

# **New** **2013** **YORK** **Mayoral** **CITY** **Election**



## **Transportation** **Policy & Issue Primer** **Candidates' Positions and Plans**

**General Election**  
**Edition**

**Tuesday,**  
**November 5th,**  
**2013**

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### *About the Author*

Matthew W. Daus was appointed by former Mayor Rudolph W. Giuliani and unanimously confirmed by the New York City Council on August 22, 2001 as the tenth Commissioner/Chairman of the New York City Taxi and Limousine Commission (TLC). On July 23, 2003, Commissioner Daus was reappointed to a seven (7) year term by Mayor Michael R. Bloomberg and the New York City Council, which expired on January 31, 2010. Mr. Daus is the longest serving Chairman in TLC history, serving for 8 ½ years as Chief Executive Officer as well as counsel for a combined total of 14 years at the agency. Prior to his tenure as Commissioner/Chair of the TLC, Mr. Daus served as General Counsel to the Commission and Deputy Commissioner for Legal Affairs since 1998, and before that, as Special Counsel to the TLC Chairperson.

During his tenure at the TLC, Commissioner Daus designed and implemented unprecedented reforms in the country's largest for-hire ground transportation industry – which includes the taxicab, black car, livery, limousine, paratransit and commuter van businesses. These multi-billion dollar industries transport approximately one million passengers daily, and the TLC licenses and regulates approximately 100,000 drivers, over 50,000 licensed vehicles, and over 900 businesses. Commissioner Daus conceived and spearheaded numerous safety, technology, customer service and environmental initiatives, proactively responded to several crisis-related challenges, and effectively managed and streamlined a government agency with over 480 employees, a budget of over \$29 million and annual revenues in excess of \$40 million.

Under Commissioner Daus' leadership, the TLC's accomplishments included:

- Taxi Technology – oversaw the installation of credit/debit card payment options, Global Positioning Systems, and passenger and driver information screens in all taxicabs, enabling data collection, lost property recovery and fare opportunities;

- Hybrid Taxicabs– saw the introduction of significant numbers of clean air taxicabs, which now comprise more than 23 percent of the fleet;
- Medallion Sales – several medallion sales yielding hundreds of millions of dollars in revenue to New York City’s General Fund;
- Accessible Taxi Dispatch System Pilot Program – wheelchair accessible taxi service for disabled passengers available by calling 311;
- Taxi Group Rides – passengers ride share at stands where passengers pay less and drivers earn more;
- Livery Stands Pilot Program – passengers obtain more efficient car services via dispatcher-staffed stands on private property;
- For-Hire Vehicle Passenger Reforms – established passenger bill of rights, increased vehicle and safety standards;
- Taxi of Tomorrow – development and issuance of a Request for Proposals for a custom-built iconic future taxicab;
- Transit Strike Contingency Plan – implemented successful ride-sharing plan during 2005 transit strike and private bus strikes;
- Distracted Driving Program – implemented first-of-its-kind program to promote safety and combat the problem of cell phone use by drivers; and
- 9/11 Business Recovery Plan – agency policies expedited economic recovery of regulated industries.

Since leaving the TLC, Mr. Daus has joined the City University of New York’s (CUNY’s) Transportation Research Center of The City College of New York as a Distinguished Lecturer. The Transportation Research Center is one of ten original University Transportation Centers established in 1987 by the U.S. Congress. These Centers and their faculty members provide a critical link in resolving national and regional transportation problems while training the professionals who address our transportation systems and their customers on a daily basis. It represents the U.S. Department of Transportation’s Region II, which includes New York, New Jersey, Puerto Rico and the U.S. Virgin Islands. Functioning as a consortium of twelve major universities throughout the region, the Center is located at the CUNY Institute for Transportation Systems at The City College of New York, the lead institution of the consortium. The Center supports research, education and the transfer of technology in the field of transportation.

Mr. Daus also continues to serve as President of the International Association of Transportation Regulators (IATR), a group of government professionals and regulatory agencies from around the world who share best practices and promote positive change in the for-hire ground transportation industry.

Mr. Daus joined City government in 1994 as a prosecutor for the New York City Commission on Human Rights, where he represented the agency in the prosecution and mediation of discrimination complaints in the areas of employment, housing and public accommodation. Thereafter, he was appointed General Counsel of the New York City Community Development

Agency (CDA), now known as the Department of Youth and Community Development (DYCD), where he supervised all procurement activities relating to government anti-poverty funding and social service contracts awarded to community organizations. After serving at CDA, Mr. Daus was appointed Special Counsel to the New York City Trade Waste Commission, where he was responsible for assisting in the formation of this newly created agency designed to eliminate corruption within the private sanitation industry. Prior to joining City government, Mr. Daus began his legal career in private practice as a litigator specializing in tort law.

Mayor Bloomberg and the City Council appointed Mr. Daus as Commissioner of the Civil Service Commission, an independent quasi-judicial agency that hears and decides appeals under the New York State Civil Service Law. Mr. Daus has extensive experience in labor and employment law, including a Masters of Law (LL.M.) from N.Y.U. School of Law specializing in the field. He received his Juris Doctor (J.D.) degree from Touro School of Law and his Bachelor of Arts degree from CUNY, where he has also served as an Adjunct Professor of Business Law. Mr. Daus has published numerous legal articles in journals and periodicals on topics which include labor and employment law, mediation/alternative dispute resolution and transportation law.

Mr. Daus serves as Co-Chairman of the Brooklyn Economic Development Corporation and is a board member of Big Apple Greeter. He also served for over eight years on the Board of NYC & Co. (the City's tourism, marketing, convention and visitors bureau) and for several years on the Board of Brooklyn Dreams Charter School.

## *Acknowledgements*

First, I would like to thank the leadership of the UTRC, for Region 2, namely **Robert (“Buzz”) Paaswell**, our UTRC founder, as well as **UTRC Director Camille Kamga**, for their support, guidance and assistance in making our first-ever NYC Mayoral Transportation Forum such a resounding success. The forum was the inspiration for this report, and was the most well-attended event in the UTRC’s more than 22 years of existence. Our loyal followers and members, who attend event after event, came out in full force for this summer event, and we thank them for their dedication and interest, as always. Furthermore, the forum would not have been such a flawless event, with its many moving parts, without the organizational abilities and dedication of the UTRC staff, and their supervisor **Nadia Aslam** – to whom we owe a debt of gratitude.

Many thanks go to **Mitch Wallerstein**, the *President of CUNY’s Baruch College*, who welcomed the guests to the event at his facilities, and his fantastic technical and public relations staff, as well as to *CUNY Chief Operating Officer and Executive Vice Chancellor Allan Dobrin*, who delivered opening remarks at our forum. Our outgoing and incoming CUNY Chancellor and City College President’s mutual support of the UTRC, time and again, make not only these events, but the funding and endeavors like this report possible.

In addition, I would like to thank the many external volunteers who assisted in the preparation of this report, including: **Professor Pasqualino Russo** of *John Jay College, CUNY*; **Jasmine LeVeaux**; **Brook Taye**; **Cher Manning**; **Andrew Matera**; **Joanna Drucker**; **Jesus Amezcuita**; **Jason Fromberg**; **Jennifer Ryan**; and **Carolyn Rinaldi**.

Finally, last but not least, I would like to thank the members and institutions involved in the **NYC Mayoral Candidate Transportation Forum Committee**, which included: **Lee Sander** (Chair, Regional Plan Association, former MTA CEO, former NYC Department of Transportation - DOT Commissioner and NYC Taxi and Limousine Commission - TLC Board Member); **Ira J. Goldstein** (Executive Director of the Black Car/Limo Fund and former TLC Chief of Staff); **Tim Gilchrist** (former Senior Transportation Adviser to the Governor, and former President of the Moynihan Station Development Corp.); **Dr. Robert “Buzz” Paaswell** (former Chicago MTA CEO and UTRC founder); **Paul Steely White** (Executive Director of Transportation Alternatives); **Chris Boylan** (former MTA Deputy Executive Director and executive at the General Contractors’ Association); **Gene Russianoff** (Senior Attorney of NYPIRG’s Straphangers’ Campaign); **Rohit Aggarwala** (former NYC Chief Sustainability Officer and Advisor to the Chair of the C40 Cities Climate Leadership Group); **Dr. Camille Kamga** (UTRC Director); **Dr. Steven Koonin** (Director of New York University’s Center for Urban Science and Progress -CUSP); **Christopher Ward** (former Executive Director of the Port Authority of NY & NJ); **Sam Schwartz** (former NYC Traffic Commissioner).

Last but not least, I would like to thank the media and the transportation reporters and journalists who covered our event (and who will undoubtedly benefit from this report), as without their attendance and commitment to these issues, the voters and the general public would never fully benefit from such informed discussions on transportation policy.

## **I. Introduction**

This year's race for Mayor of New York City (NYC) may represent an historic and significant departure from the policies, practices and personnel of the past 20 years. New Yorkers, with an extraordinary number of registered Democrats, in a dynamic and changing city, have become accustomed to the independent Mayoralties of Rudy Giuliani and Michael Bloomberg, who have changed forever the expectations of the Big Apple's Chief Executive Officer. Whether one likes or dislikes their personalities, policies or accomplishments, nobody can argue that both have left an indelible mark on NYC. Come January 1, 2014, major change is on the way – like it or not – due to the term limits law.

This year's race for NYC Mayor involved a crowded field with endless candidate appearances and forums. After all the major parties conducted their primaries the following candidates will be competing to become the 109<sup>th</sup> Mayor of NYC. The major candidates for the November 5, 2013 General Election are: the former Bronx Borough President **Adolfo Carrión** as the Independence Party of New York ("IPNY") nominee; the Democratic Party candidate **Bill de Blasio** (NYC Public Advocate); independent candidate **Jack Hidary**; and Republican Party candidate **Joe Lhota** (past Metropolitan Transportation Authority – MTA Chair).

Unfortunately, until recently, there has been very little conversation about transportation policy. NYC is a global destination and a world class city, which is on the top 5 list of most major city surveys including parks, visitor spending and tourism, public transportation and private for-hire ground transportation. NYC's Silicon Alley is also becoming a technology magnate to rival San Francisco and Silicon Valley. On the other hand, NYC is also ranked among the top 5 worst cities for traffic congestion. As New Yorkers, we take for granted that our transportation system will always function and be top notch. It is not politically popular to raise the topic of funding to repair aging transportation infrastructure, but unless our transportation policies and systems are prioritized by our next Mayor, we may see our status as a global destination suffer when people have increased difficulty, less transportation options or increased expenses. I decided not to sit back and watch as a spectator, but rather do something about it by holding the first and only comprehensive, objective and independent mayoral candidate forum on transportation policy issues, in an academic setting at the City University of New York (CUNY).

The mayoral forums held by other groups mostly followed a simple format allowing each candidate to talk about whatever they wished, with tremendous flexibility. The goal of this unique forum was to not only educate voters on important transportation issues, but to educate the candidates on the issues that matter to New Yorkers. In order to accomplish this task, I appointed a panel of transportation policy experts comprised of former high-level transportation officials, academics and organizational stakeholders experienced in all modes of transportation and governmental agencies, and who have worked closely with me in the past and/or with CUNY's Transportation Research Center at City College. This panel was charged with the task of assisting me in collecting data and information on numerous transportation topics and compiling the candidates' positions and facts to prepare for the forum. They all helped in vetting not just the topics, but also the specific questions. As part of our unique



format, each expert asked certain candidates prepared questions unbeknownst to the candidates, as well as their own spontaneous and tough follow-up questions.

The Mayoral Transportation Forum was sold out many weeks in advance and was at capacity with between 400-500 attendees, including most major news and media outlets. Media coverage of the event can be accessed at the following link: [http://www.windelsmarx.com/news\\_detail.cfm?id=288](http://www.windelsmarx.com/news_detail.cfm?id=288). There was such unexpected interest in this event that we could have easily had thousands of attendees. A video of the event can be accessed at the following link: <http://vimeo.com/69013945>.

The goal of the forum was to ensure the candidates avoided general statements and did not defer policymaking statements until after the election. We gave the candidates notice of the topics to study, but not the questions, limiting the time to respond and narrowly tailoring questions for specific responses and positions to hold them accountable if elected. The audience attendees participated in advance by sending recommended questions and voting on the topics that were most important to them, and only those topics were addressed and raised in order of audience interest.

Until the forum, the most talked about issues were bicycle lanes, the bike share program and the taxi of tomorrow, including wheelchair accessibility. Well, even at the forum, those were the most vigorously debated topics. However, we managed to shift the discussion of the candidates to focus on many other important topics, including select bus service, outer-borough transportation equity, transportation technology, funding sources and research, school bus service, commuter vans, toll equity, traffic safety, congestion mitigation and sustainability. The responses and ideas of the candidates were varied and included unexpected suggestions such as: the creation of an “above-way” for monorail service; the widespread expansion of select bus service instead of increasing the size and funding for the subway system; the use of more light rail in Staten Island and throughout the City; off-peak freight delivery times; the additional of more park & rides in the other boroughs to increase mass transit usage to ease Central Business District traffic; making government data easily available to the public and to universities to conduct research and create innovative smartphone applications for public transportation; the addition of more speed and red light cameras; reducing some bridge and tunnel tolls while adding some bridge tolls to create toll equity; the creation of a coalition of Mayors for Mass Transit like Mayor Bloomberg organized for gun control; and creating cost efficiencies and new routes to save money in the implementation of city school bus contracts. Also, many of the candidates discussed the City and the Mayor controlling its own destiny by taking control of the MTA and in creating more transparency at the TLC. Overall there was no shortage of new ideas, making this event a true success.

As promised at the UTRC Mayoral Forum, the valuable ideas and positions of all candidates before, during and after the forum were carefully tracked, analyzed and set forth in detail in this final report in preparation for the General Election scheduled for November 5, 2013. This seminal report will serve as a primer on transportation policy issues facing the next Mayor, as well as a reference tool for voters, the media, academics and others interested in transportation policymaking and the future of NYC.



This report is, without question, the most comprehensive document on transportation policy covering the candidates' positions, but it by no means is all encompassing. On the heat of the campaign trail, throughout hundreds of forums, public appearances, press conferences, media interviews, and for most of the candidates, long careers spent in public service advising and/or voting on legislation or rendering executive decisions involving transportation policy, it is not realistically possible to compile each and every thought and statement of every candidate. Nor is it reasonable to expect every candidate to form positions on each and every possible angle or issue that will or may arise when governing the City and improving our transportation options and efficiency. Simply put, we are better off with a document such as this, and contributing to an exercise where the candidates are compelled to focus and be careful in their approaches – exercising prudence, thoughtfulness, and relying on and agreeing to work with experts in the field, such as our colleagues affiliated with the UTRC.

This report is structured based on the topics selected for the Mayoral Forum, with additional categories and policy statements of candidates who participated and did not participate in the event. The report is organized around the issues, with a primer or brief history framing the debate, and then analyzing, explaining and comparing the positions of the various candidates – in chart format. As an appendix to the report, each candidate's biography and transportation policy plans and statements are set forth in a similar organizational framework – based on the forum topics – but with additional details and statements supporting each candidate's positions. Another appendix contains the list of topic descriptions that were formulated in conjunction with the Forum committee, most of which were posed directly to the attendees at the Mayoral Forum; but also sent to each campaign prior to the publication of this report providing an additional opportunity for each candidate to respond more comprehensively on each and every topic. Finally, we have prepared a voter guide or chart for those who intend to review and rely on the candidates' transportation policy positions prior to casting their ballots. This simplified chart is by no means entirely representative of the complexity of the subject matter or priorities of the candidates, but is intended as a mere guidepost for quick reference by voters, and voters are advised to read this report or media of the candidates' positions more fully before deciding. The voter card focuses on some of the unique and new ideas each candidate has raised as part of their transportation plans, and also focuses on the topics that affect most commuters in the City and the issues most covered by the media.

Even good ideas proffered by other candidates who will ultimately lose the election, should hopefully be considered objectively by our next Mayor. We also hope that our policy briefings and this comprehensive report will become the Transportation Policy Primer and Transition Report for whoever becomes the next Mayor. Without question, it appears that the UTRC Mayoral Forum had inspired almost all of the candidates (whether they attended or not) to develop their own, specific transportation policy plans and platforms, when only a few candidates had done so prior to our event. The work of the UTRC in not only organizing the forum but in supporting the preparation of this report has achieved its goal so far of getting the candidates to cast a spotlight on transportation policy.

We applaud all of the candidates who – regardless of whether we like them personally or agree with them on all issues – are working tirelessly around the clock and sacrificing their precious family, personal and business time to help our wonderful city become a better one. It is not

easy running for office, with the intense and unforgiving media scrutiny and morass of legal requirements and the necessary foundation of both grass roots and economic support that must be garnered for the privilege of representing 8 million plus New Yorkers and the “Capital of the World.” My point is that in an ever changing global environment, where we will be confronting aging infrastructure, climate change, equity challenges, increased commerce and tourism everywhere on the planet – including NYC – transportation policy is important and deserves our attention, focus and the consideration of voters.

The forum and the work surrounding this report, has and continues to be a true exercise in participatory and representative democracy, and shows that when you bring together the right people and organize others effectively, you can make a difference by changing the debate, and generating useful and pragmatic ideas. Don’t forget the most important thing, to put transportation policies near the top of your personal voter’s wish list, and of course, don’t forget to vote!

## **II. Transportation Issue Summaries & Related Policy Statements**

### **1. Bicycle Use in New York City**

#### **a. Bike Sharing**

New York Mayor Michael R. Bloomberg rolled out a long-awaited bike-share program, an effort some call the City's first new public-transit option in 75 years. One of the Bloomberg administration's signature initiatives, Citi Bike, named for its main sponsor, debuted in May 2013 with more than 6,000 bicycles available at 330 stations in Manhattan and Brooklyn for about 15,000 people who paid a \$95 annual membership fee.<sup>1</sup> This launch represented the culmination of years of work by Mayor Bloomberg and his transportation commissioner, Janette Sadik-Khan, to promote the use of bicycles in and around New York City ("NYC"). The NYC Department of Transportation ("DOT") created 350 miles of bike lanes in preparation for the bike-share program and the City plans to eventually install thousands more bike stations in upper Manhattan, Queens and Brooklyn.

The program, which was funded with private money, was expected to launch last summer but faced setbacks and delays after technology failures and Hurricane Sandy. The DOT held 400 community meetings at which participants chose sites for the bike share docks, and many community board managers have been effusive in their praise of the process. But since the racks have hit the streets some residents and businesses have expressed alarm.<sup>2</sup> Some critics argue that the program will reduce road safety, absorb parking spaces, and tarnish the streetscape with ugly bike stations while others are also upset that the bicycles display a commercial logo in areas known for countercultural flair. It is apparent that the level of success and public response to bike-sharing this summer will partly determine whether the next mayor expands, shrinks, or scuttles the program.

#### **b. Bike Lanes**

Although bicycle lanes are typically little more than painted stripes on concrete, in New York City they have become the stuff of lawsuits, neighborhood squabbles and tense debates over the proper role of government. Over six years after the Bloomberg administration began its controversial campaign to edit the City's streetscape by adding 350 miles<sup>3</sup> of bicycle lanes onto streets previously dedicated to automobiles, controversies continue to arise.<sup>4</sup>

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<sup>1</sup> <http://online.wsj.com/article/SB10001424127887323855804578509491579798244.html> (Last visited August 30, 2013)

<sup>2</sup> <http://www.beezodogsplace.com/2013/05/03/nyc-mayoral-candidate-lhota-likes-bike-share-but-the-racks-notsomuch/> (Last visited August 30, 2013)

<sup>3</sup> <http://a841-tfpweb.nyc.gov/dotpress/2013/05/facts-on-citi-bike/>

<sup>4</sup> <http://www.nytimes.com/2012/08/22/nyregion/most-new-yorkers-say-bike-lanes-are-a-good-idea.html>

A lawsuit, filed in March, 2011, came after a year of dueling petitions, pamphlets and rallies over a bike path installed by the City last summer along Prospect Park West. The lawsuit accuses the Transportation Department of misleading residents about the benefits of the lane, cherry-picking statistics on safety improvements and collaborating with bicycle activists to quash community opposition.<sup>5</sup> Opponents have criticized the two-way bicycle lane for reducing room for cars and restricting the views of pedestrians crossing the street. They also accuse transportation officials of ignoring required environmental reviews and subverting a public review process by presenting a full report on the lane only after the decision was made to make it permanent.

Despite this litigation and controversy, recent poll results suggest that residents have gradually become accustomed to bike lanes and bike sharing. In a city where most people cannot agree on the best pizzeria, polls find that 66% of New Yorkers say they support bike lanes, a figure consistent with several previous polls, while bike share has polled 72% support. Although bike sharing and bike lanes are widely popular among New Yorkers, these issues are still frequently the targets of newspaper and tabloid ire, indicating bicycle use in the City has become one of the flash point issues in the 2013 mayoral race.<sup>6</sup>

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<sup>5</sup> [http://www.nytimes.com/2011/03/08/nyregion/08bike.html?\\_r=0](http://www.nytimes.com/2011/03/08/nyregion/08bike.html?_r=0)

<sup>6</sup> <http://www.nytimes.com/2012/08/22/nyregion/most-new-yorkers-say-bike-lanes-are-a-good-idea.html>



## Bike Sharing and Bicycle Lanes

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión said he will expand the bike network by adding bike lanes in many areas of the outer boroughs. He will also increase the penalties for cars that are either parked or driving in the bike lanes and argues that they are the root cause of much of the danger. He also plans to expand the bike share program by introducing it to neglected areas such as Washington Heights and the so-called “outer boroughs.” He also plans to increase awareness of the membership discounts to residents in lower income neighborhoods
Bill de Blasio (D)	Mr. de Blasio said he would expand bike lanes and bike sharing, with a goal of raising the percentage of city trips taken by bike to 6 percent by 2020. The enthusiastic embrace of cycling represents a shift — at least in tone — for Mr. de Blasio, who once called the City’s bike-friendly transportation commissioner, Janette Sadik-Khan, a radical. <sup>7</sup>
Jack Hidary (I)	Mr. Hidary states that he will make every effort to engage communities regarding expanding bike lanes and ensure that communities that want bike share facilities will get them. He also supports expanding the City’s network of protected bike lanes, as well as further initiatives such as installing helmet vending machines in key locations, as is being done in Boston, and integrating bike lanes and bike parking facilities more seamlessly with other public transportation.
Joseph J. Lhota (R)	Mr. Lhota said that he would increase the number of lanes, though he called for “common sense in their placement.” In the past, he has said that he “could see” removing existing lanes that he deemed problematic, mentioning that some bus drivers along the B63 route in Park Slope, Brooklyn, had complained about sharing space with bike riders.

<sup>7</sup> <http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html> (Last visited October 10, 2013)

## **2. For-Hire Ground Transportation Services**

### **a. The Taxi of Tomorrow**

Starting in October 2013, the TLC had planned to require the replacement of retiring cabs with the “Taxi of Tomorrow,” a Nissan NV200, which resembles a minivan, and has a transparent roof, USB chargers located at the backseat, sliding doors and extra headroom but cannot accommodate wheelchairs as produced.<sup>8</sup> There are many design and safety benefits to these taxis, but the Taxi of Tomorrow has encountered much criticism, for neither being environmentally-friendly nor wheelchair-accessible. The design features of the Taxi of tomorrow have also been described as “large” and “clunky,” and not modern enough.<sup>9</sup>

In late November, 2012, the Committee for Taxi Safety, which represents medallion owners, filed suit arguing, “The NV200 does not appear to be ruggedly built and therefore may not be able to remain in good repair over many miles of rough driving on the poorly maintained streets of New York City.” The litigation papers stated, “Restricting taxi medallion drivers to one and only one type of car deprives drivers and riders of options that might better suit their individual preferences.” And because the Taxi of Tomorrow is sole-sourced from a Japanese manufacturer, if any problems arise with the vehicle—such as mechanical issues, recalls or manufacturing delays—New York City taxi drivers and riders could find themselves facing a shortage of operable taxis.” The plaintiff withdrew this case citing procedural grounds: as the City had yet to formally sign a contract with Nissan, and so the Committee was seeking to overturn something that does not yet exist.<sup>10</sup>

Another lawsuit, Noel v. New York City Taxi & Limousine Commission (“TLC”), challenged the City’s use of non-wheelchair-accessible vehicles, arguing that in so doing, it violates the Americans with Disabilities Act (the Taxi of Tomorrow, like most New York City taxis today, cannot accommodate wheelchairs). U.S. Attorney Preet Bharara even publicly supported the disability advocates involved in the suit and stated that the federal government had “a strong interest in this matter,” urging the court to find in the plaintiffs’ favor. The lower court held that the TLC was not exempt from the ADA and required it to provide a “comprehensive plan to provide meaningful access to taxicab service for disabled passengers”.<sup>11</sup> However, in June, 2012, the United States Court of Appeals for the Second Circuit overturned the lower court’s ruling, upholding the exemption of taxicabs from the ADA’s mandates. The Second Circuit held that “Title

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<sup>8</sup> <http://www.capitalnewyork.com/article/politics/2012/04/5737072/bloombergs-taxi-overhaul-plan-clears-one-obstacle-and-presented-ano> (Last visited August 30, 2013)

<sup>9</sup> [http://gothamist.com/2012/09/21/the\\_taxis\\_of\\_your\\_youth\\_are\\_gone.php](http://gothamist.com/2012/09/21/the_taxis_of_your_youth_are_gone.php) (Last visited August 30, 2013)

<sup>10</sup> <http://www.capitalnewyork.com/article/politics/2012/04/5617717/taxi-tomorrow-gets-legal-perhaps-temporary-reprieve> (Last visited August 30, 2013)

<sup>11</sup> Noel v. TLC, 837 F. Supp. 2d 268 (S.D.N.Y. 2011)



II(A) [of the ADA] does not obligate the TLC to use its licensing and regulatory authority over the New York City taxi industry to require that taxi owners provide meaningful access to taxis for persons with disabilities.” *Noel v. TLC*, 2012 U.S. App. LEXIS 13287 (2d Cir. N.Y., June 28, 2012).

