

Finding Solutions To Our Transportation Crisis

State Senators Liz Krueger and Brad Hoylman



March 1st, 2018 -- CUNY Graduate Center



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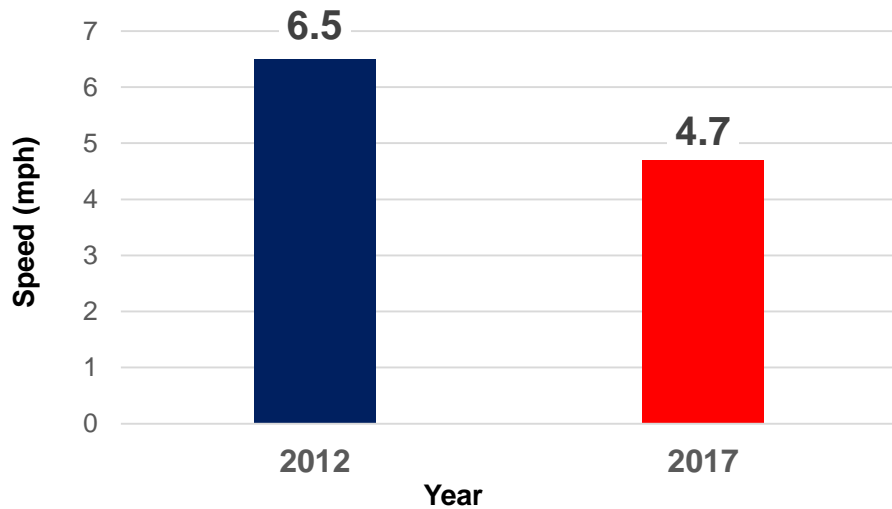
FIX NYC

ADVISORY PANEL

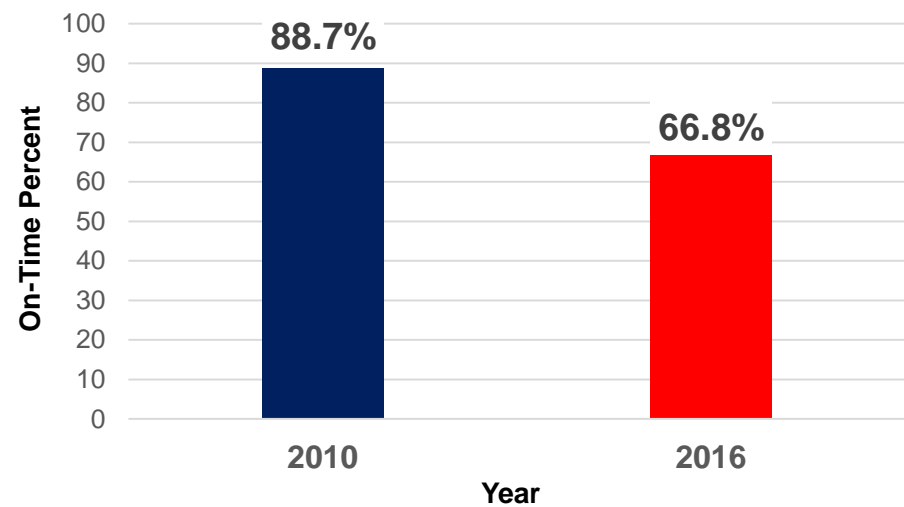
NYC IN CRISIS 2018



Average Speed in Midtown Manhattan



NYC Subway On-Time Subway



WE'RE LOSING OUR COMPETITIVE EDGE



LOSING OUR COMPETITIVE EDGE

- London has had dedicated funding, congestion charging, since 2003
- Opening Crossrail in 2020
- A dozen + other cities have congestion charging including:
 - Singapore (1975)
 - Bergen, Norway (1986)
 - Oslo, Norway (1990)
 - Durham, UK (2002)
 - Stockholm, Sweden (2007)
 - Valletta, Malta (2007)
 - Milan, Italy (2008)
 - Gothenburg, Sweden (2013)
- But, not New York City
Except for all of Staten Island and New Jersey crossing the Hudson

THIS IS UNHEALTHY...

