

# Move NY

**Faster. Smarter. Fairer.**

(+35,000 Recurring **Local** Jobs)

*“Insanity: doing the same thing over and over again and expecting different results.”*

**- Albert Einstein**



Samuel I. Schwartz, P.E.  
Sam Schwartz Engineering  
October, 2012

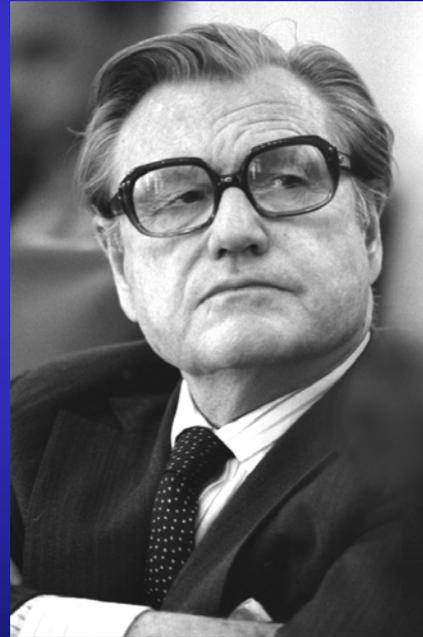
The Current Formula **is broken and unfair**, a vestige from past eras of bridge and tunnel pricing.



Mayor  
William Gaynor  
1910-1913



Master Builder  
Robert Moses  
1930-1968



Governor  
Nelson Rockefeller  
1959-1973



Cartoon  
Pogo Possum  
Earth Day, 1971

# This is Wrong...

- **\$670 million** collected in 2011 on three bridges connecting Queens and the Bronx (Robert F. Kennedy Bridge +Throgs Neck Bridge + Whitestone Bridge)



Throgs Neck Bridge

- Most of the \$\$ goes to subways, Metro-North and LIRR
- Yet awful transit across bridges
- Round trip tolls hiked \$11 to \$13 cash, \$9.14 to \$9.60 EZ Pass on Dec. 30, 2010 and more to come in 2013

# This is Insane...



Throgs Neck Bridge

1960	<b>\$.50</b>	2000	<b>\$8</b>	
1970	<b>\$1</b>	2011	<b>\$13</b>	
1980	<b>\$3</b>	2020	<b>\$25</b>	projected*
1990	<b>\$6</b>	2030	<b>\$51</b>	projected*

\* Cash rate round trip

# This is Unfair...



- One would think Staten Island is New York's Central Business District. Every entry point is tolled
- \$580 million collected annually at the four bridges to Staten Island
- No subways
- Increased costs to truckers means increased prices of goods & services on the island

