

NEW YORK CITY TRANSIT RIDERS COUNCIL
MINUTES OF February 22, 2018

A meeting of the New York City Transit Riders Council (NYCTRC) was convened at 1:00pm on February 22, 2018 on the 2nd floor conference room.

The following members were present:

Andrew Albert	Sharon King Hoge
Stuart Goldstein	Trudy Mason
Christopher Greif	Burton M. Strauss, Jr.
William K. Guild	

The following members were absent:

Marisol Halpern

In addition, the following persons were present:

William Henderson	-PCAC Executive Director
Ellyn Shannon	-PCAC Associate Director
Bradley Brashears	-PCAC Planning Manager
Sheila Binesh	-PCAC Transportation Planner
Karyl Cafiero	-PCAC Research Associate
Randy Glucksman	-MNRCC
Debra Greif	-Concerned citizen
Michael Howard	-Concerned citizen
Kevin Zeng	-Concerned citizen
Eric Wollman	-Concerned citizen
Michael Cohn	-Concerned citizen
Omar Vera	-Concerned citizen
Alan Flacks	-Concerned citizen

NYCTRC MINUTES

-2 -

Time Point

Video Part 1	
00:04	Approval of Agenda The agenda for the February 22, 2018 Meeting were approved.
00:56	Approval of Minutes The minutes of the January 25, 2018 meeting were approved as amended with corrections
01:51	Chair's Report (The Chair's Report is attached to minutes.)
03:24	A. Albert: Paying bus ridership is down, slow buses, Andy Byford's customer focus, L train closure
06:30	T. Mason: Unclear/improper announcements communications
09:08	New MTA graphics discussion.
10:26	Introduction of Presenter: Sam Schwartz of MoveNY and FixNYC presents on Congestion Pricing proposal.
20:10	A. Albert: Bloomberg Plan only charged people entering across the East River or across northern cordon, while FixNYC allows for some free entry to FDR Drive.
Video Part 2	
14:32	A. Albert: The plan doesn't include reduction of tolls on non-central crossings? S. Schwartz: Yes it does, as it provides credit for tolls paid.
15:24	T. Mason: We should support the concept of congestion pricing.
17:55	T. Mason: Asks if people that have to take for-hire vehicles to their doctor's appointment have been considered. S. Schwartz: Let the elected officials deal with it. 85% of people that arrive at NYU Langone arrive by public transport. Improve Access-a-Ride
23:10	C. Greif: How can we make sure these prices will stay the same rate? S. Schwartz: Placards appearing on vehicles are not all legitimate.

NYCTRC MINUTES

-3 -

31:36	S. King-Hoge: Does the plan address buses that use streets as depots S. Schwartz: Deregulation has made it not possible for the City or State to regulate out-of-state buses.
32:35	B. Strauss: What about contractors that travel up and down the Central Business District? S. Schwartz: They will be charged just once per day.
Video Part 3	
01:25	S. Schwartz: Under the plan 75% of raised funds goes to the MTA and 25% goes to roads
05:05	E. Shannon: Have you presented the idea to the mayor? S. Schwartz: Yes, when he was a candidate. I've tried since then.
06:06	S. Wong: Phase 1 includes increasing transit in the outer-boroughs and suburbs. To what extent does the panel address improving buses? S. Schwartz: It's a vicious cycle. Uber is a supporter.
08:03	D. Greif: Have you spoken to disability groups? S. Schwartz: I haven't.
10:38	R. Glucksman: Has TRC voted on this? W. Henderson: Yes. Can we vote on it at the PCAC meeting?
11:40	W. Henderson: Troubled that FixNYC didn't get fully into the legislative process nor in the Executive budget. What is your view? S. Schwartz: I'm going for the whole thing
12:37	E. Wollman: NJ doesn't seem to be included in this. S. Schwartz: The energy went to New York State.
13:46	T. Mason: Will going on record in support be helpful? S. Schwartz: Yes T. Mason: What are your next step? S. Schwartz: You can nail down your elected officials.
19:54	T. Mason: Recommended using the term lockbox.

NYCTRC MINUTES

-4 -

	W. Henderson: Two actions can make funds difficult to divert: Constitutional provision protect from legislative action or funds can be pledged to debt service to protect through bond covenant.
23:20	A. Albert: Will this language be passed by the full council? Clearer roads also benefit suburban residents who drive into the central business district.
22:50	S. King-Hoge: Why is there a focus on buses? A. Albert: Because congestion affects bus speeds.
25:15	S. Goldstein: I don't like the phrase Manhattan bus operations. A. Albert. We can say buses traversing in Manhattan.
25:37	Approved and voted on revised resolution. Action Item: Draft revised congestion pricing resolution.
27:10	<i>Board Report</i> <ul style="list-style-type: none"> • ESI – Andy Byford's presentation • Explanations of station selections • ADA enhancements • Cost estimates
30:42	K. Zeng: What about Chambers Street? A. Albert: That project would be a major rehabilitation.
<i>Video Part 4</i>	
0 2:19	Discussion of elevators, and ADA accessible stations.
	<i>Old Business</i>
04:15	T. Mason: Buses not stopping at correct bus stops. I've given Bill a list of all bus problems I've encountered. Formal request that Darryl Irick come to a future meeting. Action Item: Invite Darryl Irick to a future meeting to discuss buses.
07:31	C. Greif: Bus drivers are not abiding by ADA regulation by using the ramps. Can we put in writing that if drivers see a walker to ask them if they need a ramp?

NYCTRC MINUTES

-5 -

11:33	K. Stewart: What is the result of the recent survey on bus drivers making stop announcements? The new buses have automated and visual announcements.
12:56	C. Greif: Homeless levels have gone up.
14:08	T. Mason: There are still empty booths and kiosks and missing countdown clocks at Second Ave subway.
15:37	S. King-Hoge: Include borough in service announcements.
16:30	K. Zeng: Countdown clock announcements in station. B division system not as advanced as A division.
17:16	S. Goldstein: Electric countdown clocks for buses should tell you frequency of service, short run buses, or school runs on buses like the paper Guide-a-Ride cards.
20:24	M. Howard: Fix countdown clocks from Woodhaven to Rockaways.
24:16	<i>Adjournment</i>

Meeting Videos

[Video 1 of 4](#)

[Video 2 of 4](#)

[Video 3 of 4](#)

[Video 4 of 4](#)

Action Items

- **Draft revised congestion pricing resolution.**
- **Invite Darryl Irick to a future meeting to discuss buses.**

The meeting was adjourned at 3:15 PM.

