	N/A	N/A	\$5.50	\$5.50	N/A	N/A	\$6.00	\$6.00	N/A	N/A	N/A	N/A	\$6.25	\$6.25	N/A	N/A	N/A	\$6.25	\$6.25	N/A	N/A
7	SIB Discount Plan* Class 7 Vehicles	\$12.50	\$12.50	N/A	N/A	N/A	\$13.50	\$13.50	N/A	N/A	\$14.75	\$14.75	N/A	N/A	N/A	N/A	\$15.75	\$15.75	N/A	N/A	N/A	\$15.75	\$15.75	N/A	N/A
+	Each add'l Axle	\$7.25	\$7.25	N/A	N/A	N/A	\$8.00	\$8.00	N/A	N/A	\$8.75	\$8.75	N/A	N/A	N/A	\$9.50	\$9.50	N/A	N/A	N/A	\$9.50	\$9.50	N/A	N/A	

Tolls are collected for a round trip when entering New York.

The Port Authority of New York & New Jersey Staten Island Bridges Plan requires the use of 3 trips in a calendar month at the Goethals Bridge, Outerbridge Crossing or Bayonne Bridge. This reduced rate is available to all E-ZPass customers in Class 1, 7, and 11 vehicles with non-commercial plates, who enroll in the Plan at the NY or NJ E-ZPass Customer Service Centers.

\*\* Truck Volume Discount Program provides E-ZPass commercial accounts in NY and NJ with vehicles in Classes 2 to 6 a 10% toll discount on all non-peak trips of 100 or more in any monthly account statement cycle in the form of an account credit, provided the account is in good standing.

\*\*\* Class 8 & Class 9: The Port Authority defines a bus/mini bus as any vehicle with two or more axles designed with a seating capacity of ten or more persons, including the driver. This includes, but is not limited to: buses, mini buses, vans, and limos.