The Taxi of Tomorrow has been struggling with wheelchair accessibility since it was first announced. The current Comptroller John Liu (and a former Mayoral Candidate), has written to the mayor making the argument that the City needs to rethink the Nissan NV200 contract or prepare to have it sent back by his office; Liu says that he would reject the contract as it now stands. While the Bloomberg administration maintains that Comptroller Liu does not have the legal authority to block the contract,<sup>12</sup> the TLC has since approved another accessible cab and made promises to retrofit the new ones to be accessible.<sup>13</sup>

In addition to recent attempts from the City Council and the Comptroller's office to stop the non-hybrid, non-accessible, Nissan NV-200 from becoming the only yellow cab in the five boroughs, a new lawsuit has emerged. The Greater New York Taxi Association (“GNYTA”) filed a suit arguing that the City has overstepped its authority with the new cab. GNYTA’s executive director argues that though the TLC is permitted to set the standards for vehicles, the City charter does not permit the TLC to require that one cab be used exclusively. Further, GNYTA asserts that the taxicab vehicle chosen as the “Taxi of Tomorrow” runs afoul of the law, since the TLC is required to approve one or more hybrid vehicle options as a taxicab. The Nissan NV200 is currently available only as a gasoline model and would replace some hybrids already on the road.<sup>14</sup> “The Taxi of Tomorrow will give riders the safest, most comfortable and efficient taxi ride in the City's history, and we remain dedicated to the goal of bringing it to New Yorkers,” a TLC spokesman said.

On October 8, 2013, a New York State Supreme Court judge in Manhattan struck down the TLC’s Taxi of Tomorrow plans ruling that the agency overstepped its authority when it mandated that the majority of the fleet be replaced with the Taxi of Tomorrow. Judge Shlomo S. Hagler stated in his decision that, “the power to contract and compel medallion owners to purchase Nissan NV200 from Nissan for ten years does not exist in the City Charter.” In a statement, Michael A. Cardozo, the City’s corporate counsel, said he would appeal the decision, which he called “fundamentally wrong.”<sup>15</sup>

Additionally, disability advocates have filed a federal motion in the Southern District of

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<sup>12</sup> <http://www.capitalnewyork.com/article/politics/2012/05/5824489/liu-will-reject-bloomberg-administrations-taxi-tomorrow-contract> (Last visited August 30, 2013)

<sup>13</sup> [http://gothamist.com/2012/05/02/comptroller\\_to\\_bloomberg\\_make\\_cabs.php](http://gothamist.com/2012/05/02/comptroller_to_bloomberg_make_cabs.php) (Last visited August 30, 2013)

<sup>14</sup> [http://gothamist.com/2013/01/22/city\\_completely\\_overreached\\_with\\_ta.php](http://gothamist.com/2013/01/22/city_completely_overreached_with_ta.php) (Last visited August 30, 2013)

<sup>15</sup> [http://www.nytimes.com/2013/10/09/nyregion/judge-blocks-new-york-city-plan-for-taxi-of-tomorrow.html?\\_r=0](http://www.nytimes.com/2013/10/09/nyregion/judge-blocks-new-york-city-plan-for-taxi-of-tomorrow.html?_r=0) (Last visited October 9, 2013)

New York asking a judge to require that the Taxi of Tomorrow be accessible to wheelchairs.<sup>16</sup>

With regard to the contract, on September 3, 2013, Comptroller John Liu rejected the contract for the Taxi of Tomorrow for a second time. On that date, Liu informed Mayor Bloomberg that he refused to formally register the City contract with Nissan North America, Inc. because the base model of the Nissan NV200 does not accept wheelchairs. Mr. Liu believes that the ADA requires that the new taxicab vehicles be accessible to those in wheelchairs.<sup>17</sup>

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<sup>16</sup> <http://online.wsj.com/article/SB10001424127887324123004579055442248544298.html>

<sup>17</sup> *Id.*



# Taxi of Tomorrow

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	<p>Mr. Carrión states that the Taxi of Tomorrow initiative will need to be modified to address the issues raised by the recent court decision. If elected, he promises plans to instruct the TLC to enlist the industry and the riders in a fresh discussion (with a short time frame) to redesign the program to address accessibility, environmental responsibility, transition to new vehicles, and protecting the City from legal and financial burdens of violating the Nissan contract. Some of the options put forward by Carrión are: including other Nissan models; extending the transition to the new vehicles; low-interest loans to taxi owners; inclusion of hybrid and electric options.</p>
Bill de Blasio (D)	<p>Mr. De Blasio opposed the Taxi of Tomorrow selection since Nissan does business with Iran. De Blasio stated that, for one billion dollars, taxpayers and taxi riders deserve a guarantee that Nissan will stop selling its vehicles to Iran.</p>
Jack Hidary (I)	<p>Mr. Hidary supports the Court's ruling that the City cannot compel a near-uniform fleet of non-hybrid taxis. He also states that the Taxi of Tomorrow mandate must be modified to focus on high-mpg cars so that the City will not move backwards from the current fleet and if the City were to adopt a standard taxi it must have equal or better mpg. He also states that the City have improved air quality by switching taxis to hybrids and these needs to continue to move forward. High-MPG taxis keep taxi rates lower for all New Yorkers and keep the air cleaner for families and children.</p>
Joseph J. Lhota (R)	<p>Mr. Lhota hailed the ruling that struck down the Taxi of Tomorrow by State Supreme Court Judge Shlomo S. Hagler and said if elected he would not continue any appeal.</p>

## b. Smartphone Applications

With the introduction of the new “e-hail” phone application program, yellow taxis will have access to pre-arranged fares. Smartphone apps are already widely used to reserve livery and black cars, and will now expand to taxis. In December 2012, the City’s TLC (“TLC”) approved, by a vote of 7 to 0 with 2 abstentions, a pilot program for the apps to be used for yellow cabs. A permanent rule change had initially been proposed, but as the vote neared and it appeared that a majority of board members might oppose the program, the commission settled on a temporary pilot program instead.<sup>18</sup>

Owners of for-hire vehicles have argued that the City’s plan violates a longstanding ban on prearranged rides in yellow taxis and would upend their business model. Livery cab companies, fearing competition from e-hail technology, argue that they are the only ones who have approval to accept rides arranged in advance. They believe e-hail could distort the competitive practices of the taxi industry, agreed upon by the City Council, to favor one industry over another. As livery and black cars cannot pick up street hails, this encroachment by yellow cabs could potentially cause drivers to miss out on fares, and subsequently, income.<sup>19</sup>

The Bloomberg administration gave the green light to e-hail in December, but livery, black car, and limousine industry groups sued to stop the initiative, arguing that the TLC did not possess the legal authority to implement it. For decades, only livery cabs and black cars have been allowed to arrange rides in advance. Manhattan Supreme Court Justice Carol Huff rejected legal arguments that the TLC lacked the legal authority to launch a pilot program that would last 12 months and be restricted to Manhattan south of 59th Street.<sup>20</sup>

On May 01, 2013 Justice Helen Freedman of the Appellate Division of the New York State Supreme Court (New York State’s intermediate appellate court) granted the Petitioners’ application for an interim stay pending determination of motion by the full bench to grant the interim relief for the pendency of the appeal. The Appellate Division in its order provided for an expedited submission date of May 13, 2013, with the Respondents’ papers due by May 8, 2013 and the Petitioners’ responses by said submission date and a decision to be rendered by May 20, 2013.

On June 6, 2013, the temporary restraining order (“TRO”) against the TLC with respect to the E-Hail Pilot Program was lifted and the request for an appellate injunction pending appeal denied. (Hailo’s request to intervene was also denied.) The Court issued a one page decision and did not provide any substantive discussion on how it reached its decision. As such, the TLC issued an Industry Notice later that day which announced that

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<sup>18</sup> <http://www.nytimes.com/2013/03/08/nyregion/judge-temporarily-blocks-use-of-smartphone-apps-to-hail-yellow-cabs.html?ref=taxicabsandtaxicabdrivers> (Last visited August 30, 2013)

<sup>19</sup> <http://www.nydailynews.com/new-york/guest-give-livery-cab-drivers-special-e-hail-concessions-article-1.1298025> (Last visited August 30, 2013)

<sup>20</sup> [http://www.nypost.com/p/news/business/the\\_hail\\_it\\_ain\\_O5n5sluEVOd58qUSBCWHFP](http://www.nypost.com/p/news/business/the_hail_it_ain_O5n5sluEVOd58qUSBCWHFP) (Last visited August 30, 2013)

the E-Hail Pilot Program would resume, and that the app, Taxi Magic had been the approved and joined Uber and Hailo as participants.<sup>21</sup>

On July 2, 2013, the Petitioner filed a perfected appeal on the merits with the Appellate Division, First Department. In response, the Respondents filed an appellate brief on August 13, 2013. The Petitioners filed their reply to the respondents' briefs within the next week, and the full panel of appellate judges will be expected to hear oral argument in September, 2013. In the interim, the E-Hail Pilot Program will continue to operate, and will do so absent a final decision on the appeal.

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<sup>21</sup> [http://www.nyc.gov/html/tlc/downloads/pdf/industry\\_notice\\_13\\_21.pdf](http://www.nyc.gov/html/tlc/downloads/pdf/industry_notice_13_21.pdf)



# Smartphone Applications

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión supports using technology to solve problems and to make peoples daily lives run more efficiently. He argues that the E-Hail pilot program allows the private sector – through companies like Uber, Taxi Magic and Hailo – to provide New Yorkers and visitors with timely transportation service. As smartphones increasingly play an integral role in service delivery, Carrión argues NYC must stay on the cutting edge of technology's wave.
Bill de Blasio (D)	Mr. De Blasio has criticized the TLC operations in the Bloomberg administration, and stated that he wanted to include the various sectors in key decisions.
Jack Hidary (I)	Mr. Hidary states that other cities have shown it is possible to adopt new technology and increase income for drivers at the same time. While there was initial opposition to the mandate of credit card devices in all taxis, this is now seen as a success on the part of the public and drivers. Thus, Hidary argues the City must work through the issues presented by new apps so that all stakeholders can adopt these technologies that give consumers more choice and transport functionality.
Joseph J. Lhota (R)	Mr. Lhota said the City should “allow market forces to take over” and embrace technology like ride-hailing smartphone apps for both taxis and car services. He also expressed support for allowing the hailing of livery cabs outside Manhattan.



### **3. Outer-Borough Transportation Issues**

#### **a. Commuter Vans (Dollar Vans)**

A commuter van is a privately-owned vehicle with a seating capacity of 9 to 20 passengers. Colloquially known as “Dollar vans,” the vehicles typically provide transportation into, out of, or within New York City on a prearranged, regular daily basis, over non-specified or irregular routes, and between a zone in a residential neighborhood and a location which will be a work related central location, a mass transit or mass transportation facility, a shopping center, recreational facility or airport.

Commuter vans typically operate in neighborhoods within urban areas that are underserved by public mass transit or taxis. In New York, commuter vans serve major corridors in Brooklyn, Queens and the Bronx that lack adequate subway and bus service. In 2006, the New York City Council began debate on greater industry regulation, including requiring all commuter vans to be painted in a specific color to make them easier to recognize. The vans pick up and drop off anywhere along a route, and payment is made at the end of a trip. During periods when even limited public mass transit is unavailable, such as the January 2005 Green Bus Lines and Command Bus Company strike or the December 2005 New York City transit strike, commuter vans were the only feasible method of transportation for many commuters. In such situations, city governments may pass legislation to deter price gouging.<sup>22</sup>

In 2010, Mayor Michael R. Bloomberg began a pilot program authorizing commuter vans to pick up passengers in areas of Brooklyn and Queens that lost bus service in 2010 public transportation cuts. The proposed zones include areas previously covered by the Q74 bus, which connected Queens College in Flushing to the transportation hub in Kew Gardens, and the B71 bus, which ran through Park Slope, Carroll Gardens and Prospect Heights. Rides will cost \$2 per passenger. The new service allows riders to be picked up and dropped off at specific locations, an important distinction from traditional commuter vans, which requires fares to be pre-arranged. The pilot program established three to six new commuter van routes in Brooklyn and Queens.<sup>23</sup>

To commuters, there are advantages and disadvantages. The vans will provide a means of reaching transportation hubs or other parts of the borough. But because the vans are privately operated, passengers who are connecting to a subway or bus will have to pay \$2 to ride the vans as well as public transportation fare, which is \$2.50 for a single trip.<sup>24</sup> Organized labor and bus drivers, on the other hand, are unhappy with this program, feeling as though there could be a potential threat to their jobs, especially with many

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<sup>22</sup> Richardson, Lynda (December 12, 1999). "As Transit Strike Looms, 'Dollar Vans' and Ferries Are Poised to Cash In". The New York Times.

<sup>23</sup> <http://cityroom.blogs.nytimes.com/2010/07/29/creating-guidelines-in-commuter-van-crackdown/>

<sup>24</sup> <http://www.nytimes.com/2010/06/23/nyregion/23vans.html>

bus drivers already losing jobs due to the 2010 cuts. They feel that the program would be replacing, rather than augmenting, MTA service.<sup>25</sup>

The pilot program is being accompanied by a major enforcement push. The TLC targets unlicensed vans, unlicensed drivers, and licensed vehicles working outside the bounds of authorized activities. The idea is that illegal vans, not subject to safety and insurance requirements, would undercut the more tightly regulated livery service.<sup>26</sup> The Police Department and the TLC have stepped up enforcement in places like southeastern Queens and Flatbush Avenue in Brooklyn, where most commuter vans, legal and illegal, circulate. The TLC has said that it is a priority to crack down on illegal van operation with the Police Department.<sup>27</sup>



## Commuter Vans (Dollar Vans)

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión supports Park-and-Ride locations at the end of the subway system (the old two-fare zones). He also proposes the legalization and regulation of Dollar Vans to park-and-ride and commuter lots to ease commuting burdens in many parts of the City. Ultimately, Carrión argues, this will regulate the industry to provide a safe and quality standard of service to the riding public.
Bill de Blasio (D)	Mr. de Blasio stated that he wanted to include and review the operational modes of transportation to increase options, safety and efficiency for passengers
Jack Hidary (I)	Mr. Hidary supports car sharing, ridesharing and bike sharing as well as expanded select bus service to provide improved service and options in the outer boroughs. He argues the City must also expand the availability of real-time apps which inform users of bus arrivals. This is of particular importance in the outer boroughs where service is less regular.
Joseph J. Lhota (R)	Mr. Lhota supports expansion of Select Bus Service and Dollar Vans.

<sup>25</sup> <http://www.streetsblog.org/2010/06/24/questions-linger-about-bloombergs-new-livery-van-service/>

<sup>26</sup> <http://www.streetsblog.org/2010/06/24/questions-linger-about-bloombergs-new-livery-van-service/>

<sup>27</sup> <http://cityroom.blogs.nytimes.com/2010/07/29/creating-guidelines-in-commuter-van-crackdown/>

## b. Bus Services/Select Bus Service

Select Bus Service (“SBS”), is a brand used by MTA Regional Bus Operations for bus rapid transit service in New York City. The SBS program was unveiled to the public on March 25, 2008.<sup>28</sup> At the time of the announcement, the MTA and the Mayor had stated that implementation on other corridors was contingent on the passage of congestion pricing, which ultimately did not make it for a vote in the legislature.<sup>29</sup> In June 2008 many elements were incorporated to change bus operations, including: high visibility stations, bus lanes where the road is dedicated to the exclusive use of buses, service plan that provides an easily understandable route map and schedule, high capacity low floor vehicles, a faster fare collection system where customers pay before boarding, and a Traffic Signal Priority (“TSP”) which gives buses priority at traffic lights System identity and branding which bring a unique and distinguished visibility to the BRT service.<sup>30</sup> There are currently five SBS routes along four corridors: Bx12 Fordham Road-Pelham Parkway; M34 34th Street Phase I Enhanced Bus Priority Corridor; Phase II off-board fare collection; M15 First Avenue-Second Avenue SBS S79; and Hylan Boulevard SBS. Three additional routes are to begin service in late 2013; Bx41 Webster Avenue x44 Nostrand Avenue-Rogers Avenue SBS; and M60 125th St/LaGuardia SBS.<sup>31</sup>

The New York City Department of Transportation and the MTA New York City Transit are working together to improve the City's bus system by implementing bus rapid transit (“BRT”) improvements on routes throughout the City. BRT is a cost-effective approach to transit service that cities around the world have used to make riding the bus more like riding the subway. BRT improves bus speed, bus reliability and passenger comfort and convenience. SBS is New York City’s brand for BRT improvements. SBS takes many of the elements of BRT and adapts them for New York City’s streets. Projects are tailored to individual corridors, but elements include:

- Faster Fare Collection: customers pay their fare at the SBS stop before they board on current SBS routes, reducing the time required to pick up and drop off passengers. Smart Cards and other technologies will also speed boarding on future routes.
- Bus Bulbs: widened sidewalks at bus stops provide more space for waiting bus riders and pedestrians.

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<sup>28</sup> [http://www.nyc.gov/portal/site/nycgov/menuitem.c0935b9a57bb4ef3daf2f1c701c789a0/index.jsp?pageID=mayor\\_press\\_release&catID=1194&doc\\_name=http://www.nyc.gov/html/om/html/2008a/pr101-08.html&cc=unused1978&rc=1194&ndi=1](http://www.nyc.gov/portal/site/nycgov/menuitem.c0935b9a57bb4ef3daf2f1c701c789a0/index.jsp?pageID=mayor_press_release&catID=1194&doc_name=http://www.nyc.gov/html/om/html/2008a/pr101-08.html&cc=unused1978&rc=1194&ndi=1)

<sup>29</sup> [http://en.wikipedia.org/wiki/Select\\_Bus\\_Service](http://en.wikipedia.org/wiki/Select_Bus_Service)

<sup>30</sup> <http://web.mta.info/mta/planning/sbs/faqs.htm>

<sup>31</sup> [http://www.nyc.gov/portal/site/nycgov/menuitem.c0935b9a57bb4ef3daf2f1c701c789a0/index.jsp?pageID=mayor\\_press\\_release&catID=1194&doc\\_name=http://www.nyc.gov/html/om/html/2008a/pr101-08.html&cc=unused1978&rc=1194&ndi=1](http://www.nyc.gov/portal/site/nycgov/menuitem.c0935b9a57bb4ef3daf2f1c701c789a0/index.jsp?pageID=mayor_press_release&catID=1194&doc_name=http://www.nyc.gov/html/om/html/2008a/pr101-08.html&cc=unused1978&rc=1194&ndi=1)

- Bus lanes: travel lanes that are restricted to buses during certain hours of the day.
- Loading zones: Some projects may include new commercial vehicle loading zones and other improved parking regulations.

Other features that are part of Select Bus Service corridors:

- Camera enforcement: video cameras issue tickets to drivers illegally parking or driving in the bus lanes.
- Transit signal priority: buses get an extended green light at certain intersections, reducing stop time.
- Simplified service: Routes have easy-to-understand schedules and stops spaced like the subway.
- System identity and branding: brings a unique and distinguished visibility to SBS.

SBS service will benefit all the travelers in each corridor. Current bus riders who travel longer distances will benefit directly from the faster Select Bus Service option. Bus riders who travel a short distance between local stops will benefit from the provision of bus lanes. Automobile drivers should benefit from the traffic signal optimization measures. Finally, by increasing the number of people who travel by transit, everyone benefits by reduced traffic, pollution and demand for parking. Further, the 2013 plans could help counteract some of the cuts that the City underwent in 2010 to help plug an \$800 million budget gap, including reduced service on two Co-op City bus routes, Bx26 and Bx28, and eliminated the entire QBx1.<sup>32</sup>

While there are several benefits to increased bus service, there are also several issues. Many vendors working on 125<sup>th</sup> Street are not going to be able to park. The bus plan has garnered widespread criticism from community leaders, who feel that many community boards were not brought to the table with regard to DOT's proposals. These changes come at a tough time for vendors considering 125th Street has undergone rapid development in recent years. A GAP store and an Old Navy store have moved in, and Whole Foods is planning to open a store at 125th and Lenox Avenue in 2015. Some vendors are lamenting that their long-term prospects are dwindling. The livelihood of these vendors is potentially threatened by increased bus service in this area.<sup>33</sup>

<sup>32</sup> <http://www.nydailynews.com/new-york/bronx/piss-poor-bus-service-co-op-city-article-1.1358041#ixzz2Vr7VY3lw>

<sup>33</sup> <http://www.nydailynews.com/new-york/uptown/vendors-rip-planned-m60-bus-service-125th-st-article-1.1364184#ixzz2Vr5fboid>

In early October, the MTA expanded its pilot program which tracked NYC buses real-time via the internet. The nearly 490,000 people who use Manhattan buses on an average weekday can now keep tabs on them by using MTA Bus Time, a pilot program that started on the B63 route in Brooklyn and was introduced to Staten Island and Bronx buses last year. The service locates a bus and shows the number of stops until it reaches a rider. The expansion now covers all of Manhattan's 36 routes and 1,800 bus stops; M34 buses had been part of the Bus Time pilot. The latest GPS technology has been installed on 2,852 buses in Manhattan, Staten Island and the Bronx, at a cost of about \$5,000 per bus. The MTA says every New York City bus will be trackable within six months.<sup>34</sup>

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<sup>34</sup> <http://www.streetsblog.org/2013/10/07/bus-time-went-live-in-manhattan-this-morning/> (Last visited October 8, 2013)



## Bus Service/Select Bus Service

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión supports Select Bus Service since it is an effective way to reduce commute times – especially in the outlying areas of the City. He also supports the development of a citywide Bus Rapid Transit plan that provides a more comprehensive solution to the “transportation deserts.”
Bill de Blasio (D)	Mr. De Blasio wants 20 new Select Bus Service lines and more outer-borough transit options (like more Metro-North service to the Bronx). He also wants to limit Madison Square Garden's permit to ten years (down from the current 15) so that Penn Station can be expanded. <sup>35</sup>
Jack Hidary (I)	Mr. Hidary supports expansion of Bus Rapid Transit plan with dedicated bus lanes throughout the City along major corridors, and especially in the outer boroughs. He states that NYC should look to successful models in other cities, such as the TransMilenio rapid bus system in Bogotá, where they also integrate bicycle paths and bicycle parking facilities. Mr. Hidary argues that many of the crashes leading to fatalities and serious injury occur in the outer boroughs. Streets such as Queens Boulevard and others must be addressed to improve safety in the outer boroughs. Mr. Hidary also plans to adopt the position of Vision Zero from Sweden which advocates for a systems design for transport which reduces fatalities on the road to zero. This system has been very effective in Sweden where fatalities have decreased dramatically even as vehicle use has increased.
Joseph J. Lhota (R)	Mr. Lhota supports expanding Select Bus Service, including Select Bus Service to the airport as a convenience for travelers as well as airport workers, and as a boost for the entire New York economy.

<sup>35</sup> <http://www.wnyc.org/story/317109-explainer-where-nycs-mayoral-candidates-stand-transportation/> (Last visited October 10, 2013)



### c. Livery Street Hails

Many areas of New York City lack quality taxi service, which leads to black cars accepting illegal street hails. In December 2011, Mayor Bloomberg sought to remedy this inequity but failed to convince the City Council to back a plan to let livery cabs accept street hails in northern Manhattan and the other boroughs. Bloomberg then turned to the Legislature and Governor Andrew M. Cuomo to pass a bill which would allow it. Governor Cuomo signed a Chapter Amendment authorizing New York City to allow for street hail service in northern Manhattan and the four City outer boroughs.<sup>36</sup> In February 2012, revisions were made to the Chapter Amendment, and the final Street Hail Livery Law was enacted. The Street Hail Livery Law allows the City to issue up to 18,000 Street Hail Livery vehicle permits and 450 Street Hail Livery base permits. The Street Hail Livery vehicle permits are to be sold over the course of three (3) years—6,000 permits each year, to existing livery vehicle owners and/or drivers who have been in good standing with the TLC for one (1) year. The Street Hail Livery Law also requires that a minimum of twenty percent (20%) of all Street Hail Livery vehicles be wheelchair accessible. Whether the percentage of accessible livery vehicles will increase will be determined by a HAIL market analysis to be conducted by the TLC. Additionally, the law authorizes the TLC to auction 2,000 yellow taxicab medallions for accessible taxicabs, which vehicles are permitted to pick-up street hails in all boroughs, including the central business district in Manhattan (“CBD”),<sup>37</sup> Further, purchasers of HAIL licenses will be eligible to apply for grants up to \$15,000 to either purchase a wheelchair accessible vehicle or to make their current vehicle wheelchair accessible.