People shop for the cheapest bridge



- 40K cars, trucks and taxis flood L.I.C., Astoria and Sunnyside to avoid tolls
- Drivers hop off L.I.E., G.C.P., and B.Q.E. onto city streets to QBB
- Indirect routes adds millions of vehicle miles traveled annually
- Adds noise and air pollution
- Pedestrian and car crashes soar

Source: I Quant NY, 2013 Heat Map – Maps done in QGIS, w/Google Maps and HeatMap plug-in. Analysis done in IPython.

THIS IS CRAZY...

Verrazano Bridge Boondoggle

Created by an act of Congress

New Jersey “Trucker’s Special!”

*Take Manhattan Bridge
Save \$96 and have fun!
Tour Chinatown, Tribeca, and
Little Italy via Canal St.*

(While supplies last)



SINCE 2000 MOST PAY A LOT MORE \$, A FEW DON'T PAY AT ALL!



Throgs Neck Bridge

8 toll increases since 2000
\$3.50 to \$8.50 one-way (cash)
\$3.00 to \$5.76 (E-Z Pass)



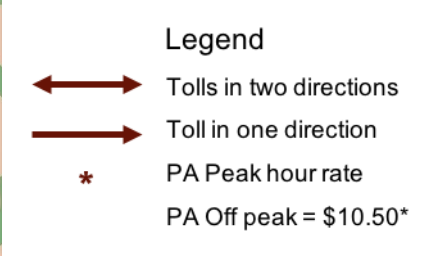
6 fare increases since 2000
\$1.50 to \$2.75