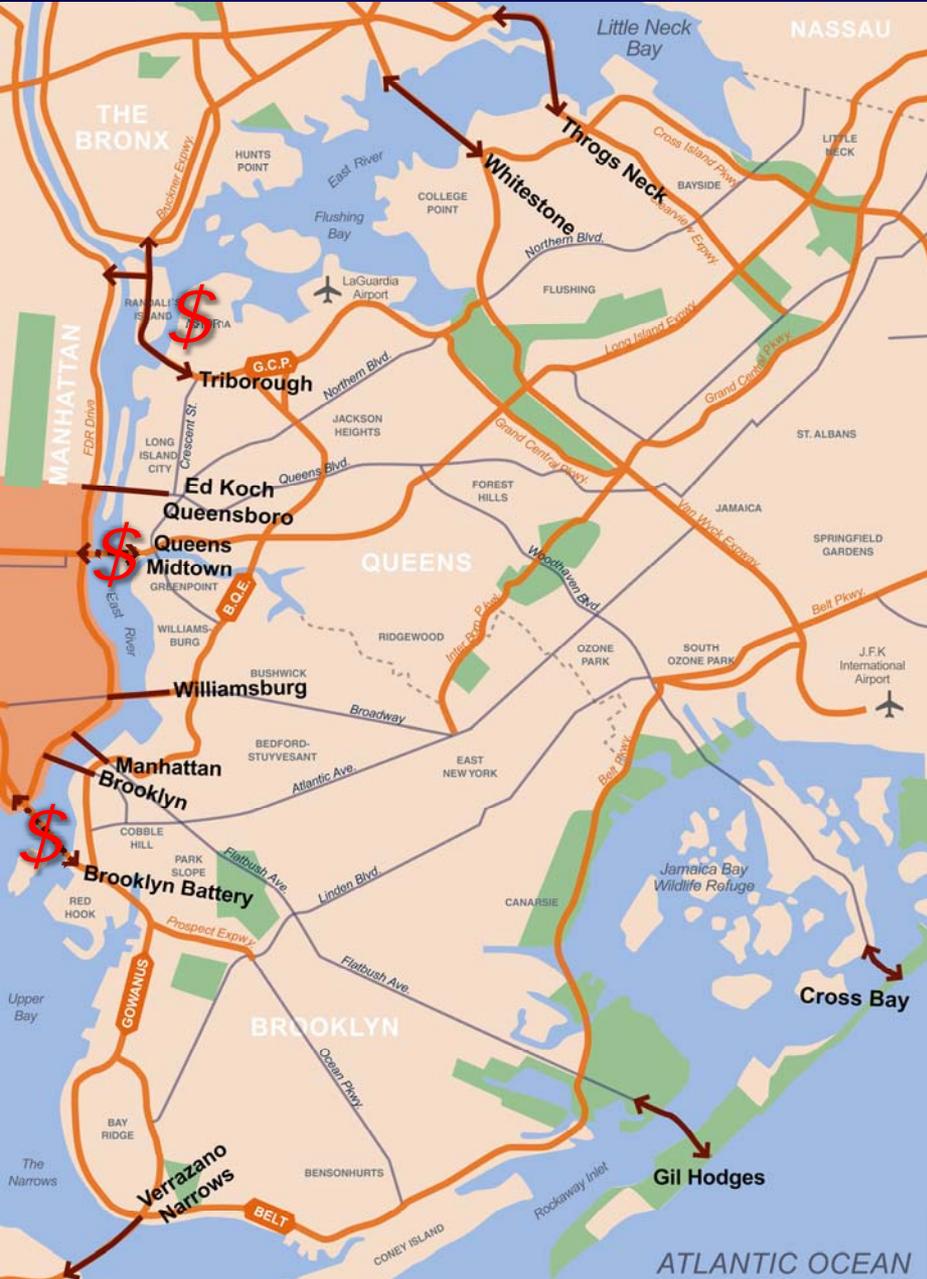
# This is unhealthy...

People shop for the cheapest bridge



- 50,000 cars, trucks and taxis flood the streets of Long Island City, Astoria, Hunter's Point and Manhattan's East Side to get to the "FREE" Queensboro Bridge
- Drivers hop off Long Island Expwy and Great Central Pkwy to avoid tolls at Queens Midtown Tunnel and Grand Central Pkwy
- Taking indirect routes adds millions of vehicle miles travelled annually
- Adds noise and air pollution
- Increases pedestrian and car crashes
- Same is true for Brooklyn crossings

# Putting Traffic On City Streets vs. Highways Makes No Sense



- 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 Dumb...



We toll drivers going from Queens to Queens across the Cross Bay Bridge but not to go from Queens to Manhattan's CBD across the Queensboro Bridge.