The Street Hail Livery Law sought to address two key issues: the lack of accessible vehicles for City residents and non-residents with disabilities, and the lack of availability of yellow cabs in the four (4) boroughs outside Manhattan as well as Manhattan’s CBD, along with JFK and LaGuardia airport, are demarked as the “HAIL Exclusionary Zone,” in which Street Hail-licensed vehicles will be prohibited from accepting prearranged calls. Plaintiff medallion owners and their financiers sued the state of New York and Michael Bloomberg, challenging the constitutionality of the Street Hail Livery Law.<sup>38</sup> Attorneys for the City and state had argued that a significant state interest was at stake: broadening access to taxi service to residents outside Manhattan, who aren’t served as comprehensively by yellow cabs. Roughly 80% of the City’s residents live outside Manhattan. In oral arguments, attorneys for the state noted that taxis serve resident from outside the City as well. The state’s highest court found that the entire law was in fact constitutional, which will now allow for livery cab drivers to pick up passengers, outside of Manhattan’s CBD and the two nearby major airports, who hail them on streets.

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<sup>36</sup> Senate Bill S5825 available at <http://open.nysenate.gov/legislation/bill/S5825-2011>; signed as Assembly Bill A8496.

<sup>37</sup> Assembly Bill A8691A-2011 available at <http://open.nysenate.gov/legislation/bill/A8691A-2011>.

<sup>38</sup> The Plaintiffs are the MTBOT, the TSA and the GNYTA. The Metropolitan Taxicab Board of Trade (the “MTBOT”) Plaintiffs are medallion owners and Lewis Fidler, a member of the New York City Council. The Plaintiffs in the Taxicab Service Association (the “TSA”) are credit unions and other entities that finance the purchase of medallions. The Plaintiffs in the Greater New York Taxi Association (the “GNYTA”) are medallion owners and one individual. The Defendants are the State of New York, Governor Cuomo, the City of New York, Mayor Michael R. Bloomberg, the TLC, and TLC Chair David Yassky.

Each Street Hail Livery must be affiliated with a base that is specially licensed to affiliate Street Hail Livery vehicles. Drivers and vehicle owners will be required to retrofit their For-Hire Vehicles to include a meter for street hails, a roof light, a credit card/debit card reader and a GPS device. The TLC has termed this new equipment and machinery with its associated media, firmware and other embedded technology the Street Hail Livery Technology System, or “L-PEP” (the moniker already being used by the industry to classify this program as a replica of the TLC’s Taxicab Passenger Enhancement Program – or T-PEP – for yellow cabs). This decision essentially codifies the L-PEP provider rules proposed by the TLC.<sup>39</sup> The TLC will need to release the timing annually of when the sale of Street Hail Livery vehicle and base permits and accessible medallions will take place. However, there is nothing in the decision that prevents the TLC from proceeding with the Street Hail Livery program and the corresponding permit/medallion sales as soon as possible.<sup>40</sup>

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<sup>39</sup> [http://www.nyc.gov/html/tlc/downloads/pdf/proposed\\_lpep\\_providers\\_rule.pdf](http://www.nyc.gov/html/tlc/downloads/pdf/proposed_lpep_providers_rule.pdf)

<sup>40</sup> As of the date of this report, the TLC has begun issuing the first group of Street Hail Livery vehicle and base permits.



# Street Hail Livery Law

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión supports the Street Hail Livery program. He states that it is more profitable for the drivers, and the riding public likes the service. He is also concerned about not having a rational pricing system that would allow for gouging. As such, he would work with the industry to - outside of metering - fashion a pricing program based on zones/regions, or some other consistent measure.
Bill de Blasio (D)	Mr. de Blasio has criticized the TLC operations in the Bloomberg administration, and stated that he wanted to include the various sectors in key decisions.
Jack Hidary (I)	Mr. Hidary plans to work with all involved agencies to expand transportation options include empowering all livery services to take seniors by using a voucher system to supplement Access-A-Ride, which will also be updated, upgraded and expanded. He also supports collaborative models including car sharing that reduce the number of private vehicles on the road. He proposes that the City must leverage the high density of NYC to provide choice for citizens to best utilize our transportation resources.
Joseph J. Lhota (R)	Mr. Lhota states that the ultimate goal is to expand service, not to undermine economic investments in the taxi industry. Any expansion of street hail service should be done with an understanding that medallion owners and livery services deserve a fair return on their investments.

#### **4. Traffic Issues – Congestion and Safety Plans & Improvements**

##### **a. Curb-Space Allocation**

Proper curb space allocation is very important in New York City. Several entities rely on it, such as the newly installed bike-share stations;<sup>41</sup> sidewalk cafes; placard parking; on-street bus locations, and on-street parking.<sup>42</sup> In an effort to manage unauthorized bus stop locations and issues raised by affected community boards<sup>43</sup> and local business' and residents' associations, the State legislature adopted Vehicle and Traffic Law § 1642-a, authorizing the City to establish an intercity bus permit system through the New York City traffic rules.

Representatives from local business' and residents' associations such as Dan Biederman, 34<sup>th</sup> Street Partnership, Clinton Hell's Kitchen Coalition for Pedestrian Safety (CHEKPEDS),<sup>44</sup> Community Board 3 Chair, Ms. Susan Stetzer; Community Board 4 Vice-chair, Ms. Christine Berthet; Operations Manager at Cornell University and Friends of the High Line, submitted oral and written testimony. The main issues put forward related to curb side management and they expressed that the criteria proposed under the rules for selection of on-street bus locations do not go far enough, arguing they should be clear and explicit. They also stated that there should be different criteria for stops and terminals, as it requires greater substantive analysis of what is happening on street level. Furthermore, they argued sidewalk obstruction and permits for on-street locations should be similar to sidewalk café/newsstand and that it would be wrong to grandfather permits for a three year period as existing locations should be evaluated.

In areas such as Hell's Kitchen and the Garment District, residents and business' are voicing complaints against buses for not using truck and bus designated streets, and double parking instead of doing a loop of the block. The lack of peak hour management with the convergence of subway users onto the streets and people waiting for buses has caused pedestrians to overflow onto the street. Over 15,000 pedestrians and cyclists were injured in New York City traffic in 2012, and 155 were killed, according to New York Police Department ("NYPD") data reports compiled by Streetsblog.<sup>45</sup>

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<sup>41</sup> <http://www.streetsblog.org/2013/04/30/reality-check-bike-share-station-takes-up-less-space-than-parked-cars/>

<sup>42</sup> [http://www.nyc.gov/html/dcp/pdf/pub/mnneeds\\_2013.pdf](http://www.nyc.gov/html/dcp/pdf/pub/mnneeds_2013.pdf)

<sup>43</sup> Letter in support of the State legislation from Community Board 4, dated April 6 2011,

<http://www.nyc.gov/html/mancb4/downloads/pdf/Resolutions/April%202011/5%20Trans%20Letter%20to%20Sen.%20Squadron%20re%20Intercity%20Bus%20Permits.pdf>

<sup>44</sup> <http://www.chekped.com/images/bus44/44thstreetreport-2.pdf>

<sup>45</sup> <http://www.streetsblog.org/2013/01/31/nypd-15465-pedestrians-and-cyclists-injured-155-killed-in-traffic-in-2012/>



## Curb-Space Allocation

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión plans to make NYC the leader in innovation and best practices in regards to curb-space allocation to ensure that the needs of residents and businesses are addressed fairly and transparently. His approach will be to use a framework model that sets goals for optimal use based on economic, safety, congestion and quality of life goals, and couple this with a pricing strategy that creates the critical disincentives and assists with revenue.
Bill de Blasio (D)	Mr. de Blasio called for more bus rapid transit outside of Manhattan. He also questioned if Mayor Bloomberg had implemented the SBS program quickly enough.
Jack Hidary (I)	Mr. Hidary was the first to support a phase-out of the muni-meters and increase use of smartphone parking apps to pay for parking and argues NYC to follow other cities, such as San Francisco, that have already adopted this model. He states this allows for dynamic pricing so that the City can charge the right price for the time of day and the location. He supports changes in curbside parking allocation, such as designating curbside space for electric vehicle charging stations, bike parking, bike sharing, and car sharing as well as innovative pilot programs such as solar powered-trash compactors to replace garbage cans on sidewalks.
Joseph J. Lhota (R)	Mr. Lhota says that NYC must collectively address questions of whether the City wants cars parked in the middle of avenues or at the curbside. Mr. Lhota believes that off-peak deliveries will free up considerable curbside parking spaces, dramatically reduce double parking and create a more balanced program considering both community quality of life issues and economic growth. He advocates exploring programs like assigned curbside space specific to expeditious delivery services.

b. Parking Policy

Due to the presence in New York City of numerous City, State and Federal government buildings, Manhattan has a major problem with government-authorized vehicles occupying space on streets and sidewalks. Community boards for the borough of Manhattan urge City, State and Federal agencies to continue to reduce the number of placards issued and better regulate them.<sup>46</sup> According to blogs and newspapers, cheap on-street parking causes double parking, traffic congestion & blocked bike lanes.

Delivery trucks and service vehicles double park because on-street parking is scarce. Some contend that spots are scarce because the City does not charge enough for on-street parking. Another big problem is city workers with parking permits-police and fire officials in particular-who take up thousands of on-street spots in the heart of Midtown and elsewhere. In busy parts of the City, like Manhattan's central business district, one could argue that it should cost far more to park in a scarce on-street spot than at a nearby parking garage. Curb-side parking is essential for delivery trucks and the service vehicles of plumbers, electricians and other skilled workers. This is especially true because NYC does not have alleys like many other major cities.<sup>47</sup>

There were discussions since early 2012 about New York City considering awarding a contract to a vendor and privatizing parking meter collections. Some cities have utilized this approach to reduce costs and generate revenue. In January 2013, the City scrapped its plans, and there has been no impetus to proceed with this approach.

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<sup>46</sup> [http://www.nyc.gov/html/dcp/pdf/pub/mnneeds\\_2013.pdf](http://www.nyc.gov/html/dcp/pdf/pub/mnneeds_2013.pdf)

<sup>47</sup> <http://www.transalt.org/files/newsroom/magazine/032Spring/09parking.html>





# Parking Policy

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión intends to develop distinct and practical parking policies for the NYC Central Business District, high density residential areas, mid-to-low density residential areas, regional commercial corridors, neighborhood commercial strips, industrial areas, etc...all with an eye toward relieving congestion, improving circulation and encouraging commercial and business activity that is the engine of our economy. This will be implemented with a mix of incentives and disincentives that include pricing, zoning, turnover rate targets, technology, accommodation for bicycles, motorcycles, car-sharing, and better design standards for community facility parking.
Bill de Blasio (D)	Mr. de Blasio opposes privatization, which he states can lead to higher costs for drivers and small business owners at a time when they can ill afford it.
Jack Hidary (I)	Mr. Hidary advocates for a complete transformation on how NYC approaches parking issues. He supports more designated numbers of on-street spaces as well as car sharing vehicles as San Antonio and other cities are doing. He also supports a model that includes dynamic pricing and payment by smartphone, similar to what is done in San Francisco. He argues that underpriced curbside parking leads to more cars, clogged roads and polluted air. Mass transit, car sharing and bike sharing are key parts of his transportation plan.
Joseph J. Lhota (R)	Mr. Lhota slammed the invasion of high-end food trucks that he claimed clog major thoroughfares. He said he would support regulations limiting where the food trucks can park.

### c. Pedestrian Plazas

Mayor Michael Bloomberg began an initiative through the NYC Department of Transportation to create more public, open space by reclaiming underutilized street space and transforming the space into pedestrian plazas. As of the date of this report, there are twenty-three (23) completed pedestrian plazas, and an additional 26 plazas in some state of design or planning.<sup>48</sup> Mayor Bloomberg stated that the Times Square and Herald Square pedestrian plazas have achieved tenure status, and will not be returned to vehicle use. When, in 2009, the mayor and his transportation commissioner Janette Sadik-Khan announced that portions of Times Square and Herald Square would be closed to traffic, there was outrage from several different groups. Sadik-Khan and the mayor argued that the move would actually ease traffic, not further congest it. The following year, when changes were set to be permanent, the City issued statistics supporting its congestion-easing point of view. Bloomberg is, in fact, doing more than just saying the Times Square plaza has achieved permanency, and is actually prepared to invest new money in making it so.

Starting sometime this year, the administration is planning to plow millions into a Times Square pedestrian plaza redesign. The \$40 million project will create “a mosaic design embedded in the concrete—accompanied by new lamps and benches,” according to one news source, and will have “a noirish quality that evokes the square’s colorful and occasionally illicit past,” according to another. Bloomberg’s desire to get this project underway makes sense from a permanency standpoint. His third and final term concludes at the end of 2013, and it is not all that clear where his would-be successors stand on the issue. For his part, the mayor reiterated his belief that roads “are not necessarily designed to move automobiles. And so you might want to use your roads for other methods of transportation.”<sup>49</sup>

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<sup>48</sup> <http://www.nyc.gov/html/dot/html/pedestrians/public-plazas.shtml> (Last visited September 2, 2013)

<sup>49</sup> <http://www.capitalnewyork.com/article/politics/2013/01/7230506/bloomberg-pedestrian-plazas-are-here-stay>



# Pedestrian Plazas

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión wants to study the possibility of dual function spaces – based on daily peak traffic levels. During rush hour, the spaces would function as open streets. The spaces would then be converted back to pedestrian plazas during off-peak hours, including weekends and holidays.
Bill de Blasio (D)	Mr. de Blasio lauded the pedestrian plaza concept, crediting the car-free zones with easing congestion, improving safety and enhancing neighborhoods. He singled out Times Square and Herald Square, two of the most prominent such plazas, where office workers can sit and eat lunch in the middle of Broadway, calling them “wildly successful.” And he said that a “livable streets agenda” should expand to all boroughs. <sup>50</sup>
Jack Hidary (I)	Mr. Hidary plans to redouble the efforts to reduce crashes, injuries and fatalities on NYC streets. He also states that the NYC must strive for zero fatalities and work with all major stakeholders in the City to achieve that goal. He plans to make roads safer for all users, including pedestrians and bike riders, especially for children and seniors.
Joseph J. Lhota (R)	Mr. Lhota said that any more plazas must await careful study of the effect of existing plazas on traffic patterns. “Our economy and quality of life hinge greatly on our ability to move freely throughout the City,” he said. “Any plans to eliminate precious road space must be incorporated in an overall transportation strategy.”

<sup>50</sup> <http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html> (last visited October 10, 2013)

#### d. Trucking and Freight Delivery

The movement of freight is one of the most critical transportation issues currently. How freight infrastructure is prioritized, invested in, and developed will have considerable bearing on how the economy grows. There are many issues with the current freight system in the New York metropolitan area. The former Port Authority of New York and New Jersey chief, Christopher Ward has said “the City is bedeviled by intraregional truck trips, criss-crossing the dense, congested region 364 days a year....is an economic and environmental crisis.” “We must finally realize small-scale rail freight distribution within this City,” he declared, noting that under his leadership, the Port Authority had acquired facilities in New Jersey needed to eventually build a long-desired cross-harbor rail freight tunnel. Beyond that, said Ward, the region needs to develop small, clean vehicles capable of carrying freight the last mile from rail stations to final destinations.”

Specifically, there are several problems in New York City. Although bus and truck routes have been designated, lax traffic enforcement has allowed limousines, taxis and trucks to illegally block dedicated bus lanes at evening rush hours in key midtown intersections for as long as 15 minutes on more than 350 different occasions without a single vehicle being ticketed, according to a recent survey by the office of Manhattan Borough President Scott M. Stringer. In the worst intersection, 40 buses were blocked every hour, an average of one bus every 90 seconds.<sup>51</sup> In addition, former MTA Chairman and CEO Joe Lhota never did authorize bus lane camera enforcement because fines collected from lane violators do not reach the MTA. Instead, it gets siphoned into the City’s coffers, unlikely to benefit transit projects or riders.<sup>52</sup>

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<sup>51</sup> [http://www.mbp.org/release\\_details.asp?id=1338](http://www.mbp.org/release_details.asp?id=1338)

<sup>52</sup> <http://www.nydailynews.com/new-york/mta-chairman-joseph-lhota-city-share-cash-generated-east-side-express-bus-lane-tickets-article-1.1093205>



# Trucking and Freight Policy

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	<p>Mr. Carrión argues that the goal must be to reduce the impact of truck traffic in and through the City, while allowing these vehicles to provide the service that is important to the City's economy. With that as the overriding objective, he would begin implementation of a predawn truck delivery plan - in all industries where this is possible; enforcement of truck routes – complemented by an aggressive education program for truckers, as well as strict enforcement of the idling laws. He also plans to maximize their use, efficiency and effectiveness. The one piece of this complex system that Mr. Carrión will focus on is promoting barge to rail to market links, so that NYC can further reduce truck freight in the City and Region. He also plans to make the case, along with leaders in the NY-metro region, for the federal funding needed to benefit NYC and the entire region. Additionally, in the wake of Superstorm Sandy and City's resiliency needs, Mr. Carrión plans to incorporate freight and maritime into the City's \$20 billion resiliency program, to ensure the least disruption to NYC's freight food chain.</p>
Bill de Blasio (D)	N/A
Jack Hidary (I)	<p>Mr. Hidary plans to harmonize all the activities of the City with the needs of the public and private sectors. Limits on trucking and delivery hours, and increasing ease for greenmarkets are his starting points. He also plans to restrict tractor trailers in Midtown in the daytime hours. He plans to develop alternative approaches that serve retailers well, prevent trucking companies from getting stuck in midtown traffic, and reduce emissions and traffic in the City. He plans to look at innovative solutions used in other cities such as depots in non-residential areas where nonperishable items can be transferred from large trucks to smaller trucks -- preferably clean energy vehicles.</p>
Joseph J. Lhota (R)	<p>Mr. Lhota believes that public hearings, expert guidance, and common sense should guide us in establishing and changing truck routes.</p>

## **5. Metropolitan Transportation Authority (MTA) Issues**

### **a. History and Logistics of MTA**

The Metropolitan Transportation Authority (MTA) is a public benefit corporation responsible for public transportation in the New York Metropolitan area, serving 12 counties in southeastern New York, along with two counties in southwestern Connecticut under contract to the Connecticut Department of Transportation, carrying over 8.5 million passengers on an average weekday system wide, and over 800,000 vehicles on its seven (7) toll bridges and two (2) tunnels per weekday.<sup>53</sup> The MTA is the largest regional public transportation provider in the Western Hemisphere. Its agencies serve a region of approximately 14.6 million people spread over 5,000 square miles (13,000 km<sup>2</sup>). MTA agencies now move more than 8.5 million customers per day (2.6 billion rail and bus customers a year) and employ approximately 65,000 workers.

Chartered by the New York State Legislature in 1965 as the Metropolitan Commuter Transportation Authority (“MCTA”) it initially was created to purchase and operate the bankrupt Long Island Rail Road. The MCTA dropped the word “Commuter” from its name and became the Metropolitan Transportation Authority (“MTA”) in 1968 when it took over operations of the New York City Transit Authority (“NYCTA”) and Triborough Bridge and Tunnel Authority (“TBTA”), now MTA New York City Transit (“NYCT”) and MTA Bridges and Tunnels (“B&T”) respectively. The agency also acquired through lease the New York State commuter trackage of Penn Central Transportation's Hudson, Harlem and New Haven lines, contracting their subsidized operation to Penn Central, until that company's operations were folded into Conrail in 1976. The MTA took over full operations in 1983, as the Metro-North Railroad.

The MTA has the responsibility for developing and implementing a unified mass transportation policy for the New York metropolitan area, including all five boroughs of New York City and the suburban counties of Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester, all of which together are the “Metropolitan Commuter Transportation District (“MCTD”). Thomas F. Prendergast is currently the Chairman and CEO of the MTA. Nuria Fernandez is currently the MTA's Chief Operating Officer (“COO”).<sup>54</sup>

### **b. Governance Issues & NYC Mayor's Role**

In January 2011, Mayor Bloomberg announced that he would not be an impediment to Governor Cuomo and whatever efforts that the Governor may make to stabilize the finances of the MTA.<sup>55</sup> Currently, the MTA Chair is appointed by the Governor, and the

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<sup>53</sup> <http://www.mta.info/bandt/html/btintro.htm>

<sup>54</sup> <http://new.mta.info/mta-news>

<sup>55</sup> <http://www.capitalnewyork.com/article/politics/2012/01/4899808/bloomberg-agrees-grim-assessment-transit-says-hes-done-trying-help->

Mayor has a minority of the appointments to the MTA Board, with the majority of members being appointed by the Governor and by county leaders outside the City.<sup>56</sup> Nearly 8.5 million people use the MTA daily to get in and around the City and questions arise as to whether the Governor and county leaders are in the best position to make decisions when they do not live in the boroughs like the majority of the MTA riding public.<sup>57</sup>

There are two budgets that fund the MTA—the operating and capital budgets. The operating budget covers the service and the day-to-day costs of running the system -- worker pay and benefits, fuel, etc. Bus routes and subway services were reduced in 2010 as a result of a massive 2009 budget crunch that resulted from the global recession. Not only have there been no cuts since then, but the MTA has actually invested tens of millions of dollars in new service expansion. The capital budget is what keeps the system in a state of good repair and pays for maintenance and improvements. This includes the new subway cars and buses, station rehabilitations, and big projects like the Second Avenue Subway.

The two budgets are related because the operating budget pays for the service you get, while the capital budget dictates the quality of that service. Costs in the operating budget, including health care, insurance, and fuel, have increased in recent years, meaning it costs the agency more to provide the same service. Shortfalls in the capital budget put additional pressure on the operating budget. When the MTA began to seriously rebuild its system in the 1980s, the state, city, and federal government covered large portions of the cost of capital construction. But state and city support has been cut back.<sup>58</sup> For example, the State contributed 19% of the cost of the MTA's first two 5-year construction programs, but less than 8% of the cost of the 2005-09 Program.<sup>59</sup>

### c. Service Improvements and Restorations

The MTA's \$40 million operating surplus has led to a debate of the allocation of the available money. The Transport Worker's Union ("TWU") has argued that this one-time windfall should go toward a raise for all unionized employees, and politicians from all over New York are clamoring for a rollback of the 2010 service cuts.<sup>60</sup> Other organizations feel that it should go to other aspects of the MTA.

For example, on June 27, 2010, the MTA instituted what has been called its "Doomsday Budget Cuts," driven by an unprecedented fiscal crisis which led to the agency's implementation of massive bus and subway service reductions, line consolidations and

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<sup>56</sup> <http://capitaltonightny.ynn.com/2013/04/quinn-proposes-mayoral-control-of-mta/>

<sup>57</sup> <http://www.nydailynews.com/new-york/quinn-city-run-subway-bus-systems-article-1.1314375>

<sup>58</sup> <http://blog.tstc.org/2008/08/20/show-us-the-money/>

<sup>59</sup> <http://www.tstc.org/101/mta.php>

<sup>60</sup> <http://secondavenuesagas.com/2013/05/27/an-mta-surplus-and-the-games-politicians-play/> (Last visited August 30, 2013)



even the elimination of certain bus lines. These cuts have affected virtually everyone, but some passengers protected by the civil rights laws, as well as certain neighborhoods, have felt the pain more than others. New York State Senator Martin J. Golden asked Matthew W. Daus (the author of this report) to arrange for settlement talks with the MTA to attempt to resolve legal claims by passengers who are disabled wheelchair users and senior citizens against the MTA and NYCTA.

In the geographically and demographically unique neighborhood of Bay Ridge, Brooklyn, these plaintiffs, including Jean Ryan, Pamela Talkovsky and Jen Halbert, and many thousands of other affected senior and disabled passengers, have been denied public accommodations, resulting in more unequal service and less access to buses and subways than more ambulatory younger and non-disabled passengers. The plaintiffs commenced a lawsuit that sought an injunction to restore bus line service to various lines in Bay Ridge, so that they may again have access to hospitals, government buildings and various points in Manhattan and beyond. In particular, some of the bus lines involved in the lawsuit include the elimination of x27/x28 weekend express bus service, elimination of the B37 extension to Lutheran Hospital and Downtown Brooklyn, as well as changes to the weekday Midtown/Downtown express bus service and B64 and B16 lines

On Friday, July 1, 2011, in a press conference held in Brooklyn, NY, Matthew W. Daus was joined by New York State Senator Golden, New York City Council Member Vincent Gentile, Assembly Member Nicole Malliotakis, UTRC member and expert witness Professor Jonathan Peters, and the plaintiffs to announce the withdrawal of a lawsuit filed against the MTA, and the restoration of weekday express bus service (x27/x28 and x37/x38 lines) together with the expansion of the Access-A-Ride Taxi Voucher Program to livery cabs in Brooklyn and other boroughs.

The suit was a case of first impression under the State and City Human Rights Laws, where it was alleged that more severe service cuts were made in areas where a very high percentage of seniors and disabled reside, effectively stranding them while other communities with less seniors and disabled had less cuts.