**THE PORT AUTHORITY OF NY & NJ**

**2014 Monthly Traffic and Percent of E-ZPass Usage**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
<b>TUNNELS AND BRIDGES</b>													
<i>(Eastbound Traffic)</i>													
<b>All Crossings</b>													
Automobiles	7,581,418	6,785,435	8,524,299	8,680,283	9,269,061	9,099,134	9,264,996	9,554,892	8,766,974	8,970,784	8,578,702	8,888,799	103,964,777
Buses	225,163	205,029	240,845	249,720	259,101	254,437	266,166	262,970	247,833	265,523	234,049	247,547	2,958,383
Trucks	564,243	505,101	597,809	615,686	630,217	599,563	606,175	584,882	599,664	635,092	555,789	600,272	7,094,493
Total Vehicles	8,370,824	7,495,565	9,362,953	9,545,689	10,158,379	9,953,134	10,137,337	10,402,744	9,614,471	9,871,399	9,368,540	9,736,618	114,017,653
E-ZPass Usage (%)	82.9%	82.8%	82.2%	82.1%	81.6%	81.1%	80.7%	80.2%	82.3%	82.7%	82.2%	82.2%	81.9%
<b>George Washington Bridge</b>													
Automobiles	3,255,715	2,891,336	3,667,843	3,772,933	4,059,315	3,924,976	4,041,566	4,188,938	3,821,762	3,900,970	3,753,086	3,857,135	45,135,575
Buses	30,449	28,186	35,065	35,147	38,502	37,885	41,886	40,298	34,689	37,246	33,410	33,041	425,804
Trucks	282,924	253,385	300,536	310,050	314,436	284,772	283,532	274,569	285,184	308,543	276,542	300,437	3,474,910
Total Vehicles	3,569,088	3,172,907	4,003,444	4,118,130	4,412,253	4,247,633	4,366,984	4,503,805	4,141,635	4,246,759	4,063,038	4,190,613	49,036,289
E-ZPass Usage (%)	81.8%	81.4%	80.8%	80.6%	80.1%	79.4%	79.0%	78.6%	80.9%	81.3%	80.7%	80.8%	80.4%
<b>Lincoln Tunnel</b>													
Automobiles	1,159,422	1,050,042	1,312,849	1,322,246	1,389,716	1,363,822	1,326,877	1,369,748	1,306,417	1,368,904	1,294,683	1,332,199	15,596,925
Buses	168,063	152,260	176,087	182,730	185,988	181,313	187,178	186,013	180,691	193,430	171,803	185,247	2,150,803
Trucks	82,023	75,157	85,649	89,825	90,594	90,193	88,994	87,456	89,193	96,094	82,058	86,001	1,043,237
Total Vehicles	1,409,508	1,277,459	1,574,585	1,594,801	1,666,298	1,635,328	1,603,049	1,643,217	1,576,301	1,658,428	1,548,544	1,603,447	18,790,965
E-ZPass Usage (%)	84.5%	84.6%	83.9%	83.7%	83.2%	82.7%	82.4%	81.5%	83.7%	84.1%	83.8%	83.4%	83.4%
<b>Robert F. Kennedy</b>													
Automobiles	1,132,938	1,017,220	1,261,875	1,221,890	1,303,867	1,289,702	1,306,025	1,337,589	1,256,700	1,279,894	1,229,097	1,278,468	14,915,265
Buses	14,519	13,351	16,173	17,915	18,857	19,446	20,614	20,355	18,136	18,877	15,447	15,644	209,334
Trucks	34,605	30,971	36,328	37,050	38,252	38,558	40,187	39,121	38,934	40,419	34,451	37,123	445,999
Total Vehicles	1,182,062	1,061,542	1,314,376	1,276,855	1,360,976	1,347,706	1,366,826	1,397,065	1,313,770	1,339,190	1,278,995	1,331,235	15,570,598
E-ZPass Usage (%)	79.7%	79.8%	79.1%	79.1%	78.5%	78.3%	77.6%	76.9%	79.3%	79.9%	79.3%	79.3%	78.9%
<b>Sunrise Bridge</b>													
Automobiles	878,738	789,584	995,437	1,051,963	1,138,786	1,114,883	1,154,540	1,208,704	1,074,889	1,080,707	1,045,803	1,083,542	12,617,576
Buses	7,699	7,186	8,699	9,074	10,037	10,102	10,418	10,473	9,521	10,408	8,641	8,914	111,172
Trucks	89,229	79,953	95,669	95,572	100,432	101,973	105,861	98,970	100,095	102,307	85,352	92,313	1,147,726
Total Vehicles	975,666	876,723	1,099,805	1,156,609	1,249,255	1,226,958	1,270,819	1,318,147	1,184,505	1,193,422	1,139,796	1,184,769	13,876,474
E-ZPass Usage (%)	83.0%	83.3%	82.5%	82.2%	81.7%	81.2%	80.7%	80.3%	82.6%	83.0%	82.5%	82.2%	82.0%
<b>Queensboro Crossing</b>													
Automobiles	936,982	845,583	1,057,894	1,088,412	1,165,785	1,175,398	1,205,280	1,251,075	1,108,475	1,115,310	1,063,097	1,121,397	13,134,688
Buses	3,044	2,835	3,438	3,556	4,249	4,180	4,458	4,542	3,514	4,106	3,423	3,361	44,706
Trucks	58,413	51,082	61,896	66,537	69,147	66,536	69,385	68,993	70,454	70,835	63,840	69,052	786,110
Total Vehicles	998,439	899,500	1,123,228	1,158,505	1,239,181	1,246,114	1,279,123	1,324,550	1,182,443	1,190,251	1,130,360	1,193,810	13,965,504
E-ZPass Usage (%)	87.4%	87.5%	87.3%	86.9%	86.8%	86.6%	86.3%	86.1%	87.1%	87.5%	87.2%	87.2%	87.0%
<b>Savannah Bridge</b>													
Automobiles	217,623	191,670	228,401	222,839	211,592	230,353	230,708	198,838	198,731	224,999	192,936	216,058	2,564,748
Buses	1,389	1,211	1,383	1,298	1,468	1,511	1,612	1,289	1,282	1,456	1,325	1,340	16,564
Trucks	17,049	14,553	17,731	16,652	17,356	17,531	18,216	15,833	15,804	16,894	13,546	15,346	196,511
Total Vehicles	236,061	207,434	247,515	240,789	230,416	249,395	250,536	215,960	215,817	243,349	207,807	232,744	2,777,823
E-ZPass Usage (%)	87.9%	87.7%	87.6%	87.7%	87.9%	87.0%	86.8%	87.4%	88.3%	88.4%	87.9%	87.9%	87.7%