Queensboro Bridge

Still Zero since 1911

2018 Car E-ZPASS Rates



WIPE THE SLATE CLEAN



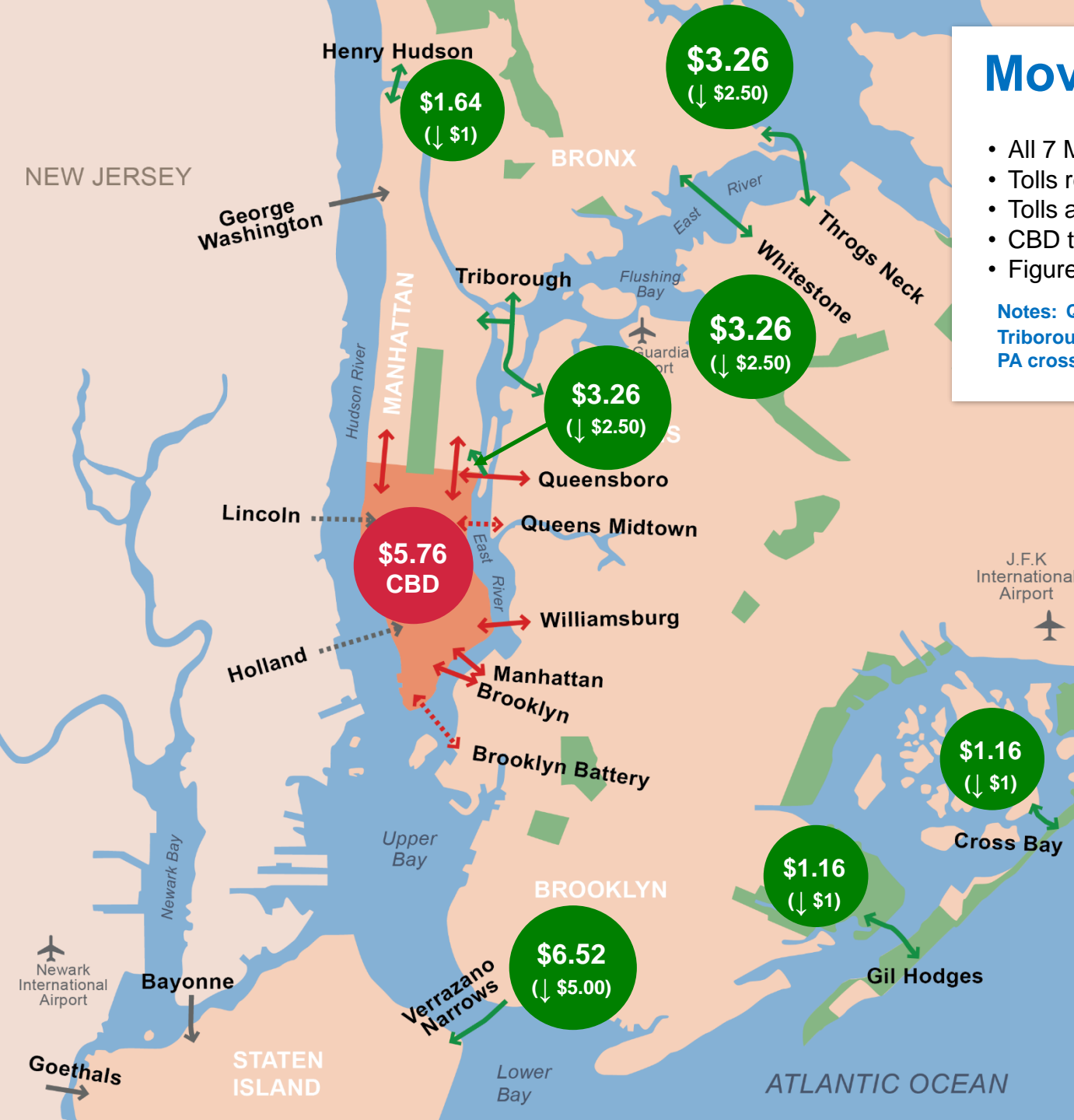
Move NY Toll Swap

- All 7 MTA bridge tolls slashed 38-46%
- Tolls returned to 4 E. River bridges
- Tolls at 60th St. screenline
- CBD toll rate = \$5.76
- Figures are E-ZPass car rates

Notes: Queensboro NB exit toll same as Triborough. Harlem River bridges are free. PA crossings unaffected.

Alternatives to consider:

- Time of day
- Day of week
- Seasonal



THE FIX NYC ADVISORY PANEL REPORT

Solutions are required to get our streets moving again and bring the subway back to a state of reliability New Yorkers deserve and expect.

PHASE 1: Increase Mobility

- Invest in public transportation improvements for the outer boroughs and suburbs
- Improve enforcement of traffic laws within the Central Business District (CBD)
- Address the impact of bus congestion in the CBD
- Overhaul the NYC Placard Program

PHASE 2: Revenue Options for Transit Improvements

Congestion Surcharge on FHV and Taxi Trips Options include:

- Implement a geographical boundary of the surcharge zone
- Determine amount of the surcharge
- Determine which days and hours the surcharge will be in effect
- Allow for discount pooled trips

PHASE 3: Reduce Traffic Congestion and Generate Revenue for Transit

Establish Pricing Zone Within the Manhattan CBD

- Charge daily entry fee initially for trucks and then cars
- Exempt FDR Drive from zone charge between the Brooklyn Bridge and 60th Street
- Credit tolls paid at Queens-Midtown, Hugh L. Carey, Holland and Lincoln Tunnels towards pricing zone fee

PHASE 2

Potential Taxi
and FHV
Charging
(2019)

PHASE 3

Does not include
Ed Koch - Queensboro
Bridge exits North
of 60th St.