In May 2013, lawmakers held a rally in Bay Ridge to call on the MTA to restore the B37 bus, a line that was eliminated in 2010. New York State Senator Diane Savino, whose district includes a section of Bay Ridge, told local residents at the rally that she wants to extract a promise from MTA Chairman Thomas Prendergast nominee that he would restore the shuttered bus line and other transit services when he faces the state senate at his confirmation hearing in two weeks. Governor Andrew Cuomo nominated Prendergast to replace Joseph Lhota, the former MTA chairman who is now running for mayor. Savino and other speakers pointed to the fact that the MTA currently has a \$40 million budget surplus as proof that the agency can afford to restore the B37 bus line.<sup>61</sup>

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<sup>61</sup> <http://www.brooklyneagle.com/articles/pols-play-hardball-mta-over-third-avenue-bus-2013-05-21-130000> (Last visited August 30, 2013)



Others argue that the MTA cut the B37 because barely 3,000 people per weekday rode it, and the agency was losing significant money while operating the route. As the MTA addresses this \$40 million surplus, its planners will have to figure out how to boost service without re-implementing too many routes that ran empty or near-empty most of the time.<sup>62</sup> MTA spokeswoman Deirdre Parker said the agency has not yet decided how the \$40 million surplus would be spent or whether it would be used to restore service cuts. In the updated budget laid out this July, the MTA stated that they will increase MetroCard and toll fares again in 2015 and 2017. These hikes are proposed to address long term costs including pensions, healthcare for retirees and debt payments, among other costs. Due to these costs, the MTA needs an additional \$424 million in 2015 from increased mass transit fares and tolls from its bridges and tunnels and another \$469 million from new hikes is necessary in 2017. Even with the increases, the plan predicts a \$335 million deficit in 2015 and another \$403 million deficit in 2017.<sup>63</sup>

d. MTA Payroll Tax & the MTA Taxi Surcharge

In 2009, New York State enacted legislation creating the Metropolitan Commuter Transportation Mobility Tax (“MCTMT”). The tax was imposed on certain employers and self-employed individuals engaging in business within the Metropolitan Commuter Transportation District (“MCTD”). Specifically, the tax applies to (1) employers required to withhold New York State income tax from employee wages and whose payroll expense exceeds \$2,500 in any calendar quarter, and (2) individuals with net earnings from self-employment allocated to the MCTD that exceed \$10,000 for the tax year. The tax proceeds were to be distributed to the MTA to financially support its transportation services. The tax rate is 0.34% of total payroll expenses for employees and self-employed persons within the MCTD.

The MCTD includes New York (Manhattan), Bronx, Kings (Brooklyn), Queens, Richmond (Staten Island) Rockland, Nassau, Suffolk, Orange, Putnam, Dutchess, and Westchester counties. The effective date for employers (other than public school districts) was March 1, 2009.

On December 10, 2011, Governor Cuomo signed into law the MTA payroll tax cut, which created reductions and partially-repealed the original tax. Based on the modifications, small businesses with 25 employees or less, as well as public and non-public schools throughout the entire MCTD, were exempted from the payroll tax as of January 1, 2012. In addition, the payroll tax rate for the seven suburban counties within the MCTD (not including New York City) was reduced to 0.23 percent as of January 1, 2012. The tax was further reduced to 0.12 percent for 2013 and will be completely repealed as of January 1, 2014. For New York City, the tax was reduced to 0.28 percent

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<sup>62</sup> <http://secondavenuesagas.com/2013/05/27/an-mta-surplus-and-the-games-politicians-play/>

<sup>63</sup> <http://www.metro.us/newyork/news/local/2013/07/24/mta-subway-fare-and-toll-hikes-to-happen-in-2015-and-2017/>

on January 1, 2013 and will be further reduced to 0.21 percent beginning on January 1, 2014.<sup>64</sup>

In 2010, Nassau County filed a suit against the MTA, alleging that the tax violated the state constitution and did not benefit all of New York State. State Supreme Court Justice Bruce Cozzens Jr. agreed with Nassau County that the tax was illegal.<sup>65</sup> On June 26, 2013, an appellate court ruled that the MTA payroll tax was constitutional, reversing the lower court judge who ruled in favor of Nassau County in the lawsuit seeking to abolish the tax.<sup>66</sup>

As part of an MTA bailout package in 2009, New York State approved a 50-cent surcharge on all metered taxi rides that has been in effect as of November 1, 2009. When New York State approved the street hail livery law in 2011 and amended the law in February 2012, Article 29-A1 of the Tax Law was amended to impose the fifty-cent-per-trip tax on street hail livery vehicle trips that begin in NYC and end anywhere in the MCTD. The fifty-cents-per-trip tax applies to street hail vehicle trips in the same manner as the yellow taxicabs.<sup>67</sup> Street hail livery bases must report and remit taxes for any taxable trips, and also must begin keeping records of trips as soon as any street hail livery vehicle affiliated with the base provides any hail trips.

#### e. Second Avenue Subway Project

East Side Access is a public-works project being undertaken by the MTA and is designed to bring the Long Island Rail Road into a new East Side station to be built below, and incorporated into, Grand Central Terminal. The new terminal is expected to be operational by 2019. The MTA has been forthcoming with budget information on East Side Access. The project will cost more than \$8 billion, which is well beyond initial estimates.

The Second Avenue Subway project will include a two-track line along Second Avenue from 125th Street to the Financial District in Lower Manhattan. It will also include a connection from Second Avenue through the 63rd Street tunnel to existing tracks for service to West Midtown and Brooklyn. Sixteen new ADA-accessible stations will be constructed.

The Second Avenue Subway will reduce overcrowding and delays on the Lexington Avenue line, improving travel for both city and suburban commuters, and provide better access to mass transit for residents of the far East Side of Manhattan. Stations will have a combination of escalators, stairs, and in compliance with the Americans with Disabilities

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<sup>64</sup> <http://www.nysenate.gov/press-release/senate-passes-mta-payroll-tax-repeal>

<sup>65</sup> <http://www.newsday.com/long-island/mta-payroll-tax-constitutional-rules-appellate-court-1.5576775>

<sup>66</sup> <http://www.newsday.com/long-island/mta-payroll-tax-constitutional-rules-appellate-court-1.5576775>

<sup>67</sup> [http://www.tax.ny.gov/pdf/memos/multitax/m12\\_3m\\_7s.pdf](http://www.tax.ny.gov/pdf/memos/multitax/m12_3m_7s.pdf)

Act, elevator connections from street-level to station mezzanine and from mezzanine to platforms.

Under the current plan, the project will be built in four phases. Phase One will include tunnels from 105th Street and Second Avenue to 63rd Street and Third Avenue, with new stations along Second Avenue at 96th, 86th and 72nd Streets and new entrances to the existing Lexington Av/63 Street Station at 63rd Street and Third Avenue.

The first construction contract involves the construction of new tunnels between 92nd and 63rd Streets, the excavation of the launch box for the tunnel boring (TBM) machine at just south of 92nd to 95th Streets, and access shafts at 69th and 72nd Streets. These shafts will be used for the subsequent construction of the 72nd Street station. Contract One is expected to take about 45 months to complete.<sup>68</sup>

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<sup>68</sup> <http://www.mta.info/capconstr/sas/> (Last visited September



## MTA Improvements

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión plans to introduce the following subway improvements: free wiFi and a real-time information app for riders, better access for the disabled, a public/private partnership station adoption program to beautify all stations around the City, and a civilian volunteer corps for special citizen led initiatives such as public art. For bus Improvements, Mr. Carrión plans for a citywide bus rapid transit plan, expanded select bus service, free wiFi & real-time information for MyCity Pass and more bus service in heavily used corridors. Mr. Carrión wants to secure a national leadership role for mass transit issues and funding. He plans to lead a US mayors' mass transit leadership group and work with the metro-area congressional delegations, MPOs, regional transportation groups, NY State and City legislators, and others to advocate for mass transit funding. He would also lobby the Board of the MTA and the Governor and Legislature to allow for Mayoral appointment powers for the presidents of NYC Subways and NYC Buses. Finally, with the imposition of tolls on the East River crossings, he plans to raise revenue to fund these and the good repair and modernization funding for the MTA.
Bill de Blasio (D)	Public Advocate Bill de Blasio, on April 19, 2013, criticized the MTA for cutting off-peak service on the shuttle bus in the Rockaways, while launching a ride from Penn Station to the Hamptons.
Jack Hidary (I)	Hidary plans for expanding ferry service. He supports service to Roosevelt Island (for the transportation needs around the Cornell-Technion project), Red Hook in Brooklyn, and the East Side River, and making sure that ferry service is integrated with other public transportation. Mr. Hidary plans to work collaboratively with the MTA, the Governor and the private sector to achieve these goals. He also advocates the completion of the wi-Fi project in the stations and then expand that

service on the trains as well. He advocates the designation of naming rights to key stations and would use that revenue to install climate control and additional safety devices in the stations, similar to other major subway systems in the world which have climate-controlled stations and have installed safety barriers in high-traffic stations.

Joseph J. Lhota (R)

Mr. Lhota proposed that the City of New York assume control over every bridge and tunnel in the City of New York that connects the five boroughs. Lhota says that he will use the singular voice of the mayor's appointees to the MTA Board to oppose all toll increases and will work with the Governor to get City control of the bridges and tunnels.

## **6. Transportation Funding**

### **a. New and Existing Funding Sources**

There are funding sources for transportation in New York City on a City, State, and Federal level. New York state transit funding comes from a variety of programs. First, there is the State Transit Operations Assistance (“STOA”) fund, first inaugurated in 1975 and funded with general funding. This funding, also known as section 18-b funding, requires a 100% local match to receive and accounts for about \$224 million of the total of \$3 billion.

Second, the Mass Transit Operating Assistance (“MTOA”) fund was started in 1981 and is divided into two sections: downstate, which is the New York City metropolitan area, and upstate, which is everything else. The downstate part of the fund is funded by a petroleum business tax (“PBT”) which is levied on any company that produces, refines, or imports petroleum for use in the state of New York, a New York MTA Corporate Tax Surcharge, a .25% sales tax in the New York City region, and the Long Lines tax. The upstate part of the fund is only funded by part of the PBT. Note that in New York petroleum is not only used to make gasoline but is also used extensively in electricity generation and home heating.<sup>69</sup>

Third, in 1993 the Mass Transportation Trust Fund was started, which is funded with PBT revenues from the State Dedicated Transportation Trust Fund. The State Dedicated Transportation Trust Fund is split as follows: 63% of highways and bridges, 34% for New York MTA, and 3% for all other transit providers in the state. Two other smaller funds also exist: the State Dedicated Fund (“SDF”), which provides money for capital needs of transit providers other than the New York MTA, and the Omnibus fund, which provides 50% of the non federal matching fund requirement for federal programs for transit providers other than the MTA. The SDF fund provides about \$21 million per year and the Omnibus provides about \$18.5 million per year. Apart from these two funds New York does not provide dedicated capital funding, which means that the New York MTA has to pay for vehicle purchases and maintenance itself.<sup>70</sup>

Since the 1970’s, Federal transportation legislation has mandated that all urbanized areas with a population over 50,000 must have a designated Metropolitan Planning Organization (“MPO”) in order to qualify for Federal transportation funding. Created in 1982 as the MPO for New York City, Long Island and the lower Hudson Valley, the New York Metropolitan Transportation Council (“NYMTC”) provides a collaborative planning forum to address transportation-related issues from a regional perspective, undertakes studies for transportation improvements, forecasts future conditions and needs; pools the resources and expertise of its member agencies to plan for transportation and development in the region, and makes decisions on the use of Federal transportation

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<sup>69</sup> [http://publictransport.about.com/od/Transit\\_Funding/a/New-York-State-Public-Transit-Funding.htm](http://publictransport.about.com/od/Transit_Funding/a/New-York-State-Public-Transit-Funding.htm)

<sup>70</sup> [http://publictransport.about.com/od/Transit\\_Funding/a/New-York-State-Public-Transit-Funding.htm](http://publictransport.about.com/od/Transit_Funding/a/New-York-State-Public-Transit-Funding.htm)

funds. The NYMTC region includes New York City, Long Island and the lower Hudson Valley. The NYMTC planning area covers 2,440 square miles and a population of 12.4 million, which was approximately 64% of New York State's population based on the 2010 Census.<sup>71</sup>



## New and Existing Funding Sources

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión argues that, at the very least, the City must maintain current levels of capital funding to remain an attractive city for investment and growth, and to maintain a desirable quality of life. With the traditional sources of funding from government continuing to dry up, Mr. Carrión plans to solve this issue at local level. While he plans to continue to advocate for a National Infrastructure Bank, as he did as a White House Official in the Obama Administration, he also plans to advance a NYC Infrastructure Bank to fund these essentials for driving and sustaining the City's economy.
Bill de Blasio (D)	Public Advocate Bill de Blasio called for defending the MTA's existing revenue sources (namely the Payroll Mobility Tax, which Governor Cuomo has allowed Senate Republicans to chip away at) and for more federal funding and public-private partnerships.
Jack Hidary (I)	Mr. Hidary plans to prioritize capital projects that improve safety, enhance quality of life, and spur economic development. His economic plan addresses stimulating economic growth in every borough, to create jobs and opportunity, which will enhance City revenue collection. He argues equitably improving transportation across the board is essential to ensuring economic growth.
Joseph J. Lhota (R)	In his role at the MTA, Lhota noted that the system can't succeed by cutting costs alone. If elected as a Mayor, Lhota indicated he will boost city funding for

<sup>71</sup> <http://www.nymtc.org/>

the bus and subway networks. Without giving the exact figure, Lhota stated the figure would be significant and big enough to have an impact on the MTA's finances.

b. Infrastructure Repair and Maintenance

The 2013-14 state budget passed in March included an increase of more than \$358 million in operating support for subways, buses and commuter rail—an approximately 9% increase over what the state provided to MTA operations in 2012-2013. The increase exceeded the MTA's budget assumption by \$40 million, largely because transit-dedicated taxes brought in more money than expected due to a recovering economy. Members of the Riders Alliance, along with elected officials, a member of the MTA board and other transit advocates want Gov. Andrew Cuomo and the MTA to use the \$40 million surplus funds from unexpected MTA revenue to create a "Service Restoration and Enhancement Fund," which would be used to restore some of the bus and subway service cut in 2010 and increase existing service further. This group rallied on April 13, 2013 to demand this.<sup>72</sup>

In 2010, the MTA cut service by \$93 million annually to save money, cutting 32 bus routes and reducing or eliminating 3 subway lines. Partial restorations since then have brought back \$29 million in service restorations and new bus routes; meanwhile, according to MTA data released in the summer of 2013, weekday ridership is at its highest level since the year 1950. The Service Restoration and Enhancement Fund could help service the following issues; weekend and off-peak service that was cut in 2010 for millions of subway riders, who now have longer trips and waits, more crowding and extra transfers; restoring bus service that was cut in 2010 and providing routes to new markets; adding LIRR service at the late shoulder PM rush, where trains are becoming crowded; adding reverse peak/off peak service to meet emerging demand on Metro-North; and expanding CityTicket to all off peak hours on both railroads.<sup>73</sup> The money could also be used for installing security cameras in more stations. Only 111 of the 468 stations have cameras. Outfitting a typical neighborhood station would cost between \$300,000 and \$800,000, the MTA said.<sup>74</sup>

c. Congestion Pricing

There was a proposed traffic congestion fee for vehicles traveling into or within Manhattan's CBD. The congestion pricing charge was one component of New York City Mayor Michael Bloomberg's plan to improve the City's future environmental

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<sup>72</sup> <http://www.ridersny.org/2013/04/21/servicerally/>

<sup>73</sup> <http://www.ridersny.org/2013/04/21/servicerally/>

<sup>74</sup> <http://www.nydailynews.com/new-york/mta-40m-unexpected-funds-article-1.1299911#ixzz2Vr6njFQO>



sustainability while planning for population growth, entitled PlaNYC 2030: A Greener, Greater New York. As proposed, the congestion pricing zone is defined as the island of Manhattan and the charge would apply on weekdays from 6:00 a.m. to 6:00 p.m. Proposed fees would be \$8 for cars and commercial vehicles and \$21 for trucks entering from outside the zone. Transit buses, emergency vehicles, taxis and for-hire vehicles, and vehicles with handicapped license plates would not be charged the fee. Taxi and livery trips that begin, end or touch the zone would have a \$1 surcharge. Vehicles would be charged only once per day.

The accelerated MTA Capital Plan for 2008-2013 details transit investments that revenue from congestion pricing would pay for. These include 44 subway station rehabilitations, increased bus service, new Bus Rapid Transit service in all 5 boroughs, \$40 million for suburban park and ride facilities, Metro-North and LIRR station rehabilitations, third track work, East Side Access, Second Avenue Subway, and Fulton Street Transit Center, to name a few. The Campaign for New York's Future, a coalition of over 150 civic, business, environmental, labor, community and public health organizations that support the goals and strategic direction of PlaNYC, supported congestion pricing throughout the political discussion. They argued that the plan would reduce road congestion, shorten commutes, reduce air pollution, and raise funds for long-term mass transit upgrades.

New York State Assembly Speaker Sheldon Silver opposed the plan, citing several issues. Since motorists would want to avoid the congestion pricing zone, he claimed they would choose to park in neighborhoods just outside the pricing zone. This, in turn, would allegedly create “parking lots” and add more traffic and pollution to those neighborhoods. Secondly, because the plan would reduce traffic in Manhattan's CBD, but, he thought, not necessarily elsewhere, neighborhoods with high asthma rates such as Harlem, the South Bronx, and Bedford-Stuyvesant would not benefit. The installation of cameras for tracking purposes might have raised civil liberties concerns. Silver stopped short of opposing the entire plan, and said he would continue to work toward an agreement.

Other opponents argued that the pricing could become a tax on middle- and lower-class residents, since those citizens would be affected the most financially. At the same time, higher-income commuters would not be turned off by paying the charges; thus the fee would not do much to discourage traffic into the congestion area. Assemblyman Richard Brodsky called the proposal a “regressive tax” on the poor and middle class, and harmful to citizens of New York City's outer boroughs.

Keep NYC Congestion Tax Free, a coalition of about 80 civic, business and labor organizations and businesses throughout the New York metropolitan area, proposed non-intrusive, low-cost traffic mitigation measures with some half billion dollars or more in incidental revenues as an alternative to the City's congestion pricing scheme that it argued would also qualify for the federal grant. It also recommended revenue measures that would raise nearly \$1.8 billion to mass transit projects to induce less driving through better transit service. Brooklyn and Queens strongly opposed the bill in the City Council, voting against it by a margin of nearly two to one. Brooklyn specifically becomes geographically isolated without access to its free bridges as Manhattan blocks its access

to the mainland. Nonetheless the proposal did not succeed, as it was never put to a vote on the Assembly.

d. Toll Policies (Bridges & Tunnels)

As an alternative to the City's congestion pricing plan, the City could institute tolls on the City's free East River Bridges (Brooklyn, Manhattan, Williamsburg, and Queensboro). The City could replicate the MTA's toll, which is collected 24 hours a day, 7 days a week. Tolls would be collected via E-ZPass and license plate recognition, with the toll structure of \$4 each way for E-ZPass users, and \$4.50 each way for cash users.<sup>75</sup>

A toll increase on the free East River Bridges would reduce the "bridge shopping" phenomenon. Drivers would be encouraged to take the most direct route to their destination in Manhattan, thus encouraging a more even distribution of traffic over all East River crossings. This would reduce traffic in neighborhoods like Long Island City and Downtown Brooklyn, which are located near free East River crossings. Drivers who currently use the free bridges would be most affected. These drivers are predominantly from Brooklyn and Queens. Drivers destined to the CBD from the north or from New Jersey would not be affected. East River bridge tolls would reduce congestion and potentially costs to businesses, but would also increase costs for trucks and commercial vehicles using the East River bridges.

**7. School Bus Transportation (strike, new contracts, etc...)**

There is often a struggle between the New York City Department of Education and bus drivers between employee protection and lower costs for the City. This struggle dates back to 1979, when a school bus strike arose due to low wages of drivers. This led to the Mollen Agreement, which required all school bus companies that contracted with the Department of Education to have Employment Protection Provisions ("EPP"). EPPs assure that more senior drivers are given priority, as well as protecting drivers' wages and benefits. The problem with EPP requirements, however, is that they drive up costs for the City, which could contract with bus companies without EPPs for a much lower cost.<sup>76</sup>

Last year, Mayor Bloomberg, in an effort to reduce costs, took away the EPP requirement for bus companies bidding on preschool bus routes, 1,110 routes that were previously required to have an EPP. Mayor Bloomberg contended this would save taxpayers \$95 million over the next five years, and that New York City was the only major American city to require EPPs and have such high costs. After these routes were put up for bid, many bus drivers lost their jobs and many bus companies, who had relied on Department of Education contracts for years, were forced to go out of business. In response, Local 1811 of the Amalgamated Transit Union, a union protecting transit workers, organized a strike in January 2013, lasting for one month. This protest affected more than 150,000 students in New York City, and forced many parents to take time out of work to bring

<sup>75</sup> <https://www.dot.ny.gov/programs/repository/Tolls-on-East-River-Bridges.pdf> (Last visited August 30, 2013)

<sup>76</sup> <http://www.cnn.com/2013/02/15/us/new-york-school-bus-strike>

their children to school. Democratic mayoral candidates Christine Quinn, Bill de Blasio, John Liu, and Bill Thompson all signed a letter to Local 1811 president Michael Cordiello stating that if they are elected to office in November, they will revisit the contracts with EPPs that were up for bid. While this may help bus companies bound by EPPs and bus drivers protected by EPPs in November, New York State's highest court ruled in 2012 that employment provisions such as EPPs were illegal in public contracts on the grounds that they are anti-competitive.<sup>77</sup>

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<sup>77</sup> <http://www.atu.org/media/news/2013-nyc-mayoral-candidates-pledge-support-for-striking-school-bus-drivers-matrons>



## School Bus Contract/Recent Strike

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	Mr. Carrión states that contract dispute is a classic case of being penny wise and pound foolish. His approach is that there is no negotiation that is impossible to settle. A strike could have been avoided if these drivers were treated with respect and dignity, and not vilified in the media as being greedy and lazy. He adds, these contracts are worth revisiting, but he will not make promises that the City cannot afford or deliver. Mr. Carrión thinks there is a lack of trust and confidence of the voters as a result of such disputes.
Bill de Blasio (D)	Mr. de Blasio opposed the NYC DOE contract changes that eliminated the Employee Protection Plan for school bus drivers and chaperones.
Jack Hidary (I)	N/A
Joseph J. Lhota (R)	Mr. Lhota supported the NYC DOE policy of not negotiating with the striking school bus workers.

## **8. Accessible Transportation & Paratransit Services**

### **a. Access-A-Ride**

Currently in New York City, the Metropolitan Transportation Authority – New York City Transit (“NYC Transit”) provides paratransit services by administering Access-A-Ride (“AAR”). The AAR service area encompasses the five boroughs as well as a  $\frac{3}{4}$  mile corridor beyond fixed-route service across the NYC borderline into nearby areas of Nassau and Westchester counties. Services are provided by private carriers who contract with NYC Transit and use lift-equipped vans, or sedans. In addition, service is also provided by private taxis, livery and black car services.

There are three services offered: (i) shared-ride (several customers share a vehicle), (ii) door to door and (iii) feeder service, which is offered by both paratransit and public transit. Feeder service refers to a trip in which AAR transports the customer for the first leg of the trip, from the starting point to a fixed-route bus/subway stop. Customers must apply for the service, and if a fixed-route transit bus makes the entire trip, paratransit service will not be provided.

Attention has been given to the potential financial benefits of such integration, and some have estimated that cost-per-trip can be reduced by more than 50% by using yellow taxicabs and livery vehicles instead of the more costly AAR vans. AAR operates 7 days a week, 24 hours a day.

In his New York Times op-ed on January 4, 2012, Matthew W. Daus, former Chairman of the New York City Taxi and Limousine Commission from 2001 to 2010 (and the author of this report) opined that a more sensible approach would be to have a small fleet of designated wheelchair-accessible vehicles available through a centralized dispatch system, available 24/7, as part of the region’s mass transit system. It was proposed that the existing van program be converted by the MTA into a system of subsidized door-to-door taxi rides. Access-a-Ride, costs on average \$380 million a year, while an average cost per van ride is between \$30 and \$50. According to Mr. Daus, this could be lowered if the use of vans were replaced with accessible cabs, with an average cost per ride at \$12 to \$15, and passengers would pay \$2.50 a ride, the same cost as a subway trip. The Americans with Disabilities Act, enacted in 1990, exempted taxicabs, however, subsequent federal regulations required cabs for the disabled to provide “equivalent service.” As a result, governments are not required to provide accessible cabs but if they do try to do the right thing through access initiatives, they are open to being sued for discrimination.<sup>78</sup>

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<sup>78</sup> Op-ed, The New York Times, January 4, 2012, Hailing the Wrong Taxi, Matthew W. Daus, [http://www.nytimes.com/2012/01/05/opinion/improving-taxi-service-for-wheelchair-users.html?\\_r=1&pagewanted=print](http://www.nytimes.com/2012/01/05/opinion/improving-taxi-service-for-wheelchair-users.html?_r=1&pagewanted=print)

There are 14 private carriers that provide the service by sedans or lift-equipped vans. Usually, taxi service is allowed when the vehicle is delayed more than 30 minutes after scheduled pickup time and no other accessible car service is available; authorization by an AAR agent is required in order to hail a taxi. The customer is reimbursed the cost of the trip less the full AAR paratransit fare and some restrictions apply (MTA Paratransit, 2013). A trip's maximum ride time depends on trip distance and varies. For example, a trip 0-3 miles long can take 50 minutes, while a trip of more 14 miles can take maximum 2 ½ hours.

