

WHEREAS, traffic congestion in the central business district of Manhattan has been increasing on a yearly basis with the result that it is very difficult to carry out business in the area, and

WHEREAS, the traffic congestion in the central business district of Manhattan has led to deteriorating air quality with an adverse impact on health and the environment, and

WHEREAS, the lack of tolls on the Manhattan and Brooklyn Bridges has led to unnecessary traffic congestion in Lower Manhattan and

WHEREAS, it is necessary to provide a continuing source of money for mass transit improvements, and

WHEREAS, the Move NY Fair Tolling & Transportation Reinvestment Plan would both decrease traffic congestion and provide funding for mass transit and roads,

THEREFORE BE IT RESOLVED that the Transportation Committee of Community Board 3 Manhattan supports the core principles of the draft Move NY Fair Tolling & Transportation Reinvestment Plan.

DRAFT

New York, We've Got a Problem!



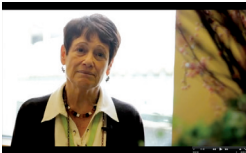
“It’s often impossible and unsafe to cross the streets here with my child in her stroller because of the overflow traffic—and the trucks—from the BQE. There shouldn’t be this kind of traffic in residential neighborhoods.” —**Brooklyn mother**

“In Bed-Stuy, our main train is the C train. It’s voted every year the worst train in the entire system.” —**Organizer, Brooklyn**



“If traffic is less, we can pick up more people. It’s good for the cab driver and it’s good for the passengers, too.” —**Taxi driver, Queens**

“I used to take the B-71 bus to work, and then one day they just cancelled it. And now I can take three subways to go two miles...or I can drive.” —**Graduate student, Brooklyn**



“The cost of the tolls for anyone to come from Queens or Long Island to get to the Bronx is \$7.50 each way. It has an impact on our ability to hire qualified staff.”
—**School principal, The Bronx**

“Our residents and our companies don’t have the option not to pay a toll. Our Staten Island economy is being crushed as a result of this excessive tolling.” —**Business owner, Staten Island**



“When we’re stuck in traffic, we kill our time and we lose money.” —**Taxi driver, Queens**

“All transit riders deserve to be respected. We deserve a system that works for everybody.”
—**Grassroots coordinator, Brooklyn**



Together, we can find solutions.

The **Move** NY Plan has made a believer out of many ...

“Now that’s a plan: Raise funds to improve the system, add jobs and keep trucks off the city streets and back on the highways where they belong. I think Sam has some great ideas and I encourage the mayor and Governor Cuomo to consider his recommendations.” —**Fox 5 News, July 24, 2012**

“They’ve done solid work with the goals of moving people faster and producing much-needed money for maintaining and upgrading mass transit. The plan merits very serious consideration by officials with reserves of courage.”

—**NY Daily News, March 21, 2014**

“We applaud [Mr. Schwartz]—and urge city and state lawmakers, the business community and the broader public to get behind it.”

—**Crain’s New York Business, April 16, 2012**

“This plan has definitive benefits for drivers: toll reductions in the outer boroughs and improvements in the roads that go beyond state of good repair.”

—**John Corlett, AAA New York State**

Will You Join Us?

➔ Take the Move NY Pledge

➔ Volunteer

➔ Invite us to speak to your community group

➔ Join the movement & share your transit pics

#MoveNewYork @MoveNewYork   

www.Move-NY.org
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MoveNY 
Faster. Safer. Fairer.

New York's success was built on a transportation system that was fast, safe and fair.



It's time to return to those principles.



MoveNY 
Faster. Safer. Fairer.

New York wouldn't be New York without our subways, roads, bridges and tunnels, but a looming crisis threatens our transportation system and region.



Our roads are a mess. Infrastructure is aging. Transit options are often inadequate. Ridership, population and commuter expenses are on the rise, yet we continue to suffer the consequences of reduced bus and subway services, crumbling infrastructure and mounting debt.

Since 2010

Subway
ridership
up 6%

Monthly
MetroCard
price up 26%

NYC
population
up 2.8%

MTA
bridge tolls
up 11%

The same old, same old is no longer an option.

- ➔ Large increases in gas, sales and payroll mobility taxes
- ➔ Too many drivers pay a lot but get little in return, while other drivers get a free ride
- ➔ Underfunded NYC transportation system
- ➔ Debt burden passed onto drivers and commuters through higher tolls and fares

We deserve a solution that's good for all New Yorkers.

- ➔ Modernization of our existing transportation system
- ➔ Discounted tolls where tolls are too high
- ➔ Reduction of gridlock
- ➔ Expansion of transit options and targeted fare relief to underserved communities

Move NY is a faster, safer, fairer plan that maintains the lifeblood of our city for generations to come ...