# This is Crazy...

## Verrazano Bridge Boondoggle

Created by an act of Congress

*New Jersey*

*“Trucker’s Special!”*

*Take Manhattan Bridge  
Save \$70 and have fun!*

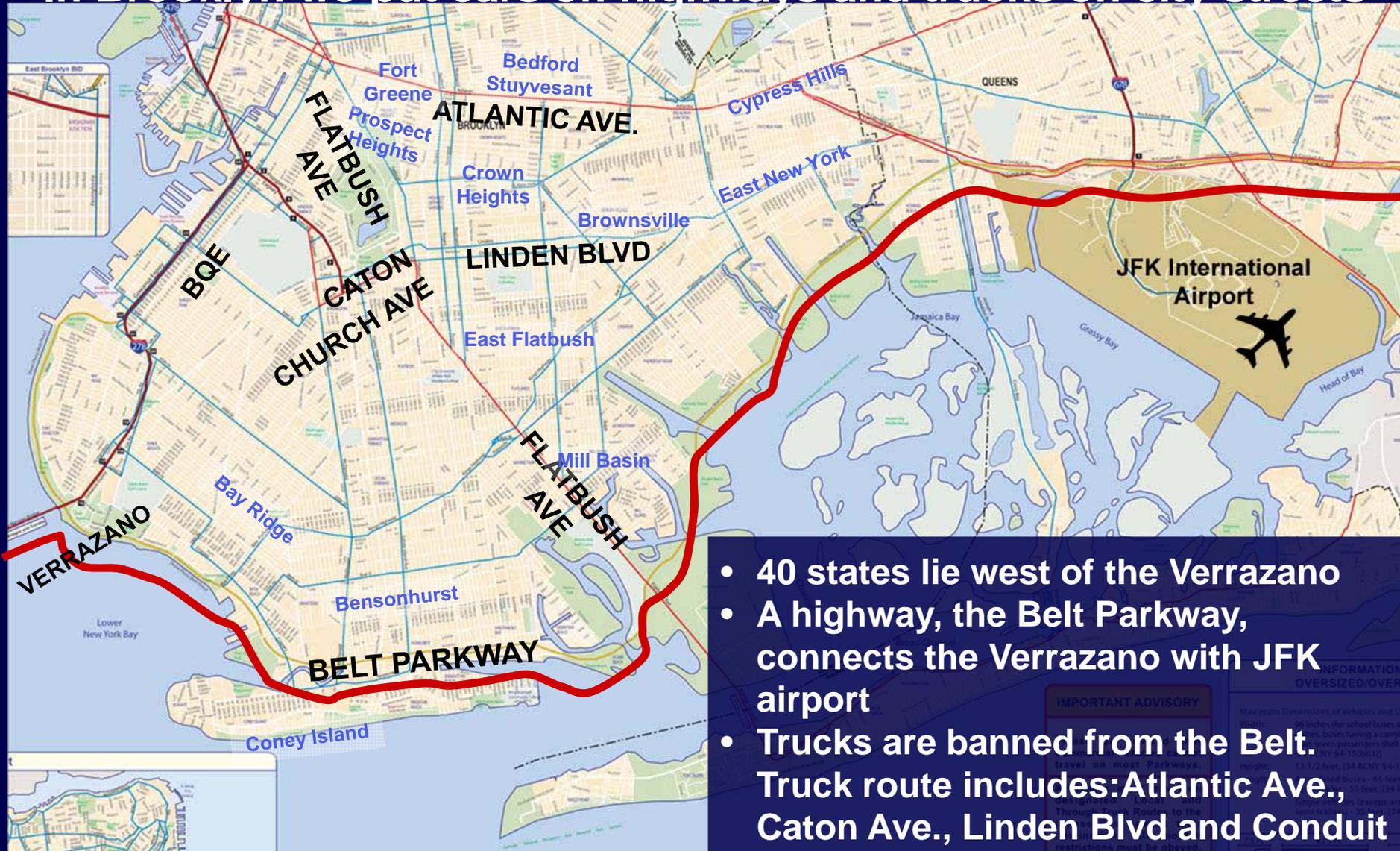
*Tour Chinatown, Tribeca, and Little  
Italy via Canal St.*

*(While supplies last)*



# This Is Absurd...

In Brooklyn we put cars on highways and trucks on city streets



- 40 states lie west of the Verrazano
- A highway, the Belt Parkway, connects the Verrazano with JFK airport
- Trucks are banned from the Belt. Truck route includes: Atlantic Ave., Caton Ave., Linden Blvd and Conduit Blvd. – all primarily residential

