

**NEW YORK CITY DEPARTMENT OF TRANSPORTATION
HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION
JUNE 19, 2012**

Good morning Chairman Vacca and members of the Transportation Committee. My name is Bruce Schaller and I am the Deputy Commissioner for Traffic and Planning at the New York City Department of Transportation (DOT). With me today is Edward Pincar, DOT's Director of Intergovernmental Affairs, as well as Peter Cafiero, Chief of Operations Planning at NYC Transit and Lois Tendler, Transit's Vice President of Government and Community Relations.

Both DOT and NYC Transit appreciate the opportunity to update the Council this morning on the steps we are taking to improve and expand bus service throughout the city. Our two agencies are here together because we have partnered to collectively design and operate more efficient, more reliable and more convenient bus service. I would like to start our remarks this morning by first providing an overview of the approach we take to achieve those objectives, which includes not only Select Bus Service projects but also targeted bus mobility improvements for local and express buses. We believe that these improvements will make buses a more attractive choice for New Yorkers, and make bus service a true complement to the existing rail system.

The success of our joint program, which started in 2008 with the Bx12 on Fordham Road in the Bronx, can be measured by the significant increase in ridership and decrease in travel times on all the routes receiving treatments. A key to this success is carefully applying elements of Bus Rapid Transit (BRT) to the needs of New York City neighborhoods. BRT is a cost-effective approach used in cities around the world to improve travel speeds and the overall efficiency of bus service. BRT features include frequent service, longer station spacing, faster fare payment, transit signal priority (TSP) and dedicated bus lanes. New York City's brand of BRT is called Select Bus Service (SBS).

In implementing SBS, our goal is always to find the best set of BRT treatments for each individual street and bus line, since different communities across the city have different needs. We have installed bus lanes in locations where it makes sense to reserve street space for buses while maintaining the flow of general traffic and meeting needs for curb access. We have upgraded the designs of our bus lanes, using more "offset" bus lanes that maintain parking, and using high visibility red paint and larger signs to make sure that the rules of the road are clear. As authorized by the State Legislature in 2010, we also use automated camera enforcement of these lanes, to make sure that they stay clear for buses.

But bus lanes are not our only tool to enhance bus service. Another example is the deployment of Transit Signal Priority (TSP). TSP allows buses to move quickly by requiring them to stop at fewer red lights, resulting in a 5 to 10% decrease in travel time. TSP also improves travel time for other vehicles by "optimizing" overall traffic signal coordination. TSP is currently operating on Victory Boulevard on Staten Island, on Fordham Road in the Bronx, and on 34th Street in Manhattan. Our agencies are currently installing and testing the equipment on the M15 SBS route.

Widespread implementation of TSP is made possible by DOT's investment in Advanced Solid State Traffic Controllers (ASTC). ASTCs enable our Traffic Management Center to communicate instantly with traffic signals throughout the city. We are also working to install TSP to benefit routes beyond our SBS corridors. Current efforts in this regard are focused on routes that access busy commercial centers like St. George, Flushing, and Jamaica. As we install ASTCs at all signalized intersections in New York City, we will have the ability to activate TSP along still more corridors citywide.

In addition to bus lanes and TSP, DOT is making other physical changes to streets to enhance the bus customer experience. We are constructing bus bulbs at key locations, where appropriate, to provide additional space for amenities, such as shelters and benches, and to increase pedestrian space to make the street safer and more pleasant for all. Together with NYC Transit, DOT has partnered in implementing improvements to bus service that we could not implement alone. The most visible of these initiatives is "Off-Board" fare collection, where customers pre-pay at machines on the sidewalk, thus allowing them to board a bus through any door, keeping a receipt as proof of payment.

Working with NYC Transit, we have undertaken an unprecedented level of community outreach in designing and implementing the bus improvements we are describing. For each SBS project, we form a Community Advisory Committee (CAC) and hold open house meetings, public workshops, and presentations to local Community Boards. By utilizing this comprehensive process, we are able to learn exponentially more about the specific needs of each community, what the best tools are to solve the issues facing transit riders in that corridor, and how to also take into account needs for parking and general traffic. As we work with communities, we continue to develop better treatments, and better ways to engage local elected officials, residents, businesses, and other stakeholders in the planning process. Conversely, the community learns in more detail what we can offer and provide, and is better able to advise on their needs and priorities. Our experience is that by utilizing a robust public engagement process to focus on the specific problems and unique needs of each corridor, our agencies, the communities we serve, and the larger public benefit.

Before my colleague Peter Cafiero discusses our first SBS routes, I want to first mention that DOT and NYC Transit has also began to plan for the next set of SBS corridors. In 2009, our agencies held seven interactive public workshops and conducted an online survey to educate communities about BRT elements and solicit feedback on where they would like to see future SBS routes. Through the BRT Phase II planning study, DOT and NYC Transit have identified 16 potential future corridors for BRT treatments. To date, we have started looking at improvements to three corridors identified in the study, on Webster Avenue in the Bronx, on Utica Avenue in Brooklyn, and on providing better bus service to LaGuardia Airport. Moving forward with these and other projects from the Phase II study, we will continue to tailor improvement to bus service in ways that matter to bus riders by applying the right improvements on each corridor, and by continuing our robust public outreach efforts.

As we move forward with our current and planned bus improvement projects, we expect that this problem-solving focus, public engagement process and the agencies' continued collaboration will lead to even greater bus improvements for New Yorkers. Chief Peter Cafiero from NYC Transit will now discuss the projects specifically, and at the conclusion of his testimony we will be happy to answer any questions you may have.

of the record



Disabled In Action of Metropolitan New York, Inc.

**Testimony to the City Council
Transportation Committee**

**Keeping Up with the Boroughs
Addressing Public Transit Needs Outside Manhattan
June 19th, 2012**

June 12th, 2012

My name is Edith Prentiss; I am President of the 504 Democratic Club, Vice President for Legislative Affairs of Disabled In Action of Metropolitan New York (DIA), Chair of the Taxis For All Campaign (TFAC), a Board member of the Disabilities Network of New York City (DNNYC), a member of the Permanent Citizen Advisory Council (PCAC) to the MTA and it's Transit Riders' Council (TRC).

Since the TLC has determined Manhattan north of 96th Street on the East Side and 1110th Street on the West Side care in the outer borough (this reminds me of when the phone company wanted to switch Northern Manhattan's area code to 718. I'd like to express my concerns about the service or lack of service we receive in Northern Manhattan, a de facto outer borough.

I understand the premise of this hearing is how we can develop transportation services to where jobs are being developed. When housing was being planned for Sherman Creek (the low 200 Streets close to the Harlem River on the east side of Inwood) many of us were concerned with how the large number of new residents could be accommodated on existing mass transit. There was no accessible station on the #1 train (eventually Dyckman's southbound platform will be accessible) in CB12M, and there is still are no east west bus service (except for the Bx12 SBS service which starts at Broadway and Isham Street and in Manhattan mostly goes across 207 Street.

A few years ago a developer came to Community Board 12M asking to build a bigger building than allowed on Fort George Hill next to the #1 train Dyckman station. When asked about the number of parking spaces in their plan, they explained residents were expected to use not just the #1 but also the A and buses on Broadway which, you may not know, is several long blocks. We knew people would move in and soon obtain a car!

Unfortunately when NYCT/MTA severely cut service in 2010, they made it very difficult for people dependent on buses either from disability or in areas where there is little if any subway service. When Mott Avenue subway station's elevators were opened a few weeks ago, it was the first time I'd been back to Far Rockaway in 38 years since working at a camp in 1974 when it was a double fare zone. Although it was the 78th out of the 100 Key Stations to be built by 2020, the remaining stations won't change the situation. Let's be honest, the list was developed for a law suit in 1984. There has been considerable development in the outer boroughs since 1984 and while buses may somewhat keep up with development that subways wont. The second Ave Subway and the #7 train extension will certainly not help move people to where new jobs are being created. When we talk about job creation, I can't help but think of areas like Willet's Point. All I know about transportation there is that it isn't accessible!

Northern Manhattan and other similar areas suffer from "the end of the route syndrome"! I assume it is because City Hall and Wall Street are in Southern Manhattan; there is no corollary syndrome here. While a multiplicity of buses run uptown, for example on Madison, at 110 St they split and run up different Avenues with some buses only scheduled to run the part of the route and some scheduled to run the entire route can be turned around (sent back downtown supposedly to salvage the schedule) or to serve the middle of the run at the expense of our and other uptown communities. It is not unusual to read the bus schedule and expect the next bus at the 10-15 minute interval but instead to wait 30-45 minutes. Interesting enough most of Riverside Drive (where the M5 runs) doesn't have bus schedules....what do you think that means?

I'm tired of being told when Bus Time is rolled out all will be good! Bus Time will be as silly and ridiculous as telling us there is a #2 train in 4 minutes, a #3 in 7 minutes and the # 1 in 19 minutes. If you're going to 96th and Broadway you've got an option. But if you're Kingsbridge maybe you could take the #2 to 96th St and go to 96th St and try to catch up to an earlier #1, but more likely your train will be held for traffic ahead or a signal problem and you miss the next #1. If you have no option, you're stuck with waiting for the #1 no matter what!

When I speak to friends in the real outer boroughs, which I think of as the periphery of the boroughs, I hear the same complaints as heard in Northern Manhattan. Tell me Downtown Brooklyn; Park Slope and Cobble Hill have the same transportation issues in as Bay Ridge or Williamsburg. When Bay Ridge lost its weekend express buses, many people with disabilities were forced to use AAR. Similarly, when the buses from Brooklyn to Manhattan across the Williamsburg and Manhattan Bridges were eliminated in 2010, peoples' lives were overturned. Similarly the areas around the Queens and Bronx Courthouses do not have the problem as in Little Neck or the Country Club. Both of which were greatly impacted by the 2010 bus cut.

An issue of concern for the disability community is when the NYCT/MTA talk about replacing the standard bus but smaller buses during the hours that ridership is low. Assumedly these vehicles will be wheelchair accessible but they usually do not have 2 spaces for wheelchairs. Most wheelchair users who use fixed route buses have been left behind where there are already two wheelchairs on the bus. Before limited buses were introduced, the disability community was concerned that where we'd two wheel chair spots per bus, with larger buses, we'd lose wheel chair spots. NYCT/MTA assured us they would continue to run as many buses, they would just be larger. Soon enough, that promise went by the wayside. As we rapidly approach 2020, we need to develop a next key station list. There can always be a new lawsuit. .

Thank you, Chairman Vacca, for holding this hearing on a very important issue to those who of us who use mass transit and sorely ill served by NYCT/MTA.

**STATEMENT OF PETER CAFIERO
CHIEF, OPERATION PLANNING, MTA NYC TRANSIT
BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION
JUNE 19, 2012**

(As Deputy Commissioner Schaller just discussed), New York City Transit has been working very closely for the last several years with the Department of Transportation to make significant improvements to bus operations throughout the City.

Select Bus Service (SBS) is now up and running on three bus corridors in the city—the Bx12 in the Bronx that was mentioned, and the M15 and M34 in Manhattan. These are the first three routes of five corridors originally identified jointly by NYCT and NYCDOT following an extensive public input process. Over 100 corridors were initially identified and screened down to 15 using various criteria regarding feasibility and ridership potential. Ultimately five were selected for priority implementation. NYC Transit and DOT are currently working on implementing SBS on the two remaining of the five original routes, an additional sixth route and are undertaking an Alternatives Analysis for service to LaGuardia Airport, which could yield additional corridors.

To date, the results of our SBS program have been very encouraging—bus ridership on all three routes has significantly increased at a time when bus ridership on similar routes decreased. For example, on Fordham Road in the Bronx, bus speeds have increased on the Bx12 SBS by 20%, ridership in the corridor has increased by 10%, and a survey conducted by NYC Transit found 98% of riders satisfied or very satisfied with the new service. Since the start of SBS on the M15 in October 2010, bus speeds on First and Second Avenues in Manhattan have increased by up to 18% and ridership has gone up by 9% during the first year. The M15 corridor now has an average weekday ridership of 55,000, making it the highest single ridership bus route in New York City. We look forward to realizing similar improvements with the 34th Street SBS, which commenced in November 2011 with bus lanes, faster fare payment, and real time arrival information. In fact, early evaluations show an approximate 10% decrease in travel time and a continuing increase in ridership.

On First and Second Avenues we are constructing bus bulbs extensions of the sidewalk at stops to meet the bus lane at key locations for the M15 SBS. Later this year we expect to start construction of bus bulbs for 34th Street SBS as well. In addition, we have added BusTime real time bus location information on the M34 SBS, where we are working in partnership with DOT to upgrade the existing bus lanes on 34th Street, which will allow for better curb access for businesses and residents, and also help keep the bus lane clear. Bus lanes are also being added to the Pelham Parkway section of the Bx12 SBS route as part of the reconstruction of that roadway.