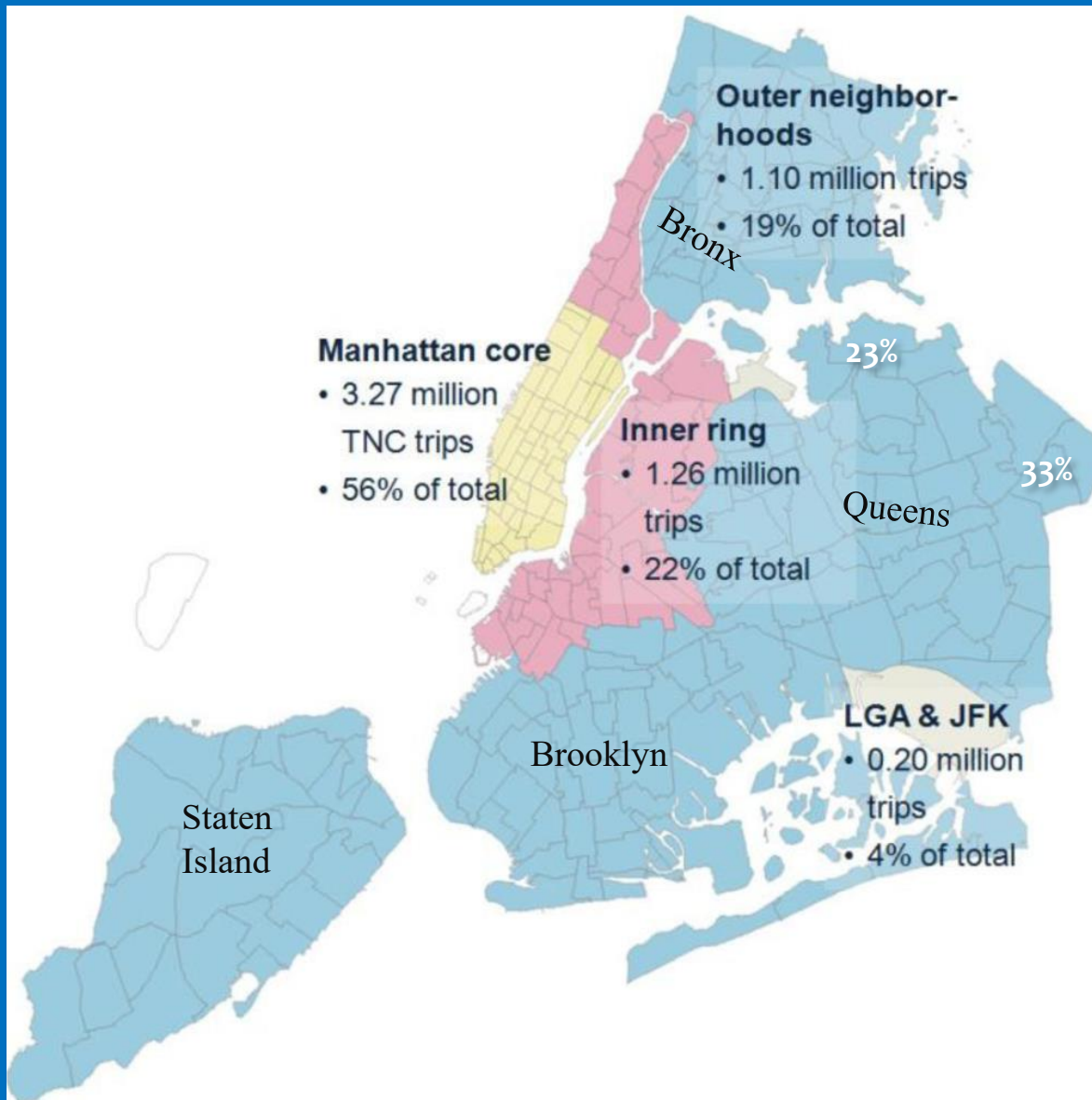
PHASE 3

Potential Zone
Pricing Boundary
(2020)

Does Not Include
FDR Drive
North of the
Brooklyn Bridge



WHY IS TRAFFIC SO BAD?