While the idea behind Access-A-Ride is well intentioned, its execution does not best serve the market it is trying to reach. To get a ride, one must make a reservation one to two days in advance. That means knowing not only when you'll be ready to set out, but also where your first stop will be, how long it will last, where your second stop will be, how long that will last, and so on. Further, while the MTA has maintained that 95 percent of departures are on time, "on time" means within a half-hour, which is a long time to wait on the sidewalk if the passenger has a serious disability or if it is during inclement weather.<sup>79</sup>

b. Accessible Dispatch Program

The New York City TLC launched in September 2012 a program called Accessible Dispatch, providing wheelchair-accessible taxi dispatching services to New York City residents. The Accessible Dispatch program arose from the Accessible Dispatch Pilot Program (the "Pilot Program") which took place from July 2008 to June 2010.<sup>80</sup> The TLC joined the Mayor's Office for People with Disabilities Commissioner, the Mayor's Office of Veterans' Affairs, as well as leaders from the taxicab and transportation industry to welcome this revamped program.<sup>81</sup> The Pilot Program attempted to use a central dispatch system to match passengers who use wheelchairs with accessible taxis.<sup>82</sup> The project tested dispatching technology, measured demand for wheelchair accessible vehicles, and also helped the City determine how to best provide accessible for-hire service.<sup>83</sup> Approximately 5,828 trips were taken throughout the duration of the Pilot Program, serving approximately 2,700 customers.<sup>84</sup> There were an average of 8 trips per day and the average wait time (call to pick-up) for "on-demand" trips was 44 minutes; the median wait time was 29 minutes. The average wait time for "scheduled" trips (schedule pick-up

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<sup>79</sup> <http://www.nytimes.com/2010/02/07/nyregion/07critic.html>

<sup>80</sup> [http://www.nyc.gov/html/tlc/downloads/pdf/accessible\\_dispatch\\_presentation.pdf](http://www.nyc.gov/html/tlc/downloads/pdf/accessible_dispatch_presentation.pdf)

<sup>81</sup> <http://jfactivist.typepad.com/jfactivist/2008/12/nyc-taxi-commission-pilots-accessible-dispatch-program.html>

<sup>82</sup> <http://jfactivist.typepad.com/jfactivist/2008/12/nyc-taxi-commission-pilots-accessible-dispatch-program.html>

<sup>83</sup> <http://jfactivist.typepad.com/jfactivist/2008/12/nyc-taxi-commission-pilots-accessible-dispatch-program.html>

<sup>84</sup> [http://www.nyc.gov/html/tlc/downloads/pdf/accessible\\_dispatch\\_presentation.pdf](http://www.nyc.gov/html/tlc/downloads/pdf/accessible_dispatch_presentation.pdf)

for 30 minutes or more in advance) was 23 minutes; with a median wait time of 10 minutes.<sup>85</sup>

In light of the success of the Pilot Program, the TLC launched the permanent accessible dispatch program on September 14, 2012.<sup>86</sup> The company Metro Taxi, a Connecticut company was awarded the City contract to dispatch 233 NYC accessible taxicabs to locations within Manhattan. Accessible Dispatch is a centralized service providing on-demand transportation 24/7, 365 days a year with no advance reservations necessary.<sup>87</sup> There are multiple ways to book a taxi from Accessible Dispatch. One can call 311, call or send a text message to the dispatch center directly, use their smartphone app, or book online. Reservations do not need to be made in advance, but can be if the customer wishes, that would lead to a lesser wait time. Passengers pay the normal metered taxi fare in New York City from the point of pick-up to destination. There are no extra costs to passengers. All cabs are equipped with GPS, so the dispatch center can effectively manage and monitor the fleet of 233 wheelchair accessible cabs.

## **9. Sustainable Transportation**

### **a. Alternative Fueled Vehicles & Incentives**

The City Council passed a bill in 2003 requiring the TLC to set aside a proportion of new taxi medallions to be granted to vehicles that use cleaner fuels. The TLC cleared six vehicles for these medallions by mid 2005.<sup>88</sup> As an incentive for fleet owners to buy hybrids, the Commission auctioned in 2004 the first taxi medallions for hybrids at a discounted price of around \$170,000 less than the regular medallion price of \$400,000. In 2006, Mayor Michael R. Bloomberg announced that 254 of the 308 medallions to be auctioned by mid-2006 would be designated for hybrid and alternative-fuel cabs. It has been found, however, that it is very difficult to qualify for the tax credit.<sup>89</sup> As of mid-2009 New York City had reached 2,019 hybrid taxis and 12 clean diesel vehicles, representing 15% of New York's 13,237 taxis in service, the most in any city in North America. As of July 2011, New York City had 4,980 hybrid taxis, representing almost 38% of the City's overall fleet and about 6,000 by September 2012, representing 45% of the taxis in service.<sup>90</sup>

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<sup>85</sup> [http://www.nyc.gov/html/tlc/downloads/pdf/accessible\\_dispatch\\_presentation.pdf](http://www.nyc.gov/html/tlc/downloads/pdf/accessible_dispatch_presentation.pdf)

<sup>86</sup> [http://www.nyc.gov/html/tlc/html/news/initiative\\_accessibility.shtml](http://www.nyc.gov/html/tlc/html/news/initiative_accessibility.shtml)

<sup>87</sup> NYC TLC, 2012.

<sup>88</sup> [http://www.nytimes.com/2005/07/27/nyregion/27hybrid.html?scp=6&sq=hybrid%20taxi%20new%20york%20city%20-harlem&st=cse&\\_i=0](http://www.nytimes.com/2005/07/27/nyregion/27hybrid.html?scp=6&sq=hybrid%20taxi%20new%20york%20city%20-harlem&st=cse&_i=0)

<sup>89</sup> <http://www.nytimes.com/2006/05/21/automobiles/21TAXI.html?scp=8&sq=hybrid%20taxi%20new%20york%20city%20-harlem&st=cse>

<sup>90</sup> <http://wheels.blogs.nytimes.com/2011/07/12/mayor-bloomberg-adds-70-hybrids-and-e-v-s-to-city-fleet/?emc=eta1>



There are many benefits to alternative fueled vehicles, such as low fuel costs and overall benefits to the environment, but there are many legal complications with implementing rules or incentives for taxi drivers and fleet owners to compel them to use these vehicles.

In 2007, Mayor Bloomberg implemented PlaNYC, a plan to improve quality of life for New Yorkers and help combat climate change. PlaNYC is an effort released by New York City Mayor Michael Bloomberg in 2007 to prepare the City for one million more residents, strengthen the economy, combat climate change, and enhance the quality of life for all New Yorkers. The Plan brought together over 25 City agencies to work toward the vision of a greener, greater New York. Since then, significant progress has been made towards the long-term goals set by the Plan. PlaNYC specifically targets ten areas of interest, including transportation. Over 97% of the 127 initiatives in PlaNYC were launched within one-year of its release and almost two-thirds of its 2009 milestones were achieved or mostly achieved. The plan was updated and accelerated in 2011 and has been expanded to 132 initiatives and more than 400 specific milestones for December 31, 2013, which coincides with the end of Mayor Bloomberg's third and final term in office. There are fourteen initiatives for transportation, which are listed under three groups/goals: a) improve and expand sustainable transportation infrastructure and options; b) reduce congestion on roads, bridges and airports; and c) maintain and improve the physical condition of our roads and transit system.<sup>91</sup>

Daniel L. Doctoroff, the deputy mayor for economic development and rebuilding, led the team of experts that developed the plan, which The New York Times called the Bloomberg administration's plan the most far-reaching, and its fate could determine whether the administration will be remembered as truly transformative. One provision of PlaNYC was a requirement that all new taxi vehicles entering the fleet beginning in October 2008 should have a fuel economy of 25 miles per US gallon, rising to 30 miles per US gallon for cars entering the fleet in October 2009.<sup>92</sup> Since hybrid cars were at that time the only vehicles that could meet those fuel standards, it was expected that most of New York's 13,000 taxis would be hybrids by 2012.<sup>93</sup> This plan was set to reduce greenhouse gas emissions by 30 percent by 2030.<sup>94</sup> Further, these standards could save tens of thousands of gallons of gas each day in New York City.<sup>95</sup> Also, according to many drivers, customers prefer hybrid cars.

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<sup>91</sup> [http://nytelecom.vo.llnwd.net/o15/agencies/planyc2030/pdf/planyc\\_2011\\_transportation.pdf](http://nytelecom.vo.llnwd.net/o15/agencies/planyc2030/pdf/planyc_2011_transportation.pdf)

<sup>92</sup> <http://www.nytimes.com/2006/05/21/automobiles/21TAXI.html?scp=8&sq=hybrid%20taxis%20new%20york%20city%20-harlem&st=cse>

<sup>93</sup> <http://www.nytimes.com/2008/04/27/automobiles/27TAXI.html?ei=5124&en=bf63718c21ba02f7&ex=1366948800&partner=permalink&expod=permalink&pagewanted=all>

<sup>94</sup> <http://www.nytimes.com/2006/05/21/automobiles/21TAXI.html?scp=8&sq=hybrid%20taxis%20new%20york%20city%20-harlem&st=cse>

<sup>95</sup> <http://www.nytimes.com/2006/05/21/automobiles/21TAXI.html?scp=8&sq=hybrid%20taxis%20new%20york%20city%20-harlem&st=cse>



In September 2008, a group of taxi operators sued the City under the allegation that hybrids are not suitable for city taxis and partly based on a report that claimed that “hybrids could not handle 24-hour operation and that air bags might not deploy in taxis that have safety partitions between the driver and passengers.”<sup>96</sup> In October 2008 a federal judge blocked New York City from implementing the fuel economy requirement based on the fact that these regulations were pre-empted by the federal laws and regulations that typically regulate fuel economy and emissions standards. At the time of the ruling NYC already had nearly 1,500 hybrids as a result of voluntary efforts, and only a fraction as a result of the medallion incentives.<sup>97</sup>

In March 2009, the TLC enacted a set of incentives to allow taxi fleet owners to charge drivers more to drive hybrid or clean diesel cabs, and penalize fleet owners by lowering the amount they could charge to lease cabs that use more fuel and pollute more.<sup>98</sup> Another suit by taxi owners followed this and these incentives were shut down for the same reasoning as the 2008 case; local governments cannot control fuel emissions. In a federal case brought by taxicab owners and drivers, they successfully challenged the City’s plan to enact minimum mileage standard, in part, due to federal preemption.<sup>99</sup> The City appealed the decision, and the case reached the United States Supreme Court, but the justices denied certiorari. There are also some customer complaints about some of the hybrid vehicles. For instance, the step-in height of one of the most popular hybrid, the Ford Escape, is difficult for some passengers to board. Also, legroom in the back is less spacious than the typical Crown Victoria taxi.

#### b. Sustainability & Mobility Management Plans

In the spring of 2008, the Department of Transportation released Sustainable Streets, the agency's strategic plan, which is part of the above mentioned PlaNYC, which has over 127 overall initiatives. This plan is updated annually, based on the new goals each year in transportation. The overall goals were mobility, safer streets and the reduction of the impact on the global climate. More specifically, the first goals of the plan are as follows; Cutting city traffic fatalities by 50% from 2007 levels, implementing bus rapid transit lines and measures to improve bus speeds city-wide, doubling bicycle commuting by 2015, initiating city-wide parking policies to manage curb space to reduce cruising and congestion, adopting complete-street design templates for reconstruction projects, launching a Main Street Initiative to develop people-friendly boulevards in key corridors across the City, delivering better street surfaces through better management of street cuts and sub-surface infrastructure work, maximizing energy efficiency throughout street

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<sup>96</sup> [http://usatoday30.usatoday.com/news/nation/2008-09-09-1482138991\\_x.htm](http://usatoday30.usatoday.com/news/nation/2008-09-09-1482138991_x.htm)

<sup>97</sup> <http://cityroom.blogs.nytimes.com/2008/10/31/judge-blocks-hybrid-taxi-requirement/#more-4613>

<sup>98</sup> <http://www.nytimes.com/2009/03/27/nyregion/27taxi.html?scp=14&sq=hybrid%20taxi%20new%20york%20city%20-harlem&st=cse>

<sup>99</sup> [http://www.nytimes.com/packages/pdf/nyregion/city\\_room/20081031\\_Crottydecision.pdf](http://www.nytimes.com/packages/pdf/nyregion/city_room/20081031_Crottydecision.pdf)

lighting and office operations, and retaining and attracting the best transportation engineers, planners and managers.<sup>100</sup>

While 97% of PlaNYC's initiatives have been launched, some have been delayed by either reduction in budget or by lack of federal or state permission.<sup>101</sup> As the above-mentioned cases in 2008 and 2010 showed, implementing certain standards in regards to vehicle emissions are set by federal agencies, and are difficult to change on a municipal level.<sup>102</sup>

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<sup>100</sup> <http://www.nyc.gov/html/dot/html/about/stratplan.shtml>

<sup>101</sup> <http://blog.sprlaw.com/2011/05/nyc-releases-its-april-2011-planyc-update/>

<sup>102</sup> <http://cityroom.blogs.nytimes.com/2008/10/31/judge-blocks-hybrid-taxi-requirement/#more-4613>



# Sustainability

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	<p>Mr. Carrión states the policy band-aids that have been applied to traffic problems over the past few decades fall short of the comprehensive solutions the City need. He plans to alleviate congestion by creating a more equitable tolling system. He proposes tolling the East River crossings that now attract an inordinate amount of traffic, since drivers avoid tolled crossing elsewhere in the City. Mr. Carrión argues this will reduce congestion, especially truck traffic using local streets, and reduce the toll on the Verrazano Bridge and other TBTA bridges carrying the lion's share of the cost to operate the MTA. Mr. Carrión also indicates that public transportation options are also an important component in decreasing congestion. Increased use of the Select Bus Service, high-speed ferries, more bike lanes and bike parking locations, as well as a pre-dawn truck delivery plan to reduce delivery trucks in Mid-town during business hours. He will address traffic related collisions first by focusing on engineering solutions: reducing the speed limit, speed bumps in residential areas and school zones, a beefed-up Accident Investigation Unit at the NYPD, and the use of speed cameras. Carrión proposes increasing police presence in the streets along with enforcing existing speed laws more aggressively. One of the first steps to addressing street-level air pollution, Mr. Carrión proposes to commit to greening municipal vehicle fleet. He also advocates for NYC to be a global leader in converting to electric. Smart traffic engineering can significantly improve flow and reduce pollution. Finally, he also proposes he will be more aggressive in enforcement of existing idling laws that now seem to be flaunted.</p>
Bill de Blasio (D)	<p>Mr. de Blasio pledged to convene public and private sector actors to expand and deepen PlaNYC, and update the plan every year on Earth Day.</p>

Mr. Hidary plans to reduce the numbers of cars on the streets and pollution from vehicles and plans to address this challenge from many areas. His plan includes:

Jack Hidary (I)

- Adoption of collaborative models including car sharing.
- Incentives and supports for increased use of bicycles such as development of bike parking facilities, and expanding the network of protected bike paths.
- Improve access to all airports with public transportation. Designate specific trains from Penn Station as wi-Fi enabled trains to the plan with express service to Jamaica Station.
- Push for the changeover to all-electric vehicles for city fleets, including sanitation trucks and public buses.
- Expanding ferry service, for example more frequent service for Staten Island, as well as to Roosevelt Island, Red Hook in Brooklyn, and along the East River, and more fully integrating ferry service with other modes of public transportation, such as buses, trains and bicycles.
- Allocating 20% of space for car sharing with any new permit for parking garage. Overhauling on-street parking, with a model similar to San Antonio or Austin.
- Push for adoption of electric vehicles and increasing availability of charging stations.
- Adopt the position of Vision Zero from Sweden which advocates for a systems design for transport which reduces fatalities on the road to zero.

Joseph J. Lhota (R)

Mr. Lhota stated that the future of infrastructure is not about expanding the system, but using the existing system and putting in modern technology so that in the future, we can get more trains on the same track. Lhota also wants to encourage park and ride stations at the end of suitable subway lines.

## **10. Passenger Rail**

### **a. ARC Tunnel Project – Gateway Project (Amtrak)**

Access to the Region's Core (“ARC”) was a commuter rail project to increase passenger service capacity on New Jersey Transit (“NJT”) between Secaucus Junction in New Jersey and Manhattan in New York City. New infrastructure would have included new tracks, a new rail yard, and a tunnel under the Hudson River. A new station adjacent to New York Penn Station was to be constructed, since running more trains into the current station was deemed not feasible.<sup>103</sup> An estimated budget for the project was \$8.7 billion. Construction began in mid-2009 and the project was slated for completion in 2018, but it was cancelled in October 2010 by Governor of New Jersey Chris Christie, citing the possibility of cost and the state's lack of funds. \$600 million had been spent on the project.

Soon after work was halted, there was speculation that the previously discussed idea of New York Transit Authority's 7-line Subway Extension continuing into New Jersey would be revived, but was later scuttled. In February 2011, Amtrak announced the Gateway Project, a plan to build a right-of-way and new tunnels from Newark Penn Station to New York Penn Station, passing through Secaucus Junction, which would be shared with NJT trains. A recent cash infusion of \$185 million will be used to build an 800-foot concrete encasement between 10th and 11th Avenues to preserve the tunnel right-of-way while Manhattan's massive Hudson Yards development project rises. The funds come from the Sandy package, officials say, because the storm showed the vulnerability of Hudson crossings. A full tunnel is likely decades away.<sup>104</sup> The west side of New York has long been a regional rail bottleneck, and Gateway as planned would more than double trans-Hudson rail capacity. But it could cost upwards of \$13 billion, and so far that funding hasn't been identified. There is also no set timetable for construction.

### **b. Moynihan Station Development Project**

Many officials have called for renovations to be done to New York Penn Station, including expanding and adding tracks to meet increased demands of the aging station. However, significant improvements would require Madison Square Garden – which sits atop Penn Station – to relocate. Specific improvements include an expanded concourse, reconfigured subway entrances and a new ventilation system.<sup>105</sup>

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<sup>103</sup> <http://www.nymtc.org/overruns>

<sup>104</sup> <http://www.wnyc.org/blogs/transportation-nation/2013/may/30/second-trans-hudson-tunnel-gets-some-real-money/> (Last visited August 30, 2013)

<sup>105</sup> [http://esd.ny.gov/Subsidiaries\\_Projects/MSDC/MSDC.html](http://esd.ny.gov/Subsidiaries_Projects/MSDC/MSDC.html)

Daniel Patrick Moynihan began advocating for improving Penn Station in the early 1990s. His plan was to build the station in the James A. Farley Post Office. After Moynihan's death in 2003, Senator Charles Schumer and Governor George Pataki renamed the project after Moynihan in his honor and continued to support the project.<sup>106</sup> In 2005, the project was said to have a developer, but Amtrak pulled out of the project leaving New Jersey Transit as the project's main tenant.<sup>107</sup>

All the while, Madison Square Garden planned to wait to make improvements until the Moynihan project was completed. But due to delay and politics, the Garden decided to go ahead with over a billion dollars worth of internal improvements to the arena.<sup>108</sup> Many are pushing to limit the Garden's operating permit to 10 years, which would give them a fair amount of time to relocate. Opponents, however, cite historical significance as well as its recent improvements as a reason to keep the Garden in its place.<sup>109</sup> Fixing Penn Station would be a massive undertaking. In order to add more tracks it would take a significant amount of space and money which would most likely require the Governor and Mayor to go to Washington for funding.<sup>110</sup> Supporters of the project have cited the need to meet increasing demand, and that Penn Station is often overcrowded and operating at more than its legally allowable capacity, as well as fixing the mistake made with the 1963 demolition of the old Penn Station. Supporters also state that currently Penn Station is unpleasant and that improvements would make the station more pleasing to the 600,000 travelers who use the station each day.<sup>111</sup> Still others believe the Moynihan project is not enough. A potential plan, proposed by Governor Andrew Cuomo, would be to repurpose the Javits Center as a new Penn Station, moving the Javits Center to Brooklyn.<sup>112</sup>

Those opposed to the project cite historical significance, impracticality and lack of available funding to undertake the project. As Kathy Wylde, President and CEO of the Partnership for New York City, a nonprofit organization of the City's business leaders, states, "Penn Station clearly is not the first-class facility one would expect in New York. We're all embarrassed about it, but at this point, it's a matter of financial resources."<sup>113</sup> This July, by a vote of 47 to 1, the Council voted to extend Madison Square Garden's special operating permit for one decade — not in perpetuity, as the owners of the Garden

<sup>106</sup> [http://www.moynihanstation.org/newsite/2006/07/a\\_narrative\\_history\\_of\\_penn\\_st.html](http://www.moynihanstation.org/newsite/2006/07/a_narrative_history_of_penn_st.html)

<sup>107</sup> <http://www.nytimes.com/2005/07/18/nyregion/18penn.html>

<sup>108</sup> <http://www.msgtransformation.com/Transformation.aspx>

<sup>109</sup> <http://www.nytimes.com/2013/06/27/nyregion/rebuilding-penn-station-becomes-issue-in-mayors-race.html?pagewanted=all>

<sup>110</sup> <http://www.nytimes.com/2013/06/27/nyregion/rebuilding-penn-station-becomes-issue-in-mayors-race.html?pagewanted=all>

<sup>111</sup> <http://www.nytimes.com/2012/02/12/arts/design/a-proposal-for-penn-station-and-madison-square-garden.html?pagewanted=all>

<sup>112</sup> <http://www.nytimes.com/interactive/2012/02/08/arts/reimagining-the-west-side.html?ref=design>

<sup>113</sup> <http://online.wsj.com/article/AP5a24b79a7ecb487a88b0b28d47b15ddb.html?KEYWORDS=penn+station>

had requested, or 15 years, as the Bloomberg administration had intended. Madison Square Garden was given a 10 year deadline to move, so that construction of Penn Station can begin.<sup>114</sup>

### **11. Use of Big Data and Technology for Transportation Improvements**

The use of GPS and other technologies in transportation is very important, for customer convenience, safety, and to enforce a fair payment system. One technology already in place is MTA bus time. MTA Bus Time integrates a number of proven technologies to bring real-time information to riders. The result is a system that delivers great results to customers while being highly cost-effective, fast to deploy, simple to maintain and operate, and supports expansions in the future as time and money allow. The two main parts of the MTA Bus Time system are the on-bus hardware and the MTA Bus Time server. The delivery of each of these was tailored to the project's specific needs and to meet the broader MTA's strategic technology goals. In order to continue achieving these goals, the MTA Bus Time system is open to external developers to create their own real-time bus applications using the Bus Time data feed. MTA Bus Time uses GPS technology to let customers learn on their smartphones the distance to the next bus.<sup>115</sup>

In March 2004, the TLC's Commissioners mandated that specific technology based service improvements be implemented in all medallion taxicabs. T-PEP focuses on four areas: automated collection and submission of trip data, the installation of a passenger information monitor (including a passenger information map), incorporating electronic message transmission capability into the taxicab, and finally, the addition of equipment to enable the acceptance of credit/debit cards. T-PEP represents a rare opportunity to significantly improve the riding experience of countless New Yorkers and visitors, as well as for drivers. This technology greatly improved communication between the TLC and its constituents. All medallion taxicabs offer varied payment options for the riding public. The ability to communicate with taxi drivers on a real time basis has enabled the TLC to increase the level of service available to the riding public in groundbreaking ways.

Before T-PEP, drivers were required to maintain a trip-log that details each and every fare that they served. The trip sheet was filled out by hand and stored in paper form. Medallion owners were required to maintain these paper trip sheets for three years. By leveraging state of the art vehicle location technology, the TLC has automated this process. By integrating with the taximeter, the T-PEP equipment automatically captures the pick-up and drop-off location of every fare. Paper trip sheets disappear as the TLC receives the data electronically. The data collected is also more accurate. Another new technology feature is the passenger information monitor (PIM), a flat screen monitor –

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<sup>114</sup> <http://www.nytimes.com/2013/07/25/nyregion/madison-square-garden-is-told-to-move.html>

<sup>115</sup> <http://bustime.mta.info/wiki/Technology>

similar to a laptop screen – that provides information such as news, sports, and weather to the passenger.