DOT and NYC Transit are currently proceeding with three additional SBS corridors, including starting SBS service on Hylan Boulevard on September 2, 2012. Working closely with community stakeholders, DOT and NYC Transit developed a comprehensive project to improve safety and mobility for drivers, transit riders and pedestrians on Staten Island's South Shore. This corridor is unique, in that in addition to several local bus services, it is a

high volume/high ridership express bus corridor. In designing the S79 SBS we were also keenly aware that any SBS implementation had to work with, and ideally improve, the operation of express as well as local bus services on Hyland Boulevard. Thus, this project includes streamlined service and fewer stops for the S79, pedestrian safety enhancements, left turn lanes at intersections, and bus lanes that will benefit the 32,000 bus riders who travel via Hylan Boulevard on the S78, S79, and eight different express bus routes. Traffic Signal Priority will be implemented in 2013.

In Brooklyn, we have worked closely with residents and businesses to bring SBS along the Nostrand Avenue/Rogers Avenue bus corridor, which serves over 39,000 weekday riders. Construction will begin later this year, and this project will be the first to launch with bus bulbs to ease boarding at bus stops and expand pedestrian space. The corridor will also feature offset bus lanes, traffic signal prioritization, and an improved loading access plan for commercial areas that was developed in consultation with local businesses.

In the Bronx, building on the success of the Bx12 SBS on Fordham Road, we are in the early stages of developing the borough's second SBS route along Webster Avenue—a major residential and commercial north/south corridor serving 22,000 daily riders. This project will work in tandem with community development occurring along the corridor.

While SBS is our most visible program to improve bus service in New York City, not every street is appropriate for SBS – but bus priority features can still have a role when applied in a targeted manner. For example, DOT and NYC Transit worked closely with residents and businesses in Queens on localized transit improvements for Downtown Jamaica, where over 47 bus routes converge with four subway lines.

Working together our agencies are focused on a holistic approach to improving bus service throughout New York City, providing our bus customers with speedier, more reliable and more convenient service while assuring that the safety and needs of pedestrians, drivers and business are also accommodated.

At this time, we are now happy to answer any questions the committee might have.

Testimony of Debra Scotto concerning Bus Mass Transit in the 52nd Assembly District in connection with Outer Borough Mass Transit for submission 6/19/2012

FOR THE RECORD

Dear Chairman Vacca and Members of the Committee:

I thank you for your commitment to putting renewed focus on outer borough public transportation issues and the opportunity to submit this brief anecdotal testimony.

I am out and about almost every day speaking to people living in the 52nd Assembly District as a candidate for Democratic District Leader. The council members in this area represent the 33rd and 39th Council Districts. The issue that comes up most often is the diminution of bus service in our area.

Our senior citizens and the parents of our school children are the two groups that are most hurt by cuts to service in our community.

You are no doubt aware of problems with regard to the B61 bus from your colleague and my councilman Brad Lander. You are also aware of complaints concerning the G line of the subway from State Senator Squadron and the infrequency of F train service during certain parts of the day.

However, the complaints I most frequently hear are about the loss of the B71 bus that connected our district, took us to our cultural institutions and our kids to school and back. The second most frequent complaint I hear is that the B75 has been only partially and inadequately replaced by the B57, this complaint comes primarily from senior citizens.

Part of the justification for the termination of the B75 bus was the existence of F and G train service along Smith Street. However, that does not take into account the additional walking that is required, phobias of subways that were developed by seniors during the years of inadequate policing, and the need to negotiate stairways a task that is most difficult for many senior citizens.

Raw statistics with regard to use are never the whole story. The significance of the destination points involved and the lack of acceptable alternatives matter, as well. There are many school children that travel back and forth between the east and west portions of the district and they no longer have the ability to do so safely and conveniently. Adults also travel this route for work; some are now biking but that is not an option for many, for the disabled, when traveling with children that need to be dropped off, or for most seniors.

On top of the basic needs not being met, the B71 bus took people from the Columbia Street Waterfront District and Carroll Gardens to the Brooklyn Museum, Children's Museum, Botanical Garden and Prospect Park; access to our cultural institutions ought to matter too!

This is not about numbers. This is about destroying continuity and movement between neighborhoods that comprise one community. We need our buses back.

Respectfully submitted,

Debra Scotto



THE CITY OF NEW YORK
OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN

FOR THE RECORD

SCOTT M. STRINGER
BOROUGH PRESIDENT

**TESTIMONY OF MANHATTAN BOROUGH PRESIDENT
SCOTT M. STRINGER**

BEFORE THE NEW YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION
Keeping Up with the Boroughs - Addressing Public Transit Needs Outside Manhattan

June 19, 2012

Good morning Chair Vacca and members of the Transportation Committee. Thank you for holding this important hearing on addressing public transit needs outside Manhattan.

No other city in the country is more dependent on public transportation than New York. Almost a third of all public-transit commuters in the entire nation are New Yorkers. And no other region enjoys such a wealth of transportation options. We have planes, trains, subways, buses, ferries, an aerial tram, and, starting next month, the rollout of what will soon become the nation's largest bike share program.

As Borough President of Manhattan—a county that has the lowest level of car ownership in the entire country—I know how critical mass transit is to people who live, work, and play in my borough. However, I also know that public transportation infrastructure does not recognize the boundaries of boroughs, counties, or even states.

That's why last November, I convened a conference titled *Transportation 2030: A Five Borough Blueprint*, which brought together transit advocates, elected officials, community leaders, and executives from business and labor, to tackle the tough issues facing our City's transit network. I think I speak for all of these groups when I say that in order to effectively prepare for the next century of growth, our transit planners and elected officials must work together to prepare a five-borough blueprint for New York City.

Making that blueprint a reality will require the MTA to be on firm financial footing. That's why this April, I called for an overhaul of the way the MTA is financed. Under my plan, volatile revenue from the Mortgage Recording Tax, which is currently pegged to annual operating expenses, would be redirected to seed an Infrastructure Bank for mass transit. That bank, the New York City Transit Trust, would enable us to responsibly build out our system in all five boroughs, even after the current MTA megaprojects are completed. In addition, I called for the reinstatement of the Commuter Tax, which would be directed to the MTA so that all New Yorkers, city residents and suburban commuters alike, will pay their fair share.

And there is no time to waste in putting our words and ideas into action. Congestion costs for the metro region totaled \$9.8 billion last year—a fourfold increase from 20 years ago. This hurts businesses that rely on efficient deliveries, cuts worker productivity, and contributes to some of the highest rates of childhood asthma in the country. Just as importantly, businesses in NYC are increasingly putting down roots outside Manhattan. In fact, in recent years, job centers like Flushing and Flatbush have grown nearly three times as fast as Manhattan.

If business is booming outside of Manhattan, why then is our transit network laid out in a Manhattan-centric manner? The answer lies in the history of the system—a system with both incredible strengths and significant deficiencies.

When transit planners first set forth our public transportation infrastructure over a century ago, they did so with one primary goal in mind: getting New Yorkers to the Manhattan Central Business Districts and back as quickly as possible. Thus, with the exception of the G train, no subway line connects Brooklyn, Queens, or the Bronx without traveling through Manhattan.

In addition, at the beginning of the 20th century, many of the bustling neighborhoods that are now a cherished part of this City were little more than grass fields—just take a look at Queens Boulevard in the picture attached to my testimony. While our ancestors had the faith that building trains into the fields of Queens, Brooklyn, and the Bronx would act like a magnet to bring working class families to New York, they could not have possibly anticipated the enormous growth witnessed over the past century, growth that has left many New Yorkers far afield from our transit system.

As a result, while we are blessed with a magnificent 24-hour subway system—468 stations and over 200 miles of track carrying over 1.6 billion riders a year—that grand system does not serve all boroughs and neighborhoods adequately. Indeed, as the effect of the 2010 service cuts has made clear, our City is full of neighborhoods that are not served by the subway and have infrequent or unreliable access to the MTA's bus network. Here are just a few examples:

- In City Island in the Bronx, the average commute exceeds 60 minutes and many Island residents depend on an express bus that takes 75 minutes to reach Midtown, even though City Island is surrounded by water—the City's sixth borough.
- On the North Shore of Staten Island, commuters are now faced with a painfully slow bus ride to connect to the ferry at Saint George. All the while, the North Shore Rail Line goes unused, waiting for light rail or bus rapid transit that could speed up travel in the area by over 60 percent.
- In Beechhurst and College Point in Queens, commute times are just as long. Moreover, these neighborhoods, situated far from the subway system, are densely populated with elderly New Yorkers who need reliable, accessible transportation.
- The story is the same in Mill Basin, Brooklyn, a neighborhood that is served by an express bus that takes over an hour to reach Midtown at more than double the cost of a subway fare.

These are just a handful of the “transit deserts” in our City that not only disproportionately affect residents outside Manhattan, but also have a profound impact on New Yorkers of color and working class New Yorkers. While the average White commuter in New York City travels 36 minutes each way to get to work or school, the average Latino, Asian, and Black commuters average 41, 42, and 46 minutes, respectively. Moreover, of the over 750,000 people in New York City who commute more than an hour to work, nearly two-thirds earn less than \$35,000 in family income and only 6 percent make over \$75,000 a year.

Today, I want to take time to address the individual needs of the boroughs and identify potential fixes to some of the most pressing transit problems facing many of our communities. In an era of limited resources, we must build out our system in a smart and disciplined manner, focusing on cost-effective solutions that both take advantage of technological advancement, such as countdown clocks and GPS tracking, and encourage additional ridership.

Bronx

In the Bronx, generations of residents know the pain of cross-borough travel—when sometimes it can seem like walking alongside the Cross Bronx Expressway is the quickest way across town. Meanwhile,

neighborhoods along the waterfront that are critical to the health of the borough's economy, like Hunts Point, are difficult for employees to reach, creating a significant barrier to further economic development.

Expansion of bus rapid transit is a key to solving many of these long-term problems. We've already seen the dramatic success of BRT on Fordham Road, where travel times are down almost 20 percent and ridership is up by over 5,000 passengers per day. Similar success has been witnessed on First and Second Avenues in Manhattan. The DOT and MTA have worked together to identify potential new routes for BRT expansion throughout the borough—including on the Grand Concourse, Third/Webster Avenues, and in the South Bronx connecting Hunts Point and Soundview.

In addition to BRT, we must do more to unlock the potential of the waterfront. New York has a long and storied history of using its waterways as vessels for transporting people and products throughout the metropolitan region. The first ferry service in the City was launched in 1642 between Manhattan and Brooklyn. In 1807, Robert Fulton invented the first commercial steamboat, linking Albany and New York City.

By 1870, East River ferries alone carried 50 million passengers a year. As recently as the early 20th century, more than 110 ferry lines carried passengers and freight throughout Metro New York.

However, in recent decades, with the notable exception of the Staten Island Ferry, which carries 19 million passengers per year, waterborne transportation in New York City has not achieved its full potential—carrying only 1% of regional transit ridership.

New York's 520 miles of shoreline—more than Chicago, San Francisco, Seattle, and Portland combined—represents an untapped resource of residential, commercial, and industrial development. Central to the development of the waterfront and the City is finding a way to harness this asset as part of a five-borough transportation plan.

A critical component of the Department of City Planning's "Vision 2020" plan is the expansion of a ferry network that can connect new residential and commercial developments on the waterfront to commercial centers in the Manhattan CBDs and other hubs. We've already witnessed the success of the East River Ferry, thanks in large part to the assistance provided by the Economic Development Corporation and the Council. But more must be done.

For thousands of residents on City Island and many others in nearby waterfront communities—from Throgs Neck to Clason Point—their best option for transit may not be roads or rails, but instead the waterways that have historically been critical corridors of commerce and transportation in NYC.

Brooklyn

Transit deserts dot the Brooklyn landscape, from Mill Basin and Marine Park to East Flatbush and Greenpoint. While our 100-year-old system is designed for connectivity between Brooklyn and the Manhattan core and back, it does little to connect Brooklynites to other Brooklynites. If you want to get from Williamsburg to Bay Ridge on the subway, your fastest route is to head into Manhattan and back out again. We can and must do better.

BRT will finally come to Brooklyn next year on Nostrand Avenue, promising to improve service for 300,000 people who live within ¼ mile of the route. Further expansions of BRT to Flatbush and Utica Avenues, the rebirth of light rail in the burgeoning neighborhoods of Red Hook and Carroll Gardens, the continued extension of the G train to Church Avenue, and the full rollout of countdown clocks along the borough's lettered lines will also provide improved service.

Queens

In Queens, our City's biggest and fastest-growing borough, many neighborhoods are poorly served by mass transit. In Beechhurst and College Point, commute times to midtown Manhattan exceed one hour. Much of East Queens remains beyond the reach of the subway system. And traveling to the Bronx or Brooklyn on public transit can be a nightmare.

BRT along Hillside Avenue will bring a much needed transit option to East Queens, and BRT between Flushing and Jamaica and Woodhaven Boulevard will also speed commuters in these 21st century job corridors.

Light rail to LaGuardia Airport will support local small businesses that rely on airport traffic for their livelihoods.

A rebirth of LIRR service in Elmhurst would provide a needed link between this vibrant, diverse neighborhood and the Manhattan core.

Improved ferry service in the Rockaways, or the rejuvenation of the Rockaway Beach line of the LIRR, could also improve commutes, both to the Manhattan core and across the borough.

Staten Island

Today, nearly 100,000 residents live *and* work in Staten Island, a 32 percent increase since 1990. However, little has been done to improve intra-borough transit on the Island. The North Shore remains isolated from the railway, while the painful bus cuts in 2009 hit residents and commuters there extremely hard.