Respectfully submitted,

William Henderson
Executive Director



+

FIX NYC

ADVISORY PANEL

NYC Transit Rider's Council
February 22, 2018

Sam Schwartz

MoveNY

- **Grassroots movement of environmental and transit advocates**

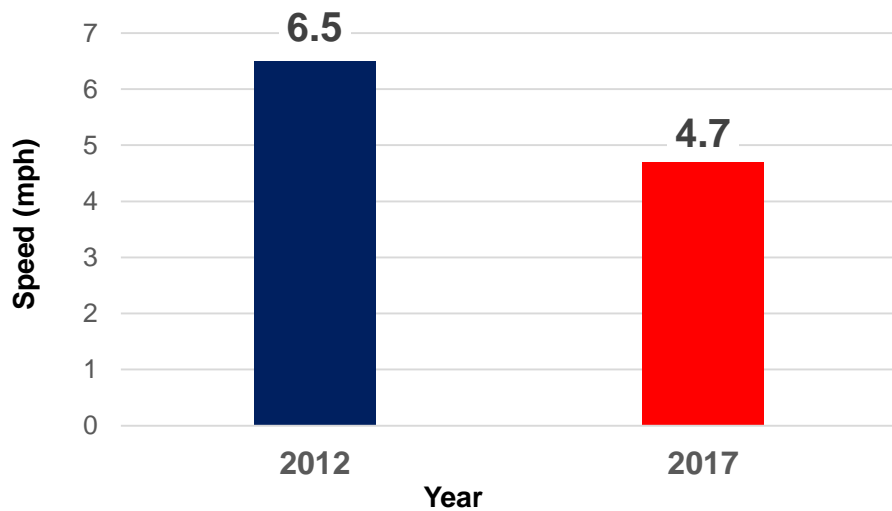
Fix NYC Panel

- **15 members chosen by Governor Cuomo October 2017**

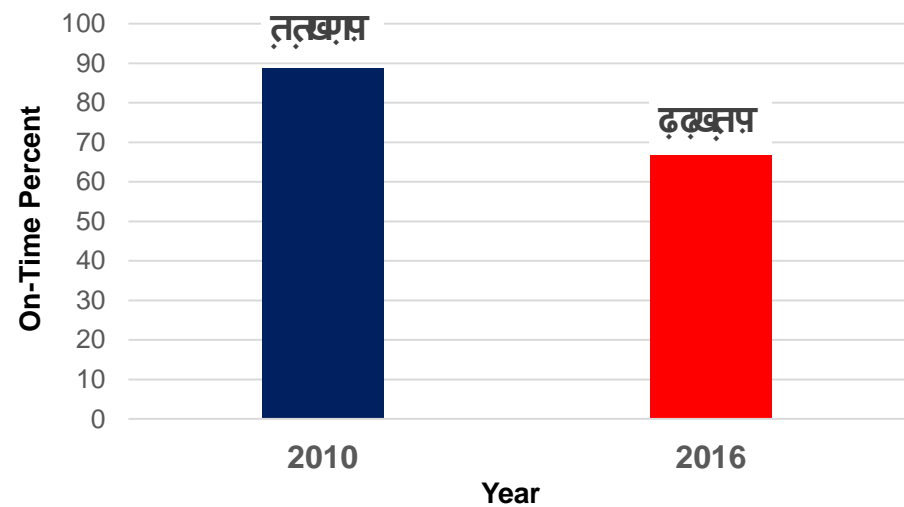
NYC IN CRISIS 2018



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

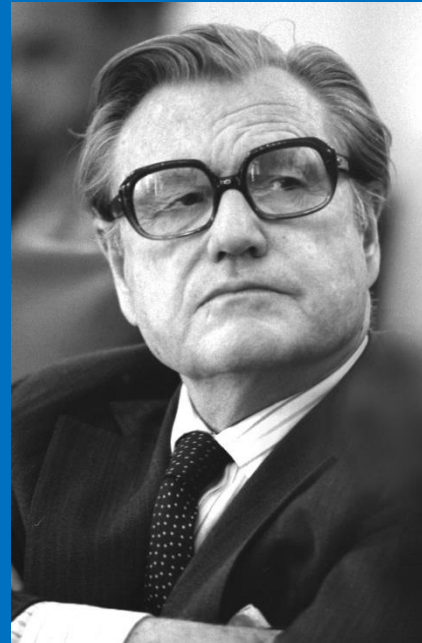
The Current Formula is **BROKEN AND UNFAIR**, a vestige from past eras of bridge and tunnel pricing.



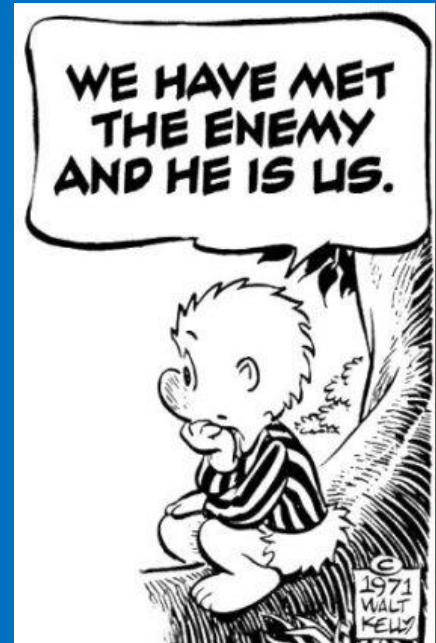
Mayor
William Gaynor
1910-1913



Master Builder
Robert Moses
1930-1968



Governor
Nelson Rockefeller
1959-1973



Cartoon
Pogo Possum
Earth Day, 1971

NYC East River Bridges: Tolled Until 1911

Mayor Gaynor: [tolls] inconvenient and irksome...For my part, I see no more reason for tollgates on the bridges than for toll gates on Fifth Avenue or Broadway.



