



The City of New York

Queens Community Board 11

Serving the Communities of Auburndale, Bayside, Douglaston, Hollis Hills
Little Neck and Oakland Gardens

Eileen Miller Chairperson / **Joseph Marziliano** District Manager

Resolution: Advocating Better Price Equity for North East Queens Long Island Rail Road Customers-To MTA New York City Transit, MTA Long Island Rail Road

Whereas, the area covered by Queens Community Board 11 does not have any subway routes nor any +SelectBusService routes, and

Whereas, the Port Washington Branch remains the only reliable rail line running through the district, and

Whereas, pilot programs already exist for South-East Queens residents to receive reduced fares for travel to Atlantic Terminal, Brooklyn, through Atlantic Ticket, and

Whereas, the MetroCard is slated to be completely replaced by the tap-based One Metro New York (OMNY) system by 2023, a system which will include commuter rail service, and

Whereas, the borough of Queens is currently undergoing a bus route redesign to improve the quality of service, funded partially through congestion pricing, and

Whereas, although we recognize that there are costs to running a rail line, the cost of living has continued to rise for all New York City residents, including those in our district which are burdened by both the cost of a LIRR monthly and an Unlimited MetroCard for commuting,

Therefore, be it resolved that:

- I. **OMNY Rollout:** Queens Community Board 11 supports the early implementation of OMNY in our community district and neighboring districts in NorthEast Queens. We firmly believe that this would both serve as easier address verification and would increase access to MTA services for community district residents. *See Footnote 1*
- II. **Reduced Ticket Prices:** Queens Community Board 11 supports a significant reduction in fares for Queens Long Island Railroad customers tied to express and local bus fares for service between and within boroughs, respectively. All senior, disability, and student discounts applied should be kept. *See Footnote 2*
- III. **Unlimited Uni-Ticket Prices:** Queens Community Board 11 supports a repricing of weekly and monthly Uni-Tickets (or OMNY equivalent) to replace current LIRR monthly and weekly passes. All passes should come with unlimited rides on MTA New York City Subway and MTA local (but *not* express) bus systems. *See Footnote 3*
- IV. **New Unlimited for all MTA service:** Queens Community Board 11 supports a new Unlimited Uni-Ticket that allows access to ALL MTA service citywide, including

both rail and express buses, in addition to Unlimited Subway and Bus trips. *See Footnote 3*

V. **Increased Bus Service to Rail Road Stations:** In order to better serve increased railroad demand, Queens Community Board 11 supports 7-day bus service to every station on the Port Washington branch of the Long Island Railroad, including +SelectBusService at Bayside, Auburndale, and Broadway stations. *See Footnote 4*

VI. **Limit to New York City Residents:** Queens Community Board 11 supports measures to limit said discounted pricing to New York City residents only, similar to how residents of the Rockaways and Staten Island receive reduced tolls on the Cross Bay Bridge and the Verrazano-Narrows Bridge, respectively. *See Footnote 5*

The Impact: Queens Community Board 11 firmly believes that these proposals would allow price equity for all residents of North-Eastern Queens and contribute to our community district's economic well-being, while also taking into account railroad operating costs.

Community Board 11, Queens adopted this resolution on January 6, 2020 with a vote of 32 members in favor and 2 members opposed.

Footnote 1: Regarding OMNY Implementation for North East Queens

Implementation for the OMNY network in this community district will entail the following: (1) implementation of OMNY on all buses in the College Point, Casey Stengel, Queens Village, and Jamaica depots; (2) Implementation of OMNY on all fare machines on the Q44 +SelectBusService, as well as any future +Select route that connects to the Port Washington Branch in Fare Zone 3; (3) Implementation of OMNY on all stations within city limits on the Port Washington Branch; and (4) Implementation of OMNY on the following Subway stations:

- Flushing-Main St, Mets-Willets Point, Grand Central-42 St, 5 Ave-Bryant Park, Times Square-42 St, and 34 St-Hudson Yards on the IRT (7) train.
- Jamaica-179 St, 169 St, Parsons Blvd, Sutphin Blvd, Briarwood, Kew Gardens-Union Tpke, Jamaica-Van Wyck, Sutphin Blvd-Archer Ave, and Jamaica Center-Parsons/Archer on the (E)(F)(J) and (Z) trains.
- All stations in Manhattan on the IND 6 Avenue Line, IND 8 Avenue Line (excluding Central Park West and higher), BMT Nassau St Line, IND 53 St Connector, and IND 63 St Connector.