According to the MTA, transforming the old North Shore Rail Line to either light rail or BRT could cut travel times between the Staten Island Mall and St. George Ferry Terminal by up to 65 percent. BRT will make its Staten Island debut next year on Hylan Boulevard, which promises to speed commutes and increase accessibility.

Conclusion

While Manhattan will always be the heart of the region's economy, more and more New Yorkers are living and working in all five boroughs. We need a transit system that reflects where people live and work today, not 100 years ago.

I thank the Committee for the opportunity to testify today and I look forward to working with the Council on a five-borough blueprint for public transit that addresses the needs of individual communities while working towards an integrated network that is sustainable, affordable, and accessible to all.

TESTIMONY OF WILLIAM WHEELER
DIRECTOR OF PLANNING, MTA
TO THE NEW YORK CITY COUNCIL
TRANSPORTATION COMMITTEE
JUNE 19, 2012

Good morning Chairman Vacca and members of the Committee. My name is William Wheeler, MTA Director of Planning.

I appreciate the opportunity to appear before the New York City Council Transportation Committee today to speak to you about MTA Metro-North Railroad's Penn Station Access project.

A central part of MTA's mission is to develop a unified transport policy for the region.

That means optimizing the regional rail network to improve and expand regional transportation opportunities. Transportation is a means to an end; to link people and jobs; to promote commerce by providing more choices to access consumer and business opportunities. We want transit to be a way of life for our region; and in many cases it is becoming just that. On many parts of our system we are at historic ridership levels today.

With the completion of LIRR East Side Access, bringing LIRR into a new terminal at Grand Central Terminal, MTA should evaluate how that multi-billion dollar investment could leverage even greater benefits. Specifically is there an opportunity to create additional service links to Penn Station for Metro-North customers bound for the west side?

That potential opportunity is being evaluated by Metro-North and MTA today.

I will come back to Penn access in a minute.

Overall, Metro-North is a real success story for its customers and the region. Its ridership is practically double that of when service began in 1983.

Metro-North operates 384 route miles serving 121 stations in seven counties in New York State--Dutchess, Putnam, Westchester, Bronx, New York (Manhattan), Rockland, and Orange-and two counties in the state of Connecticut--New Haven and Fairfield.

East of Hudson service consists of three lines - Hudson, Harlem and New Haven, all of which operate to Grand Central Terminal on the East Side of Manhattan and which serve 13 stations in the Bronx. In all, 253 Metro-North trains serve the Bronx each weekday.

From its inception in 1983, Metro-North identified a need to provide service to the Bronx community, particularly to provide residents access to jobs in White Plains, Stamford, Greenwich and other northern suburbs. The Bronx has been recognized too as a destination for those living in the northern suburbs - for employment at major medical centers and universities as well as for entertainment at the Zoo and Botanical Garden, dining and shopping.

Metro-North has substantially increased services in response to growing demand, especially in the reverse peak direction. For example, morning reverse peak service from Fordham to Stamford on the New Haven Line has more than quadrupled between 1985 and today, going from 3 trains to 13 trains. Service from Fordham to White Plains on the Harlem Line nearly tripled during the same period from 5 trains to 14 trains. Metro-North has also implemented intermediate fares and services for the traveling to and from the northern suburbs.

To further enhance the riding environment, Metro-North has invested more than \$200 million since 2000 in rebuilding its Bronx stations and facilities. Most recently, Metro-North restored the historic Fordham Station Building and is in the process of widening

the outbound/northbound platform to accommodate the growth in the reverse peak market that I just described.

And the response has been terrific! Approximately 8.1 million rides were taken to and from Bronx stations last year, a three-fold increase since 1985. Bronx ridership is 10 percent of all Metro-North's East of Hudson ridership. Of these riders, two-thirds traveled between the Bronx stations and the northern suburban counties. This is the largest rail reverse commute market in the United States, having grown 150% since 1990.

And Fordham is Metro-North's third busiest station (after Stamford and White Plains) due mainly to this reverse commute market. Every day over 6,100 people get on trains at Fordham. Express trains reach White Plains from Fordham in as little as 18 minutes and Stamford, Connecticut in as little as 31 minutes.

And there is more that can be done.

So returning to the idea of new access, Metro-North Railroad is currently conducting a Federal Environmental Assessment to evaluate for the introduction of rail service between Penn Station and its New Haven Line, via Amtrak's Hell Gate Line, and its Hudson Line, via Amtrak's Empire Line. The environmental effort is based upon previous studies performed by Metro-North evaluating the potential for introducing Metro-North service to Penn Station.

As part of the project, four stations would be constructed in eastern Bronx and two stations on the West Side of Manhattan. The four Bronx Stations would be constructed in the vicinity of Co-op City, Morris Park - Bronx Medical Center, Parkchester and Hunts Point and would be served by New Haven Line trains.

Both Manhattan stations would be served by the Hudson Line, making them accessible from the Riverdale station. One of the two Manhattan stations would be built at W. 125th St. Metro-North is investigating a location between W. 54th and W. 57th Streets

between 10th and 11th Avenues for physical feasibility. This location would improve access to the Upper West Midtown area.

Penn Station Access would provide many benefits to residents and businesses in the Eastern Bronx. These include:

- Rail access through new stations to underserved areas of Eastern Bronx
- Faster commutes to Midtown Manhattan;
- Direct connections for residents to jobs in the Northern Suburbs; and
- Support to economic development already underway in the vicinity of the new stations, most particularly at Hunts Point, Einstein, Montefiore and Calvary Hospitals at the Bronx Medical Center and the Hutchinson Metro-Center.

Manhattan residents and businesses would also experience numerous benefits. Easy access is provided between the mid and upper West Side of Manhattan and West Harlem and the Hudson Valley. The station at W. 125th St would support the economic development plans for West Harlem.

Finally, all the new City stations would be easily accessible by transit, subway or bus, or by foot.

Penn Station Access would also benefit the entire New York Region. Direct access will be provided to the West Side of Manhattan from areas within Metro-North's East of Hudson service territory for work and discretionary travel. Metro-North customers on the New Haven and Hudson lines going to Manhattan's West Side will experience travel times savings by as much as 30 minutes by eliminating the need for transfers. There would be increased regional connectivity by the improvement and easing of transfers at Penn Station between Metro-North and Long Island Rail Road, New Jersey Transit and Amtrak.

One of the benefits to the Bronx, Manhattan and Region's residents and employers would be accomplished by using existing infrastructure to provide cost-effective

transportation improvements that can be implemented while minimizing adverse social, economic and environmental effects.

Also as part of the overall study, the impact on Penn Station is being evaluated as MNR service is introduced into a busy station with about 1200 daily train movements today. Certainly Amtrak approval will be required. Overall, the important goal here is to create a net benefit for the region as a result of this new MNR service.

Key to the possible timing of the implementation of Metro-North service to Penn Station is the initiation of LIRR service to Grand Central Terminal, which is currently scheduled for 2019.

Thank you for listening.

I am available for any questions.

FOR THE RECORD

For Immediate Release: Tuesday, June 19, 2012

Contact: Corey Bearak (ATU 1056 Policy & Political Director) (718) 343-6779/ (516) 343-6207

ATU Local 1056 Makes Case to Make Queens Bus Service Whole

Testimony to the New York City Council Committee on Transportation

June 19, 2012

by I. Daneek Miller, President/ Business Agent, ATU Local 1056

On behalf of Amalgamated Transit Union Local 1056, thank you Chairman Vacca, Members of the Committees and other concerned Council Members present. I am ATU 1056 President and Business Agent I. Daneek Miller. My members and I appreciate this opportunity to outline the need to restore bus service outside Manhattan, where the City Department of Transportation focused on a number of initiatives in Midtown and along the East Side in particular. Our members – bus operators and mechanics – work for MTA New York City Transit's Queens bus division; we serve the riding public.

Since the misguided and hurtful cuts to bus service in affecting any communities outside Manhattan, ATU Local 1056 has organized news conferences, rallies and other events with electeds and community leaders to urge the MTA to reverse harmful cuts and enlist Mayor Bloomberg in an effort where he remains largely silent. As many must recall, the Mayor proposed private vans instead of the public bus service, and we all know how that went down; that dumb plan – another attempt at privatization – provided the Jay Walder-led MTA with some cover to refrain from looking at bus service restorations.

We all know what happened: The MTA has refused to use the almost \$100 million Federal stimulus funds (our tax dollars) it then had available to prevent cuts in service.

What happened under then MTA chairman/CEO Jay Walder involved an outright refusal to exercise other options that would avert those cuts. Instead, Walder chose to balance the MTA's books on the backs of working people who depend on these bus lines each day. The issue should not involve dollars; it should be public policy. For many Queens residents, buses provide the ONLY transit option; that means many face longer walks to bus stops along other routes and longer rides.



*Representing all hourly rated Employees of
the Queens Division, Who safely Operate
and Maintain Buses for MTA New York
City Transit.*

*Serving the communities of Queens,
Manhattan, and the Bronx since
January 23rd, 1935.*

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The public needs to know that MTA Chair Walder, once of Queens but late of London and now chasing big bucks in Hong Kong, had testified to the NYS Assembly that he would NOT (emphasis added) apply new funding or saved resources to restore service cuts and eliminations. This outrage ought to be fixed. Legislators support the restorations. It remains a question of priorities. Senators Charles Schumer and Kirsten Gillibrand sponsor legislation to direct federal operating aid, previously denied NYC transit, to the MTA. The City Council identified in 2010 \$90 million in unused federal stimulus monies and some \$50 million in funds currently allocated to pay-as-you-go capital, to avert the cuts. No doubt, we can find the dollars needed. The spread sheet attached to this testimony outlines the cuts in Queens barely totaling \$8 million.

We cannot let these harmful cuts stand.

We need to look at the entire MTA, expose and end any wasteful policies and practices and rethink a pre-disposition to costly megaprojects that benefit connected developers and insiders. Local 1056 continues to speak out and urge our legislative and community allies to fight the cuts and identify funding to resources the service restoration we need.

We need to think about how to use buses to help sustain the economy. An example, the MTA killed off the Q79 along Little Neck Parkway, rather than extend the line to the LIRR's main line. Doing so would provide many who rely on autos a sustainable alternative, especially when you look at the uses along that corridor, including the Farm museum which attracts hundreds of thousands of visitors.

The Center for Urban Future report also highlighted the need to enhance commutes from and to Brooklyn and Queens, and Queens and The Bronx. Bus service enhancements can be delivered much sooner than rail or subway projects.

The bottom line is public transportation cannot be viewed as just a private sector, market driven service. It provides the economic and social hub of our society and the lifeline of all our citizens, and no reasonable person or entity can support these harmful service cuts. Service cuts and unsafe private vans ill-serve the public. ATU Local 1056 will continue to rally, lobby and organize against these service cuts.

Thank you.

[See Queens Bus Cuts Spreadsheet on next page]

Queens Bus Cuts Spreadsheet

ROUTE	PROPOSAL	DESCRIPTION	COST	AFFECTS
X32 EXPRESS	ELIMINATE	Operates between Queens & Bronx. Bronx High School Of Science & Flushing (Weekday Only)	\$300,000	Auburndale, Bay Terrace, Flushing, Fresh Meadows, Jamaica, Jamaica Estates, Utopia, Whitestone
X51 EXPRESS	ELIMINATE	Queens & Midtown Manhattan (weekday only)	\$800,000	Flushing
Qm22 (MTA Bus)	ELIMINATE	Express bus service between Jackson Heights and Midtown Manhattan. (Daily service) (Operates on weekday peak periods only)	\$143,000	Jackson Heights, Astoria and Long Island City
QM 23(MTA Bus)	ELIMINATE	Express bus service between Brooklyn manor, Queens and Penn Sta.(Operates on Weekdays periods only)	\$101,000	Brooklyn Manor, Queens-Jamaica, South Jamaica, South Ozone
Q89 (MTA Bus)	ELIMINATE	Local Bus service(currently operates on weekdays only)	\$120,000	South Jamaica , Jamaica, South Ozone Park
Q24	ELIMINATE	Discontinued of Q24 West of Broadway Junction Sta. (listed on Brooklyn routes) Eliminate service, partial	\$700,000	Jamaica, Richmond Hill, East NY, Bushwick
Q14	ELIMINATE	Re-route of Q15(Cost \$50k)	\$1,350,000	Flushing , Whitestone
Q15	PARTIAL Re-Route	Cover Part of Eliminated Q14	See Above	Flushing, Whitestone, Beechhurst
Q26	REDUCTION	Discontinue OFF-PEAK service	\$500,000	Fresh Meadows, Auburndale, Flushing,
Q31	ELIMINATE	Discontinued Weekend Service(operates weekdays only)	\$400,000	Jamaica, Utopia, Auburndale, Hillcrest, Flushing
Q42	ELIMINATE	Partial Restoration (Operates weekdays only;@800K	\$200,000	Jamaica, Addeleigh Park
Q74	ELIMINATE	Discontinue All service	\$1,200,000	Kew Gardens, Kew Gardens Hills, Queens College
Q75	ELIMINATE	Operates weekdays only	\$1,100,000	Jamaica, Jamaica Estates, Fresh Meadows, Oakland Gardens
Q76	ELIMINATE	Discontinued Saturday Service (does not operate Sundays)	\$300,000	Jamaica, Jamaica Estates, Fresh Meadows, Oakland Gardens, Bayside, Whitestone, Beechhurst, Auburndale, Holliswood
Q79	ELIMINATE	Discontinue(Operates weekdays & Saturdays only)	\$700,000	Little Neck, Glen Oaks, Bellerose, Floral Park
Q30	Reduce Service	Discontinue Overnight Service(Operates 5:00AM – 1:00AM)	\$100,000	Jamaica, Jamaica Estates, Fresh Meadows, Oakland Gardens, Douglaston, Little Neck
Q48	Reduce Service	Cut Sunday 5:00AM – 1:15AM service to end 12:00AM	(Included Above)	Jackson Heights, East Elmhurst, Corona, Flushing
		TOTAL	\$8,014,000	
SOURCE: MTA				

TESTIMONY OF DAVID GILES

RESEARCH DIRECTOR, CENTER FOR AN URBAN FUTURE

**HEARING BEFORE THE NEW YORK CITY COUNCIL'S COMMITTEE ON
TRANSPORTATION**

REGARDING PUBLIC TRANSIT NEEDS OUTSIDE OF MANHATTAN

TUESDAY, JUNE 19, 2012

Good afternoon. My name is David Giles and I am the Research Director at the Center for an Urban Future, an independent policy institute that publishes studies about how to grow and diversify New York's economy and expand economic opportunity.