TOLL RATES

HORSES WITHOUT VEHICLES OR ON THE LEAD	3¢
SINGLE VEHICLE WITH OR WITHOUT ONE HORSE	5¢
PUSH CART VEHICLES	5¢
DOUBLE VEHICLES WITH OR WITHOUT ONE HORSE	10¢
AUTOMOBILES	10¢

**Mayor William Jay Gaynor, center, moments
after being shot on Aug. 9, 1910.**

NYPD: Not Related to Bridge Tolls

Schwartz: FAKE NEWS!



PAST CONGESTION PRICING ATTEMPTS

1973 Mayor Lindsay: Air Quality Plan

- Tolls on East & Harlem River Bridges
- Act of Congress kills it

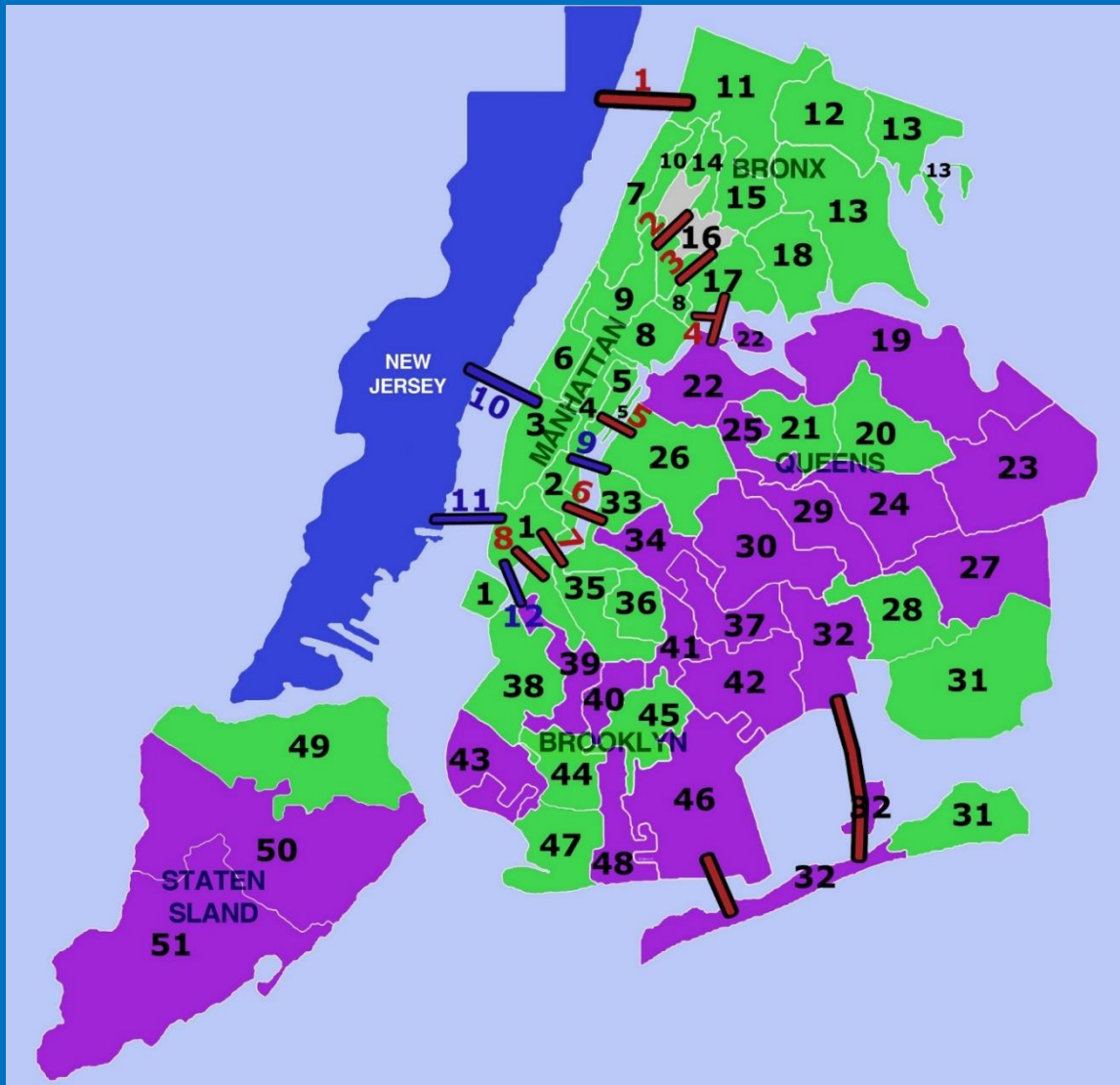
1980 Mayor Koch: Post-transit strike

- SOVs to toll crossings 6a-10a M-F
- City sued by AAA & Garage Board - City loses

2008 Mayor Bloomberg: NYCPlan 2030

- \$8 Charge to CBD
- State legislature fails to hold vote

NYC City Council **For/Against** Bloomberg's Plan 2008



Heavy Opposition from outer perimeters of Queens, Brooklyn and Staten Island as well as central Brooklyn and Queens

CONGESTION PRICING:

Why it failed and why it will continue to fail

- Viewed as a tax
- Sanctity of inter-borough travel
- No trust that dollars will go to transportation
- Little in it for car centric outer communities
- Boroughs pay bulk; little burden on Manhattanites south of 86th St.

Unless, we learn from history

“Those that fail to learn from history are doomed to repeat it.”

- George Santayana

THIS IS WRONG.

- **\$718 million** collected in 2015 on three bridges connecting Queens and the Bronx (Robert F. Kennedy Bridge + Throgs Neck Bridge + Whitestone Bridge)



- Most of the \$\$ goes to subsidize transit
- Yet awful transit across bridges
- Round trip tolls hiked \$11 to \$17 cash, \$9.14 to \$11.52 EZ Pass since Dec. 2010; another hike March 2019, 2021?

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 MAKES NO SENSE

Putting Traffic On City Streets vs. Highways

- Highways lead to the three tolled East River crossings
- City streets are main feeders to “free” bridges
- This encourages drivers to use city streets over highways, adding congestion, casualties and pollution.