# PREVIOUS ATTEMPTS AT PRICING IN NYC:

**Why it failed in the past (1973, 1980, 2008)  
and why it will continue to fail**

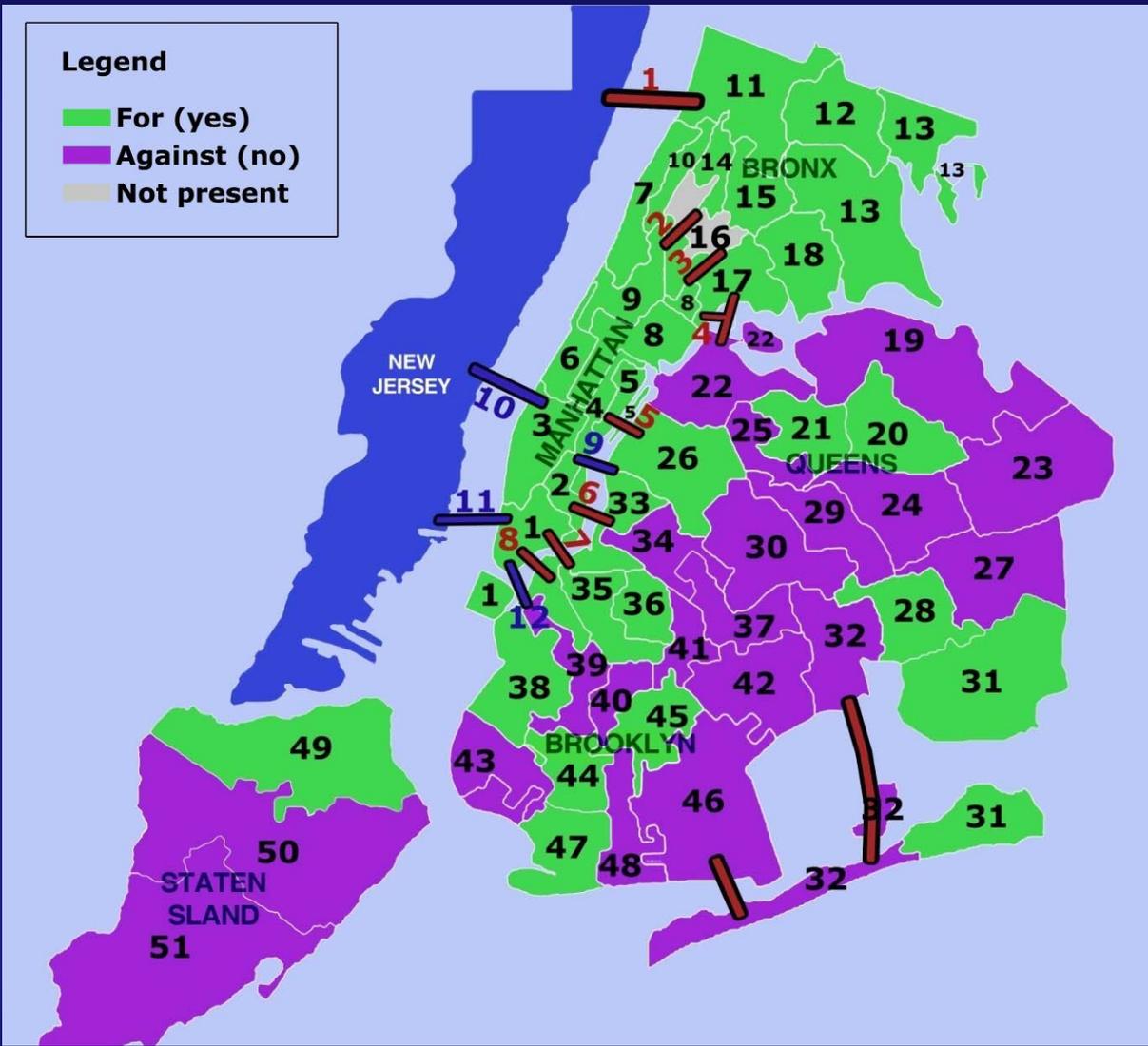
- Viewed as a tax
- Sanctity of inter-borough travel
- No trust that dollars will go to transportation
- Little in it for car centric outer communities
- Boroughs pay bulk; little burden on Manhattanites south of 86<sup>th</sup> St.

***Unless, we learn from history***

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

**-Winston Churchill  
-(Var. George Santayana)**

# NYC City Council 30 For / 20 Against Bloomberg's Plan 2008



Every councilmember with a bridge or road to be 'priced' voted 'Aye.' Heavy Opposition from outer perimeters of Queens, Brooklyn and Staten Island as well as central Brooklyn and Queens