“Gridlock” Sam Schwartz and the **Move NY** team have come up with a commonsense plan that is fair for everyone: 1) toll the crossings where traffic congestion is worst and transit options are plentiful and 2) significantly lower tolls everywhere else. The net revenue from this more equitable tolling system will be invested in the transit system and roads that all of us rely on to get around.

One of Many **Move NY** Proposals: Four New Rail Stations in the Bronx

Read more at move-ny.org

- ➔ **Good for Straphangers**
 - More trains, more often
 - Less crowding, fewer delays
 - Station rehabilitations
 - Countdown Clocks
 - Faster fare collection system
- ➔ **Good for Bus Riders**
 - Cheaper fares (in City outskirts)
 - More county bus service
 - More express buses
 - More Select Bus Service Routes
- ➔ **Good for Commuter Rail Riders**
 - More service
 - More station parking
- ➔ **Good for New York**
 - More business & tourism added to our regional economy





walkers and
cyclists alike

➔ **Good for Commuters**

- Fairer, more balanced tolling will reduce traffic and speed up commutes
- Faster taxi rides

➔ **Good for Communities**

- Bridge tolls will be cut in half in communities with less traffic and fewer transit options
- Safer streets
- Less air pollution (fewer incidents of asthma attacks and respiratory illnesses)

➔ **Good for Business**

- Commercial vehicles only pay a round trip toll per day
- Cabbies will see a 15% increase in number of fares per shift
- Up to 20% faster travel south of Central Park
- 2-3 more deliveries or service calls per day, per vehicle south of the Park

➔ **Good for New York**

- Faster movement of goods, services and people

30,000+

permanent new jobs

\$1.45 billion

new transportation investments
annually

\$2.8 billion

additional annual economic
output

\$168 million

new tax revenues to NYS &
NYC annually

To ensure that the
monies will be invested
where most needed,

Move NY will ➔ Place priority on increasing mass transit in under-served communities before new tolls are established ➔ Safeguard (“lock-box”) the money for transportation only ➔ Make concrete investments to maintain and improve our roads, rail lines, subways and bus routes



Who We Are

Move NY is a region-wide grassroots campaign that seeks to build support for a master transportation plan for New York City developed by traffic guru, “Gridlock” Sam Schwartz, and the Move NY coalition. The Move NY Fair Tolling and Transportation Reinvestment Plan will: generate the revenues needed to make major investments in maintaining and modernizing New York City’s mass transit system and road network; bring toll equity to the region’s commuters and businesses; and reduce the serious traffic congestion that plagues the City, its people and the economy that sustains them.

Move NY is a rapidly growing, diverse coalition of stakeholders – representing the region’s businesses and business groups, unions, clergy, civic leaders, transportation and environmental advocates, good governance organizations, and elected officials – that formed in 2010 in response to the growing crisis facing the City’s transportation network: severe service cuts, escalating fares and tolls, and a dwindling funding base with which to fund the maintenance and improvement of our transit and road network.

Sam and the Move NY team developed the plan, which is still in draft form, over the past three years based on hundreds of conversations with stakeholders around the region, including many who opposed past traffic pricing plans. We have much work still to do to get additional input from those groups and others, as well as the public at large, which we will use to further modify and strengthen the plan. Yet, we are confident that the final proposal, if adopted, will enable the New York metropolitan area to maintain, expand and modernize a transportation system that by nearly any measure lags behind those of other global cities.

Principles Upon Which the Draft Move NY Plan is Based

Before coming up with a draft plan, Sam and the Move NY team agreed on a set of principles that any proposed scheme had to meet. Thus, any new plan must make traveling around the region:

- Faster – riders and drivers must be able to get to their destinations faster
- Safer – transit incidents and vehicle crashes must decrease; ditto for smog-related health problems
- Fairer – the costs and benefits must be spread equitably across the NYC region – among NYC’s five boroughs, between NYC and suburban counties, and between transit riders and drivers
- Smarter – our transportation system must incorporate state-of-the-art designs and technology
- Business-Friendly – the plan must make it easier to conduct business and deliver goods and services

And the revenues the plan generates must be:

- Safeguarded – all transportation revenues must be “lockboxed,” and safe from diversion
- Concrete – everyone who pays to use our transportation system should have confidence that their money will be spent on specific investments that will tangibly benefit them and the public
- Focused First on Filling Transit Gaps – resources will be allocated in stages, with a priority towards increasing transit access in parts of the city that are currently underserved