In February 2011, the Center published a study which found that New York City's public transit service has not kept pace with recent job growth and commuter trends in Brooklyn, the Bronx, Queens and Staten Island.

Our report, titled "Behind the Curb," documented that a growing number of New Yorkers are commuting to work outside of the two Manhattan Central Business Districts (CBDs). We found that over the past two decades, in every borough outside of Manhattan, the number of workers who commute to jobs across their own borough or to a neighboring borough or county has been growing much faster than those who make the more tradition trip into Midtown or Downtown Manhattan. So for example, between 1990 and 2008, the number of Bronx residents who travel to Queens or Westchester County for work grew by 38 percent and the number who travel inside the borough jumped by 25 percent; in the same period, the number commuting to Manhattan increased by just 13 percent. The number of Staten Island residents who travel to work in their own borough increased by 32 percent, while those going to Brooklyn or New Jersey increased by 22 percent. During the same period, the number of Staten Islanders commuting to work in Manhattan barely changed at all—a four percent increase in those 18 years. The number of Brooklyn residents crossing the border to Queens grew 32 percent between 1990 and 2008, while the number going to Manhattan increased by 13 percent in the same period.

As we show in our report, these trends are evidence of a dramatically changed economic geography in New York. Hard as it is to believe, outer borough job centers like East Flatbush, Sunset Park, Morris Park, Hunts Point, JFK, Flushing and Jamaica have been growing jobs at a faster pace than Manhattan's two CBDs. In fact, over the last ten years, Manhattan had a net loss of roughly 110,000 jobs while each of the four other boroughs experienced positive job growth. Our report showed that the biggest reason the boroughs have done so well over the last decade is their strength in two rapidly expanding sectors: health care and education. Overall, between 2000 and 2009, New York City experienced an increase of almost 86,000 jobs in the health care industry and 32,000 jobs in education. A vast majority of the health

care jobs are located in the boroughs outside of Manhattan, at hundreds of rapidly growing outpatient clinics, doctors' offices, home health agencies and hospitals. Many of the education sector jobs were also in the boroughs.

Despite the fact that transit ridership patterns have been shifting, with more people working in the boroughs, the study found that the Metropolitan Transportation Authority (MTA) and New York City Department of Transportation (NYCDOT) have not made the investments necessary to keep up with these trends. And the biggest losers in all this have been New York City's working poor. New York's low-income workers are enduring longer commutes than ever and, in many cases, are cut off from decent-paying job opportunities because of limited transit connectivity. Our report argues that changes to the city's underperforming bus system could improve the lives of the working poor while helping to sustain economic growth in areas of the city that are poorly served by transit.

New York's transit system wasn't designed for commuter trips to jobs within and between boroughs outside of Manhattan, and as a result the city's median commute times have been rising steadily for decades. According to Census data released last year, New York's four outer boroughs all lead the nation in median commute times. For transit riders, they range from 52 minutes each way in Brooklyn to a barely comprehensible 69 minutes each way in Staten Island.

For our report, we spoke to a number of large outer borough employers who said that a lack of sufficient transit hurts their businesses. Among other things, it shrinks their labor pool and causes more turnover as disgruntled employees decide to leave rather than suffer through two hour commutes every day. The Chief Operating Officer at SUNY Downstate Hospital in East Flatbush Brooklyn even told us that a lack of sufficient transit could cause the hospital to rethink its plans for expansion. "Kings County and SUNY Downstate Hospitals are the second and fourth largest employers in the borough," he said. "But we get ignored."

Without question, the city should look at a diverse number of solutions to this problem, including expanded commuter rail, improved subway service and even bike lanes. But, if long commute times are ever going to be alleviated, the city's bus system will have to play a big role as well. The report commends the MTA and DOT for starting to implement some promising changes, including new or proposed SBS lines in every borough but Queens and an expanded real time bus tracking program. But much more needs to be done. In particular, the MTA has so far been reluctant to break out of the existing bus network to create an essentially new BRT system that could attract more riders and increase efficiency. As a minimum, the agency should be looking for ways to link major outer borough job centers: For example, with such dense clusters of workers, an SBS line running from downtown Flushing, in Queens, to downtown Jamaica, or even JFK airport, should be a no brainer.

The MTA could also extend several existing SBS routes. For example the B46, which runs along Utica Avenue and Broadway in Brooklyn, could be extended across the Williamsburg Bridge to connect with the M15 at Allen Street; right now, the bus terminates on the Brooklyn side of the bridge, as does the proposed BRT service for that route. Similarly, the M15 along First and Second Avenues could be extended up Third Avenue in the Bronx to connect with the Bx12 on Fordham Road.

To paraphrase a transit expert in our report, "The way things are now the borders between the boroughs are like real political borders, you can't get across them." But if New York is going to sustain job growth in the boroughs and retain a truly world-class transit system, solutions like these will have to be found and implemented.



NYPIRG

Straphangers Campaign

A project of the New York Public Interest Research Group Fund

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Testimony
of
Gene Russianoff and Cate Contino
NYPIRG Straphangers Campaign
before the
New York City Council
Committee on Transportation
hearing on
Keeping Up with the Boroughs - Addressing Public Transit Needs Outside Manhattan
New York City
June 19, 2012

How are transit needs being addressed outside of Manhattan? The Straphangers Campaign sees progress in faster Select Bus Service, while our group also raises concerns in expanding the FasTrack repair program outside Manhattan's central business district.

I. Select Bus Service

We believe that the introduction of Select Bus Service has been a success story, shortening running times and increasing ridership – both in Manhattan and the other boroughs.

Among “Select Bus Service” strategies well employed on current SBS routes such as the Bx12 (Fordham Road/Pelham Parkway in the Bronx) and the M15 (First/Second Avenues) and M34 are:

- more distinct terra cotta bus-only lanes with better traffic enforcement;
- pre-boarding fare payment to reduce time at stops;
- camera enforcement of bus lanes;
- three-door buses for easier getting on and getting off;
- distinctive look of the SBS buses, including front blue lights visible blocks away;
- wider spacing of bus stops to speed trips;
- bus stops that minimize conflicts between buses and curb access (bus bulbs); and
- traffic signal priority for buses at some intersections.

These features – when combined with sensitivity to curb access and parking for businesses, services and customers – can greatly improve the quality of life of many neighborhoods.

We support the expansion of SBS as now being conducted by City Department of Transportation and New York City Transit. These include the B44 (Nostrand/Roger Avenues in Brooklyn), the Hylan Boulevard corridor on Staten Island and Bx41 (Webster Avenue in the Bronx.)

The City DoT has produced a good list of future SBS routes around the city. The list is worth considering as the City and New York City Transit moves forward on SBS. The list can be found at: http://www.nyc.gov/html/brt/downloads/pdf/brt_future_corridors.pdf

The Straphangers Campaign urges City Council Members to continue to play a key role in advancing SBS around their communities.

II. FasTrack

FasTrack is the repair program where NYC Transit has closed several subway line segments in the CBD and downtown Brooklyn between 10 p.m. and 5 a.m. for four weeknights each on a quarterly timetable.

Transit officials have concluded that FasTrack has many benefits. We share these views. Benefits include:

- Improved employee safety
- Efficiencies from long work windows
- Completion of delayed non-critical repairs
- Work opportunities for multiple departments
- Fewer breakdowns and train delays

NYC Transit has put out a list of segments outside the CBD for possible FasTrack treatment in 2013. These routes — where there are fewer transit alternatives than in the CBD — are:

- Broadway N,Q and R from Long Island City to downtown Brooklyn;
- Washington Heights A from 168 to 207 Streets, Concourse D from 161 to 205 Streets;
- Queens Boulevard E, F, M, R from Roosevelt Ave to Court Square; and
- Lexington Ave Express 4, 5 and 6 from 45th to 100th Street.

The Straphangers Campaign is hopeful that this expansion of FasTrack can be achieved with minimal impact on late night riders on these line segments. Toward that end, we urge the Council to obtain answers to the questions below:

Why were these corridors/segments chosen?

What constitutes "minimal bus coverage" and "bus coverage" in connection with these FasTrack closures?

Would/could CBD FasTrack closures be conducted at the same time as these closures?

How many riders would be affected on each segment?

How much average travel time would be added on each segment?

Would these closures be conducted quarterly? or less frequently?

What kind of outreach plan is being considered? Will there be notice to and input by affected community boards and elected officials?

New York City Transit Riders Council

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Statement of the New York City Transit Riders Council to the Committee on Transportation of the New York City Council on New York City Areas Underserved by Public Transportation

June 19, 2012

My name is William Henderson and I serve as Executive Director of the New York City Transit Riders Council (NYCTRC). The NYCTRC, which was established in 1981, is the legislatively mandated representative of New York City Transit riders, created by the State Legislature in 1981 to represent the users of the New York City Transit system. The Council consists of fifteen volunteer members appointed by the Governor upon the recommendation of the Mayor, the Public Advocate and the five Borough Presidents.

The Council appreciates this Committee's interest in ensuring that all areas of the City are adequately served by public transportation. In 2007, the umbrella organization of the NYCTRC, the Permanent Citizens Advisory Committee to the MTA (PCAC), conducted a study of public transportation options into Manhattan from selected neighborhoods and found serious gaps in service for riders in many parts of the City. In our report, *A Long Day's Journey into Work*, the PCAC reported the results of case studies of Southeast Queens, the Co-Op City area of the Bronx, Southwest Staten Island, and the Red Hook area of Brooklyn. In each of these areas, the modest physical distance to Manhattan belies the time and effort required for the daily commute.

Unfortunately, there are no perfect or easy answers to improve transit in the underserved areas. The expense and impacts of extending subway service make this option largely infeasible. Buses, including new services building from Bus Rapid Transit principles, must play an increasing role in providing the flexible and economically viable service that meets riders' needs. Increasingly, we need to look at our transportation system as a network, and not as individual services confined to their individual silos. This will require close coordination between the City, the MTA, and other transportation providers. The work that has been done on Select Bus Service is a step in the right direction, but it is only a beginning.

The NYCTRC also believes that the commuter rail lines that serve stations in New York City can be critical in providing better public transportation. The Transit Rider's Council has long championed revising current fare structures to allow riders to travel throughout the City using the most suitable transit that is available. A major roadblock to more effective use of the commuter railroads, however, is the affordability of fares for travel within the City. Because of high commuter rail fares, we see City riders living within walking distance of stations where

they could reach Manhattan in 30 minutes instead boarding buses or dollar vans to begin a two-hour trip to the CBD. This is not an efficient use of resources.

You may be aware that through the efforts of the NYCTRC and PCAC, the MTA in 2004 created a program that allows weekend travelers to pay a reduced fare, currently \$3.75, to ride either the Long Island Rail Road or Metro-North railroad between two New York City Stations. While this program has officially remained a pilot program, it has worked well and points the way toward options for better serving City riders with our commuter rail assets.

We propose what we call a Freedom Ticket. The concept of the Freedom Ticket is simple; it would, for a single fare, allow customers to use any MTA facility or service that meets their needs for travel within a given zone. This would include not only buses and subways, but also commuter rail lines and would provide for transfers between modes to most efficiently travel between two points. The details of this system are a subject for discussion, but we cannot afford to leave parts of our public transportation network underutilized while so many riders face punishing commutes.

The need to provide for transportation needs in all areas of the City highlights the need for stable and sufficient funding of the NYC Transit system. The MTA's 2010 budget driven service cuts are a case in point. While strong opposition to the initially proposed cuts saved service to some areas by either retaining or modifying existing routes, many riders saw their options reduced or eliminated altogether. Because elimination of bus service is one of the few ways that the MTA can rapidly reduce operating costs, parts of the city that are dependent on buses and have limited transit options are particularly vulnerable to the budget axe.