# Current Dysfunctional Pricing Scheme

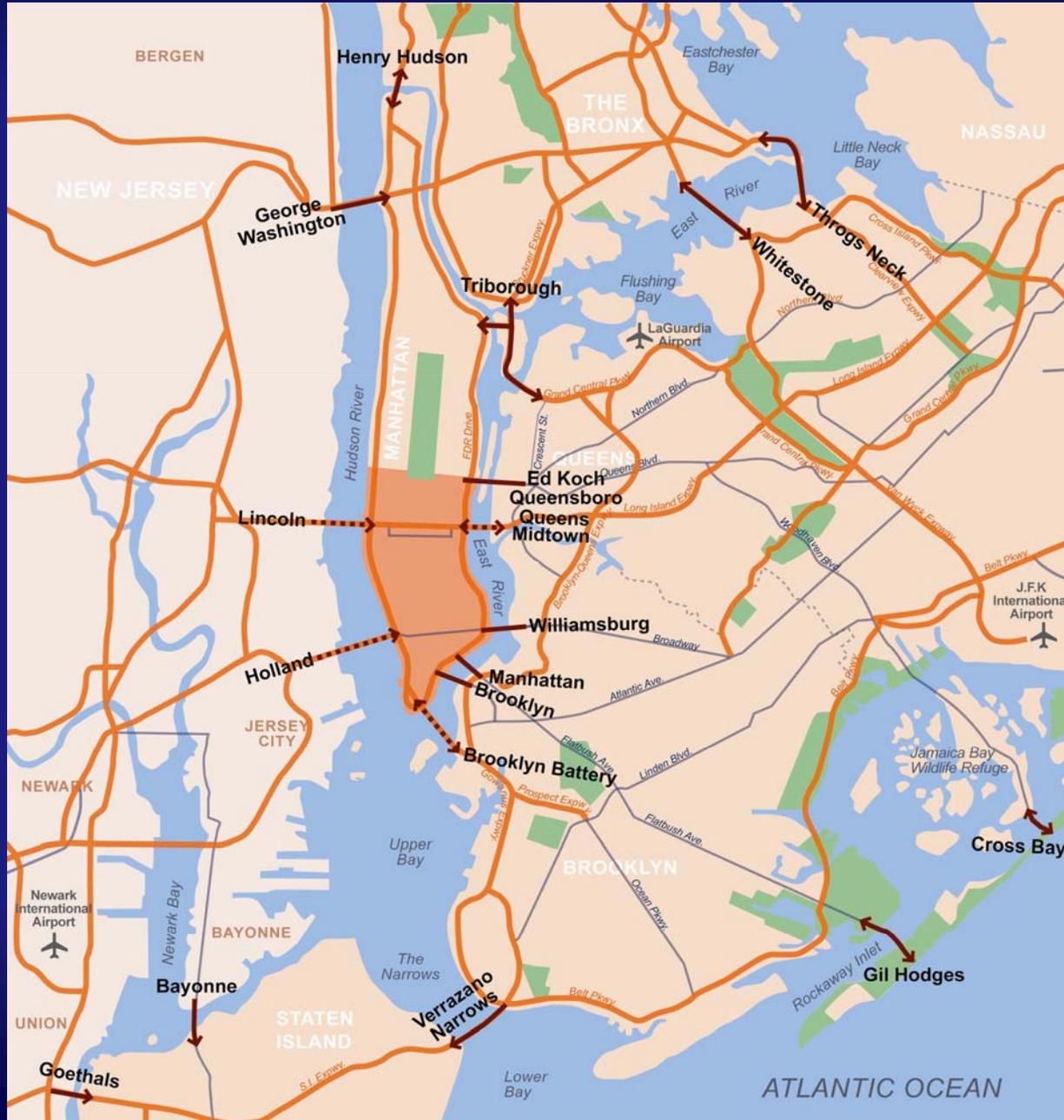
## 2012 Toll Rates



**Legend**

- \$# (\$#) \$EZPass (\$Cash)
- ↔ Tolls in both directions
- Toll in one direction
- \* Peak hour rate

# Wipe the Slate Clean



# Fair Pricing: A more equitable transportation formula

## 1. Only apply pricing where there is:

- Serious Congestion
- Good Transit

## 2. Make it performance driven:

- Guarantee a 20 minute crosstown trip from 1st to 8th Avenues
- Lower prices during poor economic times; higher prices during better times.