NYC’s Current Tolling System: Unfair and Regressive

Today, we have an unfair tolling system where some drivers – those in the generally less affluent outer parts of the City – pay through the nose to travel across less congested bridges with fewer transit options available to them: e.g., the Verrazano, Throgs Neck, Whitestone, and Triborough/RFK (\$15 roundtrip cash; 10.66 E-ZPass) and Rockaway bridges (\$7.50 roundtrip cash; \$4 E-ZPass). Meanwhile, more than a half a million drivers each day pay *nothing* to travel over bridges (the four currently free, once tolled, East River bridges) and across 60th Street into



the Central Business District (CBD) – the most congested part of the City with the greatest number of transit options available to people traveling there.

This is unfair in a number of ways. It's unfair to the hundreds of thousands of drivers using the City's outer bridges to have to effectively subsidize the drivers who make 420,000+ trips into the CBD every day for free. Moreover, it's unfair that a relatively small number of drivers – whose trips have myriad negative impacts on their fellow citizens – are able to get a free pass when literally 8.5 million transit riders in the City and suburbs all pay anywhere from \$1.75 to \$30 each day for their daily commutes into the CBD. As a result of our present skewed tolling regime, we have an underfunded mass transit and road and bridge system and some of the worst traffic in the nation – second only to Los Angeles.

How The Move NY Plan Works

At its essence, the Move NY Plan is a “toll swap,” whereby tolls are reduced on some crossings and added on others, thus distributing the toll burden more fairly for all New Yorkers. Drivers traveling from one non-Manhattan borough to another will enjoy dramatic reductions in tolls – by up to 48% with E-ZPass, 33% by cash – on the Verrazano, Triborough, Whitestone, Throgs Neck, Henry Hudson and Rockaway bridges. In order to ensure that everybody pays their fair share, east-west crossings into the Manhattan CBD on the four East River bridges and north-south crossings at 60th Street will be charged the same as is now charged on the two East River tunnels: \$5.33 each way (E-ZPass); \$7.50 (cash).¹

The plan also proposes to impose a modest surcharge on medallion taxi trips south of 96th Street in Manhattan in rough proportion to their contribution to congestion, thus ensuring that Manhattan residents pay their fair share. Yellow cabs will be exempt from the new CBD tolls; black and livery cars would not face a surcharge but would be subjected to the new (higher and lower) tolls, just like passenger vehicles. In order not to penalize businesses that require use of their vehicles to make deliveries or service calls, sometimes crossing into and out of the CBD several times a day, commercial vehicles would be capped at only one roundtrip set of tolls per 24-hour period, regardless of how many trips they make.

The proposed plan will generate \$1.5 billion *net* revenue *annually* to be invested in the regional transportation system, providing significant relief for the MTA which is facing insufficient funding and mounting debt service payments as well as for the DOTs' (state and city) road and bridge programs which are chronically underfunded. The revenue will be safeguarded through a combination of bonding and lockbox mechanisms written into the enabling legislation, and overseen by a revenue control board. To ensure that the state legislature doesn't decide to “rob Peter to pay Paul,” a “maintenance of effort” provision would be included in the bond covenants requiring the State to preserve existing MTA revenue sources.

Summary of Benefits

The Move NY Plan will improve traffic speeds in the Central Business District (Manhattan South of 60th Street) by up to 20% (and 5% in the areas outside the CBD), offer toll relief for hundreds of thousands of commuters and truckers, and fund critically needed investments in the region's transportation infrastructure. Commuters of every mode will benefit from new transit and road improvements. Priority will be given to projects that address the

¹ While it's too complicated to include at this time, we hope ultimately to incorporate “time of day” pricing into the MTA's tolling system so that tolls vary to reflect differences in congestion between peak rush hours, overall business hours and “graveyard” shift hours.



needs of New Yorkers living in “transit deserts” and to making the system and region more resilient in the face of future extreme weather events.

In sum, the Move NY Plan will:

- Lower tolls by \$5.00 round-trip for the four major outer-borough bridges (Verrazano, Whitestone, Throgs Neck and Triboro), by about \$2.00 roundtrip on the Henry Hudson and Rockaway bridges.
- Raise a net of nearly \$1.5 billion in annual revenue for regional transportation improvements
 - Approximately \$1.1 billion a year will go to maintaining and expanding the MTA mass transit system;
 - Approximately \$350 million dollars each year will go to maintain area roads and bridges, improving the flow of traffic and ensuring that toll-paying drivers benefit directly
- Increase traffic speeds by up to 20% in the CBD (and up roughly 5% in areas outside the CBD)
- Help facilitate truck traffic, deliveries and service calls by speeding up traffic and capping the new tolls to once per day, roundtrip
- Reduce traffic, smog and vehicle-related accidents in neighborhoods close to the East River bridges – e.g., Downtown Brooklyn, Long Island City, Sunnyside and Williamsburg. These communities will see less traffic, especially from heavy trucks that threaten safety, and will benefit from reduced asthma rates and exhaust-related health conditions.
- Create an estimated 30,000 new, annually recurring jobs in the region

Specifically, the new revenue will fund a range of projects that will benefit working families across the region, whether you’re a truck driver or commuter, regardless of your particular mode of transportation.