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



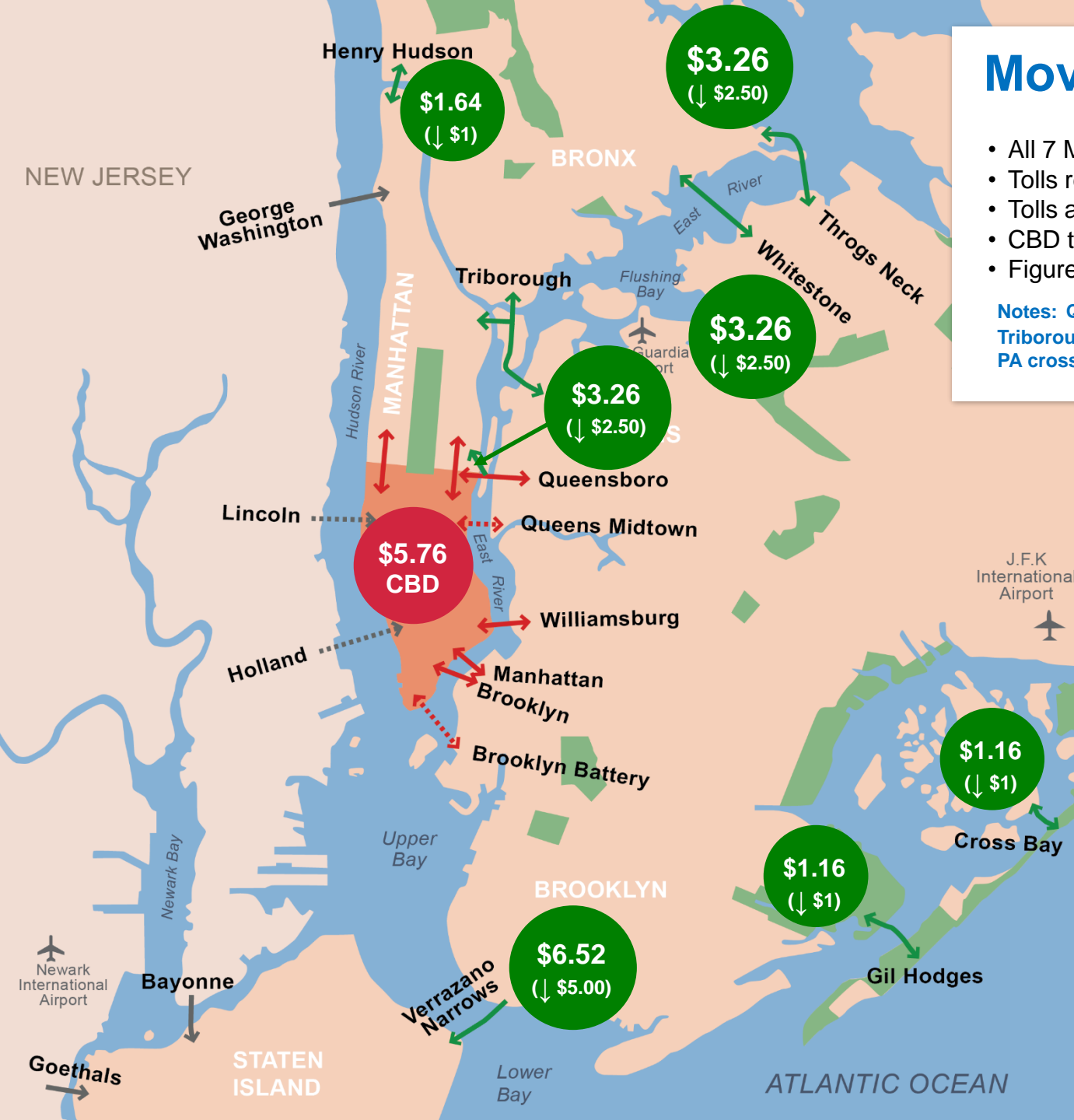
Move NY Toll Swap

- 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

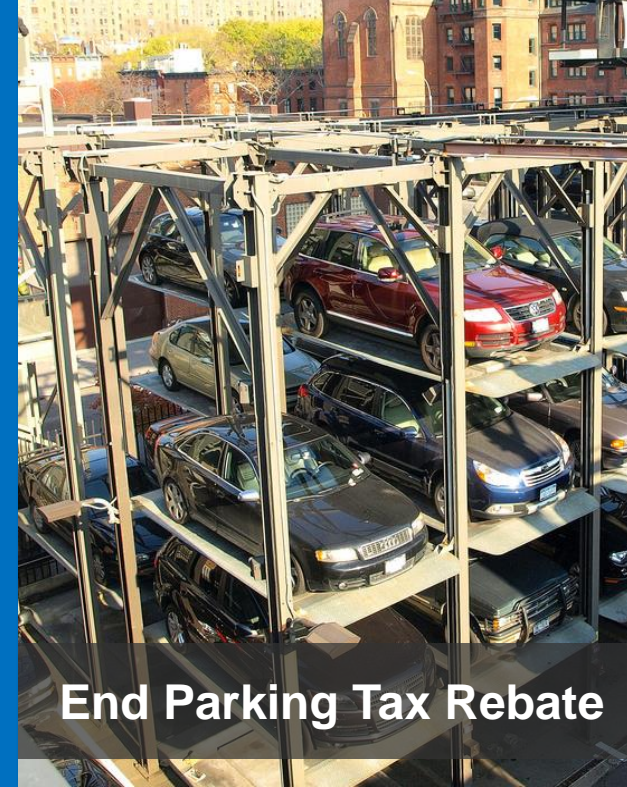
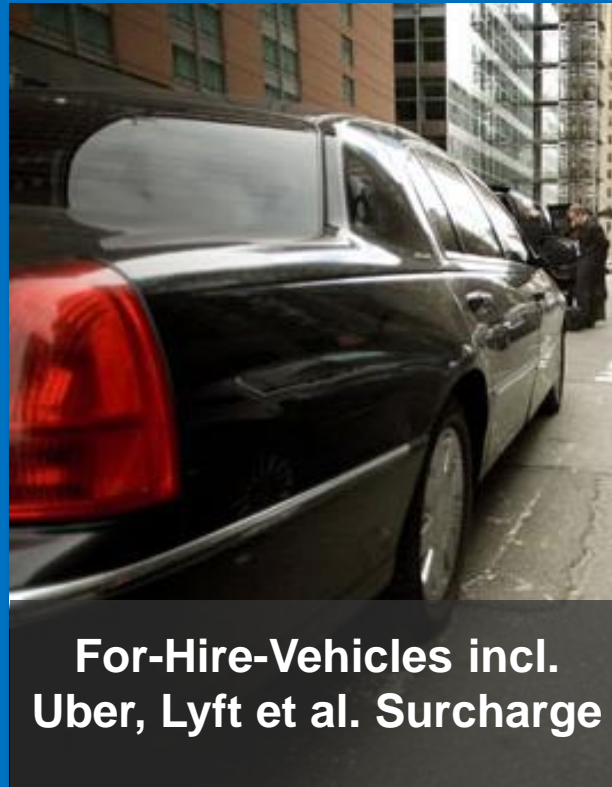
Notes: Queensboro NB exit toll same as Triborough. Harlem River bridges are free. PA crossings unaffected.