There is some concern that the TLC will track drivers, which some cab drivers had opposed, but the TLC has ensured that the technology is primarily used to provide better customer service. The use of GPS for the purpose of enforcement will also help the new HAIL license system, which was just validated by the Court of Appeals, New York's highest court. These new livery hail vehicles, which will also be required to accept credit cards, and are prohibited from performing street hails in parts of Manhattan (south of East 96th Street and West 110th Street) and at the City's airports, where yellow taxis tend to cluster. Although these livery hail vehicles can drop off passengers at these locations, the City said, their meters, through the use of a GPS device, will not operate if a driver tries to begin a trip within the so-called yellow zone.<sup>116</sup>

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<sup>116</sup> <http://www.nytimes.com/2013/06/07/nyregion/plan-for-expanded-taxi-hailing-service-reinstated.html?hpw>





## Use of Big Data and Technology for Transportation Improvements

Candidate	Mayoral Candidates' Positions
Adolfo Carrión, Jr. (IPNY)	<p>Mr. Carrión supports an open data policy across all NYC government offices. Creating a strong partnership with the private sector, he plans to push communities closer to solving many of the challenging problems. Examples of this exist in the post-Sandy period, when open data was successfully used by the private sector to improve communication and emergency response times. This mentality should be applied to our transportation concerns, knowing that the collection and dissemination of big data will lead to solutions. For the NYC metro area, the research priorities will be infrastructure funding; creating and supporting a seamless regional transportation experience for the user; engaging the tech sector in creating a smart transportation system; airport connections for a global city; safety in the era of global terrorism; truck and freight solutions for the NY metro area; solutions for intra-borough travel – addressing if there is room for light rail and other alternatives; and the like.</p>
Bill de Blasio (D)	N/A
Jack Hidary (I)	<p>Mr. Hidary plan to make transparency, innovation and data-driven policy a priority relaying on his tech entrepreneurial experienced in this area. He plans to leverage CUNY, the new Cornell-Technion engineering school and other NYC institutions to analyze the data and develop innovative solutions for our city. He proposes to use big data to reduce fatalities and injuries on NYC roads. His plan calls to analyze the patterns of crashes and implement systems to address those sources and locations. He also plans to introduce parking apps for dynamic pricing.</p>
Joseph J. Lhota (R)	<p>Mr. Lhota noted that the MTA says subway ridership is at its highest level since 1950, and wants to improve service. He advocated using technology to deliver and improve service. Mr. Lhota also wants to improve information flow to riders to provide riders up-to-the-moment information.</p>

## **12. Emergency Preparedness & Evacuations (Transportation Plans)**

After Superstorm Sandy, the City of New York needed to update its evacuation plans to better protect citizens from storms like Sandy in the future. June 18, 2013 updated plans were announced. Now there are six evacuation zones instead of three, which now include the residences of 37% of New Yorkers, (adding an additional 600,000 residents), an additional 26 NYCHA developments, four additional hospitals, and nine additional nursing homes. Now, all six Hurricane Evacuation Zones include a total population of 2,990,000 New Yorkers.<sup>117</sup>

The City also released a pamphlet which outlines precautions and guidelines for New Yorkers for future storms. The pamphlet contains details about hurricanes, resources where people can find more information, and a detailed map including the new evacuation zones.<sup>118</sup> The new zones were created in response to the inadequacy of the old plans. As many persons who were told not to evacuate during hurricane Sandy were met with significant hardships.<sup>119</sup>

The City Council just recently pushed legislation that would require the Office of Emergency Management to develop plans around food and water distribution, shelter and outreach to vulnerable New Yorkers who may not evacuate during a storm. One bill mandates a plan to manage transportation problems, such as flooded streets and subway stations. Also, the bill would require installation of a back-up power system to ensure roadways are usable.<sup>120</sup>

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[http://www.nyc.gov/portal/site/nycgov/menuitem.c0935b9a57bb4ef3daf2f1c701c789a0/index.jsp?pageID=mayor\\_press\\_release&catID=1194&doc\\_name=http://www.nyc.gov/html/om/html/2013a/hurricane\\_evacuation\\_zones.html&cc=unused1978&rc=1194&ndi=1](http://www.nyc.gov/portal/site/nycgov/menuitem.c0935b9a57bb4ef3daf2f1c701c789a0/index.jsp?pageID=mayor_press_release&catID=1194&doc_name=http://www.nyc.gov/html/om/html/2013a/hurricane_evacuation_zones.html&cc=unused1978&rc=1194&ndi=1)

<sup>118</sup> [http://www.nyc.gov/html/oem/downloads/pdf/hurricane\\_brochure\\_english.pdf](http://www.nyc.gov/html/oem/downloads/pdf/hurricane_brochure_english.pdf)

<sup>119</sup> <http://www.nytimes.com/2013/06/19/nyregion/new-storm-evacuation-zones-add-600000-city-residents.html>

<sup>120</sup> <http://www.metro.us/newyork/news/local/2013/07/24/after-sandy-city-council-pushes-forward-bills-to-better-prepare-city-for-storms/>

**Appendix:**  
**Mayoral Candidate Biographical Summaries & Policy Statements**

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Adolfo Carrión, Jr.



Past/ Current Position(s):

- Director of the Office of Urban Affairs
- Bronx Borough President and Council member of the 14<sup>th</sup> District

Date of Birth: March 6, 1961 (age 52)

Place of Birth: Manhattan, New York City

Political Party: Independent

Residence: The Bronx

Website: [www.carrion2013.com](http://www.carrion2013.com)

***Background***

Adolfo Carrión was born in Manhattan, in 1961, of Puerto Rican descent. His family moved to the Baychester section of the Northeast Bronx when he was in fourth grade. He attended public school at John Philip Sousa Middle School and Harry S. Truman High School in the Bronx. Later, he graduated from The King's College, a Christian liberal arts college in Westchester County at the time, where he majored in world religions. He followed in the footsteps of his father, a Protestant minister, and became an associate pastor at a Bronx church.

Carrión went on to serve as a public school teacher in the West Bronx at Intermediate School 115 and CIS 234. During that time he participated in CCNY-based Salvatori Center program which uses the built environment as a teaching tool. Eventually, he went back to school to earn his Master's Degree in Urban Planning from Hunter College, part of the City University of New York. Upon graduating, Carrión worked for three years at the Bronx office of the New York City Department of City Planning. He later served as

District Manager for Community Board 5 in the Bronx (where he was responsible for overseeing the delivery of services to 150,000 residents within his district), was hired as Vice President of Human Services and Community Outreach at Promesa, a community development organization, and served as Chairman of the Bronx Puerto Rican Day Parade.

He currently lives with his second wife, Linda Baldwin, an attorney and former City Planning colleague, and his children, Raquel, Sara, Olivia, and Adolfo James (A.J.) on City Island.

### ***Political Career***

Carrión decided to run for New York City Council in 1997. He won the election and served one four-year term representing the 14th Council District, which includes the West Bronx neighborhoods of University Heights, Morris Heights, Kingsbridge, and Fordham. While on the Council, Carrión belonged to its committees on Economic Development, Education, Higher Education, Environmental Protection, Governmental Operations and Land Use. He also served as chairman of the Special Subcommittee on the 2000 Census.

Although Council members are allowed to seek reelection, Carrión did not run for a second term. He had been rumored to be a leading candidate to become the next Speaker of the City Council, but he chose instead to run in the hotly contested 2001 election to succeed Bronx Borough President Freddy Ferrer, who was at that time prevented under the City Charter from seeking a third term in office. He edged out then-Councilmember June Eiland and State Senator Pedro Espada, Jr. for the Democratic nomination and then won the general election on November 6, 2001 with a landslide 79% of the vote. He easily won reelection in 2005 with 87%.

Adolfo Carrión would have been limited by the City Charter from seeking a third term as Borough President until a narrow October 2008 vote of the New York City Council allowed third terms for elected city officials (including incumbent Mayor Michael Bloomberg). The media frequently speculated that Carrión would be a candidate for Mayor of New York City in 2009. However, on December 13, 2007, Carrión announced that he would be a candidate for New York City Comptroller in the 2009 election.

On December 6, 2008, Carrión announced in a speech at Yale University that President-elect Barack Obama had selected him for a cabinet level position. In February 2009, he took office as director of the newly created White House Office of Urban Affairs Policy. Carrión's work at the White House resulted in the establishment of a White House Urban Policy Working Group and the first interagency review in 30 years of the federal government's engagement with urban and metropolitan areas.

Carrión's position at the Domestic Policy Council ended on May 3, 2010, when the Obama Administration named Carrión Regional Director for HUD's New York and New

Jersey Regional Office. He left HUD in February, 2012. As Regional Administrator, Carrión was responsible for overseeing nearly \$6 billion in HUD investments in New York and New Jersey.

On February 26, 2013, Carrión announced during an interview with the EFE news agency, that he will run for the mayor of New York as an independent candidate.

### ***Affiliations***

#### **Aspen Institute**

Carrión was chosen by the Aspen Institute as one of 24 of America's most promising emerging leaders to be a member of the Aspen-Rodel Fellowship in Public Leadership. The fellowship consists of 12 Republicans and 12 Democrats and focuses on the ethics and responsibilities of public office and teaching democratic principles. This is only the second class of fellows from the Institute, and Carrión is the only member from New York.

#### **National Association of Latino Elected and Appointed Officials ("NALEO")**

On July 1, 2007 Adolfo Carrión was elected president of NALEO, the nonpartisan leadership organization of the nation's 6,000 Latino elected and appointed officials. As President, he announced an increase in efforts to help file naturalization papers for eligible legal permanent residents before impending fee increases take effect as part of NALEO's "ya es hora" campaign. He previously served as Vice President and Treasurer. NALEO is a national organization that offers training and technical assistance to enhance the leadership skills and political empowerment of Latino appointed and elected officials.

#### **County Executives of America**

Carrión served as Vice-President of International Affairs for the County Executives of America, an organization committed to empowering county executives by making their voices heard at all levels of government and by offering economic opportunities and programs to improve local services.

#### **New York Blood Center**

Adolfo Carrión serves as the Chair of the Volunteer Leadership Team of the New York Blood Center in the Bronx. As the Bronx Chair, he helps the NY Blood Center meet its goal of closing the blood deficit that forces the New York region to rely on donations from other parts of the country.

### **Transportation Related Policy Statements**

"Our City's transportation system is the arteries of our economy and our way of life. We are always on the move and our infrastructure is critical to securing New York's

competitiveness. But our aging transportation infrastructure is not keeping pace with our growing city's needs.

As Mayor I will work to reduce commuting times from Queens and Staten Island, which presently rank among the highest in the nation. We will improve links to the airports, expand Select Bus Service (especially in our most outlying neighborhoods), develop faster ferry service between Staten Island and Lower Manhattan, and realize the dream of a robust ferry system that's linked to our Metro Card. Let's get new subway info screens with arrival and departure notices in every station and bus stop, and integrate mobile applications with transit. I will insist that a larger percentage of our high tolls go to their intended purpose: maintenance of bridges and tunnels. And, I will expand our network of healthy and efficient transportation options—make NYC bike and motorcycle friendly.

The funds exist for these improvements. Better management, smarter use of resources and community involvement are the key drivers. The greatest city in the world deserves better transportation infrastructure.”<sup>121</sup>

### **1. Bicycle Use in New York City**

a. Bike Sharing and Bicycle Lanes

At a candidates' forum on mass transit in February, Adolfo Carrión Jr., the former Bronx Borough president who will represent the Independence Party on the ballot, seemed to express the most enthusiasm for bikes, calling for "a bike-friendly city and bike-friendly workplaces."<sup>122</sup> Mr. Carrión said he will expand the bike network by adding bike lanes in many areas of the outer boroughs. He will also increase the penalties for cars that are either parked or driving in the bike lanes and argues that they are the root cause of much of the danger. He also plans to expand the bike share program by introducing it to neglected areas such as Washington Heights and the so-called "outer boroughs." He also plans to increase awareness of the membership discounts to residents in lower income neighborhoods.

## **2. For-Hire Ground Transportation Services**

a. The Taxi of Tomorrow

Mr. Carrión states that the Taxi of Tomorrow initiative will need to be modified to address the issue raised by the recent court decision. If elected, he plans to instruct the TLC to enlist the industry and the riders in a fresh discussion (with a short time frame) to redesign the program to address accessibility, environmental responsibility, transition to new vehicles, and protecting the City from legal and financial burdens of violating the Nissan contract. Some of the options put forward by Carrión are: including other Nissan

<sup>121</sup> <http://carrion2013.com/#adolfo> (Last visited August 30, 2013).

<sup>122</sup> <http://www.nytimes.com/2013/02/23/nyregion/mayoral-candidates-at-a-forum-all-support-mass-transit.html?ref=josephjhota&r=1&> (Last visited August 30, 2013)

models; extending the transition to the new vehicles; low-interest loans to taxi owners; inclusion of hybrid and electric options.

b. Smartphone Apps

Mr. Carrión supports using technology to solve problems and to make people's daily lives run more efficiently. He argues that the E-Hail pilot program allows the private sector – through companies like Uber, Taxi Magic and Hailo – to provide New Yorkers and visitors with timely transportation service. As smartphones increasingly play an integral role in service delivery, Mr. Carrión argues NYC must stay on the cutting edge of technology's wave.

3. **Outer-Borough Transportation Issues**

a. Commuter Vans (Dollar Vans)

Mr. Carrión supports Park-and-Ride locations at the end of the subway system (the old two-fare zones). He also proposes the legalization and regulation of Dollar Vans to park-and-ride and commuter lots to ease commuting burdens in many parts of the City. Ultimately, Mr. Carrión argues, this will regulate the industry to provide a safe and quality standard of service to the riding public.

b. Bus Services/Select Bus Service

Mr. Carrión supports Select Bus Service since it is an effective way to reduce commute times – especially in the outlying areas of the City. He also supports the development of a citywide Bus Rapid Transit plan that provides a more comprehensive solution to the “transportation deserts.”

c. Livery Street Hails

Mr. Carrión supports the Street Hail Livery program. He states that it is more profitable for the drivers and the riding public likes the service. He is also concerned about not having a rational pricing system that would allow for gouging. As such, he would work with the industry to, outside of metering, fashion a pricing program based on zones/regions, or some other consistent measure.

4. **Traffic Issues – Congestion and Safety Plans & Improvements**

a. Curb-Space Allocation

Mr. Carrión plans to make NYC the leader in innovation and best practices with regard to curb-space allocation to ensure that the needs of residents and businesses are addressed fairly and transparently. His approach will be to use a framework model that sets goals for optimal use based on economic, safety, congestion and quality of life goals, and



couple this with a pricing strategy that creates the critical disincentives and assists with revenue.

b. Parking Policy

A Carrión administration will develop distinct and practical parking policies for the NYC Central Business District, high density residential areas, mid to low density residential areas, regional commercial corridors, neighborhood commercial strips, industrial areas, etc...all with an eye toward relieving congestion, improving circulation and encouraging commercial and business activity that is the engine of our economy. This will be implemented with a mix of incentives and disincentives that include pricing, zoning, turnover rate targets, technology, accommodation for bicycles, motorcycles, car-sharing, and better design standards for community facility parking.

c. Pedestrian Plazas

Mr. Carrión's administration will study the possibility of dual function spaces – based on daily peak traffic levels, and during rush hour, the spaces would function as open streets. The spaces would then be converted back to pedestrian plazas during off-peak hours, including weekends and holidays.

d. Trucking and Freight Delivery

Mr. Carrión argues that the goal for NYC must be to reduce the impact of truck traffic in and through the City, while allowing them to provide the service that's so important to the economy. With that as the overriding objective, he would begin implementation of a predawn truck delivery plan - in all industries where this is possible; enforcement of truck routes – complemented by an aggressive education program for truckers; and strict enforcement of the idling laws. He also plans to maximize their use, efficiency and effectiveness. The one piece of this complex system that Mr. Carrión will focus on is promoting barge to rail to market links, so that NYC can further reduce truck freight in the City and Region. He also plans to make the case, along with leaders in the NY-metro region for the federal funding needed to benefit NYC and the entire region. Additionally, in the wake of Superstorm Sandy and City's resiliency needs, Mr. Carrión plans to incorporate freight and maritime into the City's \$20 billion resiliency program, to ensure the least disruption to NYC's freight food chain.

5. **Metropolitan Transportation Authority (MTA) Issues**

Mr. Carrión plans to introduce the following Subway improvements: free wiFi and a real time information app for riders, better access for the disabled, a public private partnership station adoption program to beautify all stations around the City, and a civilian volunteer corps for special citizen led initiatives such as public art.

For bus Improvements, Mr. Carrión plans for a citywide bus rapid transit plan, expanded select bus service, free wiFi & real time information for MyCity Pass and more bus service in heavily used corridors.

As Mayor, Mr. Carrión would secure a national leadership role for mass transit issues and funding. He plans to lead a US mayors' mass transit leadership group and work with the metro-area congressional delegations, MPOs, regional transportation groups, NY State and City legislators, and others to advocate for mass transit funding. He would also lobby the Board of the MTA and the Governor and Legislature to allow for Mayoral appointment powers for the presidents of NYC Subways and NYC Buses. Finally, with the imposition of tolls on the East River crossings, he plan to raise revenue to fund these and the state of good repair and modernization funding for the MTA.

## **6. Transportation Funding**

### **a. New and Existing Funding Sources**

Mr. Carrión argues that, at the very least, the City must maintain current levels of capital funding if NYC to remain an attractive city for investment and growth, and to maintain a desirable quality of life. With the traditional sources of funding from government continuing to dry up, Mr. Carrión plan to solve this issue at local level. While he plans to continue to advocate for a National Infrastructure Bank, as he did as a White House Official in the Obama Administration, he plans to advance a NYC Infrastructure Bank to fund these essentials for driving and sustaining the City's economy. As Bronx Borough President, Adolfo Carrión said that some sort of plan to make tolls fairer made sense, and said he also supported a commuter tax, even if its prospects are "very unlikely."<sup>123</sup>

### **b. Infrastructure Repair and Maintenance – N/A**

### **c. Congestion Pricing**

Mr. Carrión was the most vocal outer-borough supporter of Mayor Bloomberg's congestion pricing plan which would charge drivers a fee to enter Manhattan between the hours of 8 am and 6 pm in an effort to reduce congestion and minimize the City's air pollution. On June 15, 2007, Carrión held a press conference with Mayor Bloomberg and nearly a dozen other elected officials from the Bronx to announce their support for the plan, though he stressed that proposed improvements to mass transit would need to be clarified before this plan was implemented.

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<sup>123</sup> <http://www.capitalnewyork.com/article/politics/2013/02/7935961/christine-quinn-calls-commuter-tax-and-more-city-control-over-trans>

Carrión's endorsement was significant because it dispelled the myth that politicians with a large percentage of constituents who commute into Manhattan would be intrinsically against the measure.

Despite the unlikelihood of its passage in Albany, Carrión called for reinstating the commuter tax and dedicating the revenues to subways and buses.

d. Toll Policies (Bridges & Tunnels)

Carrión called for funding transit with a "fair toll plan" in line with Sam Schwartz's proposal to lower tolls on some MTA crossings while charging drivers to enter the congested, transit-rich Manhattan CBD.<sup>124</sup>

7. **School Bus Transportation (strike, new contracts, etc...)**

Mr. Carrión stated that contract dispute is a classic case of being penny wise and pound foolish. His approach is that there is no negotiation that is impossible to settle. A strike could have been avoided if these drivers were treated with respect and dignity, and not vilified in the media as being greedy and lazy. He added that these contracts are worth revisiting, but he will not make promises that the City cannot afford or deliver. Mr. Carrión has indicated that there is a lack of trust and confidence of the voters as a result of such disputes.

8. **Accessible Transportation & Paratransit Services (Access-A-Ride)** – N/A

9. **Sustainable Transportation**

a. Alternative Fueled Vehicles & Incentives – N/A

b. Sustainability & Mobility Management Plans

Carrión encouraged his followers to sign up by email to be a part of Adolfo's "Green Team" and receive their policy announcement "Sustainability - The Big Green Apple." In a statement on his website, Carrión highlighted that "American cities have been engines of innovation and economic opportunity, but they're also places where pockets of poverty and inequality have persisted. President Obama understands we must invest in smarter ways to build strong metropolitan economies, supported by sustainable transportation and land use, and neighborhoods that prepare every child to be a productive citizen. This requires a new approach that brings everyone to the table, not just those with the resources to control the agenda. To bridge the urban divide we are investing in education, quality affordable housing, ensuring access to health care, building a smarter and cleaner energy grid, and reforming the financial system".

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<sup>124</sup> <http://www.streetsblog.org/2013/02/25/at-transit-forum-albanese-allon-and-carrion-support-rational-tolls/> (Last visited August 30, 2013)

He noted that “regional innovation clusters strengthen regional economies and make them more competitive,” and that smart growth “aligns land use with transportation investment.” Continuing on the theme of transportation-oriented development, he stated, “We have an imbalanced transportation spending framework and are starting a working group on transportation to manage the conversation on funding.” He criticized the antecedent formula as unsustainable, with 85 cents on each U.S. transportation dollar going for highways and only 15 cents devoted to mass transit.<sup>125</sup>

“We need to change, but we need help getting there,” Carrión declared, noting that there is much opposition to public-transit reprioritization: “those [highway] interests are very strong, and they’re not kidding. There are people who have created industries around this funding imbalance.” The Administration’s Sustainable Communities Initiative combines initiatives at DOT, HUD, and DEP to facilitate transit-oriented development. “Investments in the basket of opportunity come from the notion that we are a country of neighborhoods. Not all places around the country nurture opportunity — they’re not walkable,” he noted, adding, “We need to invest in infrastructure to build a foundation for smart growth.”

#### **10. Passenger Rail**

- a. ARC Tunnel Project – Gateway Project (Amtrak) – N/A
- b. Moynihan Station Development Project – N/A

#### **11. Use of Big Data for Transportation Improvements (GPS, etc..)**

Mr. Carrión supports an open data policy across all NYC government offices. Creating a strong partnership with the private sector he plans to push communities closer to solving many of the challenging problems. Examples of this exist in the post-Sandy period, when open data was successfully used by the private sector to improve communication and emergency response times. This mentality should be applied to our transportation concerns, knowing that the collection and dissemination of big data will lead to solutions. For the NYC metro area the research priorities will be infrastructure funding; creating and supporting a seamless regional transportation experience for the user; engaging the tech sector in creating a smart transportation system; airport connections for a global city; safety in the era of global terrorism; truck and freight solutions for the NY metro area; solutions for intra-borough travel – addressing if there is room for light rail and other alternatives; and the like.

#### **12. Emergency Preparedness & Evacuations (Transportation Plans)** – N/A

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<sup>125</sup> <http://main.aiany.org/eOCULUS/newsletter/rhetorically-speaking-bronx-chair-remarks-by-adolfo-carrin-jr-at-grassroots-02-04-10/>

## Bill de Blasio



### Past/Current Position(s):

- NYC Public Advocate (incumbent)
- Council Member of the 39<sup>th</sup> District
- Member of Community School Board 15
- Regional Director for U.S. Department of Housing and Urban Development

Date of Birth: May 8, 1961 (age 52)

Place of Birth: Manhattan, New York City

Political Party: Democratic Party

Residence: Park Slope, Brooklyn

Website: [www.billdeblasio.com](http://www.billdeblasio.com)

### *Early Career*

De Blasio's introduction to City politics came during David Dinkins' 1989 mayoral campaign, for which he was a Volunteer Coordinator. Following the campaign, de Blasio served as an aide in City Hall. De Blasio was elected to the New York City Council in 2001, and was subsequently re-elected in 2003 and 2005 to represent District 39, which includes the Brooklyn neighborhoods of Borough Park, Carroll Gardens, Cobble Hill, Gowanus, Kensington, Park Slope, and Windsor Terrace. In the Council, de Blasio chaired the Committee on General Welfare, and is a member of the Education, Environmental Protection, Finance, and Technology in Government Committees. On the City Council, de Blasio passed legislation to prevent landlord discrimination against tenants who hold federal housing subsidy vouchers, and helped pass the HIV/AIDS Housing Services law, improving housing services for low income New Yorkers living

with HIV/AIDS. As head of the City Council's General Welfare Committee, Bill helped pass the Gender-Based Discrimination Protection law to protect transgendered New Yorkers, and passed the Domestic Partnership Recognition Law to ensure that same sex couples in a legal partnership could enjoy the same legal benefits as heterosexual couples in New York City. During his tenure, the General Welfare Committee also passed the Benefits Translation for Immigrants Law, which helped non-English speakers access free language assistance services when accessing government programs. In 1999, he was elected a member of Community School Board 15. In 1997, he was appointed to serve as the Regional Director for the U.S. Department of Housing and Urban Development ("HUD") for New York and New Jersey under the administration of President Bill Clinton. As the tri-state region's highest-ranking HUD official, de Blasio increased federal funding for affordable and senior-citizen housing. He was tapped to serve as campaign manager for Hillary Rodham Clinton's successful United States Senate bid in 2000.

### ***2009 Campaign for Public Advocate***

In November 2008, he announced his candidacy for Public Advocate, entering a crowded field of candidates vying for the Democratic nomination which included former Public Advocate Mark J. Green. The New York Times endorsed de Blasio in an editorial published during the primary, praising his efforts to improve public schools and "help many less-fortunate New Yorkers with food stamps, housing, and children's health" as a Councilmember. The editorial went on to declare de Blasio the best candidate for the job "because he has shown that he can work well with Mayor Bloomberg when it makes sense to do so while vehemently and eloquently opposing him when justified". On September 15, 2009, he came in first in the Democratic primary with 33% of the vote, and then won the run-off election on September 29, 2009 with 62%. His candidacy was endorsed by then Public Advocate Betsy Gotbaum, former Mayor Ed Koch, former Governor Mario Cuomo, and Reverend Al Sharpton. On November 3, 2009, he defeated Republican Alex Zablocki with 77% of the vote in the general election.

