



## FOR IMMEDIATE RELEASE

Monday, October 4, 2021

### CONTACT

Felicia Park-Rogers, Director of Regional Infrastructure Projects

[felicia@tstc.org](mailto:felicia@tstc.org)

Liam Blank, Policy & Communications Manager

[liam@tstc.org](mailto:liam@tstc.org)

## Tri-State Transportation Campaign Releases New Jersey Congestion Pricing Fact Sheets

*As the Metropolitan Transportation Authority (MTA) solicits feedback on the proposed [Central Business District Tolling Program](#) for Manhattan, Tri-State Transportation Campaign (TSTC) sets the record straight on how many New Jersey commuters will be subject to a congestion charge.*

**New York, NY**—Today, Tri-State Transportation Campaign released [congestion pricing fact sheets](#) for 21 legislative districts in central and northern New Jersey.

The New York State Legislature passed congestion pricing in April 2019. The goal of the program is to reduce traffic congestion in Manhattan and raise \$1.5 billion annually for the MTA. The program would help fund the authority's five-year, \$51.5 billion capital plan to do things like modernize subway signals, make the system almost fully accessible, improve bus service, and bring Metro-North trains to Penn Station.

Following delays caused by the Trump Administration and the COVID-19 pandemic, the MTA is now starting the federal environmental assessment process, which includes gathering input from New Jersey residents. Recently, Governor Phil Murphy and a handful of NJ state legislators have objected to the MTA's congestion pricing proposal, claiming that it will have a disproportionate negative impact on cross-Hudson commuters.

To shed some light on this important policy issue, TSTC conducted a congestion pricing district-level analysis of 21 legislative districts in central and northern New Jersey. Using data from the 2011-2015 Census American Community Survey and Census Transportation Planning Products, TSTC produced fact sheets for each of the 21 legislative districts in the greater New York City area.

### TSTC's analysis points to three major findings:

- In all districts surveyed, only single-digit percentages of residents work in the central business district (CBD)—Manhattan, below 60th Street—and commute by private vehicle.



Across all districts, an average of 1.6% of workers will be subject to a congestion charge.

- Public transit is the primary mode of choice for the majority of Manhattan CBD workers in every district that was analyzed. On average, 77.5% of Manhattan CBD workers use public transportation to reach the CBD from New Jersey.
- In the majority of districts, public transit commuters have a lower median income than commuters who drive to the Manhattan CBD. Across all districts, the average median income for Manhattan CBD commuters who drive alone is \$107,996, compared to \$88,407 for public transit users.

### **Each fact sheet includes:**

- An analysis of the percentages of residents in each district who commute to work in the Manhattan CBD by private vehicle, and would therefore be subject to a congestion charge.
- A breakdown of district commuting patterns for both CBD and non-CBD commuters.
- Data on median income of district commuters by mode.

“We hope that by presenting this data, we can ground-truth the debate about who is most impacted by congestion pricing. Our data analysis shows that the majority of New Jersey commuters entering the CBD for work are taking public transit, and those constituents should not be ignored by their elected officials,” said **Renae Reynolds, Executive Director of Tri-State Transportation Campaign**. “NJ elected officials should support congestion pricing and put their energy behind improving New Jersey’s mass transit. Reduced congestion in the CBD benefits New Jersey’s transit riders, and when more people take mass transit, it improves our air quality and our collective quality of life. Congestion pricing is about pursuing a collective good to the benefit of the majority rather than a privileged few.”

###

*Tri-State Transportation Campaign is a 28-year-old advocacy organization that fights for an equitable, safe, multi-modal transportation network that provides options and supports the economies of New York, New Jersey, and Connecticut. TSTC works to fix our commutes, meet our climate goals, stop traffic deaths, and make transportation fair.*