5x

**THE PORT AUTHORITY OF NY & NJ**

**2015 Monthly Traffic and Percent of E-ZPass Usage**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year-to-Date
<b>TUNNELS AND BRIDGES</b>													
<i>(Eastbound Traffic)</i>													
<b>All Crossings</b>													
Automobiles	7,644,253	7,182,428	8,398,380	8,791,886	9,381,274	9,136,614							50,534,835
Buses	220,716	212,400	247,405	252,958	254,964	258,920							1,447,363
Trucks	538,771	518,123	600,832	612,201	614,575	641,848							3,526,350
<b>Total Vehicles</b>	<b>8,403,740</b>	<b>7,912,951</b>	<b>9,246,617</b>	<b>9,657,045</b>	<b>10,250,813</b>	<b>10,037,382</b>							<b>55,508,548</b>
E-ZPass Usage (%)	83.0%	83.3%	83.0%	82.8%	82.0%	82.4%							82.7%
<b>Spine Bridge</b>													
Automobiles	3,311,360	3,083,340	3,622,112	3,839,751	4,118,473	4,027,236							22,002,272
Buses	29,809	29,292	34,389	35,430	38,158	38,111							205,189
Trucks	272,725	263,926	305,932	311,434	309,045	322,220							1,785,282
<b>Total Vehicles</b>	<b>3,613,894</b>	<b>3,376,558</b>	<b>3,962,433</b>	<b>4,186,615</b>	<b>4,465,676</b>	<b>4,387,567</b>							<b>23,992,743</b>
E-ZPass Usage (%)	81.6%	81.7%	81.4%	81.2%	80.3%	80.7%							81.1%
<b>Van Hook Bridge</b>													
Automobiles	1,160,866	1,112,701	1,311,351	1,320,491	1,395,215	1,329,203							7,629,827
Buses	165,278	157,239	182,622	185,596	182,975	186,037							1,059,747
Trucks	75,344	74,594	88,303	90,411	90,996	95,582							515,230
<b>Total Vehicles</b>	<b>1,401,488</b>	<b>1,344,534</b>	<b>1,582,276</b>	<b>1,596,498</b>	<b>1,669,186</b>	<b>1,610,822</b>							<b>9,204,804</b>
E-ZPass Usage (%)	84.9%	85.2%	84.9%	84.8%	84.0%	84.3%							84.7%
<b>Palisades Bridge</b>													
Automobiles	1,099,574	1,056,817	1,205,470	1,248,189	1,320,456	1,273,302							7,203,808
Buses	13,413	13,670	15,778	17,087	17,872	18,266							96,086
Trucks	33,275	32,651	36,838	37,243	37,137	39,389							216,533
<b>Total Vehicles</b>	<b>1,146,262</b>	<b>1,103,138</b>	<b>1,258,086</b>	<b>1,302,519</b>	<b>1,375,465</b>	<b>1,350,957</b>							<b>7,516,427</b>
E-ZPass Usage (%)	80.1%	80.7%	80.4%	80.1%	79.0%	79.5%							79.9%
<b>Spinnock Bridge</b>													
Automobiles	934,463	890,153	1,036,220	1,111,197	1,147,791	1,129,225							6,249,049
Buses	8,133	8,303	9,755	10,131	10,323	10,899							57,544
Trucks	82,768	80,624	94,005	97,272	97,818	103,958							556,445
<b>Total Vehicles</b>	<b>1,025,364</b>	<b>979,080</b>	<b>1,139,980</b>	<b>1,218,600</b>	<b>1,255,932</b>	<b>1,244,082</b>							<b>6,863,038</b>
E-ZPass Usage (%)	83.2%	83.7%	83.4%	83.1%	82.8%	83.0%							83.2%
<b>Palisades Bridge</b>													
Automobiles	954,304	885,600	1,043,156	1,114,199	1,217,858	1,205,559							6,420,676
Buses	2,932	2,866	3,599	3,680	4,531	4,550							22,158
Trucks	60,786	55,152	62,364	67,169	70,345	72,427							388,243
<b>Total Vehicles</b>	<b>1,018,022</b>	<b>943,618</b>	<b>1,109,119</b>	<b>1,185,048</b>	<b>1,292,734</b>	<b>1,282,536</b>							<b>6,831,077</b>
E-ZPass Usage (%)	87.6%	87.7%	87.6%	87.4%	86.9%	87.3%							87.4%
<b>Palisades Bridge</b>													
Automobiles	183,686	153,817	180,071	158,059	181,481	172,089							1,029,203
Buses	1,151	1,030	1,262	1,034	1,105	1,057							6,639
Trucks	13,873	11,176	13,390	8,672	9,234	8,272							64,617
<b>Total Vehicles</b>	<b>198,710</b>	<b>166,023</b>	<b>194,723</b>	<b>167,765</b>	<b>191,820</b>	<b>181,418</b>							<b>1,100,459</b>
E-ZPass Usage (%)	88.6%	89.0%	89.2%	90.0%	88.6%	89.2%							89.1%