Drivers (both commuters and commercial vehicle drivers)

- Faster (by 20%) commutes into and around the CBD due to freer-flowing traffic
- Significantly lower tolls on seven “borough” bridges
- ~\$350 million a year invested in maintaining and improving area bridges, roads and highways
- Downward pressure on size of future toll hikes

Straphangers, Bus Riders and Commuter Rail Riders

- State of Good Repair: The plan will make a big difference in everyone’s commute by expediting the rehabilitation of stations, modernizing the signaling system to produce faster, less crowded trips, and installing a more efficient fare collection system (e.g. touch-less swipe like London’s Oyster card)
- City Discounts on LIRR and MetroNorth Trains: By extending CityTicket (whereby NYC riders receive a discount on weekends on MNR and LIRR trains within City limits – i.e., in Queens and the Bronx) to 7 days a week, daily commuters will have more transit options, particularly in some of the underserved parts of the City
- Expanded and Discounted Express Bus Service serving the outer parts of the City
- Substantial investments in new transit capital projects that will expand access and service, particularly to those parts of the city underserved by rapid transit
 - “Penn Access”: Four new MetroNorth stations in the eastern section of The Bronx
 - New Select Bus Service (SBS) routes in The Bronx, Queens, Brooklyn and SI
 - Improvement and expansion of bike and pedestrian infrastructure, particularly on the “outer boroughs”
 - Design and engineering plans for a new Penn Station
- Downward pressure on size of future fare hikes

Suburban Commuters and Businesses (ultimate list to be determined by local stakeholders in LI and the HV)

- Significantly reduced tolls at mainland bridges (Throgs Neck, Whitestone, Triborough) and the Verrazano



- Subsidized county bus systems in Nassau, Suffolk, Westchester and Rockland – meaning more routes and buses and faster travel times
- Funding available for increased parking capacity at LIRR and MNR stations
- Funding available to study or design potential TOD-based BRT routes (e.g., Rt. 110? Tappan Zee Bridge corridor? Other?)
- Other projects yet to be identified by our suburban partners

NYC Commerce (Businesses and Workers)

- Faster commutes – for driving and transit-riding employees alike, meaning higher on-time and productivity rates
- Faster delivery times – for businesses that rely on moving goods and providing services in and around the CBD
- More reliable travel – less congestion means more predictable arrival times; ditto for transit riders, given increased transit investments
- Less pollution, fewer accidents, calmer streets (i.e., better quality of life) – for all NYC commuters, helping NYC businesses attract top talent
- An anticipated net increase of 130,000 people (i.e. customers) traveling into the CBD each day, lured by a better and faster mass transit system
- An estimated 30,000 new, annually recurring, local jobs (in construction, transit operations and service industries) that will help stimulate both the local and regional economy
- Upstate manufacturers of transit (Bombardier, Alstom, Kawasaki, Nova Bus, etc.) and road building equipment will benefit from more contracts

The trucking and freight industry

Move NY is committed to improving the movement of goods throughout the region. We believe that delivery and service companies – which have no choice but to drive their vehicles to perform their work – should have road priority in a region as transit-oriented as ours. In addition to the key features listed above, under Driver Benefits, the trucking industry would benefit from:

- Allowing registered commercial vehicles to pay the new CBD cordon toll only once per day (round-trip), regardless of how many trips into and out of the zone they make. Thus, a commercial driver would pay a flat rate, depending on how many axles she has, while enjoying greatly reduced congestion that would allow for 2-3 more deliveries or service calls per day into and within the zone than they can make currently.
- Potentially expanding off-hours delivery programs, which have proved very popular with the freight community. Moreover, if the plan eventually includes time-of-day pricing – in which tolls are lower during off hours – the benefits of off-hours delivery for commercial vehicles could be even greater.
- Exploring potential parking reforms in the Manhattan core to prioritize commercial vehicles.

The Bottom Line?

→ A Better and Fairer Regional Transportation System for Everyone