In the June 2010 service cuts, we saw riders in the Bronx subjected to long walks to reach alternative service and the loss of all bus service in Little Neck, Queens. Some Brooklyn neighborhoods lost service as routes were truncated to save money, while other Brooklyn riders faced long walks to restructured service. In addition, bus service between Brooklyn and Manhattan, a lifeline to those who are unable to navigate the non-accessible subway stations in Downtown, Brooklyn Heights, and lower Manhattan, was eliminated.

Finally, we can improve access to information and the efficiency of our system, and this can improve access to underserved areas. Improvements such as the countdown clocks in the subways and the BusTime information system that is now being rolled out Citywide are promising technologies that make their systems more usable for riders. We have begun to see the ways in which mobile phone apps can make riders more aware of their options and give them a greater sense of control, but further development of these tools depends on continued opening of data to application developers.

Technology is also important in the operation of the system itself. Improved subway signal systems can increase the number of trains and passengers that can travel on a given line, and technologies such as traffic signal prioritization can make bus travel more efficient. These technologies will of course require sufficient capital funding and in some cases coordination between the MTA and City.

I appreciate the opportunity to testify before this Committee and am glad to answer any questions that you may have.

TRI-STATE TRANSPORTATION CAMPAIGN



NYC Council Hearing
Committee on Transportation
June 19, 2012

Oversight Committee: Keeping Up with the Boroughs - Addressing Public Transit Needs Outside Manhattan

Good morning. My name is Veronica Vanterpool and I am the executive director of the Tri-State Transportation Campaign, a regional, non-profit organization that advocates for improved transit service and walkable, livable, sustainable communities throughout New York, New Jersey, and Connecticut.

Some interesting trends have defined the outer boroughs lately: zoning changes and cheaper real estate are spurring more development in the Bronx and Brooklyn; job growth in the outer boroughs has outpaced job growth in Manhattan; and fewer people outside of Manhattan own cars and rely on buses, subways, and bikes to get around. One shared characteristic of these trends, however, has been the increased demand on the City's public transit system.

To accommodate this demand, the New York City Department of Transportation and the MTA have implemented several new transit initiatives. One of the most successful has been Select Bus Service. In partnership, the MTA and NYCDOT improved bus service for millions of annual bus riders along Fordham Road in the Bronx (the very first corridor and the 3rd busiest bus route in NYC) and 34th Street and 1st and 2nd Avenues in Manhattan. By creating exclusive bus lanes, off board fare collection, new signal technology, and better bus design, the commutes of daily bus riders along these corridors has gotten shorter, less frustrating, more modern, and more enjoyable. The numbers support this: each SBS route has seen ridership grow and travel time reduced. In the Bronx, ridership on the grew by 10% and travel time shrunk by 20%; 34th Street ridership grew 5% and travel time dropped by 17%; 1st and 2nd Avenue SBS ridership grew by 10% and travel time was reduced 15-18%. The success of these routes is setting the stage for the next phase of SBS corridors in the outer boroughs. Nostrand Avenue, with 40,000 daily riders, is one of the busiest routes in Brooklyn. The Bronx might soon see its second SBS corridor along Webster Avenue where 52,000 daily passengers ride buses along the corridor. Staten Island is primed to see a modified version of SBS on the S79 route this fall.

Select Bus Service (SBS) is one of the easiest, most flexible and affordable ways to meet growing transit demand outside of Manhattan. And, it is one of the most practical ways to deliver better transit service to people of all ages and abilities. With very little in start up costs, transit service can be expediently transformed for thousands of people daily. Since 2008 when the first SBS service went into effect in the Bronx, the needs of bus riders have been better prioritized. The NYC Council must ensure that these types of projects continue. SBS is a coordinated effort between the MTA and NYCDOT that can only thrive with the support of local and state officials. Bus riders are relying on you to ensure the leadership

at the MTA and DOT receive the political support and critical capital and operating funds necessary to move the next round of projects forward expeditiously.

Beyond SBS, communities throughout the outer boroughs are especially eager to see better bus service. According to NYCT 2011 ridership statistics, bus ridership grew on seven Bronx and seven Queens bus routes. In Brooklyn, bus ridership increased on five routes with one route (B61) experiencing a 46% increase. Demand for buses is growing in the outer boroughs but to meet this demand, additional capital funds are needed to purchase modern, efficient buses and operating funds are needed to pay for increased service. Without this investment, expanded routes and improved frequency will be slow to materialize.

With regards to expanded rail service, there is significant potential in the Bronx. As part of the Penn Station Access Study, Metro North is studying building four new rail stations throughout the East Bronx: in Co-op City, Hunts Point, Morris Park, and Parkchester that would provide direct service to Penn Station. This idea is widely supported by community boards, residents, and elected officials.

Lastly, it must be noted that every transit user is a pedestrian and/or a bicyclist. Pedestrian and bike infrastructure, such as crosswalks, sidewalks, signage, signalization and bike lanes, bike racks, and bike shelters should accompany new bus stops, routes, or rail stations. With the pending launch of New York City's Bike Share program, the City has a unique opportunity to integrate this new public transportation option with existing bus, subway and rail service, bolstering ridership across transit options in the process. It should not be a missed opportunity.

Transit ridership nationwide grew five percent in the first quarter of 2012, according to the American Public Transportation Association (APTA). This was the fifth consecutive quarter of U.S. public transit ridership increase making it the highest rates of transit ridership since the 1950s. And, we've seen this growth in NYC's transit system too. In a city with 8.2 million residents, limited transit resources should be concentrated to deliver the best bang for the buck. Improved bus service in the outer boroughs, where new population growth is surging (especially in Brooklyn and Queens according to the 2010 Census) makes the most sense in a fiscally and geographically constrained transit landscape. And with additional investment, the construction of new Metro North rail stations in the Bronx can provide more options for Bronx residents.

We hope the next round of SBS projects are strongly supported by the NYC Council and the next administration. And, we hope NYC and NYS continue to support transit investment through innovative and new revenue streams. Thank you.



Bronx Borough President Ruben Diaz Jr.

**BRONX BOROUGH PRESIDENT RUBEN DIAZ JR.
TESTIMONY BEFORE THE
NEW YORK CITY COUNCIL TRANSPORTATION COMMITTEE
June 19, 2012**

RE: East Bronx Metro North Railroad Services to Penn Station

The idea of providing one-seat rail transportation to Co-op City, Morris Park, Parkchester and Hunts Point is the most dynamic, and potentially the most important, transportation investment in the Bronx since construction of the subways during the early 20th century. Indeed, following the opening of the Inter-Borough Rapid Transit (IRT) subway lines to the Bronx during the 1920's, the borough's population increased by 530,000 residents. Thanks to the foresight and tenacity of those who were responsible for this critical investment at that time, these subways made the Bronx one of the most prosperous counties in the nation and the fastest growing borough of New York City.

Now, nearly one century, later we are on the cusp of a project that, for the cost projected, has the potential of being one of the most cost-effective and beneficial transportation endeavors for not just the Bronx, but the entire region. As envisioned Metro North Railroad, using existing track infrastructure, would offer rail transportation to approximately 160,000 Bronx residents who reside within one mile of the following locations:

- 1) Co-op City—a community of 60,000 people.
- 2) Morris Park—a community of 14,600 residents plus approximately 4,000 people working at the Hutchinson Metro-Tech and the Albert Einstein College of Medicine.
- 3) Parkchester—a community of condominiums and residences approximating 40,000 residents.
- 4) Hunts Point—a community of approximately 46,000 residents and home to one of the world's largest food distribution markets, doing approximately \$2 billion in business annually.

In addition to the obvious benefits Bronx residents would realize by having access to Manhattan in less than forty minutes, for the first time Bronxites could reach suburban employment centers without reliance on a car. Likewise, commuters to Westchester and Fairfield counties could reach Bronx employment destinations without the need for a vehicle. This saves energy while

reducing harm to our environment. The end result is an improved quality of life for the Bronx, along with increasing real estate values.

Finally, for suburban commuters who now reach Grand Central Terminal and then must transfer to subways for access to Manhattan's west side, this new service to Penn Station will offer a choice similar to that now being made possible for Long Island Railroad passengers who prefer Grand Central access. Combined, these two new services would dramatically cut commute times, along with reducing overcrowding on our subways.

It should therefore come as no surprise that, when I convened a meeting with Metro North officials, community businesses and those representing many East Bronx neighborhoods, a capacity turnout was realized-with everyone present expressing their strong support for Penn Station access. Similarly, when the Bronx office of the Department of City Planning called a meeting at Fordham University to consider their study on Metro North services to various Bronx locations, representatives from Stamford, Connecticut joined those in the Bronx in support of East Bronx railroad transit.

The American Public Transportation Association (APTA) points out

- 1) For every \$1 invested in public transportation, \$4 is generated
- 2) For every \$10 million invested in capital improvements, \$30 million in business is realized.

The Regional Planning Association (RPA) says that real property values increase by 7% if located within ½ mile of a new railroad station and 5% within one mile of a new station.

If the Bronx, and indeed the entire service region of the Metropolitan Transportation Authority (MTA), is to realize its full potential both as a place to live and as a place of commerce, time efficient, cost effective and environmentally sound transportation must be available. East Bronx railroad service satisfies every one of these prerequisites. Therefore, making it happen is a top priority of my administration.

INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.

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Comments at June 19, 2012 New York City Council Transportation Committee Meeting *Opportunities for Addressing Public Transit Needs Outside Manhattan*

The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based non-profit concerned with reducing motor vehicle use in dense urban places. IRUM recommends consideration of the following measures for making MTA's bus and rail system more attractive, particularly for non-Manhattan travel:

1. Convert the single trip MetroCard to a two-hour pass and restore the one-day pass

MTA's elimination of the two-fare zone and the introduction of unlimited ride passes greatly increased the utility of MTA's existing rail and bus network. However, the limitation on making only a single trip -- whether for one bus ride and one train ride or for two bus rides -- penalizes riders who must make more complex trips or who would find it helpful to make a stopover en route. The recent elimination of the one-day pass is a step backward. The simplest way to correct this situation is to make all MetroCards time-based unlimited-ride passes -- for two hours, one day, seven days or 30 days.

2. Revise and upgrade bus and subway service guidelines to allow higher levels of service

When service guidelines were introduced in the 1980s they allocated service more uniformly, based on observed levels of use. However, these guidelines need to be reexamined and recalibrated, taking into account other factors, like environmental consequences and economic impacts of service levels. The utility of the transit system for non-Manhattan travel is especially sensitive to service levels. Recent fare hikes that exceed inflation have resulted in sharp drops in bus ridership. MTA's service guidelines lead to further cuts in service, which result in further ridership declines, continuing an endless downward spiral.

3. Integrate fares and increase service on commuter rail lines in NYC

The introduction of the CityTicket for *weekend* use has greatly increased ridership at LIRR and Metro-North rail stations in NYC. This ticket should be extended for *weekday* use as well and priced at current city MetroCard fares to fully integrate these lines with NYC buses and subways. This would eliminate the pricing penalty that limits the utility these rail lines, especially for non-Manhattan travelers. Accompanying this fare integration should be a significant increase in service, especially off-peak and on weekends.

4. Add new city-oriented regional rail service on Amtrak's Hell Gate and West Side lines

These existing Amtrak lines could host new regional rail services, benefitting parts of Upper Manhattan and the Bronx that are not well served by existing subway lines. In the near term, the convergence of these regional rail lines at Penn Station would greatly enhance transit options for non-Manhattan travelers

5. Begin planning for new rail service on little-used or disused rail lines in NYC

Rail transit service could be put into place with relatively little capital investment on the **Bay Ridge Freight Line** linking Brooklyn, Queens and the Bronx, the **LIRR Rockaway Beach Line** in central Queens and the **North Shore Line** in Staten Island. All three lines would be useful for non-Manhattan travel. Planning should begin immediately, since restoration will require considerable community consultation.

Many of these measures can be included in a package of fare changes and funding enhancements that MTA plans to consider at the end of the year. Now is the time for the City Council to heard on these issues.



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Testimony submitted by Paul Steely White, Executive Director, Transportation Alternatives, at June 19th, 2012 New York City Council Transportation Oversight Hearing: Keeping Up with the Boroughs – Addressing Public Transit Needs Outside Manhattan.

Good morning Chair Vacca and Members of the City Council Transportation Committee. Thank you for convening this important hearing.

We're here today to talk about an inequity—one that grows more acute every day. While Manhattan is crisscrossed with dozens of bus and subway lines, the Bronx, Brooklyn, Queens and Staten Island must endure a grave deficit of public transportation. Even as outer borough neighborhoods transform into engines of growth and development, they've been forced to bear transit service cuts that imperil their future and impose hardship on local residents.

The Bronx, Brooklyn, Queens and Staten Island do not need more service cuts and higher fares. What the boroughs outside Manhattan need is better bus service.

Transportation Alternatives has partnered with community-based organizations and city, state and federal elected officials to convene transit town halls in Flushing, Jamaica, Elmhurst, Bronx River, Fordham Heights and Sheepshead Bay— six transit town halls in all, with twelve elected officials, and over two hundred participants. In every community, local residents made it clear that the outer boroughs are not getting the transit service they need. In every community, local residents identified improved bus service as their greatest hope for fulfilling that need.