Alternatives to consider:

- Time of day
- Day of week
- Seasonal
- Dynamic



MOTOR VEHICLE USERS IN MANHATTAN (SO. OF 96TH ST) PAY THEIR FAIR SHARE



THE BOTTOM LINE

- \$1.5 Billion net revenue/year*
- Bondable \$15-22 Billion
- 30,000 recurring local jobs/year
- 15-20% reduction in travel times*

DISTRIBUTING THE REVENUE

- 75% Transit = \$1.125 Billion/year
- 25% Roads & Bridges = \$375 Million/year

*From Balanced Transportation Analyzer by Charles Komanoff

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



THE FIX NYC ADVISORY PANEL REPORT

PHASE 1

1. Invest in public transportation improvements for the outer boroughs and suburbs
2. Improve enforcement of traffic laws within the CBD
3. Overhaul the NYC Placard Program
4. Assess and Address the Impact of Bus Congestion in the CBD
5. Reform Taxi and Limousine Commission (TLC) Regulations
6. Begin Early Work on Zone Pricing Infrastructure Installation

PHASE 2

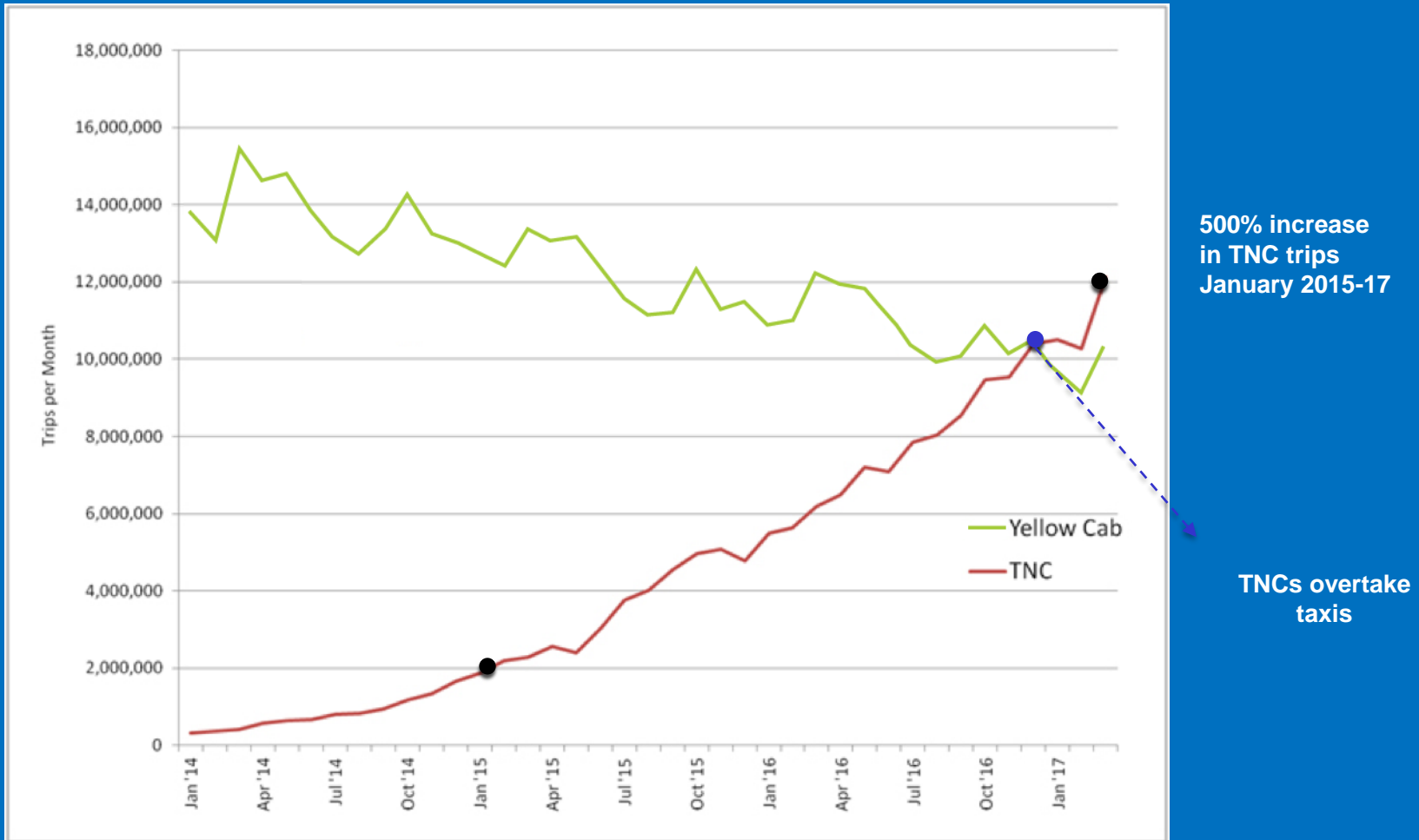
7. Implement a Congestion Surcharge on FHV and Taxi Trips in the CBD

