

To: The Honorable James S. Simpson,  
Commissioner for Department of Transportation  
For the State of New Jersey,

Dear Commissioner Simpson,

I am writing in response to your recent recommendation to ask NJ Transit to send commuter buses into Midtown Manhattan to ease some of the congestion experienced at the 42nd Street Bus Terminals (42nd) of the Port Authority of New York and New Jersey. It would be a good idea to consider some adjustments for NJ Transit zone fares at the George Washing Bridge Plaza (GWB), which will effectively reduce rush hour traffic at 42nd.

I am speaking from firsthand observations I made when I was employed in Brooklyn, I used 42nd to commute; and when I worked uptown at Columbia University, and I used GWB. Besides, I have studied the regional effects of transportations and have found simple and basic solutions to solve all traffic congestion issues in the area. To deal with traffic congestion at 42nd, I found that eliminating one zone fare from GWB routes would divert commuters from 42nd to GWB especially in such economic challenges with costly transportations prices.

At this point and time, commuters from Northern New Jersey like Teaneck/Englewood/Paramus/Hackensack/etc. do not choose the GWB as their choice of commuting for a number of factors like 42nd Street is easier to access by subway and there is no difference in price between plazas. My recommendation is to divert commuter traffic from 42nd to GWB by eliminating one zone fare from the GWB routes.

For example, currently on the NJ Transit price schedule, from GWB to Fort Lee is one zone, from Englewood to Teaneck second zone, and from Teaneck to Hackensack a Third zone. My recommendation is to extend zone one from GWB to include

Englewood and zone two to start from Teaneck. There are several reasons why adjusting the zone fares will divert commuters from 42nd to GWB and be economically more effective for NJ Transit.

First, along the GWB routes, NJ Transit has been losing all of its business to private vendors because their prices are better. Thus, eliminating one zone from GWB routes will reduce the price and give commuters the best reason as to why to choose NJ Transit.

Second buses routing to GWB are always half or 80% empty because (1) NJ Transit departs from GWB fewer times than 42nd. (2) Going through midtown Manhattan has a convenience of express lanes, which GWB does not have. In addition, (3) there are no differences in price between GWB and 42nd. Therefore, by eliminating one zone fare from GWB routes it would become economical sound for commuters, by an incentive, to choose GWB over 42nd.

Third, the buses leaving New York City from GWB do not drive as long in mileage per route as buses from 42nd going to the same destination. Meaning eliminating one zone from GWB routes going through Teaneck/Englewood/etc. will be economical sound because less expenses for NJ Transit in mileage and hourly wages. This should include considering that bus drivers at 42nd have to drive around every day the plaza until their terminals open up, GWB simply does not have that problem.

Fourth, NJ Transit does not even make enough money to keep up with the business at GWB because it has a very small float of commuters using its services. Meaning, eliminating a zone fare from the route will bring more and more commuters to use NJ Transit, thereby boosting its revenues and justifying its existence.

Dear Commissioner, this is just an overall view of my recommendation and there is more merit to it that can be developed by research. I strongly urge that you establish an advisory

committee to look into this suggestion of adjusting the zone fares for GWB routes. I am positive that the findings will be fruitful.

I appreciate you taking the time to review my recommendation; if any questions arise, feel free to contact me by email [yoelweisshaus@yahoo.com](mailto:yoelweisshaus@yahoo.com) or by phone 917.335.1933.

Sincerely,