## 3. Lower or eliminate tolls at poor transit locations

# Manhattan CBD: Serious Congestion + Good Transit



# The Fair Plan

An example of flat rate approach

## Alternatives to consider:

- Time of day
- Day of week
- Seasonal



# The Fair Plan

Delta rates from 2012



**Legend**

\$# (\$#) \$EZPass (\$Non EZ)

↔ Tolls in both directions

→ Toll in one direction

\* Peak hour rate

# Manhattanites Contribute (So. of 86<sup>th</sup> St)



Taxis Surcharge: **\$200M**



End Parking Tax Rebate: **\$15M**



For-Hire-Vehicles: **\$50M**



On-Street Parking Surcharge: **\$25M**

# Addressing “No Trust Dollars Will Go to Transportation”

## Bottom Line

- \$1.4 billion net/year\*, \$56 billion over 40 years
- Bondable \$12-15 billion at start, or “pay-as-you-go” capital
- 35,000 recurring local jobs/year

## Include Following in Enabling Legislation

- \$400M annually for “state of good repair”
- Divide remaining \$1B to capital programs
  - Two-thirds for transit
  - One-third for road & bridges
- Define these capital investments
- Nothing for fare reduction\*\* or fare maintenance

\*From Balanced Transportation Analyzer by Charles Komanoff

\*\*Except for local buses in transit deserts

# Truck, Bus and Highway Improvements

- Get trucks off Brooklyn Streets; widen Belt Parkway, allow commercial vehicles, and improve access to JFK/Aqueduct
- LIE, Bruckner and Belt Bus Rapid Transit down median
- Build continuous service roads for Staten Island Expressway
- Solve Van Wyck bottleneck to/from JFK Airport



# Local Buses

- Reduce bus fares by \$1 in neighborhoods with no subways (transit deserts)
- No service reductions on local buses for three years without Community Board approval
- Consider restoring some local bus service discontinued in 2010
- Central Brooklyn, Central Queens bus improvement plan



# Strengthen and Expand Ferries



- Support capital investments by private operators
- Strengthen existing trans-Hudson ferries
- New:
  - La Guardia via Westchester and East River
  - East & South shores of Staten Island
  - Bay Ridge
  - Upper East Side
  - Bronx
  - Westchester
  - Jamaica Bay/Rockaways

# Three New Bridges to Manhattan for Peds/Bikes

\$50 cent toll for bikes



Hoboken /  
Jersey City

Midtown

Long Island City/  
Hunter' s Point

Greenpoint

Financial District

Governor' s  
Island

Downtown  
Brooklyn

# Brooklyn > Governors Island > Lower Manhattan



# Greenpoint > Hunters Point > Midtown



# Equitable Transportation Formula

## Not a Tax

- Fair Pricing where there's congestion and good transit (Manhattan CBD only)
- Make it performance-driven; when congestion worsens increase tolls, if economy is bad and traffic decreases lower tolls

## Cheaper Inter-borough Travel

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

## Manhattanites Pay Most

- No parking rebate south of 86<sup>th</sup> St.
- \$1 surcharge on taxis and black cars south of 86<sup>th</sup> St.

## Dollars Must Go To Transportation

- Enabling legislation will define revenue assignments
- Two thirds will go to transit
- One third will go to highways and bridges

## Lots In It For Car-centric Outer Communities

- Many of their tolls reduced
- Staten Island Expressway, Belt and Van Wyck Expressway widened
- Bus rapid transit for LIE, Belt Parkway and Bruckner to suburbs

**+ 35,000 Jobs**

# What's in it for Staten Island?

- **Equity, not a stepchild**
- **Lowered tolls at Verrazano Bridge**
- **Precedent for other bridges**
- **\$1 reduction on bus fares**
- **Potential for new ferry services**
- **Widened Staten Island Expressway**
- **Reduced cost of doing business**
- **Improved Belt Parkway**
- **Thousands of jobs**
- **Better infrastructure**

*NEW YORK*

## **Motorized Tranquility**

**“The idea is not to penalize people for using their cars, but to give everyone a choice about how best to get from here to there.**

**“If New York is to become a better habitat for automobiles, it should never be cheaper to drive than to take a less convenient form of transportation. To put it another way: Saving time should cost money, and vice versa. That way, car-haters can stop spluttering about the ills of driving and let the rest of us whip around the city in motorized tranquility.”**

**Justin Davidson  
NY Magazine, June 5, 2012**