PHASE 3

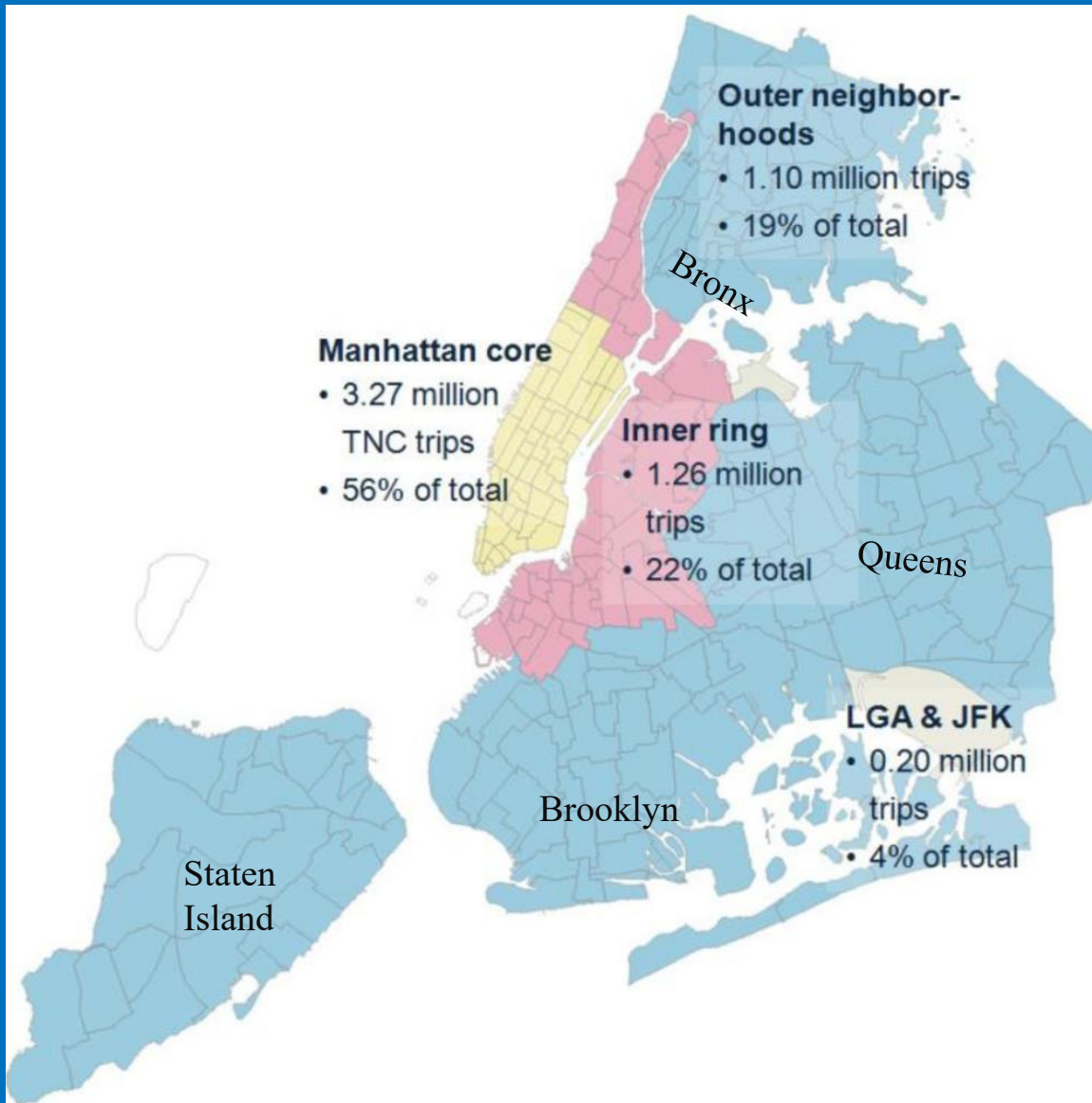
8. Implement Zone Pricing for Trucks Entering the CBD
9. Implement Zone Pricing for All Vehicles Entering the CBD

WHY IS TRAFFIC SO BAD?

Yellow Taxicab and TNC Trip Volumes, NYC 2014-17
(TNC includes Uber, Lyft, Juno, Via, Gett)



WHY IS TRAFFIC SO BAD?



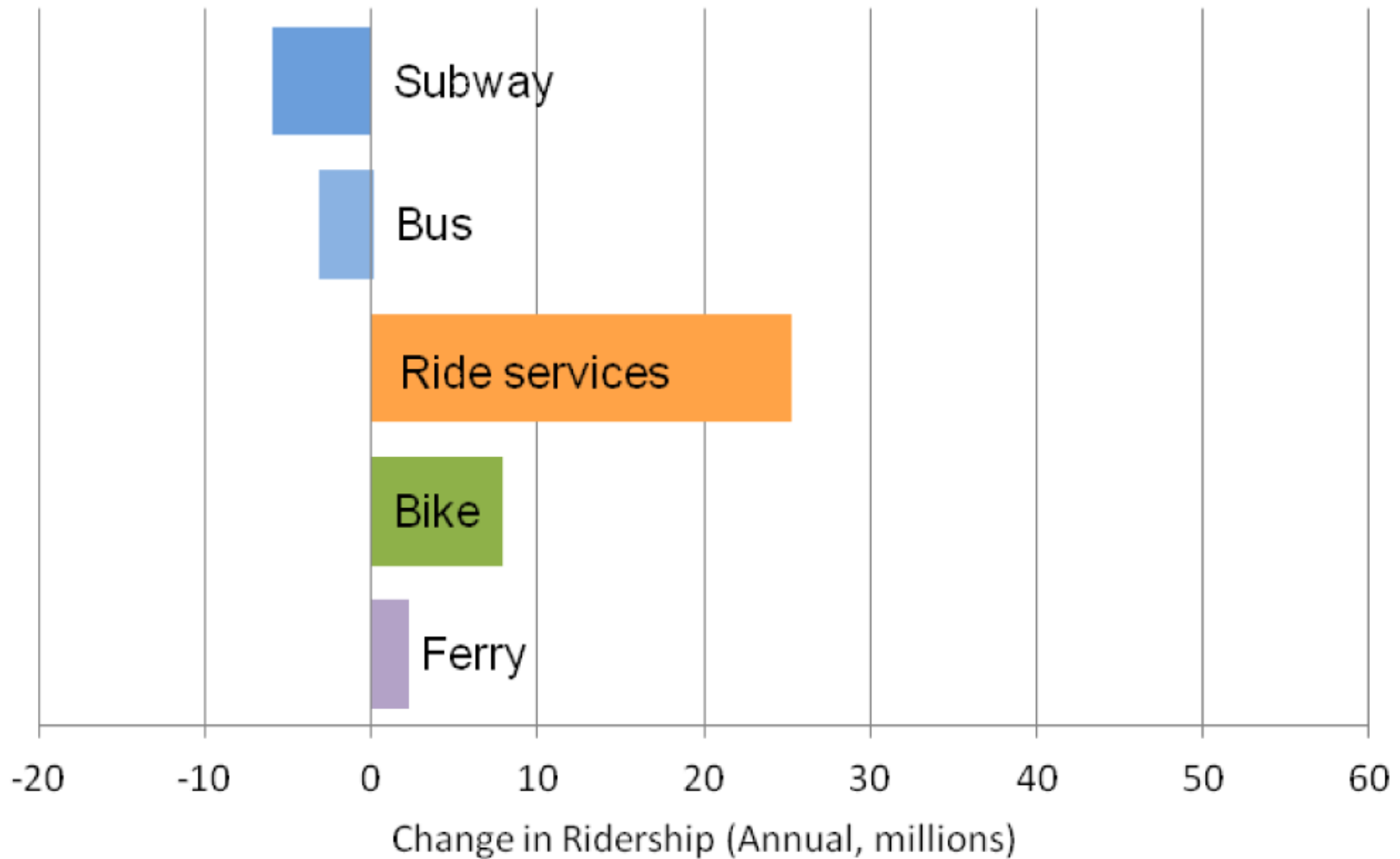
TNCs Largely Serve Manhattan and the Brooklyn-Queens E. River Waterfront