Bus service is the fastest, most affordable way to provide the outer boroughs with the public transit they need. The current iteration of the Second Avenue Subway project is nearly twenty years old and is expected to cost two billion dollars per mile. It's unlikely we will see that kind of investment in time and money brought to every neighborhood that would benefit from a new subway line. Select Bus Service routes, for example, can be up and running in two to three years, for pennies in comparison.

It's a fact that New Yorkers in the Bronx, Brooklyn, Queens and Staten Island suffer severe inequality in public transportation service. A New Yorker is underserved by transit if they live more than one-third of a mile from a train station. By this measure, nearly half, forty-six percent of New Yorkers, are underserved by our transit system. Of those New Yorkers who are underserved by transit, ninety-seven percent live outside of Manhattan. While there are a number of factors that help explain the disparity (after all, Manhattan was the first area to be settled, and it remains the city's core), it remains very troubling and has significant effects on our economic, educational and cultural opportunities and quality of life. For example, participants in our Sheepshead Bay Town Hall said that only one subway line serves their entire area, meaning a local bus like the B4 is a lifeline for their community.

The inequity in public transportation also has ramifications for economic development in the boroughs. As the Center for an Urban Future's 2011 report, "Behind the Curb," so clearly articulates, the health of our economy requires our transit system to connect workers with jobs—and, increasingly, they're finding those jobs outside Manhattan. There is demand for workers in the outer boroughs at our airports, universities, health care centers, manufacturing facilities and retail destinations. But we heard from town hall participants in the Bronx River/Soundview area that commuting to work, to school, or to shop has become increasingly difficult. In a community where the average annual household income is \$25,000 and where seventy percent of households do not own a car, public transportation—especially bus service—is critical to the local economy and the well-being of residents. Employers are well aware that poor transit access limits their growth. Without reliable and affordable transit to connect people to jobs and businesses, local economic development projects cannot reach their full potential. New Yorkers need more investment in bus service as our neighborhoods rebound from the recession; otherwise we're squandering new economic opportunities.

Inequity in transit access is also a quality of life issue. Commuting times for public transit riders have been climbing steadily for years. The time spent commuting is time not spent with friends, family or at work—in other words, it's not time that most of us would consider spent productively. We can provide a better life for New Yorkers by reducing their time spent going from place to place. In Jamaica, Queens, our town hall participants told us that surrounding communities like Rochdale, Hillcrest, Briarwood and Laurelton need more bus service to make subway and rail connections through Jamaica to shorten their commutes and improve their quality of life.

We urge the Council to take the following steps to help provide the outer boroughs with fair access to public transportation, energizing their local economies and improving the quality of life for local residents.

1. Improve local bus service:

- *Restore the 2010 service cuts on local bus service:* In 2010, New Yorkers lost thirty-eight bus lines, ten express bus routes, five hundred and seventy bus stops, weekday service on fourteen bus lines, weekend service on twenty-two bus routes, overnight service on eighteen bus routes, not to mention service reductions on forty-one weekday bus routes, thirty-two weekend routes and nine overnight routes. At our town halls, commuters told us that they need local bus service back, they are fed up with paying higher fares for less service, and they want their state legislators to prioritize, not steal, transit funding. Since 2009, Albany has diverted \$580 million in dedicated transit revenue to the MTA (2009: \$100M, 2010: \$160M, 2011: \$320M from exemptions from the Payroll Mobility Tax). A mere \$100M is all the MTA saved from the devastating service cuts. If Albany returned just half of the money it took, we could restore all the service cuts lost in 2010 and perhaps even add new service!

- *Invest in Customer Service.* While subway ridership continues to reach record highs, bus ridership across the city has declined. It is no surprise bus ridership is suffering from a downward trend when we have allowed local bus service to be cut and reduced. However, improvements like real-time arrival information to better inform bus riders and traffic signal priority to speed buses can help make bus service more reliable and efficient. The need and demand is there for these programs— but the dollars are not.

2. Expand Select Bus Service:

- *Implement suggested Select Bus Service routes:* Of the six transit town halls Transportation Alternatives has organized to date, we have yet to hear any negative feedback about Select Bus Service. In fact, the only complaint we've heard is that there are not more Select Bus routes! Even as bus ridership is declining citywide, ridership on Select Bus routes is increasing. New Yorkers are voting with their MetroCards: Select Bus Service is the answer. There are three Select Bus Service routes already up and running and three more on the way. The Department of Transportation has identified sixteen potential future SBS corridors in New York City. The City Council should support these and work with the DOT and MTA to implement them as quickly as possible.
- *Accelerate the implementation of Select Bus Service:* The intensive community planning process that's required to build a successful Select Bus line means that it takes about two years of observation, analysis, consultation and community outreach and planning before a line can be implemented. The answer is not to decrease the amount of community consultation but instead to increase funding for the Select Bus program and prioritize the adoption of these lines so that the DOT and MTA can allocate more staff to the program. Currently, these agencies are on track to add two lines a year—they can do better, assuming the City, State and Federal governments give them more support, and the agencies allocate the resources to double or triple that number within the same timeframe.

3. Improve Express Bus service. Express buses are a way of life for New Yorkers who live in the outer boroughs and commute to Manhattan. But when they're stuck in traffic or their service is cut, people's livelihoods are crippled. Express bus service should be increased and should be given dedicated lanes on the highways with camera enforcement.

The economic vitality of our city depends on the public transportation network that connects workers to jobs and businesses to customers. For our economy to grow, our transit system must also grow. But the fact of the matter is, not all boroughs are treated equally when it comes to transit service. Prioritizing the expansion of bus service and making existing service more reliable is the only way to ensure that all five boroughs thrive.



Pratt Center

for Community Development

Transit Access for the Greatest Need New Yorkers Oversight hearing: Addressing Public Transit Needs Outside Manhattan

Testimony to Transportation Committee, New York City Council; James Vacca, Chair

Elena Conte, Organizer for Public Policy Campaigns
June 19, 2012

Thank you for the opportunity to testify. Pratt Center works to create a more sustainable and equitable city by working with low- and moderate-income communities throughout the five boroughs to empower them to plan for and realize their futures. In the past six years our transportation equity project has – through a combination of analysis, technical assistance, advocacy, and organizing with our partners – identified and pursued an agenda aimed at increasing the mobility and job access of the most transit dependent and at reducing the impacts of transportation infrastructure.

Over 750,000 New Yorkers now have commutes of over an hour in each direction, every day. And two-thirds – almost 460,000 – are on their way to jobs paying \$35,000 or less. These New Yorkers are on the train, or a bus and a train, or two buses and a train. And if you're a person of color, your commute is likely to be significantly longer –African-Americans, Latina/os, and Asian Americans all have longer average commute times than their white counterparts.¹ Trips to work are now so long that they are undermining the lives of families and communities, as well as our whole economy.

Our transit system needs to expand and improve – in ways that are fast, cost-effective, and that will serve the people who depend on it the most. The current system was designed and developed to transport people rapidly to lower Manhattan, yet most working class New Yorkers live and work in the same borough, and need a system that serves their reality. Manufacturing and service jobs, when concentrated, are clustered in centers outside of Manhattan – in places like College Point, Queens and Sunset Park Brooklyn – and in general these jobs are more dispersed across the five boroughs than the professional jobs that are centered in downtown Manhattan. Laborers and construction workers and domestic workers and home health care aides work at sites in every neighborhood throughout the city, and the people who do this work live overwhelmingly outside of Manhattan.

All of this combines for commutes that depend heavily, at least in part, on the local bus system, which is the slowest, least reliable form of transit and, as evidenced by the slashing of 36 lines 2010, is the mode most vulnerable to attack by the Metropolitan Transit Authority (MTA). Some of these trips are so arduous by transit that workers are forced to take on the expense of owning, insuring, maintaining, parking and fueling a vehicle that they can ill afford, sacrificing other basic household expenses to do so.

¹ Based on 2000 Census data from the CTPP; these terms refer to the Census categories "Black, Non-White Hispanic, Asian" respectively. See enclosed bar graph for average times.

The New York City version of Bus Rapid Transit (BRT) goes by the name Select Bus Service. BRT is combination of bus-speeding features – such as enforced, dedicated bus lanes, pre-boarding payment, and premium station design – that can radically elevate the quality and time savings of a bus commute, in an implementation period that will benefit current workers, at a fraction of the cost of expanding rail service. A dense network of BRT lines that connect to each other and to other modes has the potential to transform the communities in the outer edges of the city. Such a system could provide a freedom for residents that we have not yet dared to envision.

In addition to the current improvements that have been implemented or that are being designed for: Fordham Road (Bx12), 1st and 2nd Avenue (M15), 34th Street (M34), Nostrand-Rogers (B44), Webster Avenue (Bx41), Hylan Boulevard (S79), there is an on-deck list of 16 high priority routes that have been identified as greatest need areas. Yet despite this, the future of the program is uncertain after 2013. New York could have a state-of-the-art Bus Rapid Transit network and running, connecting neighborhoods like East Elmhurst, Queens, Soundview in the Bronx, Morningside Heights in Manhattan, East Flatbush in Brooklyn, and the North Shore of Staten Island, but it will not take shape without the City Council's leadership.

Recommendations:

Select Bus Service

- Consider a resolution in support of the Select Bus Service program and its continuation after 2013, at an increased pace, that identifies priorities for implementation that are based in improving equity, job access and sound transportation planning, such as:
 - *Connecting lower-income neighborhoods that are beyond the train network, especially public housing complexes²*
 - *Serving major job-centers such as JFK airport, central Brooklyn hospitals, and the Hunts Point Food Distribution Center*
 - *Projects that reduce racial disparities in commute times and that otherwise serve the most transit dependent*
 - *Increasing network connectivity: routes that cross bridges and connect boroughs, especially on routes that avoid Manhattan have great potential to expand mobility for working class residents.*
- Individual Council Members who represent underserved areas should consult the list of suggested routes and identify their district to Department of Transportation (DOT), MTA and other stakeholders as an area that wants to receive this type of investment.
- Individual Council Members' engagement in the planning and implementation of the routes is essential, as is engaging your constituents in thoughtful conversation about what implementation can mean for the community.

Integrating transit into land-use and planning oversight

Although this hearing has focused on transit mobility, it is important to remember that transit access is shaped by policy and decision-making about other types of transportation infrastructure. In many parts of the city, especially lower-income communities, transit access is as much about pedestrian safety to the bus stop or train as it is about when the bus or train arrives. Topics of City Council oversight hearings for DOT should be aimed at:

² Hand-out:

- Ensuring that DOT prioritizes pedestrian improvements in the communities that are the most compromised by truck and car traffic and whose residents are threatened by poorly designed and dangerous intersections and proximity to highways.
- Ensuring that DOT spends its planning funds fairly and does not reserve its big-picture sustainability planning for the most affluent areas of the city. Shamefully, DOT has just short-circuited a federal Transportation Investment Generating Economic Recovery (TIGER) grant in the South Bronx by refusing to do a full analysis of all the options that it initially promised in the Sheridan Expressway Hunts Point study. The \$1.5 million in federal funds should be expended as were intended by taking a full look at the Sheridan “removal” scenario, as well as the “modify” and “retain” scenarios and carry them each to their full conclusion for comparison.

Funding

Finally, City Council must insert itself in the debate for a sufficient, ongoing funding stream for the MTA. Given the importance of transit to equalizing opportunity in the city, as well as to its economic and environmental health, it is essential that the City support the transit system through a budgetary contribution as well as through identifying and championing fair, sustainable revenue sources – such as rationalizing bridge tolls and/or other pricing mechanisms.

- Doing so will have a multiplier effect in that it will challenge your colleagues in Albany to do the same.
- Monetary support can provide the gateway for greater control over how and where funds are spent, and who gets served, empowering the Council to direct improvements to the populations with the greatest need.

Thank you for the opportunity to testify today. We have included a menu of supporting documents, many of which are also available at prattcenter.net/transportation-equity-project and I can be reached to discuss these or related issues at 718-399-4416 econte@pratt.edu.

1. NYC Residents Earning below \$35,000/year with Commutes Longer than One Hour
2. Racial and income Disparities in Commute times of New York City Residents
3. NYC Job Centers
4. Neighborhood Snapshots
5. COMMUTE's BRT: Public Transit To Public Housing
6. COMMUTE's BRT Network Would Help Thousands

NOTE: This testimony was prepared by the Pratt Center for Community Development. It does not necessarily reflect the official position of Pratt Institute.

John Rozankowski, Ph.D.

Rozankowski@aol.com

City Council Hearing - June 19, 2012

The most important outer borough mass transit needs are:

1 - *Need for Improved Intra-Borough Mobility*: In my native Bronx, the problem is going from east to west. In every MTA public hearing, people have complained about the fact that it takes over an hour to get from Grand Concourse to Throg's Neck. What has the MTA done about the Tremont Ave. corridor? Absolutely nothing!

In Queens, the problem is north-south because the Great Green Barrier (Forest Park and the adjoining cemeteries) splits the borough in half forcing residents to go through Manhattan. It takes students from the Rockaways over two hours to get to Queens College! What has the MTA done? Absolutely nothing.

