

ASSEMBLY RESOLUTION No. 69

STATE OF NEW JERSEY 219th LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 2020 SESSION

Sponsored by:

Assemblywoman LISA SWAIN

District 38 (Bergen and Passaic)

Assemblyman P. CHRISTOPHER TULLY

District 38 (Bergen and Passaic)

Assemblywoman VALERIE VAINIERI HUTTLE

District 37 (Bergen)

SYNOPSIS

Opposes City of New York congestion pricing plan.

CURRENT VERSION OF TEXT

Introduced Pending Technical Review by Legislative Counsel.



1 **AN ASSEMBLY RESOLUTION** opposing the City of New York’s
2 congestion pricing plan adopted by the State of New York.
3
4 **WHEREAS**, As a part of the 2019-2020 budget, the State of New York
5 enacted several measures designed to generate additional revenue
6 streams to fix various fiscal needs in the state, which included a
7 congestion pricing plan to generate \$15 billion to fund the
8 operations of and improvements to the Metropolitan Transportation
9 Authority (MTA) subway system, rail transit lines, and bus service;
10 and
11 **WHEREAS**, The first of its kind in the United States, the congestion
12 pricing plan is modeled after a plan established in London, England
13 in 2003 that reduced traffic by 30 percent in central London in the
14 first year; however, congestion has sharply across the city,
15 according to a report by the Chair of the London Assembly
16 Transport Committee; and
17 **WHEREAS**, Under the plan to be implemented in City of New York,
18 vehicles driving in Manhattan on streets below 60th street may be
19 charged as much as \$12 per passenger vehicle or \$25 per
20 commercial vehicle per day, beginning on or after January 1, 2021,
21 with credits, discounts, and exemptions to be determined by the
22 newly created Traffic Mobility Review Board; and
23 **WHEREAS**, Under the current congestion pricing plan, those
24 commuters who have paid a toll to enter Manhattan using the
25 Lincoln Tunnel or Holland Tunnel will receive a credit without
26 being charged an additional congestion pricing plan toll, however
27 that credit will not extend to those commuters who have paid a toll
28 to enter Manhattan using the George Washington Bridge; and
29 **WHEREAS**, New Jersey residents in passenger vehicles who commute
30 across the George Washington Bridge, one of the most expensive
31 bridge crossings in the region at \$15, will be forced to pay twice to
32 enter Manhattan on streets below 60th street, which could total over
33 \$25 per passenger vehicle per day under the congestion pricing
34 plan; and
35 **WHEREAS**, The cost prohibitive nature of the congestion pricing plan
36 may lead many New Jersey motorists to use the Lincoln Tunnel or
37 Holland Tunnel, which may cause more congestion on the already
38 overused tunnels that are in desperate need of repair; and
39 **WHEREAS**, The congestion pricing plan may also lead to significantly
40 greater use of the constrained and aging transit systems operated by
41 the New Jersey Transit Corporation (NJ Transit) or the Port
42 Authority Trans-Hudson Corporation (PATH) without the
43 corresponding capital funding to support those systems to mitigate
44 the impact of those additional commuters as the State of New
45 York’s budget called for the funding to be used exclusively for
46 MTA operations and improvements despite the fact that New Jersey
47 residents are making significant contributions to this new revenue
48 raiser; and

1 **WHEREAS**, In response to the plan, Governor Murphy has requested in
2 letter to Governor Cuomo that a portion of the revenue generated be
3 provided to the NJ Transit and PATH transit systems and that
4 exemptions to the congestion pricing plan be considered for
5 commuters who cross the George Washington Bridge due to the
6 significant impact that this plan has on New Jersey residents; and

7 **WHEREAS**, Although the State of New York has the ultimate authority
8 over the City of New York and the toll facilities located entirely
9 within the State of New York, tens of thousands of New Jersey
10 residents utilize Manhattan streets below 60th street each day to get
11 to work, school, family, and other important points of interest in the
12 Central Business District; and

13 **WHEREAS**, With the interconnectedness of the citizens, workforce, and
14 economies of the State of New York and the State of New Jersey, it
15 is disappointing that the State of New York would institute a
16 congestion pricing plan that fails to treat residents of the State of
17 New Jersey fairly and equally, now, therefore,

18
19 **BE IT RESOLVED** *by the General Assembly of the State of New*
20 *Jersey:*

21
22 1. This House opposes the City of New York's congestion
23 pricing plan adopted by the State of New York.

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25 2. Copies of this resolution, as filed with the Secretary of State,
26 shall be transmitted by the Clerk of the General Assembly to the
27 Governor of the State of New Jersey, the Governor of the State of
28 New York, the Mayor of the City of New York, and the Chair and
29 Chief Executive Officer of the Metropolitan Transportation
30 Authority.

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STATEMENT

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35 This resolution opposes the City of New York congestion pricing
36 plan adopted by the State of New York.

37 As a part of the 2019-2020 budget, the State of New York
38 enacted a congestion pricing plan to fund the operations of and
39 improvements to the Metropolitan Transportation Authority (MTA)
40 public transit systems. Under the plan to be implemented in the
41 City of New York, vehicles driving in Manhattan on streets below
42 60th street may be charged as much as \$12 per passenger vehicle or
43 \$25 per commercial vehicle per day, beginning on or after January
44 1, 2021, with credits, discounts, and exemptions to be determined
45 by the newly created Traffic Mobility Review Board. Commuters,
46 who have paid a toll to enter Manhattan using the Lincoln or
47 Holland Tunnels, will receive a credit without being charged an
48 additional congestion pricing plan toll. However, that credit will not

1 extend to those commuters who have paid a toll to enter Manhattan
2 using the George Washington Bridge, forcing them to pay twice to
3 enter Manhattan on streets below 60th street.
4 The cost prohibitive nature of the congestion pricing plan may
5 lead many New Jersey motorists to utilize the already overused and
6 in desperate need of repair Lincoln or Holland Tunnels or the
7 constrained and aging transit systems operated by the New Jersey
8 Transit Corporation (NJ Transit) or the Port Authority Trans-
9 Hudson Corporation (PATH). Unfortunately, corresponding capital
10 funding will not be provided NJ Transit or PATH to support that
11 infrastructure and mitigate the impact of those additional
12 commuters despite the fact that New Jersey residents are making
13 significant contributions to this new revenue raiser. Although the
14 State of New York has the ultimate authority over the City of New
15 York and the toll facilities located entirely within the State of New
16 York, it is disappointing that the State of New York would institute
17 a congestion pricing plan that fails to treat residents of the State of
18 New Jersey fairly and equally considering the interconnectedness of
19 the citizens, workforce, and economies of the State of New York
20 and the State of New Jersey.