– 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.)

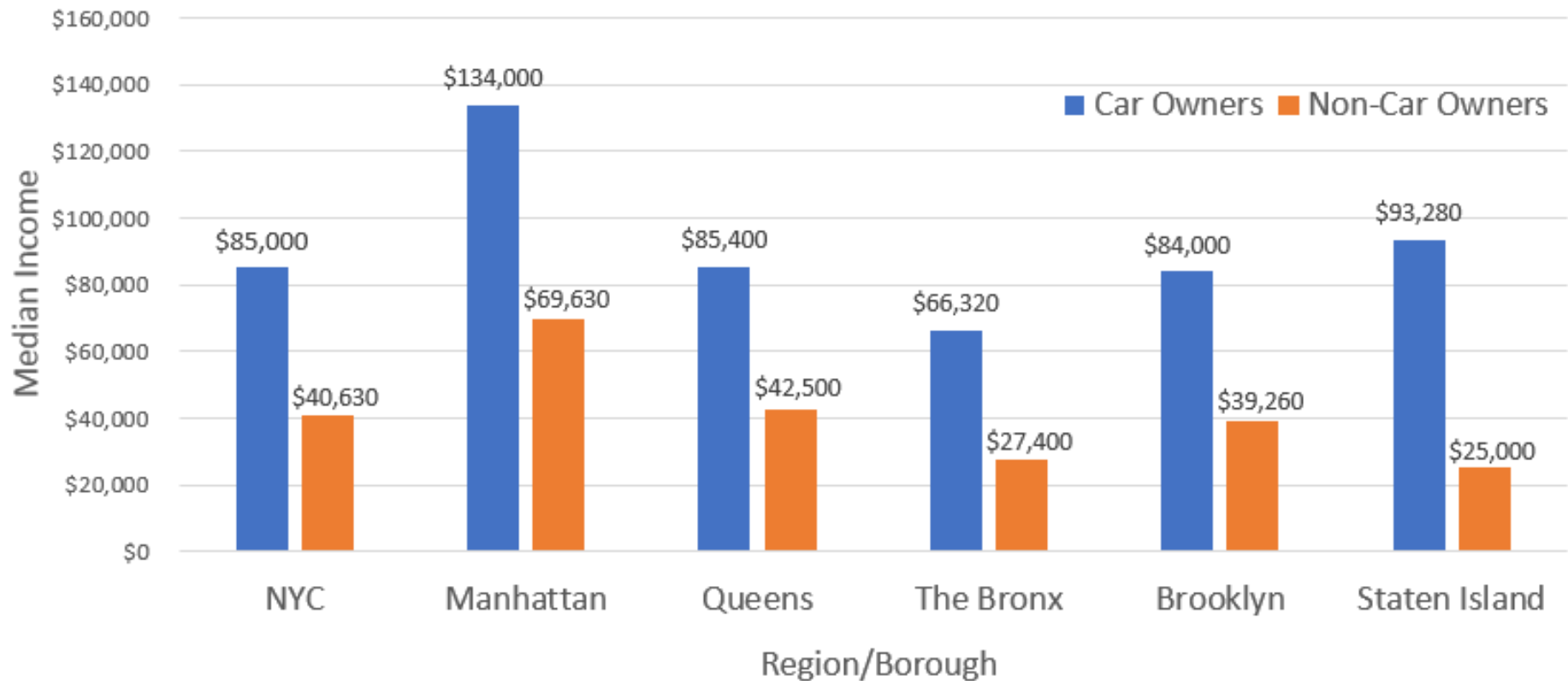
WHERE DID THEY GO?