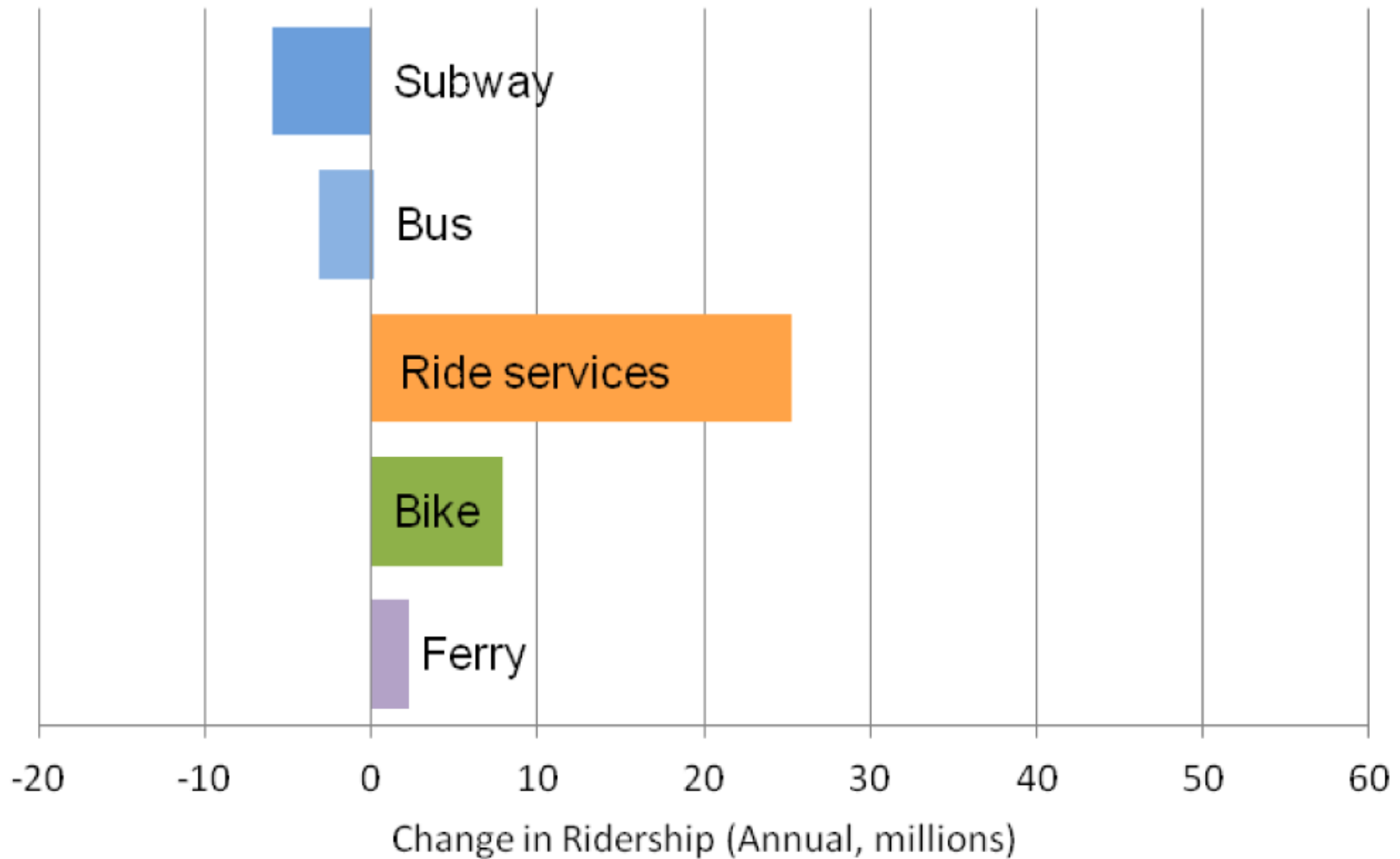
TNCs Largely Serve Manhattan and the Brooklyn-Queens E. River Waterfront

– where transit is most plentiful, traffic is the worst and the highest income people live

Source: "Unsustainable? The Growth of App-Based Ride Services and Traffic, Travel and the Future of NYC Report by Bruce Schaller, February 2017. TLC trip files. Data are for Uber, Lyft and Via. (Geographic distribution is not available for Juno and Gett trips in June 2016.)