Assemblyman Philip Goldfeder has helped to launch a Citizens' Initiative to reactivate the north Rockaway line which would dramatically improve intra-Queens mobility. Since the line is on NYC property, the City Council can be very helpful to get this project off the ground.

2 - *Faster Subway Service* - Most outer borough subways run through many stations before entering Manhattan creating a very exhausting commute. This could easily be remedied by running all-day express service in the direction of heavy travel. Only 2 lines, the #6 and the #7 have this. Even though MTA Board members Charles Moerdler and Fernando Ferrer have complained about this problem, the MTA has done absolutely nothing.

Since more and more people check schedules instead of blindly going to stations and with the countdown clocks, new subway services could be created to provide one-seat rides to popular destinations. What has the MTA done to reduce burdensome transfers from train to train? Absolutely nothing.

In the future, the City Council should:

1) Hold public hearings on this subject in the outer boroughs during evenings just as with the Blizzard of 2010 hearings. More people would have an opportunity to describe the punishments which this agency of public misery inflicts upon them.

2) Throwing more money at the MTA is not the answer. NYC should run its own subways and buses finally giving the people who use them and pay for them power over mass transit policy.

For more information, please check my article "*The MTA Shafts NYC's Outer Boroughs*," attached.

suite101.com

The MTA Shafts New York City's Outer Boroughs

Jul 13, 2011 John Rozankowski

The MTA's bias against New York City's outer boroughs will suffocate their economic revival.

Most documents state that New York City is composed of five boroughs. This, however, may come as a surprise to the MTA, whose definition of NYC seems limited to the wealthy areas of Manhattan. With respect to the outer boroughs, the agency barely fulfills its statutory requirements.

Shaft #1: Poor Connectivity

In a study called "Behind the Curb," the Center for an Urban Future provides convincing data demonstrating that while Manhattan lost 110,000 jobs since 2000, the outer boroughs have gained 67,000 new jobs mainly in healthcare, education and manufacturing. These gains would have been even more dramatic if travel between and within the boroughs was easier. Entrepreneurs are reluctant to take advantage of lower costs in setting up their businesses in the outer boroughs because of difficulties in attracting and retaining good workers. More often than not, the reason is a long and difficult commute.

Most subway lines run in a north-south direction through Manhattan dating from the days when that borough was the only major employment location. In traveling by subway from the Bronx to Queens, for example, a person must enter Manhattan and switch to another line to get to Queens. There are only two buses connecting these boroughs and neither runs deep enough into the Bronx or into Queens to make a significant difference. Travel within the outer boroughs is also problematic. A trip from the Grand Concourse in the central Bronx to Throg's Neck in the east, for example, takes well over an hour on the BX40/42. Commutes within Queens and Brooklyn are as long and often require several bus transfers.

"Behind the Curb" is correct in asserting that better mass transit connections are critical to foster outer borough growth and it strongly encourages the creation of new Select Bus Service lines to improve connectivity quickly and inexpensively.

The MTA, however, has demonstrated absolutely no interest in this important issue. While "Behind the Curb" strongly recommends the expansion of Select Bus Service, the MTA even refuses to expand Limited Bus Service. In almost every Bronx public hearing, someone has urged the MTA to provide Limited service for the BX40/42 to deaf ears.

Shaft #2: Mediocre Service

Travel to and from the outer boroughs into Manhattan is slow and extremely exhausting leading to the oft-heard expression that the subway ride is more tiring than the job! Consider: the F line has 22 stops in Brooklyn before entering Manhattan, while the Brooklyn D has 15. In the Bronx, the #1 train has 18 stops (upper Manhattan included), the #2, 20 and the #4, 14. In each case, all day express service in the direction of heavy travel could be implemented as on the #6 and #7 lines. (The Bronx #5, the Bronx D

and the Brooklyn J/Z do have express service but only for a short period during rush hours.) Even more outrageous was the MTA's cancellation of all night-time express service on the IRT in the late 1990's. A person traveling from Bowling Green to Fordham Road in the Bronx on the #4 has to stop at almost 40 stations. It's impossible to determine how many people who would use mass transit switch to their cars instead. Can anyone blame them?

The MTA appears to have an aversion to providing express service and prefers to let the extra tracks remain idle. When #1 subway riders agitated for express service between 96 St. and 145th St., the MTA forced the unwanted and problematic #1/#9 skip stop service down their throats. When the skip-stop was cancelled after 15 years, it was back to local-only. When #4 line managers started a very successful and popular #4 Bronx express pilot program, the MTA squelched it and dispersed the line managers. Riders on the F have agitated for express service for well over a decade but the MTA repeatedly denied it and now has a perfect excuse with the reconstruction of the Gowanus Canal viaduct (New York Daily News, January 10, 2001).

In 2003, then Representative Anthony Weiner commissioned a study which underscored the slowness of the commute between the outer boroughs and Manhattan (New York Daily News, October 8, 2003). Eight years later, Charles Moerdler, a newly appointed MTA board member who lives in the Bronx, raised the same issue. The MTA never attempted to deny the existence of the problem but is doing absolutely nothing about it (New York Daily News, March 3, 2011).

Denying express service is one misery which the MTA imposes on its outer-borough riders, forcing transfers is another. Transferring from train to train may be acceptable in normal hours but during rush hours, it causes delays by increasing train "dwell time" at stations and torments riders with the need to switch from train to train. Service diversification, which would give many riders a one-seat ride to their destination, is shunned by the MTA. It would be far more efficient, for example, to run a 63rd St.-6th Ave. and a 53rd St. train on both the Hillside Ave. and Archer Ave. branches of the Queens Blvd. line. If this was done, there would have been no problems with the "F" component of the 2001 Queens Blvd. re-route and far less overcrowding at 74th St.

Shaft #3: Poor Station Maintenance

Most New York City residents are aware that "money is no object" when it comes to renovating subway stations in the wealthy neighborhoods of Manhattan. Recently, the agency spent \$98 million dollars to rebuild the 96th St. station in the fashionable Upper West Side, \$59 million for 72nd St., a similar amount for wealthy Yankee fans at 161st St., and may have plans for "air conditioned" stations on the 2nd Avenue subway, for the wealthy residents of the Upper East Side. The worst boondoggle, however, is the Fulton Street Transit Center. \$1.2 billion dollars on one station in wealthy lower Manhattan! In addition, the Center's domed building will be a prime terrorist target and will pull police officers from the rest of the system.

In contrast, many stations in the outer boroughs are in horrible and some even in dangerous condition. It took a well-publicized article in the New York Daily News to shame the agency in fixing Seneca Ave., which was about to collapse (NY Daily News, 9/25/09). Even though the MTA knew that the ceiling of the 181st St. Station in Washington Heights (#1 line) was in poor condition since 1999, nothing was done. In August 2009, a huge chunk of the ceiling collapsed, miraculously without injuring anyone (NY Daily News, 6/29/10). The horrible state of Chambers St. on the J line is a curiosity since this station is in downtown Manhattan, until one realizes that the J is a working class train and that the wealthy don't use the line.

Adding insult to injury, the MTA announced at the beginning of 2011 that it was ending its station rebuilding program and would now repair the remaining stations (NY Daily News, 1/24/11). The timing couldn't be better: just when all the stations in the wealthy areas that the MTA cares about have been rebuilt, it's now only going to *repair* the rest!

Shaft #4: No Expansion Plans

The 2nd Avenue subway, which will be covered in a future article, is being built for the wealthy of the Upper East Side and the East Side Access Project is for the wealthy suburbanites from Nassau and Suffolk Counties. Is anything being built in the outer boroughs? Is anything planned? No! to both questions.

Yet the need for expansion is huge. Extending the #7 beyond Main Street and spreading some two dozen bus lines over 3 stations would significantly reduce the dangerous overcrowding on the narrow sidewalks of Main St. and Roosevelt Avenue. The need for a subway extension to the huge Co-op City housing complex in the Bronx has been evident for years as has the necessity of a Utica Avenue subway. Sam Schwartz ("Gridlock Sam") has been an advocate of a subway connection to Staten Island which would reduce traffic congestion not only in Manhattan, but also in Brooklyn (New York Daily News, 10/14/10); and the Regional Planning Association has proposed the so-called Triboro RX which would improve connectivity between the outer boroughs.

The fact is that the MTA is interested in none of the above and this is negligence of the highest magnitude. Planning is essential since no one can predict when funding might become available. When President Obama passed his Transportation Stimulus package, he wanted to help projects which were "shovel ready." When the ARC tunnel was cancelled, funds could have been diverted to one of the above projects if the planning had been done. In addition, there is always the possibility of a public-private partnership. But nothing will ever happen unless plans with demonstrable public support exist.

Shaft #5: 2010 Service Cuts

In a previous article, I discussed the importance of route stability for New Yorkers since they plan jobs, homes, schools, etc. based on mass transit connections. In 2010, the MTA eliminated some three dozen bus routes, re-routed others and diverted the M train creating misery for hundreds of thousands of outer borough riders. Sadly, these cuts did not have to take place or could have been less severe if the MTA used the permissible 10% of President Obama's Stimulus Fund for operations. Every elected official and transit advocacy group urged the agency to do this. I believe that the MTA refused because this action would have shortchanged the construction of the Fulton Street Transit Center dome. When it comes to enhancing the Manhattan skyline for the wealthy or providing good mass transit, the wealthy prevail!

Conclusion

Even though the hard working people of NYC use and pay for the system the most, the MTA is shafting their neighborhoods across the board. If this trend continues, the economic growth of the outer boroughs will be strangulated.

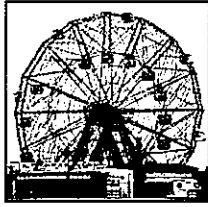
The most qualified to address the above issues are those who live in the outer boroughs and who use mass transit. And, in every borough, the Borough President is the most qualified elected official to take the initiative. Unfortunately, as long as New York City is under the dictatorship of the MTA, the Borough Presidents know that their ideas will wind up in the trash can with those of everyone else (New York Daily News, 6/19/08).

There is no doubt that the time has come for New York City to terminate its leases with the MTA and take over its mass transit. The well-being of the *entire* city depends on it.

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SOUTHERN BROOKLYN
★★★
DEMOCRATS

1706 Sheepshead Bay Road • Brooklyn, New York 11235 • jen.s.thorpe@gmail.com

Dear City Council Transportation Committee,

Thank you for this important meeting – getting around in the outer boroughs can be a challenge, and we appreciate your help in this matter. We, as residents of and advocates for Southern Brooklyn, would like to ask you to help restore several lines of bus service in our communities that have been cut. Each of these cuts has been to the severe detriment of our communities, particularly our elderly and disabled populations. The cuts that occurred in 2010 showed a clear disregard for the neighborhoods and people of southern Brooklyn, and we ask you to help stop the treatment of our residents as though we were second-class citizens of this city.

One line we would like to see restored is the B64 bus line. The B64 used to run to Coney Island, but now terminates on Harway Avenue and 25th Avenue. That bus line serves many people in our community, and cuts to that line have resulted in many – including and especially the elderly and people with disabilities – having enormous difficulty getting around and commuting. Indeed, many have found their commute times increased dramatically. The elimination of a portion of the B64's route is not simply an inconvenience – it harms our most vulnerable, those with disabilities, and in so doing defies the Americans with Disabilities Act. It was difficult enough for people with disabilities to get around before these cuts – the subways are largely not accessible to them, and Access-a-Ride must be planned in advance and does not allow for flexible travel. Now people with disabilities find their options even more limited. This is all the more true since the B82 has had its service cut as well – only one in maybe three buses runs the full route to and from Coney Island, further harming southern Brooklyn residents who live and work in the areas on the full route in Gravesend and Coney Island. The B82 is a critical link between southern Brooklyn and more central and northern areas such as Flatlands, Flatbush, and Canarsie. It is a link I personally utilize all the time, and there are many more like me – its service must be fully restored and protected.

Another line we need restored is the B4 bus line. The B4 bus is the only bus that fully connects the diverse neighborhoods of Bay Ridge, Bensonhurst, Gravesend, and Sheepshead Bay. It is a bus that many people use daily to get to and from work or to visit the busy commercial district in Sheepshead Bay. When the changes to this line were made in 2010, initially there was promise. The streamlining of the route reduced the commute time, and that was a benefit. However, that benefit was sharply offset by the fact that the bus only runs the full route during a very short period of time during rush hour. Not everyone works a standard 9-to-5 schedule, and even those who do have travel needs outside of those hours – whether to stores, the Sheepshead

Bay movie theater, a doctor's appointment, or some other destination. This is not only a problem during non-rush hours on weekdays – the entire neighborhood of Sheepshead Bay is cut off from using this bus to get to or from any destination at all during the weekend. The B4 cuts have left those people, who otherwise might have needed only one bus to get to or from their homes, taking two or three buses or even having to take expensive car service.

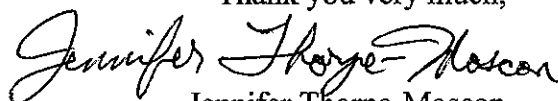
A third line we would like to see restored is the B2 bus line. Service on this line has been completely eliminated on weekends and overnight. The community of Marine Park relies on this line, as other nearby buses are not local or proximal enough to be of use to most residents, especially the elderly. Cuts to this line have forced some riders, for whom the B2 was once the only necessary bus, to use multiple buses including ones that are as far as three long avenue blocks away. Rather than reducing service on this line, the MTA should extend it past Midwood deeper into southern Brooklyn where the service would be welcome and frequently used.