## **Transportation Related Policy Statements**

### **1. Bicycle Use in New York City**

#### **a. Bike Sharing and Bicycle Lanes**

Public advocate Bill de Blasio has said that while he, too, favors bike lanes, Mayor Bloomberg has not been pro-active enough in reaching out to different communities.

"Where bike lanes have worked, he said, "great, let's keep them," but "where they haven't worked, let's revise them or change them." He also suggested that the City should consult "actual evidence not biased evidence" in appraising the effectiveness of its lanes.

De Blasio, meanwhile, has refined his bike lane stance, sending out a more recent statement insisting, “I fully support bike lanes and I want to see them continue to expand around the City. They are clearly making many NYC streets safer. But I think we need to take an approach different from the Mayor’s. While more and more communities and riders want bike lanes, the City still hasn’t come around to proactively engaging those who are concerned by them.”<sup>126</sup>

De Blasio said he would expand bike lanes and bike sharing, with a goal of raising the percentage of city trips taken by bike to 6 percent by 2020. The enthusiastic embrace of cycling represents a shift -- at least in tone -- for Mr. de Blasio, who once called the city's bike-friendly transportation commissioner, Janette Sadik-Khan, a radical.<sup>127</sup>

## **2. For-Hire Ground Transportation Services**

### **a. The Taxi of Tomorrow**

Now that the City has given Nissan a \$1 billion contract to manufacture New York’s “Taxi of Tomorrow,” public advocate and likely 2013 mayoral candidate Bill de Blasio has launched an offensive against the automaker for doing business with Iran. Mr. de Blasio sent out a statement and a string of Tweets demanding the car company stop selling its wares to the Iranian regime.<sup>128</sup>

“You cannot do business with the people of New York City with one hand, and prop up the dangerous regime in Tehran with the other,” Mr. de Blasio said in his statement. “For our billion dollars, taxpayers and taxi riders deserve a guarantee that Nissan will stop selling its vehicles to Iran.”

Nissan is one of the companies on Mr. de Blasio’s “Iran Watch List,” which highlights 12 automakers that do business with the Iranian regime. According to the watch list, which was launched in partnership with the advocacy groups Iran180 and United Against Nuclear Iran, Nissan has produced more than 7,500 cars in Iran through a partnership with local manufacturer Pars Khodro. (See article written by Mr. de Blasio at: <http://www.nydailynews.com/opinion/new-yellow-cabs-new-jobs-taxi-tomorrow-contest-economy-article-1.112340>)

### **b. Smartphone Apps**

De Blasio has criticized the TLC operations in the Bloomberg administration, and stated that he wanted to include the various sectors in key decisions.

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<sup>126</sup> [http://gothamist.com/2013/02/13/wannabe\\_mayors\\_throw\\_bike\\_lanes\\_und.php](http://gothamist.com/2013/02/13/wannabe_mayors_throw_bike_lanes_und.php) (Last visited August 30, 2013)

<sup>127</sup> [http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html?\\_r=1&&gwh=983F80DCACD09145BA50B4DD34C2F7C5](http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html?_r=1&&gwh=983F80DCACD09145BA50B4DD34C2F7C5)

<sup>128</sup> <http://politicker.com/2012/04/bill-de-blasio-blasts-nissans-iranian-connection/> (Last visited August 30, 2013)



### 3. Outer-Borough Transportation Issues

#### a. Commuter Vans (Dollar Vans)

De Blasio stated that he wanted to include and review the operational modes of transportation to increase options, safety and efficiency for passengers.

#### b. Bus Services/Select Bus Service

De Blasio indicated that he wants more Bus Rapid Transit outside of Manhattan, citing a JFK-to-Flushing route as an example.

When a Streetsblog reporter asked de Blasio if the Bloomberg administration has been implementing the Select Bus Service program quickly enough, de Blasio said he didn't know enough to say if implementation was going slowly, but that the implicit answer is "yes" because his vision calls for more bus rapid transit in the outer boroughs.<sup>129</sup>

#### c. Livery Street Hails

New York City Public Advocate Bill de Blasio supported a lawsuit against the city and the mayor filed by taxi fleet owners. De Blasio said the plan will do more harm than good.<sup>130</sup>

"I think it's going to make it harder for people who own taxi medallions to be able to do their job, I think the value of the medallions could well go down, I think the outer borough on-call car services can be compromised," he told 1010 WINS' Stan Brooks. "I thought this plan was built wrong to begin with."

De Blasio filed a brief saying the mayor exceeded his authority by issuing new medallions for those cabs, adding only the City Council has that ability.

"This lawsuit is simple. It says you can't make a decision of this importance for the City of New York without the City Council being involved," De Blasio told WCBS 880's Rich Lamb. "You can't have the state Legislature make a decision and leave the City Council of New York City out."

Mr. de Blasio, an opponent of the City's plan for street-hail livery cabs outside Manhattan, has called for something similar: "outer borough medallions" authorized for service in the

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<sup>129</sup> <http://www.streetsblog.org/category/government-organizations/mta/>

<sup>130</sup> <http://newyork.cbslocal.com/2012/05/29/de-blasio-files-brief-supporting-lawsuit-against-livery-street-hail-plan/> (Last visited June 2, 2013)



other boroughs. He has criticized the existing law because the Legislature approved it, bypassing the City Council.<sup>131</sup>

#### **4. Traffic Issues – Congestion and Safety Plans & Improvements**

##### **a. Curb-Space Allocation**

De Blasio called for more bus rapid transit outside of Manhattan. He also questioned if Mayor Bloomberg had implemented the SBS program quickly enough.

##### **b. Parking Policy**

Public Advocate Bill de Blasio on Tuesday criticized the Bloomberg administration for its moves toward privatization of the City's parking meters.<sup>132</sup>

The administration is in the early stages of considering whether to bring in a private entity to operate the municipal network of single- and multi-space meters that cover the City's roughly 85,000 paid on-street parking spaces. The City will issue a request for qualifications to potential bidders in coming weeks.

Mr. de Blasio hit at the mayor's willingness to consider privatization of the meter system's operation, and used recent civic misadventures in high-tech investment—including the scandal-plagued City Time payroll project—to do so.

“As we have seen in cities like Chicago, privatization can lead to higher costs for drivers and small business owners at a time when they can ill afford it,” Mr. de Blasio wrote, in a letter obtained by The Wall Street Journal. “The pitfalls of this proposal far outweigh its benefits—and we must prevent it from advancing any further.”

New York officials say they would never cede meaningful control over parking policy. But Mr. de Blasio also cast doubt on the rationale for which Deputy Mayor Robert Steel said the City would be willing to consider a private operator: the chance that a for-profit vendor would more readily embrace new technologies and parking systems.

Invoking the CityTime criminal investigation, as well as improvements to the City's 911 system, Mr. de Blasio wrote that “the ill-considered roll-out of yet another new technology could lead to significant disruption and spiraling costs for taxpayers.” He also questioned the administration's failure to rule out an increase in parking fees under a private vendor.

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<sup>131</sup> [http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html?\\_r=1&gwh=983F80DCACD09145BA50B4DD34C2F7C5](http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html?_r=1&gwh=983F80DCACD09145BA50B4DD34C2F7C5)

<sup>132</sup> <http://online.wsj.com/article/SB10001424052702304371504577406520809312032.html>

“Our streets are not assets to be sold, nor are parking spaces simply a revenue tool,” Mr. de Blasio wrote. “They are an essential public good that millions of New Yorkers rely upon. I urge you to halt this process now, before walking any further down the path of privatization.”

c. Pedestrian Plazas

Bill de Blasio wants to get the number of New Yorkers who are killed or badly injured in city traffic crashes down to zero.<sup>133</sup> His “Vision Zero” plan includes an expansion of 20-mph speed zones in the City, changes to street design to discourage speeding, and city control of the placement and number of speed enforcement cameras.

d. Trucking and Freight Delivery – N/A

**5. Metropolitan Transportation Authority (MTA) Issues**

Public Advocate Bill de Blasio and other elected officials blasted the MTA for cutting off-peak service on the shuttle bus in the Rockaways while launching a ride from Penn Station to the Hamptons. “It’s a ‘Tale of Two Cities,’” de Blasio said. “How can you start new service for folks who are obviously doing quite well when you’re taking away service from people who need it most here in the Rockaways? It makes no sense.”<sup>134</sup>

Mr. de Blasio, in keeping with the theme of his campaign, said he would “address outer borough subway service needs,” though he did not specify what policies he would promote.<sup>135</sup>

Bill de Blasio states that he will deliver a safe, sustainable and affordable transportation system that can drive our economy and contribute to vibrant neighborhoods across all five boroughs.<sup>136</sup> De Blasio promises to prioritize long-neglected parts of the outer boroughs, alleviate dangerous conditions that make streets unsafe, and work toward a more efficient and flexible network that delivers real choice for New Yorkers.

**6. Transportation Funding**

a. New and Existing Funding Sources

At a candidate forum on mass transit in February, Bill de Blasio, the City’s public advocate, drew cheers when he said that he had spent much of his life without owning a

<sup>133</sup> <http://online.wsj.com/article/SB10001424127887323968704578652383311616100.html>

<sup>134</sup> <http://www.nydailynews.com/new-york/queens/elected-officials-blast-mta-neglecting-rockaways-new-service-cuts-article-1.1322291#ixzz2V5Y5WYiJ> (Last visited August 30, 2013)

<sup>135</sup> [http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html?\\_r=1&gwh=983F80DCACD09145BA50B4DD34C2F7C5](http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html?_r=1&gwh=983F80DCACD09145BA50B4DD34C2F7C5)

<sup>136</sup> <http://billdeblasio.com/issues/rising-together> pg 32

car.<sup>137</sup> But most candidates, demurred when asked if they would pledge to substantially raise the share of the City budget devoted to mass transit. “I can’t see how we could make that kind of increase in the contribution to mass transit responsibly,” said Mr. de Blasio, a Democrat, citing the City’s unresolved labor contracts.

Public Advocate Bill de Blasio called for defending the MTA's existing revenue sources (namely the Payroll Mobility Tax, which Governor Cuomo has allowed Senate Republicans to chip away at) and for more federal funding and public-private partnerships.<sup>138</sup>

b. Infrastructure Repair and Maintenance

*Build the Cross Harbor Freight Tunnel and Invest in Rail Infrastructure:* Bill de Blasio’s position is that it is not all about moving people. Right now, more than 90 percent of the freight to and through our region is shipped by trucks that pollute our air and clog our streets.”<sup>139</sup> De Blasio intends to increase the share of freight that moves by rail, and Bill de Blasio will fight in Washington for a fully funded Cross Harbor Freight Tunnel to take thousands of trucks off local streets, create local jobs, and make the entire region more economically competitive. The Environmental Impact Study will be released later this year, and de Blasio will work to ensure this project becomes a significant piece of the Port Authority’s long-term strategic plan. He stated the City also needs to establish intermodal rail yards in New York and in the region east of the Hudson. To help spur this agenda, he will not just rely on Washington and Albany. Expanding on his work to invest public pension funds locally, he will work with trustees of the City’s \$140 billion-worth public pension funds to identify strategic local transportation infrastructure investments that will foster growth, add local jobs, and stimulate economic development.

c. Congestion Pricing

In 2008, Bill de Blasio was strongly opposed to the proposition of congestion pricing, which is why when it came time to put the proposition to a vote, he voted against the idea. However, less than a year later in January of 2009, de Blasio went on record via an E-Mail blast encouraging his supporters to join him in standing against the MTA’s proposed fare hikes. He went on record saying: “Tell the MTA there is another solution to this problem – reinstating a commuter tax could create similar revenue without placing the entire burden on our City’s residents.”<sup>140</sup>

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<sup>137</sup> [http://www.nytimes.com/2013/02/23/nyregion/mayoral-candidates-at-a-forum-all-support-mass-transit.html?ref=josephjlhota&\\_r=1&](http://www.nytimes.com/2013/02/23/nyregion/mayoral-candidates-at-a-forum-all-support-mass-transit.html?ref=josephjlhota&_r=1&) (Last visited August 30, 2013)

<sup>138</sup> <http://www.capitalnewyork.com/article/politics/2013/02/7935961/christine-quinn-calls-commuter-tax-and-more-city-control-over-trans>

<sup>139</sup> <http://billdeblasio.com/issues/rising-together> pg 34

<sup>140</sup> <http://www.streetsblog.org/2009/01/28/congestion-pricing-foe-bill-de-blasio-grandstanding-up-for-strapangers/> (Last visited August 30, 2013)

#### d. Toll Policies (Bridges & Tunnels)

De Blasio opposed congestion pricing, but supported a Sheldon Silver proposal to put \$2 tolls on the East River bridges. He has also said he supported a commuter tax.<sup>141</sup>

Bill de Blasio: “In just two months (April, 2009), New York City commuters will face drastic fare hikes and service cuts unless our state government solves the MTA’s budget crisis. Time is running out and Albany needs to act now. In light of these troubling circumstances, I am supporting Assembly Speaker Sheldon Silver’s proposal to combine a payroll tax with a toll on the East and Harlem River bridges set at two dollars, the same amount as a subway fare. Final legislation must permanently keep these tolls at the level of subway fares and the revenue generated should be used to maintain and improve outer-borough transportation services. In the past I have supported several different solutions to this problem, from reinstating the commuter tax to increasing driver registration fees. Now, above all, I believe Albany needs to fix this problem before straphangers across our City are left carrying the burden by themselves.”<sup>142</sup>

#### 7. School Bus Transportation (strike, new contracts, etc...)

Public Advocate Bill de Blasio has come out strongly on the side of the Amalgamated Transit Union Local 1811, which represents 8,800 bus drivers and matrons.<sup>143</sup>

“The City needs to stop stonewalling on safety and recognize what every parent knows: experience matters,” Mr. de Blasio said in a statement. “These protections ensure that no matter what happens with bus companies, we have the most experienced drivers behind the wheel who know our kids and their special needs.”

On Feb. 15, 2013, a deal, apparently brokered by ATU International President Larry Hanley, was announced in a statement released by five Democratic candidates for the mayoral election in November, 2013 Candidates Christine Quinn, Bill Thompson, John Liu, Bill de Blasio, and Sal Albanese asked the ATU to end the strike and pledged to “revisit” the issue if one of them is elected mayor. The pledge avoided embracing the Employee Protection Plan (“EPP”) demand by name, while warning the ATU that all decisions will be “fiscally responsible,” that is, maintaining the threat of lowered wages and benefits for workers.<sup>144</sup>

#### 8. Accessible Transportation & Paratransit Services – N/A

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<sup>141</sup> <http://www.capitalnewyork.com/article/politics/2012/04/5631233/who-wants-make-run-east-river-tolls-or-congestion-pricing-2013-anyo> (Last visited August 30, 2013)

<sup>142</sup> <http://www.streetsblog.org/2009/04/06/bill-de-blasio-comes-out-for-2-east-river-bridge-tolls/>

<sup>143</sup> <http://www.crainsnewyork.com/article/20130115/BLOGS04/301159987> (Last visited August 30, 2013)

<sup>144</sup> <http://socialistaction.org/2013/03/ny-school-bus-strike-ends-in-defeat/> (Last visited August 30, 2013)

## 9. Sustainable Transportation

### a. Alternative Fueled Vehicles & Incentives

*Harnessing the Power of the Purse to Promote Energy Efficiency:*

The City of New York has enormous leverage through its purchasing power to promote the use of green products and increase energy efficiency. As a City Council member, Bill de Blasio pushed the City to change its purchasing to ensure New York's power of the purse obtained economies of scale.<sup>145</sup>

The green collar economy begins with a clear commitment to alternative energy sources. As mayor, Bill de Blasio promises to expand the City's investment in large-scale clean energy production, including wind, solar, geothermal, hydropower and biofuels. He claims not only would such a transition reduce New York City's carbon footprint, it would expand economic opportunities — from entrepreneurs to production and installation jobs. Bill de Blasio also advocates at the state level for the New York Solar Act, which will provide additional incentives to support the adoption of solar energy production.

### b. Sustainability & Mobility Management Plans

When a 2013 mayoral contender calls the last five years of progress toward safer, more sustainable streets the product of a “radical” approach, as Public Advocate Bill de Blasio did, everyone's ears should perk up.

De Blasio soft-pedaled his words by framing himself as the “incrementalist” to DOT Commissioner Janette Sadik-Khan's “radical approach.”<sup>146</sup>

## 10. Passenger Rail

### a. ARC Tunnel Project – Gateway Project (Amtrak) – N/A

### b. Moynihan Station Development Project

Democratic candidates, including Christine C. Quinn, Bill de Blasio and John C. Liu, have called on Madison Square Garden to vacate its home atop the underground rail station so that a new structure can be built that would more safely accommodate transit riders and serve as a grand entry point to the City.<sup>147</sup>

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<sup>145</sup> <http://www.billdeblasio.com/issues/sustainability-environment>

<sup>146</sup> <http://www.streetsblog.org/category/people/bill-de-blasio/>

<sup>147</sup> [http://www.nytimes.com/2013/06/27/nyregion/rebuilding-penn-station-becomes-issue-in-mayors-race.html?pagewanted=all&\\_r=0](http://www.nytimes.com/2013/06/27/nyregion/rebuilding-penn-station-becomes-issue-in-mayors-race.html?pagewanted=all&_r=0)

Ms. Quinn and Mr. de Blasio have joined some of the City's most prominent civic groups, which have long lamented the demise of the celebrated structure, in asking the City to approve a measure that would extend the Garden's operating permit for only 10 years. That would provide enough time, they say, to find an alternative home for the Garden and to devise plans for an expanded Penn Station and the development of the surrounding neighborhood. Recently the Garden's operating permit was extended for only 10 years.

***11. Use of Big Data and Technology for Transportation Improvements – N/A***

***12. Emergency Preparedness & Evacuations (Transportation Plans) – N/A***

Jack Hidary<sup>148</sup>



Past/Current Positions(s):

- Partnership for NYC ( Former associate partner)
- Citizens Budget Commission ( Former trustee)
- Clinton Global Initiative (Founding member)
- National Renewable Energy Lab (Board member)
- Google X Labs (Board member)
- The X Prize Foundation (Board member)

Place of Birth: Brooklyn, New York City

Political Party: Independent (Jobs and Education Party)

Residence: Park Slope, Brooklyn

Website: [www.jackformayor.com/](http://www.jackformayor.com/)

***Early Career***

Jack Hidary was born in Brooklyn and raised on Ocean Parkway near Coney Island, where he lived with his parents and four siblings. His great-grandparents came to Ellis Island as immigrants and made a home in the tenements of the Lower East Side. His grandfather and uncle started a business in the garment district, which his family still runs sixty years later.

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<sup>148</sup>Information set forth as in: <http://www.jackformayor.com/about>

In 1995, Hidary followed in his family's entrepreneurial footsteps and established EarthWeb a company dedicated to the needs of tech professionals. He co-founded the company with his brother Murray Hidary and friend Nova Spivack. Hidary led the company from its inception through three rounds of investment and then its IPO on NASDAQ. Under his leadership, EarthWeb acquired Dice.com, a website that connects users with jobs, and other sites dedicated to the needs of IT professionals. As Chairman and CEO of the public company, he continued to grow the company and engage with shareholders, customers and analysts. After running the public company for more than three years, Hidary handed off management to a new CEO. The team later restructured the company, took it private and then took it public on the NYSE as Dice Holdings.

After handing off management of the company to a new team, Hidary became active in public service. He got engaged in helping small businesses grow and championing new models of education. Hidary has served as an associate partner at the Partnership for NYC, a trustee of the Citizens Budget Commission and a member of the steering committee of ABNY. He has been a board member of Trickle Up which helps thousands of entrepreneurs start small businesses each year.

In 2005, Hidary recognized that most taxis were small businesses owned and operated by drivers. He fought for the use of high-mileage taxicabs with then-City Council member David Yassky to save drivers money and improve the City. Hidary and Yassky worked on the initiative with drivers, who each save thousands of dollars yearly using high-MPG cars while improving the quality of our air.

Hidary has been recognized for his leadership by organizations such as the World Economic Forum and the National Committee on US-China Relations. He is a founding member of the Clinton Global Initiative (CGI), a group created by President Bill Clinton to bring together government, the private sector and non-profits together to solve the big problems of our day. .

Hidary serves on several boards including the advisory council for the National Renewable Energy Lab (NREL) and Google X Labs. He is also on the board of the X Prize Foundation. He studied at Columbia University and was awarded a fellowship in Clinical Neuroscience at the National Institutes of Health (NIH) to study brain imaging. Hidary remains active in supporting medical research.

## **Transportation Related Policy Statements**

### **1. Bicycle Use in New York City**

#### **a. Bike Sharing and Bicycle Lanes**

Mr. Hidary states that he will make every effort to engage communities regarding expanding bike lanes and ensure that communities that want bike share facilities will get them. He also support expanding the City's network of protected bike lanes, as well as further initiatives such as installing helmet vending machines in key locations, as is being



done in Boston, and integrating bike lanes and bike parking facilities more seamlessly with other public transportation.

## **2. For-Hire Ground Transportation Services**

### **a. The Taxi of Tomorrow**

Mr. Hidary supports the Court's ruling that the City cannot compel a near-uniform fleet of non-hybrid taxis. He also states that the Taxi of Tomorrow mandate must be modified to focus on high-mpg cars so that the City will not move backwards from the current fleet and if the City were to adopt a standard taxi it must have equal or better mpg. He also states that the City have improved air quality by switching taxis to hybrids and these needs to continue to move forward. High-MPG taxis keep taxi rates lower for all New Yorkers and keep the air cleaner for families and children.

### **b. Smartphone Apps**

Mr. Hidary states that other cities have shown it is possible to adopt new technology and increase income for drivers at the same time. While there was initial opposition to the mandate of credit card devices in all taxis, this is now seen as a success on the part of the public and drivers. Thus, Hidary argues the City must work through the issues presented by new apps so that all stakeholders can adopt these technologies that give consumers more choice and transport functionality.

## **3. Outer-Borough Transportation Issues**

### **a. Commuter Vans (Dollar Vans)**

Mr. Hidary supports car sharing, ridesharing and bike sharing as well as expanded select bus service to provide improved service and options in the outer boroughs. He argues the City must also expand the availability of real-time apps which inform users of bus arrivals. This is of particular importance in the outer boroughs where service is less regular.

### **b. Bus Services/Select Bus Service**

Mr. Hidary supports expansion of Bus Rapid Transit plan with dedicated bus lanes throughout the City along major corridors, and especially in the outer boroughs. He states that NYC should look to successful models in other cities, such as the TransMilenio rapid bus system in Bogotá, where they also integrate bicycle paths and bicycle parking facilities. Mr. Hidary argues that many of the crashes leading to fatalities and serious injury occur in the outer boroughs. Streets such as Queens Boulevard and others must be addressed to improve safety in the outer boroughs. Mr. Hidary also plans to adopt the position of Vision Zero from Sweden which advocates for a system designs for transport which reduces fatalities on the road to zero. This system has been very effective in Sweden where fatalities have decreased dramatically even as vehicle use has gone up.

c. Livery Street Hails

Mr. Hidary plans to work with all involved agencies to expand transportation options include empowering all livery services to take seniors by using a voucher system to supplement Access-A-Ride, which will also be updated, upgraded and expanded. He also supports collaborative models including car sharing that reduce the number of private vehicles on the road. He proposes that the City must leverage the high density of NYC to provide choice for citizens to best utilize our transportation resources.

**4. Traffic Issues – Congestion and Safety Plans & Improvements**

a. Curb-Space Allocation

Mr. Hidary was first to support a phase-out of the muni-meters and increase use of smartphone parking apps to pay for parking and argues NYC to follow other cities, such as San Francisco, that have already adopted this model. He states this allows for remote top-up for parking your car and dynamic pricing so that we can charge the right price for the time of day and the location. He supports changes in curbside parking allocation, such as designating curbside space for electric vehicle charging stations, bike parking, bike sharing, and car sharing as well as innovative pilot programs such as solar powered-trash compacters to replace garbage cans along on sidewalks.

b. Parking Policy

Mr. Hidary advocates for a complete transformation on how NYC approaches parking issues. He supports for more designated number of on-street spaces to car sharing vehicles as San Antonio and other cities are doing. He also supports a model that includes dynamic pricing and payment by smartphone, similar to what they are doing in San Francisco. He argues that underpriced curbside parking leads to more cars, clogged roads and polluted air. Mass transit, car sharing and bike sharing are key parts of the Hidary plan.

c. Pedestrian Plazas

Mr. Hidary plans to redouble the efforts to reduce crashes, injuries and fatalities on NYC streets. He also states that the NYC must take the aim of ZERO fatalities and work with all major stakeholders in the City to achieve that goal. He plans to make roads to be safer for all users, including pedestrians and bike riders, especially for children and seniors.

d. Trucking and Freight Delivery

Mr. Hidary plans to harmonize all the activities of the City with the needs of the public and private sectors. Limits on trucking and delivery hours, and increasing ease for greenmarkets are his starting points. He also plans to restrict 18-wheelers in Midtown in the daytime hours. He also plans to develop alternative approaches that serve retailers

well, prevent trucking companies from getting stuck in midtown traffic and reduce emissions and traffic in the City. He also plans to look at innovative solutions used in other cities such as depots in non-residential areas where nonperishable items can be transferred from large trucks to smaller trucks, preferably electronic vehicles.