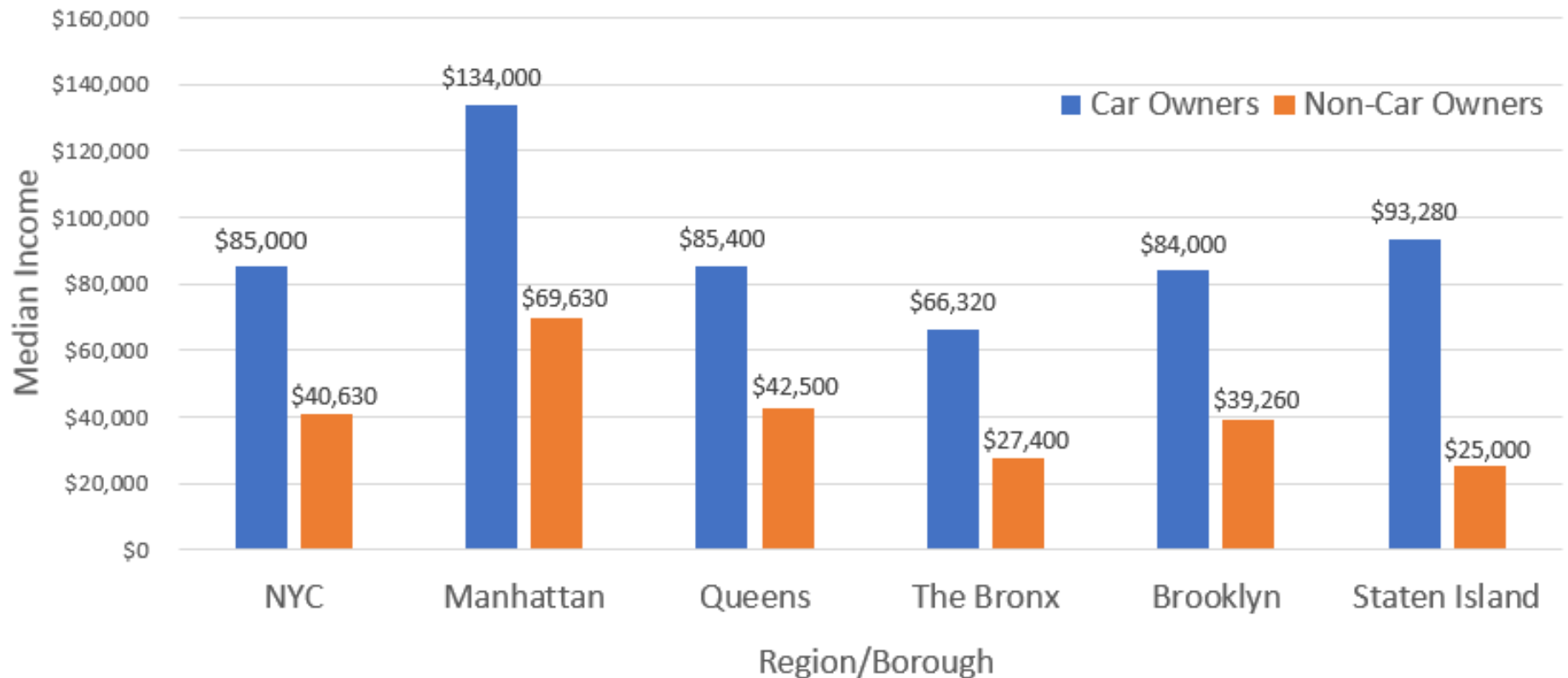
WHERE DID THEY GO?

Changes in NYC Ridership by Mode 2015-2016



THE EQUITY ISSUE

Median Incomes of NYC Car Owners & Non-Car Owners



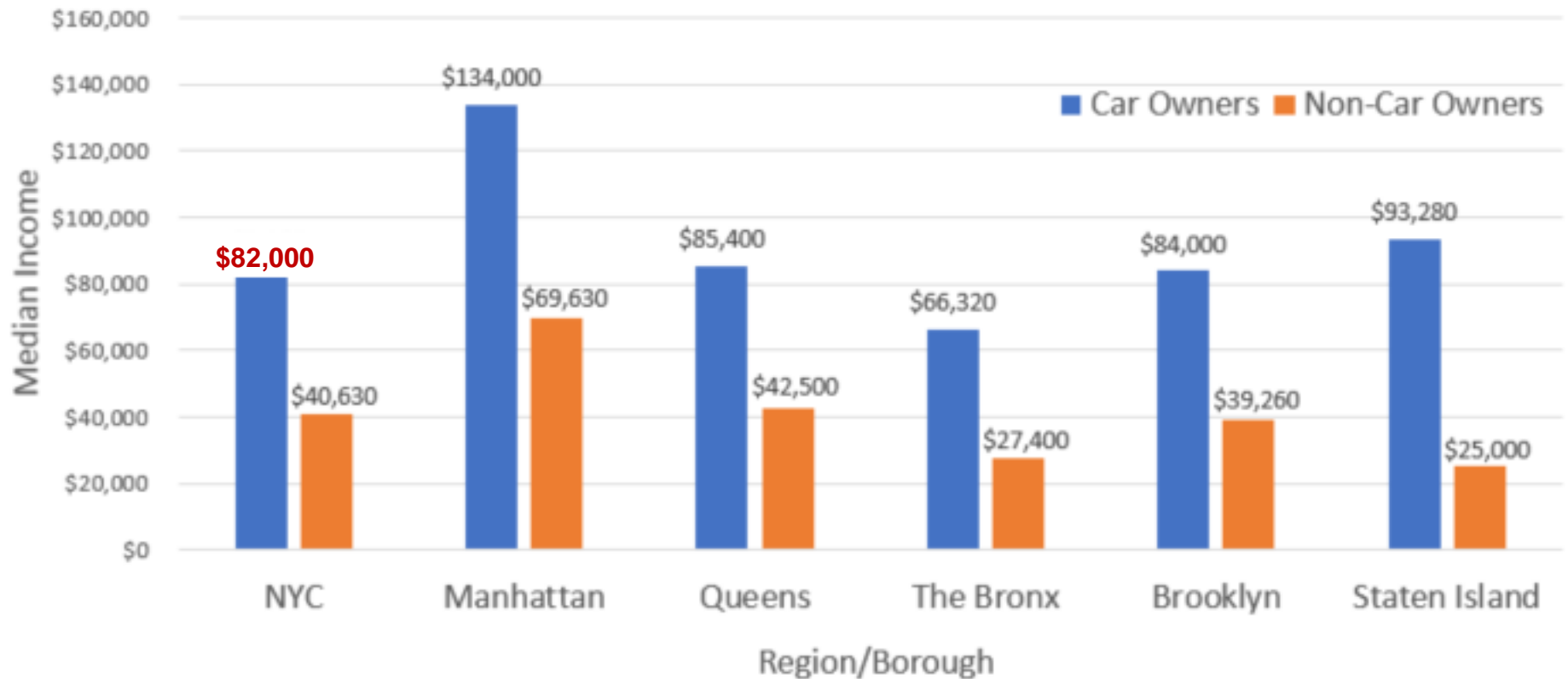
Data From “How Car-Free is NYC?” Fact Sheet by Tri-State Transportation Campaign