6x



**Testimony on proposed  
Port Authority of New York and New Jersey  
reform legislation**

137 West Hanover Street  
Trenton, NJ 08618  
(609) 393-0008 *Tel.*  
(609) 393-1189 *Fax*  
[www.njfuture.org](http://www.njfuture.org)

**Senate Legislative Oversight Committee**

**Sept. 24, 2015**

**Contact:** Tim Evans, Research Director, 609-393-0008 ext. 103

**Expansion of Trans-Hudson Commuting Capacity – Both Rail and Bus –  
Critical to Economies of Both New Jersey and New York**

Dear members of the committee:

Thank you for the opportunity to testify today.

New Jersey Future is a nonprofit, nonpartisan organization that brings together concerned citizens and leaders to promote responsible land-use policies that, among other things, help provide more transportation choices beyond cars, expand access to safe and affordable neighborhoods and fuel a prosperous economy. Our testimony today focuses on those goals.

New Jersey Future has long supported transit-oriented development (TOD) as both a means of directing travel off of New Jersey's overburdened road network and onto public transportation and as an economic-development tool for towns hosting transit stations. But capturing a greater percentage of travel on transit requires that the transit system has the capacity to accommodate additional riders. Towns can't promise potential new residents (and businesses) the benefits of TOD if the buses and trains won't be able to get these new residents to jobs in Manhattan, the primary destination of transit commuters. And because demographic and market forces are currently conspiring to make transit-accessible living more desirable, New Jersey as a state stands to lose out to other metropolitan areas if its transit stations cannot be leveraged to take advantage of these pro-transit trends.

The commuter rail system is, by some reckonings, already operating at capacity in terms of the number of people it can carry across the Hudson every day to Manhattan. A new trans-Hudson commuter rail tunnel is desperately needed. The Port Authority Bus Terminal, likewise, is in need of expansion. Consider that more than 70 percent of New Jerseyans who work in Manhattan ride transit to work, roughly 40 percent by rail and a little more than 30 percent by bus. Unless the capacity of both modes is expanded, New Jerseyans seeking to fill new jobs in Manhattan will either 1) get in their cars and drive, further congesting our roads, or 2) elect not to take these jobs at all, leaving them to be filled by residents of other parts of the New York metropolitan area. Either way, New Jersey loses.

Both a new trans-Hudson rail tunnel and an expansion of the Port Authority Bus Terminal stand to benefit the economies of both New Jersey and New York. New Jerseyans get access to new jobs being created by the economic engine that is Manhattan, and New York gets access to a workforce to fill those jobs. This is more the case than ever now that the new development on Manhattan's far West Side is coming online; Hudson Yards will put additional jobs within reach of New Jersey commuters, but only if there is the sufficient capacity for them to reach those jobs by transit.

For these reasons, construction of a new trans-Hudson rail tunnel lends itself to being overseen by the Port Authority, whose purview is explicitly bi-state projects. New Jersey Future supports the prioritization of both the Amtrak Gateway rail tunnel and the expansion of the Port Authority Bus Terminal in the Port Authority's capital plan.

Thank you for your consideration.

**ADDITIONAL APPENDIX MATERIALS**  
**SUBMITTED TO THE**  
**SENATE LEGISLATIVE OVERSIGHT COMMITTEE**  
*for the*  
**SEPTEMBER 24, 2015 Meeting**

**Submitted by Research Staff, Office of Legislative Services:**

Shawn Boburg, “Analysis: Port Authority’s role in paying for tunnel in doubt,” *The Record*, September 22, 2015, ©2015 North Jersey Media Group.

Shawn Boburg, “Port Authority officials expected to back proposal to move bus terminal one block west,” *The Record*, September 24, 2015.

Stephen Sweeney, “Obama administration should fork over \$10B to construct Gateway rail tunnel,” *The Star-Ledger*, September 23, 2015.

Mike Davis, “See how NJ Transit slammed by cash woes,” *Asbury Park Press*, July 31, 2015.