Changes in NYC Ridership by Mode 2015-2016



THE EQUITY ISSUE

Median Incomes of NYC Car Owners & Non-Car Owners



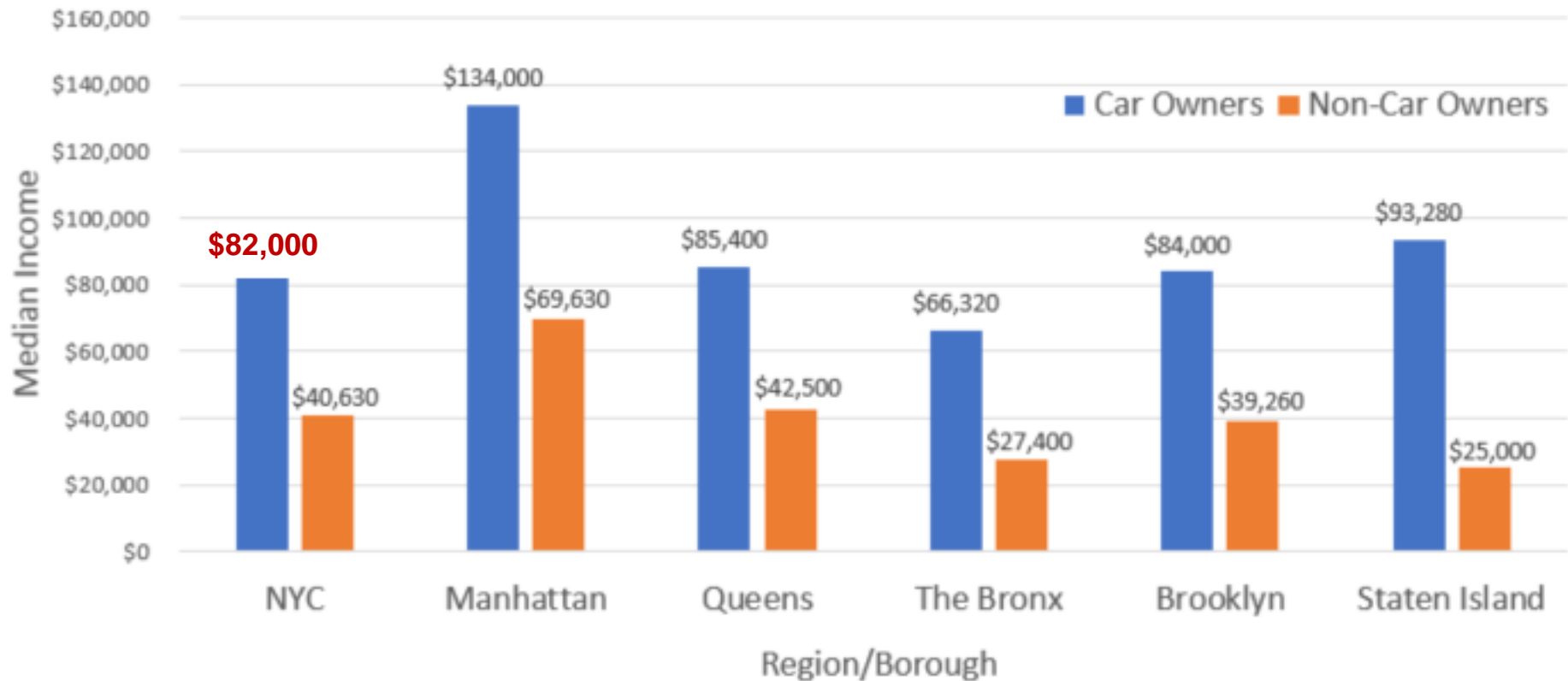
Data From “How Car-Free is NYC?” Fact Sheet by Tri-State Transportation Campaign

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

THE EQUITY ISSUE

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

Median Incomes of NYC Car Owners & Non-Car Owners



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

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?**

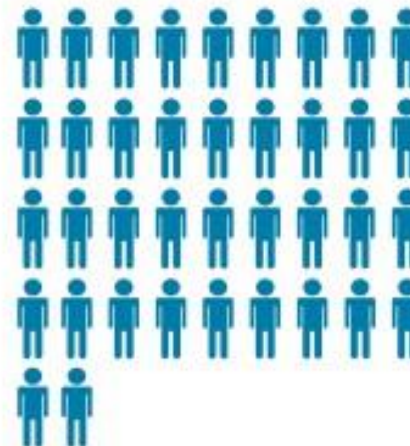
2,169,000

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, WEACTION, 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.

MoveNY

Viewed as a Tax

- A user fee where there's congestion and good transit (Manhattan CBD only)

Sanctity of Inter-borough Travel

- Tolls reduced between Queens-Bronx, Brooklyn-Queens, Staten Island-Brooklyn
- Only travel to CBD is priced

Boroughs pay bulk; little burden on Manhattanites south of 86th St.

- \$2-5 surcharge on taxis and FHV south of 96th St.
- Potential distance + time travel fee even when cruising or parked

No Trust That Dollars Will Go To Transportation

- Create a congestion pricing revenue entity
- Bond some of the revenue to “trap” it
- Enabling legislation will define revenue assignments
- Maintenance of effort commitment

Little In It For Car-centric Outer Communities

- Many of their tolls reduced
- Increased investment in roads and bridges
- Emphasis on improving service in subway deserts

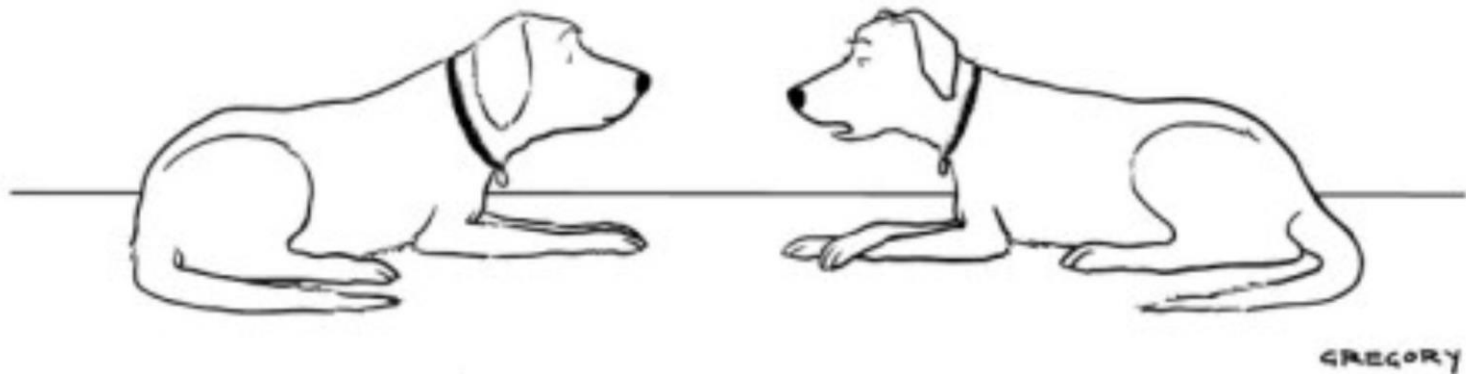
CITYWIDE BENEFITS: \$1.5 BILLION PER YEAR



- City ticket 7 days a week
- New monthly pass combining rail/subway/bus
- Faster travel inside
- New ferry services
- \$1 off Express Bus fares
- *\$375M/year roads & bridges*
- *\$2.8B/year increased economic activity*

**Just to be fair, all
(subway riders, drivers)
should contribute;
not just cats**

Whitestone Bridge



"I would not be opposed to a 'Whitestone Bridge' toll hike."



MoveNY
Faster. Safer. Fairer.

FAIR TOLLING AND TRANSPORTATION RE-INVESTMENT PLAN

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