Note: Paying the toll every work day (250 days/year) = \$2,880

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18 times more NYC commuters would gain from transit improvements than would likely pay new tolls. More dramatically, the working poor would benefit by a margin of 38 to 1 from congestion pricing that funds both transit upgrades and “Fair Fares” discounts for low-income riders.

Who potentially pays congestions tolls?

Outer-borough residents (drivers and passengers)
who rely on vehicles for their commute to work

118,000

including

Working poor

5,000

Working poor who would
potentially pay congestion tolls →



**Who gains from improved public transit and
half-fare MetroCards for the working poor?**

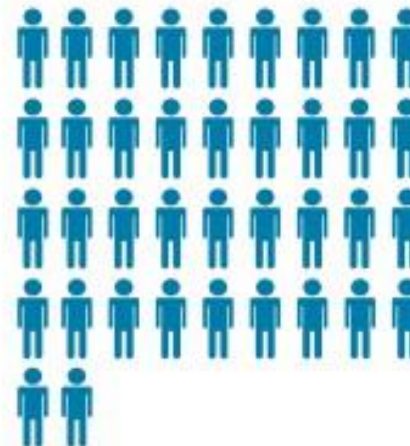
2,169,000

Residents citywide who rely on public
transit for their commute to work

including

190,000

Working poor NYC residents who would also
be eligible for a half-price MetroCard
(Excludes seniors already eligible for half-fare)



← Working poor
who would benefit
from better and
more affordable
transit

WIDESPREAD SUPPORT FOR MOVE NY FAIR PLAN

Public Opinion Polling*

NYC Voters (Penn Schoen Berland Poll, January 2017)

- 54% of NYC Voters Support Move NY vs Other Funding Alternatives
 - Raising subway/bus fares (6%)
 - Raising taxes (16%)
 - None/Don't Know (24%)
- Borough-specific Support:
 - Bronx (53%); Brooklyn (51%); Manhattan (54%); Staten Island (62%); Queens (55%)

NYC MTA-Area Voters (Global Strategy Group, November 2014)

- 62% in favor vs. 31% opposed, after learning of details of Move NY plan
- Even after voters are presented with criticisms of the proposal, support remains strong at 55 percent.
- Support is consistent across the region with a majority of voters in New York City (53%), Long Island (57%), and the northern suburbs (57%) favoring the proposal.