## **5. Metropolitan Transportation Authority (MTA) Issues**

The Hidary plan calls for expanding ferry service, for example to Roosevelt Island to support transportation needs around the Cornell-Technion project, Red Hook in Brooklyn, and the East Side River, and making sure that ferry service is integrated with other public transportation. Mr. Hidary plans to work collaboratively with the MTA, the Governor and the private sector to achieve these goals. He also advocates the completion of Wi-Fi project in the stations and then expands that for service on the trains as well. He advocates the designation of naming rights to key stations and would use that revenue to install climate control and additional safety devices in the stations, similar to other major subway systems in the world which have climate-controlled stations and have installed safety barriers in high-traffic stations.

## **6. Transportation Funding**

### **a. New and Existing Funding Sources**

Mr. Hidary plans to prioritize capital projects that improve safety, enhance quality of life and spur economic development. His economic plan addresses stimulating economic growth in every borough, to create jobs and opportunity, which will enhance City revenue collection. He argues equitably improving transportation across the board is essential to ensuring economic growth.

### **b. Infrastructure Repair and Maintenance** – N/A

### **c. Congestion Pricing** – N/A

### **d. Toll Policies (Bridges & Tunnels)** – N/A

## **7 School Bus Transportation (strike, new contracts, etc...) – N/A**

## **8. Accessible Transportation & Paratransit Services** – N/A

## **9. Sustainable Transportation**

Mr. Hidary plans to reduce the numbers of cars on the streets and pollution from vehicles and plans to address this challenge from many areas. His plan includes;

- Adoption of collaborative models including car sharing.

- Incentives and supports for increased use of bicycles such as development of bike parking facilities, and expanding the network of protected bike paths.
- Improve access to all airports with public transportation. Designate specific trains from Penn Station as wi-Fi enabled trains to the plan with express service to Jamaica Station.
- Push for the changeover to all-electric vehicles for City fleets, including sanitation trucks and public buses.
- Expanding ferry service, for example more frequent service for Staten Island, as well as to Roosevelt Island, Red Hook in Brooklyn, and along the East River, and more fully integrating ferry service with other modes of public transportation, such as buses, trains and bicycles.
- Allocating 20% of space for car sharing with any new permit for parking garage. Overhauling on-street parking, with a model similar to San Antonio or Austin.
- Push for adoption of electric vehicles and increasing availability of charging stations.
- Adopt the position of Vision Zero from Sweden which advocates for a systems design for transport which reduces fatalities on the road to zero.

#### **10. Passenger Rail**

- a. ARC Tunnel Project – Gateway Project (Amtrak) – N/A
- b. Moynihan Station Development Project – N/A

#### **11. Use of Big Data and Technology for Transportation Improvements**

Mr. Hidary plan to make transparency, innovation and data-driven policy a priority relaying on his tech entrepreneurial experienced in this area. He plans to leverage CUNY, the new Cornell-Technion engineering school and other NYC institutions to analyze the data and develop innovative solutions for our City. He proposes to use big data to reduce fatalities and injuries on NYC roads. His plan calls to analyze the patterns of crashes and implement systems to address those sources and locations. He also plans to introduce parking apps for dynamic pricing.

#### **12. Emergency Preparedness & Evacuations (Transportation Plans)** – N/A

Joseph J. Lhota



Past/Current Position(s): Chairman and C.E.O. of the MTA

Date of Birth: October 7, 1964 (age 58)

Place of Birth: The Bronx, New York City

Political Party: Republican Party

Website: [www.joelhotaformayor.com](http://www.joelhotaformayor.com)

### ***Early Life and Education***

Lhota is the son of a retired lieutenant in the NYPD. His paternal grandfather was a FDNY firefighter and his maternal grandfather was a New York City taxi driver. His father's side is from the Czech Republic and his mother's side is Italian. Lhota is married and has one daughter. The first member of his family to attend college, Lhota graduated with honors from Georgetown University in 1976. He also received an MBA from Harvard Business School in 1980.

### ***Giuliani Administration***

In 1994, Lhota joined the administration of Mayor Rudy Giuliani, where he held several positions over Giuliani's two terms. He first served as chief of staff to the deputy mayor for finance and economic development and that year was quickly promoted to New York City finance commissioner. In 1995, he was selected as director of the office of management and budget. In 1998, Giuliani appointed Lhota to deputy mayor for operations. Lhota served as Mayor Giuliani's liaison to the White House, United States Congress, governor of New York, New York State Legislature and New York City Council. Additionally, he was responsible for oversight of the City's relationships with the public employee unions and development of collective bargaining agreement strategies. Lhota, known as a problem solver while serving in city government, has "an unparalleled knowledge of city government." As deputy mayor, Lhota served as the highest-ranking member of the Mayor's core management team. On this team, Lhota

developed and implemented the strategies and initiatives that accomplished the successful “turn-around” of New York City, which had been plagued by a high crime rate, sense of fear among citizens, reduction in social services, and high tax rates that were famously chronicled in the September 17, 1990, cover story of Time, “The Decline of New York.” Lhota also coordinated the City's response to the terrorist attack on the World Trade Center on September 11, 2001.

### ***Chairman of the MTA***

On October 20, 2011, New York Governor Andrew Cuomo nominated Lhota to serve as chairman of the Metropolitan Transportation Authority (MTA), the largest mass transit provider in the United States (servicing 8.5 million customers daily). While awaiting confirmation by the New York State Senate, Lhota began serving as interim CEO. He was unanimously confirmed by the state Senate on Jan 9, 2012. During his tenure he received praise for New York City Transit’s successful FASTRACK program which saw more than \$16 million in productivity gains in 2012, by concentrating and targeting subway station maintenance efforts. In July 2012 Lhota announced a \$30 million service enhancement package that not only restored transportation services that the MTA had previously eliminated in 2010, but also provided the opportunity to add new transit services in underserved areas, including Williamsburg, the South Bronx and Brooklyn Navy Yard—all New York City neighborhoods that have seen significant residential and commercial development since 2005. Lhota also spearheaded the MTA making information about the MTA and its services more accessible to its customers through its website and apps. Lhota granted pay raises to managers at the MTA before he left office. Lhota resigned as head of the MTA on December 31, 2012, in order to explore running for mayor of New York City.

### ***Mayoral Candidacy***

On January 17, 2013, Joe Lhota filed paperwork with the New York City Board of Elections and the New York State Board of Elections which formally launched his mayoral campaign.

## **Transportation Related Policy Statements**

### **1. Bicycle Use in New York City**

#### **a. Bike Sharing and Bicycle Lanes**

Joseph J. Lhota, the former chairman of the Metropolitan Transportation Authority and a Republican candidate for mayor, also said he “could see” removing lanes that he deemed problematic. He noted that some bus drivers along the B63 route in Park Slope, Brooklyn, had complained about the perils of sharing space with bike riders.

Lhota said, he’s “absolutely in favor of” bike share, and in “no way, shape or form” means to criticize bike share or bike lanes.

Joe Lhota also said Mayor Bloomberg hasn't been top down enough. He said the mayor and his deputies, when choosing where the docks would go, needed to demand more coordination among city officials.

"You bring in the police commissioner and the fire commissioner and the DOT commissioner and you coordinate all of the issues related to, for example, where the new bike racks are going," Lhota told WNYC's Brian Lehrer. "I don't know if they've done that," he said about the mayor's office. "I'm just using this as an example," he added. "You just don't put in the new bike racks — which I'm absolutely in favor of, this is by no way shape or form a criticism — it's about management style. I think leadership begins at the top."

Lhota said there hadn't been sufficient care to make sure, for example, the racks didn't go where emergency vehicles typically park. "That's insensitive," he said.

Polls — taken before the docks began to be installed — have shown overwhelming support for bike share.<sup>149</sup>

Joe Lhota: "We need to have more community involvement where they're located. And we need to have more enforcement of bike riders — if it's one way for cars, it's one way for bikes. We should avoid bike lanes that impede economic and commercial activity and keep them to residential streets ... Bikes and buses should not share the same streets."<sup>150</sup>

Lhota also criticized the way the DOT has painted bike lanes without regard for the needs of police cars, fire trucks, and ambulances.

"The coordination with the different agencies has been horrific," said Lhota.

He then complained about the thoughtless placement of the new BikeShare racks, noting that one of the two-wheeler depots now sits directly in front of the entrance to the Clark Street subway stop.

"Those bikes are going to be in the way. God forbid the Fire Department has to get into that station," said Lhota.<sup>151</sup>

Lhota said that he would increase the number of lanes, though he called for "common sense in their placement." In the past, he has said that he "could see" removing existing lanes that he deemed problematic, mentioning that some bus drivers along the B63 route in Park Slope, Brooklyn, had complained about sharing space with bike riders.<sup>152</sup>

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<sup>149</sup> <http://www.beezodogsplace.com/2013/05/03/nyc-mayoral-candidate-lhota-likes-bike-share-but-the-racks-notsomuch/> (Last visited August 30, 2013)

<sup>150</sup> [http://www.brooklynpaper.com/stories/36/8/all\\_mayorsonbikelanes\\_2013\\_02\\_15\\_bk.html](http://www.brooklynpaper.com/stories/36/8/all_mayorsonbikelanes_2013_02_15_bk.html) (Last visited August 30, 2013)

<sup>151</sup> [http://www.brooklynpaper.com/stories/36/18/all\\_lhotavshipsters\\_2013\\_05\\_03\\_bk.html](http://www.brooklynpaper.com/stories/36/18/all_lhotavshipsters_2013_05_03_bk.html) (Last visited August 30, 2013)

<sup>152</sup> [http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html?\\_r=1&gwh=983F80DCACD09145BA50B4DD34C2F7C5](http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html?_r=1&gwh=983F80DCACD09145BA50B4DD34C2F7C5)

## **2. For-Hire Ground Transportation Services**

### **a. The Taxi of Tomorrow**

Hailed the ruling that struck down the Taxi of Tomorrow by State Supreme Court Judge Shlomo S. Hagler and said if elected he would not continue any appeal.

### **b. Smartphone Apps**

Lhota said the City should “allow market forces to take over” and embrace technology like ride-hailing smartphone apps for both taxis and car services. He also expressed support for allowing the hailing of livery cabs outside Manhattan.

## **3. Outer-Borough Transportation Issues**

### **a. Commuter Vans (Dollar Vans)**

Mr. Lhota supports expansion of select bus service and dollar vans.

### **b. Bus Services/Select Bus Service**

Mr. Lhota supports expanding Select Bus Service, including Select Bus Service to the airport as a convenience for travelers as well as airport workers, and as a boost for the entire New York economy.

### **c. Livery Street Hails**

Mr. Lhota states that the ultimate goal is to expand service, not to undermine economic investments in the taxi industry. Any expansion of street hail service should be done with an understanding that medallion owners and livery services deserve a fair return on their investments.

## **4. Traffic Issues – Congestion and Safety Plans & Improvements**

### **a. Curb-Space Allocation**

Mr. Lhota says that NYC must collectively address questions of whether the City wants cars parked in the middle of avenues or at the curbside. Mr. Lhota believes that off-peak deliveries will free up considerable curbside parking spaces, dramatically reduce double parking and create a more balanced program considering both community quality of life issues and economic growth. He advocates exploring programs like assigned curbside space specific to expeditious delivery services.



b. Parking Policy

Lhota slammed the invasion of high-end food trucks that he claimed clog major thoroughfares while appealing to social media-savvy young people with epicurean tastes. He said he would support regulations limiting where the vehicles can park.<sup>153</sup>

“They send you a Tweet and let you know what corner they’ll be at. It’s part of their business model,” said Lhota. “They’re parked all over the streets, on every corner of the City, and they cause congestion.”

c. Pedestrian Plazas

Lhota said that any more plazas must await careful study of the effect of existing plazas on traffic patterns. “Our economy and quality of life hinge greatly on our ability to move freely throughout the City,” he said. “Any plans to eliminate precious road space must be incorporated in an overall transportation strategy.”

d. Trucking and Freight Delivery

Lhota believes that public hearings, expert guidance, and common sense should guide us in establishing and changing truck routes.

5. **Metropolitan Transportation Authority (MTA) Issues**

a. Service Improvements and Restorations

MTA Chairman Joseph Lhota urged patience, saying that the subject would have to wait until the MTA’s finances had achieved a new level of “stability.” He added: “Not a day goes by when I don’t think about restorations of services and further investments in the system.”<sup>154</sup>

Joseph Lhota: “By the way, all of the bridges and tunnels that are controlled by the MTA are within the five boroughs. None of them connect anything other than the five boroughs. It now costs \$15 round-trip to go from the Bronx to Queens. It costs \$15 to go from Brooklyn to Staten Island. The reality is, right now, I can’t think of anything that’s reducing economic development as much. It begs the question, what are they doing with all that money, the \$600 million of surplus which is going to subsidize mass transit?”<sup>155</sup>

“I think mass transit needs to be subsidized. But when you look at the numbers, New York State actually ranks last in the country in the subsidy-per-rider that they provide.

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<sup>153</sup> <http://www.dnainfo.com/new-york/20130128/new-york-city/joe-lhota-warns-of-return-dark-days-if-democrat-elected-next-mayor> (Last visited August 30, 2013)

<sup>154</sup> <http://online.wsj.com/article/SB10001424052702303561504577493143082492400.html> (Last visited August 30, 2013)

<sup>155</sup> <http://secondavenuesagas.com/2013/04/05/from-a-mayoral-candidate-an-idea-on-mta-control/> (Last visited August 30, 2013)

You can look at what they do in Massachusetts for the T or what they do for Metro in Washington or MARTA in Atlanta. Those states give more money per rider than in New York State. New York State shouldn't be last in anything. It should be first. But I also believe that if you ever want to have any issues of talking about congestion pricing or anything like that, it would be great to get the MTA out of the picture, let the City of New York control every bridge and tunnel in the City of New York.”<sup>156</sup>

Mr. Lhota, a former chairman of the Metropolitan Transportation Authority, called for a subway extension to Staten Island and shorter waiting times between trains to decrease overcrowding. He also said he would supply city financing to the authority to begin an in-station recycling program and to keep platforms clean.<sup>157</sup>

#### b. Second Avenue Subway Project

While speaking with the Long Island Association, MTA Chairman Joseph Lhota let slip the news on East Side Access that has been a few months' coming. “We were originally looking at 2018, but the most recent analyses put the opening at 2019,” Lhota said. “I don't want to see it go past 2019.”<sup>158</sup>

“The problem with East Side Access isn't digging below Grand Central Station, where ‘cavernous tunnels’ have been carved out, but on the Queens side of the project. Tunneling underneath the Queens rail yard near Jamaica, where trains from Amtrak and Acela are stored in addition to MTA's own vehicles, has become an issue.”

“Contaminated soil languishes and must be disposed of properly, and unlike closer to the water, the ground is soft rather than rocky.” Lhota also stated that workers have also run into springs and brooks that nobody knew existed below the surface.

#### c. Governance Issues & NYC Mayor's Role

Lhota has made numerous statements concerning mayoral governance, including:

“The transportation world in this City is balkanized. It truly is. You have major roads in New York City that are controlled by the state. For example, the FDR Drive is not a city road. It is a state road and the state repairs and upkeeps it. You have the MTA, which has the subways and buses and the bridges and tunnels.”<sup>159</sup>

<sup>156</sup> [http://www.nyc.gov/portal/site/nycgov/menuitem.c0935b9a57bb4ef3daf2f1c701c789a0/index.jsp?pageID=mayor\\_press\\_release&catID=1194&doc\\_name=http%3A%2F%2Fwww.nyc.gov%2Fhtml%2Fom%2Fhtml%2F2012b%2Fpr352-12.html&cc=unused1978&rc=1194&ndi=1](http://www.nyc.gov/portal/site/nycgov/menuitem.c0935b9a57bb4ef3daf2f1c701c789a0/index.jsp?pageID=mayor_press_release&catID=1194&doc_name=http%3A%2F%2Fwww.nyc.gov%2Fhtml%2Fom%2Fhtml%2F2012b%2Fpr352-12.html&cc=unused1978&rc=1194&ndi=1)

<sup>157</sup> [http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html?\\_r=1&gwh=983F80DCACD09145BA50B4DD34C2F7C5](http://www.nytimes.com/interactive/2013/08/27/nyregion/where-the-mayoral-candidates-stand-on-key-issues.html?_r=1&gwh=983F80DCACD09145BA50B4DD34C2F7C5)

<sup>158</sup> <http://secondavenuesagas.com/2012/05/08/lhota-east-side-access-now-expected-in-2019/> (Last visited August 30, 2013)

<sup>159</sup> <http://www.gothamgazette.com/index.php/elections/4301-questions-for-republican-mayoral-candidate-joe-lhota->

“What I have been calling for, just as an aside, is that the bridges and tunnels need to be given back to the mayor. They were taken away from the mayor in 1968 by the Legislature at the request of Gov. Rockefeller. The Triborough Bridge and Tunnel Authority still exists; it is a subsidiary of the MTA. I have called as a candidate to have the mayor take over the TBTA again because that way they can control the tolls over there because tolls are going up for the purposes of subsidizing things unrelated to the bridges and tunnels.”

“I think what I would like to do, that existed pre-Mike Bloomberg is bring back the Mayor’s Office of Transportation. It was a coordinating body of all of the transportation agencies. In fact Janette Sadik-Khan was the head of the Mayor’s Office of Transportation during the Dinkins administration.”

“Their role was to make sure the City was heard at every level within every one of those agencies, so much so that the mayor’s representatives on the MTA board would meet with the Mayor’s Office of Transportation before committee meetings, before board meetings, and understand what the committee and what the City wanted from the MTA, and so it was very important.”

“There really needs to be an overall effort to try to get everyone to work together. That is one of the reasons I want the City to control the bridges and tunnels — by the way, the bridges and tunnels only connect the five boroughs. They don't go to Nassau County, they don't go to Westchester County. They only connect one borough to another borough. In one case in the Rockaways, a bridge connects Queens to Queens.”

“So the people who want to go from one side of the borough to the other side of the borough have to pay a toll. It is amazing how inequitable that seems to be. I don't know any other place in the country where it costs you money to go in the same county from one side to the other side. The mayor and City Council should control all of the bridges and tunnels in the five boroughs. Then there will be the beginning of less balkanization going on because then you will be able to control the ability to get from one borough to another borough and have a cohesive or at least a coherent transportation policy and strategy, maybe strategy then policy.”

“Quite honestly the subsidy that is provided by the state to mass transit is voluminous and we can't lose that subsidy. The subsidy right now on the transit ride — about 50 percent of the cost for your subway ride, and I'm going to be off by a couple percentages, but it's about 50-50. Fifty percent of the cost of the subway ride comes from the fare and the other 50 percent comes from the state in the form of subsidies.”

“But those subsidies are different things, they can take the form of every time you get in a cab, 50 cents goes to the MTA. Every time you have a new mortgage, you have something called the mortgage recording tax that goes to the MTA. Again, even the subsidies’ streams are balkanized.”

“Maybe I know too much because I am wonkish on this issue. But you can't just say the mayor should take over the MTA without realizing the fiscal implications. It needs to be a much more comprehensive answer than we are just going to take it over.”

## **6. Transportation Funding**

### **a. New and Existing Funding Sources**

In his role at the MTA, Lhota noted that the system can't succeed by cutting costs alone. If elected as a Mayor, Lhota indicated he will boost city funding for the bus and subway networks. Without giving the exact figure, Lhota stated the figure would be significant and big enough to have an impact on the MTA's finances.

### **b. Infrastructure Repair and Maintenance**

Mr. Lhota said that the agency he led diverts the \$300-\$400-million surplus it derives from bridge and tunnel tolls each year to maintain subways and the suburban rail lines.<sup>160</sup>

### **c. Congestion Pricing**

Current MTA chairman Joe Lhota and former MTA executive director Elliot Sander agree that congestion pricing is hard.<sup>161</sup>

“My experience in London, having been there before and after they've done the congestion pricing, it's extraordinary,” Lhota said. “I mean, it moves in New York in comparison to London. And no disrespect, I love London.

“But you can tell I really don't want to talk about congestion pricing,” Lhota continued. “Just to be very honest with you, because I think it's one that I think the elected officials need to look at and determine if it's necessary here.”<sup>162</sup>

### **d. Toll Policies (Bridges & Tunnels)**

While Joe Lhota is not in favor of new tolls on the East River bridges, he indicated he's open to a revised version of congestion pricing that limits strain on the outer boroughs; “a great place to begin the debate.”<sup>163</sup>

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<sup>160</sup> <http://observer.com/2013/03/finish-the-job-joe-lhota-wants-to-end-mosess-triborough-legacy/>

<sup>161</sup> <http://www.capitalnewyork.com/article/politics/2012/04/5786781/new-and-old-mta-chiefs-political-toxicity-congestion-pricing> (Last visited August 30, 2013)

<sup>162</sup> <http://www.streetsblog.org/2012/01/23/joe-lhota-the-mta-needs-new-tax-revenue/> (Last visited August 30, 2013)

<sup>163</sup> <http://www.dnainfo.com/new-york/20130128/new-york-city/joe-lhota-warns-of-return-dark-days-if-democrat-elected-next-mayor> (Last visited August 30, 2013)

“The former head of the Metropolitan Transportation Authority”, the editorial board wrote, “said that if he were to be elected mayor, he would seek to get full mayoral control of the bridges and tunnels in the City.”<sup>164</sup>

Aside from the non-tolled East River bridges that belong to the City—the Brooklyn, Manhattan, Williamsburg and Queensboro bridges—major river crossings between the five boroughs belong to the state, under the guise of the MTA Bridges and Tunnels.

Lhota has said he would not support putting tolls on the East River bridges “until we have a better understanding and a better control of all of our bridges and tunnels at the City level.”<sup>165</sup>

He cited the mix of state and local agencies involved and said that “New York City needs to control its own destiny. We need to have it all integrated.”

#### **7. School Bus Transportation (strike, new contracts, etc...)**

Lhota supported the NYC DOE policy of not negotiating with the striking school bus workers.

#### **8. Accessible Transportation & Paratransit Services** – N/A

#### **9. Sustainable Transportation**

##### **a. Alternative Fueled Vehicles & Incentives** – N/A

##### **b. Sustainability & Mobility Management Plans**

Lhota stated that the future of infrastructure is not about expanding the system, but using the existing system and putting in modern technology so that in the future, we can get more trains on the same track. Lhota also wants to encourage park and ride stations at the end of suitable subway lines.

#### **10. Passenger Rail**

##### **a. ARC Tunnel Project – Gateway Project (Amtrak)**

Lhota was asked about a trans-Hudson rail connection and what might fill the gap of the ARC Tunnel, a project killed by New Jersey Governor Chris Christie in late 2010. Lhota said he favors Amtrak's proposed Gateway Tunnel project, which would bring Northeast Corridor trains from New Jersey through a tunnel under the river to an expanded Penn

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<sup>164</sup> <http://observer.com/2013/03/finish-the-job-joe-lhota-wants-to-end-mosess-triborough-legacy/> (Last visited August 30, 2013)

<sup>165</sup> <http://newyork.cbslocal.com/2013/01/30/mayoral-candidate-joseph-lhota-in-radio-interview-nyc-in-fragile-state/> (Last visited August 30, 2013)

Station.<sup>166</sup>

“I think it's really important to support that,” Lhota said. The impetus for a No. 7 train extension comes from Mayor Michael Bloomberg, who proposed the project last year. “I've told the mayor this, I can't see that happening in our lifetime,” Lhota said.

b. Moynihan Station Development Project

This proposal has provoked stiff opposition from the owners of Madison Square Garden, including Lhota, a former executive vice president at the Garden. Lhota, along with Bill Thompson, have stated that the permit should be extended in perpetuity.<sup>167</sup>

**11. Use of Big Data and Technology for Transportation Improvements**

Lhota noted that the MTA says subway ridership is at its highest level since 1950, and wants to improve service. Lhota advocated using technology to deliver and improve service. He also wants to improve information flow to riders to provide riders up-to-the-moment information.

**12. Emergency Preparedness & Evacuations (Transportation Plans)**

On the Hurricane Sandy response, Lhota stated “I wasn't criticizing the mayor directly but that City could have been better prepared.”<sup>168</sup>

Lhota called for an additional recommendation to Mayor Bloomberg's comprehensive storm resiliency plan, saying the state should mandate electrical companies whose service areas cover evacuated flood zones to terminate power prior to expected storm surges to prevent another mass fire like the one that swept through Breezy Point during Superstorm Sandy.<sup>169</sup>

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<sup>166</sup> <http://www.wnyc.org/blogs/wnyc-news-blog/2012/apr/03/mta-chairman-no-7-subway-extension-nj-not-going-happen-our-lifetime/> (Last visited August 30, 2013)

<sup>167</sup> [http://www.nytimes.com/2013/06/27/nyregion/rebuilding-penn-station-becomes-issue-in-mayors-race.html?pagewanted=all&\\_r=0](http://www.nytimes.com/2013/06/27/nyregion/rebuilding-penn-station-becomes-issue-in-mayors-race.html?pagewanted=all&_r=0)

<sup>168</sup> <http://www.wnyc.org/shows/bl/2013/may/02/candidate-joe-lhota/>

<sup>169</sup> <http://joelhotaformayor.com/posts/lhota-calls-for-new-recommendation-to-nyc-storm-resiliency-plan?page=2>