Footnote 2: Fare Table for Single Ride-Port Washington Branch

Ten trip tickets are the same price as ten (10) single-ride tickets, as is customary now. All senior and disability fares shall be half the listed price in the table below, except for the AM peak-direction travel between Fare Zone 3 and 1 (since express buses do not offer that discount). Should the MTA decide to extend senior fares to AM peak service, the same change should be made to express buses as well. Student fare shall be discounted by either \$1.35 or \$2.75, depending on the student benefits a given student receives (half vs. full fare).

Ticket Type	Zone 3 ↔ Zone 1	Within Zone 3 OR 1
<i>Peak Direction</i>	\$6.75/ride (express fare)	\$2.75/ride (local fare)
<i>Off-Peak Direction</i>	\$4.25/ride (CityTicket fare)	\$2.75/ride (local fare)

Footnote 3: Fare Table for Unlimited Combination Passes

ALL of these passes include unlimited rides on MTA New York City Subway, MTA Staten Island Railway, MTA New York City Bus, MTA Bus Company, and MaBSTOA buses. Suburban bus systems (NICE, Bee-Line) and Port Authority services (AirTrain, PATH) can opt-in if they so choose. All senior, disability, and student unlimited tickets shall be offered at a 33% discount, which is what the LIRR currently offers all public school students who apply.

Travel Type	Based On	Cost
<i>Monthly: ONLY Express Bus OR ONLY Commuter Rail</i>	Ratio between 7Day and 30Day LIRR passes at 3.12:1	\$195.00/month
<i>Weekly: ONLY Express Bus OR ONLY</i>	7-Day Express Bus Plus	\$62.00/week

<i>Commuter Rail</i>		
<i>Monthly: ALL Commuter Services (Rail & Express Bus)</i>	1.3x Rail/Bus Only passes	\$253.50/month
<i>Weekly: ALL Commuter Services (Rail & Express Bus)</i>	1.3x Rail/Bus Only passes	\$80.60/week

Footnote 4: Concerning Bus Service

At least one (1) bus should stop within walking distance (three (3) blocks) of any Port Washington Branch railroad station within Queens Fare Zone 3. Possible implementations include:

- A Northern Blvd +SelectBusService route that runs from Flushing to Great Neck, replacing the n20G without going through Sanford Ave
- A conversion of the Q76 to +SelectBusService
- A rerouting of the Q31 to exclusively serve Utopia Pkwy up to the Cross Island Parkway, converted to +SelectBusService
- A new bus route replacing the Q31's dropped route, which serves all of Springfield and Bell Blvds between Hillside Avenue and Fort Totten, with service via Hillside Avenue to the IND Queens Blvd line. This route would also be converted to +SelectBusService
- 7-Day Service that runs on Douglaston Parkway up to the Douglaston LIRR station, either from 73 Avenue (old Q75, or extended Q64) or 56 Avenue/Luke Place (rerouted Q27, whose Springfield service would be replaced by previous example route)
- 7-Day service on the Q36 Little Neck branch, or a potential revival of the Q79 with 7-day service

Footnote 5: Proof of Address

This can be accomplished in the following ways: (1) by requiring a proof of address when registering an OMNY card, and (2) using a credit card's billing address to determine eligibility. Potential concessions may be made to Great Neck for allowing the Q12 (and the aforementioned Northern Blvd +Select) to enter Great Neck station via n20G route and/or to Floral Park, Nassau, for allowing the extension of the Q79 into Floral Park and Elmont/Hempstead Turnpike.