** Majority support despite virtually no paid media effort*

WIDESPREAD SUPPORT FOR MOVE NY FAIR PLAN

Civic Support (Public Endorsements)

75+ organizations, including the following:

- **Labor/Political:** WFP, TWU, ATU, 32BJ
- **Chambers of Commerce:** Bx, SI, Mn
- **Good Gov't:** Citizens Budget Commission
- **Business:** NY Building Congress, ACEC, BTEA - NY, HNTB
- **EJ Orgs:** NYCEJA, UPROSE, WEACT, Pratt Center, SSBx, Youth Ministries
- **Advocacy Groups:** NRDC, EDF, Riders Alliance, Transportation Alternatives, Straphangers Campaign, TSTC, RPA, MTA's Permanent Citizens Advisory Committee, StreetsPAC, TransitCenter, Waterfront Alliance
- **FHVs Industry:** Uber, Black Car Fund, MTBOT
- **Drivers:** NYS Motor Truck Assoc., NY Metro Truck Assoc., AAA ("remains to be seen whether governor's proposal will contain elements of Move NY that appealed to us")
- **Clergy:** Greater Allen A.M.E. Cathedral of New York (Floyd Flake), Greenpoint Church
- + many CBOs, community orgs

EDITORIAL SUPPORT

- New York Times
- NY Daily News
- NY Post
- Newsday
- Crain's
- Staten Island Advance
- Fox 5 News
- amNewYork
- Poughkeepsie Journal (endorsed Cuomo's CP embrace)

Options for raising \$1.5 billion/year for transportation

The Move NY Fair Plan would raise an estimated \$1.5 billion annually by balancing tolls within NYC via a “toll swap” and charging for-hire vehicles, which would not pay CBD tolls, a surcharge on travel within Manhattan south of 96th/110th Streets. Here are alternative ways to raise the same amount, with pros and cons of each.

Measure	Where Levied	Magnitude	Pro's	Con's
Raise Gasoline Tax	12 MTA counties	52 cents / gallon.	Pro-fuel efficiency. Reduces CO ₂ .	Regressive. Hurts outer boroughs + suburbs.
Raise Sales Tax	12 MTA counties	68 basis points (0.68%).	Easy to administer.	Highly regressive. Region loses retail sales and jobs.
Raise auto registration fee in NYC	5 boroughs	\$800 per vehicle each year.	Discourages unnecessary car ownership.	Regressive. Hurts outer boros (0.7 veh/HH). Barely felt in Manhattan (0.24).
Raise auto registration fee in MTA Region	12 MTA counties	\$300 per vehicle each year.	Discourages unnecessary car ownership.	Regressive. Hurts outer boros (0.7 veh/HH). Hurts suburbs (1.8 veh/HH). Barely felt in Manhattan (0.24).
Raise Payroll Mobility Tax (PMT)	12 MTA counties	Increase by 33 basis points (effectively doubling current rate).	Broad-based.	Unfair to suburbs. Political non-starter.
Restore Commuter Tax	Tri-state except five boroughs	Triple the old (rescinded) 0.45%.	Broad-based.	Unlikely except as swap of PMT. Raised only \$360M (\$500M today).
Millionaires' Tax	32,000 NYC tax filers	100 basis point (1%) increase in top bracket, to 4.9% from 3.9%.	Progressive.	Advocates want same \$\$ for education, housing, other social needs.
Dedicate % of NYS tax \$\$	Statewide	2.0% on all state tax receipts (income, sales, fees, etc.).	Broad-based. Share could go for upstate DOT/transit (“parity”).	Advocates want same \$\$ for education, housing, other social needs. Fewer \$\$ available for MTA region.

CUOMO'S BUDGET AMENDMENTS

DOES:

- Authorize City to establish camera-enforced "Block the Box" fines
- Assign Fix NYC panel task of mapping out FHV surcharge technology details
- Task FixNYC panel with issuing recommendations for reform of NYC parking placard system
- Direct NYSDOT and DMV to conduct study of how various non-MTA bus services (e.g., "off-route" charter buses, tour buses) impact congestion.

DOES NOT:

- Authorize FHV surcharges
- Authorize congestion zone fees
- Appropriate money for designing and installing electronic cordon toll
- Appropriate money to start filling transit deserts



MoveNY
Faster. Safer. Fairer.

FAIR TOLLING AND TRANSPORTATION RE-INVESTMENT PLAN

Samuel I. Schwartz, P.E.
Sam Schwartz Engineering