I would like to now provide more reasons why these bus lines are so crucial to our neighborhoods and perhaps respond to some excuses for the cuts that have been suggested in the past. For one, subway service can never replace the service that these buses offer, primarily due to the effect on seniors and people with disabilities or injuries. Our subway system is sadly largely not accessible, and so for those who must use wheelchairs, walkers, crutches, or other assistive devices, the subways, which often require climbing or descending long flights of stairs, are at best prohibitive and at worst completely useless. Moreover, for those who do not live within walking distance of a subway station, this bus service is irreplaceable. Cuts to these bus lines have resulted in much longer commute times as well as the elderly and physically impaired being left stranded, without a way to important destinations. By gradually cutting bus service in our neighborhoods, they are forcing a downward trend in ridership, which we have no doubt is an intentional effort to have an excuse for further cuts.

In addition, we find it troubling that these cuts to bus service occurred in tandem with cuts to the paratransit service Access-a-Ride. Access-a-Ride's new feeder service forces those with injuries or disabilities regarded as less severe by the MTA to use bus service for a portion of their trip – but how can they be expected to do this when the bus service they might use is cut?

In conclusion, transportation in southern Brooklyn has been ignored for far too long. It is an issue so much larger than just buses – I have focused on bus service because it is the only truly accessible mode of transit and thus the most crucial, particularly for our most vulnerable populations. Yellow cabs refuse to take us home – and in my personal case, once they refused to take me even to a hospital in Brooklyn. With subway repairs, our stops are often skipped or entire train lines diverted – this in addition to the fact that many neighborhoods are nowhere near a subway station at all. Moreover, given the proportionally-larger elderly population in our neighborhoods, buses are often the only option they have for getting around. We cannot afford to have our bus service cut. We are residents of this city too – and we need our buses back.

Thank you very much,



Jennifer Thorpe-Moscon
Chair, Southern Brooklyn Democrats



**Testimony of Jeff Rollo, Vice President of Operations
Atlantic Express Transportation Group**

**Before the City Council Committee on Transportation
June 19, 2012**

In Support of Public Transit Needs Outside of Manhattan

Good Morning Chairman Vacca and members of the Committee on Transportation. My name is Jeff Rollo and I am the Vice President of Operations for Atlantic Express Transportation Group. Atlantic Express is a proud Staten Island-based transportation company serving the City of New York for over 40 years.

For your background, in 2001, when the MTA abandoned express bus lines on the South Shore, Atlantic Express got right on board when asked by the Mayor's Office and the New York City Economic Development Corporation to provide a subsidized, direct commuter express bus service to severely underserved South Shore residents. For the past 10 years, we have not missed a day of service and have gone above and beyond by adding buses at our own expense to ease overcrowding even when the subsidies have expired. Atlantic Express is very proud to be a part of the transit solution on Staten Island and a public/private partner with City Hall to provide cost-effective, reliable and quality transportation options for the working people of the borough.

From day one, the AE X23 and X24 have been very popular and in great demand and we consistently experience strong ridership. As the Center for An Urban Future's

“Behind The Curb” report states, there is no question the number of commuters in the outer boroughs is growing. Since the start of 2012, we have seen a surge in X23 and X24 ridership that has led to some major overcrowding and congestion problems during peak periods. Our passengers continue to ask us to add more buses to our South Shore routes, but we are limited to our contractual runs based on our contract with the EDC.

Council Members, we have a good problem on Staten Island. More people are going to back to work. While this is good news, it also creates an increased demand for public transportation, especially in the underserved areas like the South Shore. We are eager and willing to expand the X23 and X24 service to accommodate the new surges in ridership and alleviate the overcrowding, but need City Hall’s support. At this time, we propose adding two additional buses on each route to help reduce congestion and get more people on board. We believe the additional buses will allow several hundred more riders to get to work and back home on time. We would appreciate the City Council’s support to make this low-cost, reliable solution a reality. We would welcome the opportunity to share with you individually a quantitative and comprehensive review of our service costs versus the MTA’s.

Atlantic Express is very proud of our service and contributions to this great borough, and the hard-working unionized bus drivers who transport Staten Islanders safely and efficiently to their jobs every day. Atlantic Express is committed to the people of Staten Island and New York City and wants to continue providing low-cost, quality, reliable express bus service to the commuters. The proud working men and women of Staten Island need transit relief, and they need it now.

I want to thank Speaker Quinn, Chairman Vacca, Council Members Ignizio and Oddo, and all of the members of the Transportation Committee for your leadership on this important matter of relief and hope for commuters in the outer boroughs. Thank you.

###

**Testimony of Regional Plan Association
to the City Council Transportation Committee**

by Jeffrey Zupan,

Senior Fellow

June 19, 2012

Thank you for the opportunity to speak to the City Council today. My name is Jeffrey Zupan. I am Senior Fellow for Transportation with Regional Plan Association, a not-for profit civic organization that has been planning and advocating for sensible growth in the tri-state region since the 1920s.

I understand that the focus today is on making faster progress on the Special Bus Service and related Bus Rapid Transit projects, and on creating more opportunities within the outer boroughs using the commuter rail systems of the MTA -- Metro North and the Long Island Rail Road. We are supportive of faster and more action in both of these areas.

In 2009 RPA issued a report called "Tomorrow's Transit" that urged these steps and others to improve the city's transit system. In particular we examined the areas in the city where transit was unavailable or of poor quality, and where there were concentrations of residents without automobiles available to them. RPA made a series of recommendations to improve transit service to these areas. In the map below we showed where there were significant areas of auto-less households and without subways nearby. A second map shows where there is neither subway service nor express buses to Manhattan. You will note the strong concentrations of these areas in the outer portions of the boroughs and in selected corridors closer in. The full report is available on RPA's website, rpa.org.

I wish to make a few general comments about SBS/BRT and about commuter rail in the boroughs, and then to spend a little more time on a proposal that could be of great help to the mobility in the boroughs.

On SBS/BRT, we recommend that the MTA and the city should move quickly on the Nostrand Avenue and the Hylan Boulevard SBS proposals in Brooklyn and Staten Island, respectively. We hope to see the MTA and the city identify other corridors where SBS/BRT would do the most good for the most people. Perhaps more importantly, the MTA could create a more widespread system of much faster buses with two actions -- acceleration of the purchase of low-floor buses, including many with three doors that speed boarding, and the wider use of proof of payment on bus lines to enable riders to quickly enter and leave through the multiple doors. Progress in implementing these changes would make the entire city bus network special.

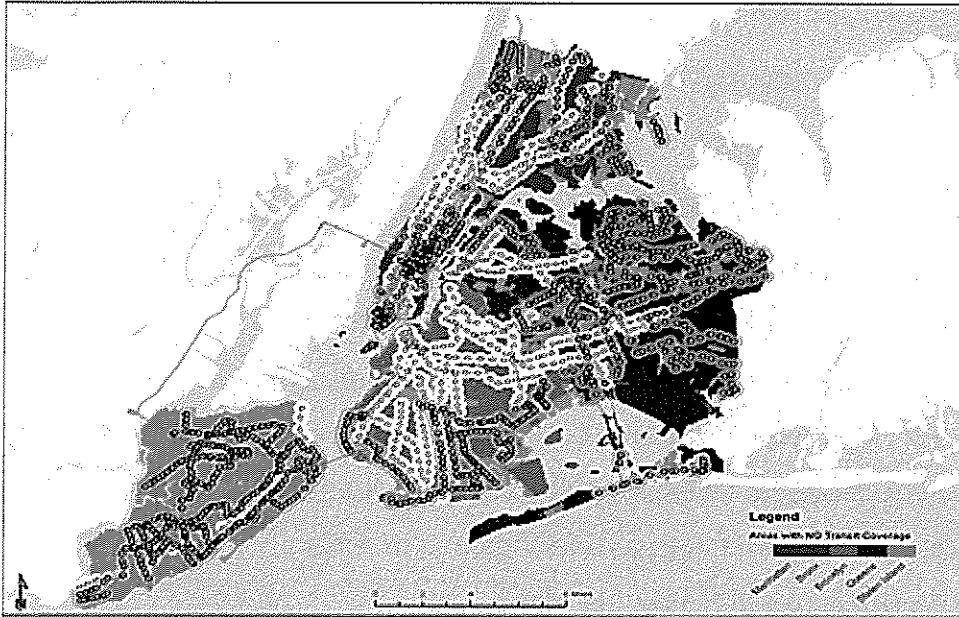
Where People Live Without Cars and Without Good Subway Service

Figure 19: Composite: The urban core



Where Subway and Express Bus Service Is and Isn't

Subway and Express Bus Coverage



Regarding commuter rail in the boroughs, there are shorter-term and longer-term actions to consider. In the short term, Metro North should increase service at existing Bronx stations -- Mott Haven, Melrose, Morrisania, East Tremont, Highbridge, and University Heights on the Harlem and Hudson River lines, including the introduction of lower fares to encourage ridership. Longer-term actions are tied to the completion of the East Side Access project connecting the LIRR to Grand Central Terminal. Once this is done two things can happen: a) the LIRR can run more trains with stops in portions of Queens where subway service is poor or non-existent, including southeast Queens and Queens Village and b) Metro North can operate a new service into Penn Station, stopping at new stations in the Bronx, which would also be helpful for Bronx resident working in Westchester and Connecticut along the New Haven line of Metro North. However, one or both will not happen unless the two commuter railroads can agree on which services to operate. This agreement will require the MTA, the parent agency, to arbitrate the choices.

I call your attention to a proposal for a rail line that would run through Brooklyn, Queens and the Bronx, from Bay Ridge to Yankee Stadium, connecting these three boroughs to each other and to nearly

all Manhattan-bound subway lines. The Triboro Rx, first proposed by RPA in the 1990s, was recently cited by Manhattan Borough President Scott Stringer as a potential model for serving these areas, would run almost entirely along existing rail rights-of-way. RPA hopes to fully study the proposal, which we believe would be a very cost-effective approach to serving the three boroughs.

This written testimony also lists a set of recommendation from our report.

I want to conclude by reminding everyone that none of these ideas, no matter how good, will be implemented without money. It takes lots of money just to keep the transit systems we have in a state of good repair, much less improving upon them. While it is not the City Council that has the prime responsibility for finding additional revenues, it is the responsibility of your colleagues in the New York State legislature. To date, there has been little interest in creating added revenues for transportation. The mobility fee has been eroded, the revenues from fuel taxes are declining as cars get more efficient, and congestion pricing, passed by this Council, did not find sufficient support in Albany. Without added revenues for transit, the ideas expressed here will remain just ideas.

We look forward to elaborating on any of these ideas with the Transportation Committee. Thank you for your time and attention.

APPENDIX

Triboro Rx - Connecting Brooklyn, Queens and the Bronx, Finally

The New York City subway system was developed over the last century by both leading and following the dispersal of activity from Manhattan outward, principally to the three other most populous boroughs – Brooklyn, Queens and the Bronx. This produced a series of 26 radial subway lines that extended from Manhattan outward, all routed into and through Manhattan below 60th Street. The exceptions are the G line connecting Brooklyn and Queens, and the 42nd Street shuttle in Manhattan and the Franklin Avenue shuttle in Brooklyn. The logic of this network made sense because of the high concentration of activities in Manhattan, the largest such concentration in the United States, with enough riders traveling to one place to offer frequent service and justify the expense of a rail line. But it has left many New Yorkers with poor transit options wishing to travel among the three outer boroughs, requiring a long subway trip through Manhattan to reach an outer borough destination, or a slow bus trip within or between boroughs. For many, access to jobs using public transit within their own or neighboring “outer” boroughs is a serious problem.

In the table below the number of trips to work between each pair of boroughs is presented along with the share using transit and share using cars. Of the 1.3 million trips not involving Manhattan, about 970,000 are among the Bronx, Brooklyn and Queens. The table illustrates the relative low use of transit shares for these outer borough pairs compared to trips into and out of Manhattan. For intra-borough trips only 35 percent use transit within the Bronx, 38 percent within Brooklyn and 27 percent within Queens. For trips among boroughs the transit shares are somewhat higher, notable for Kings-Bronx trips where the subway can be a reasonable option. But transit shares to and from Queens never reach 50 percent by transit and leaving Queens the transit shares are about one in three trips.

To address this deficiency in transit service, Regional Plan Association in its Third Regional Plan, *A Region at Risk* proposed a new rail line among its transit proposals (known collectively as Rx), the Triboro Rx line. This line would run from Brooklyn to Queens and into the Bronx. (See map).

The line would run intersect all the radial lines in the subway system (except the #1/9 Broadway IRT) at least once, with station locations at these intersection points, and where major bus lines are located. In this way it would enable people to travel among many places in their own borough, now disconnected,

or to adjacent boroughs without having to travel into Manhattan by subway and then out again on another line. It would also give many transit riders now using buses within the outer boroughs faster transit options with fewer time consuming and inconvenient transfers.

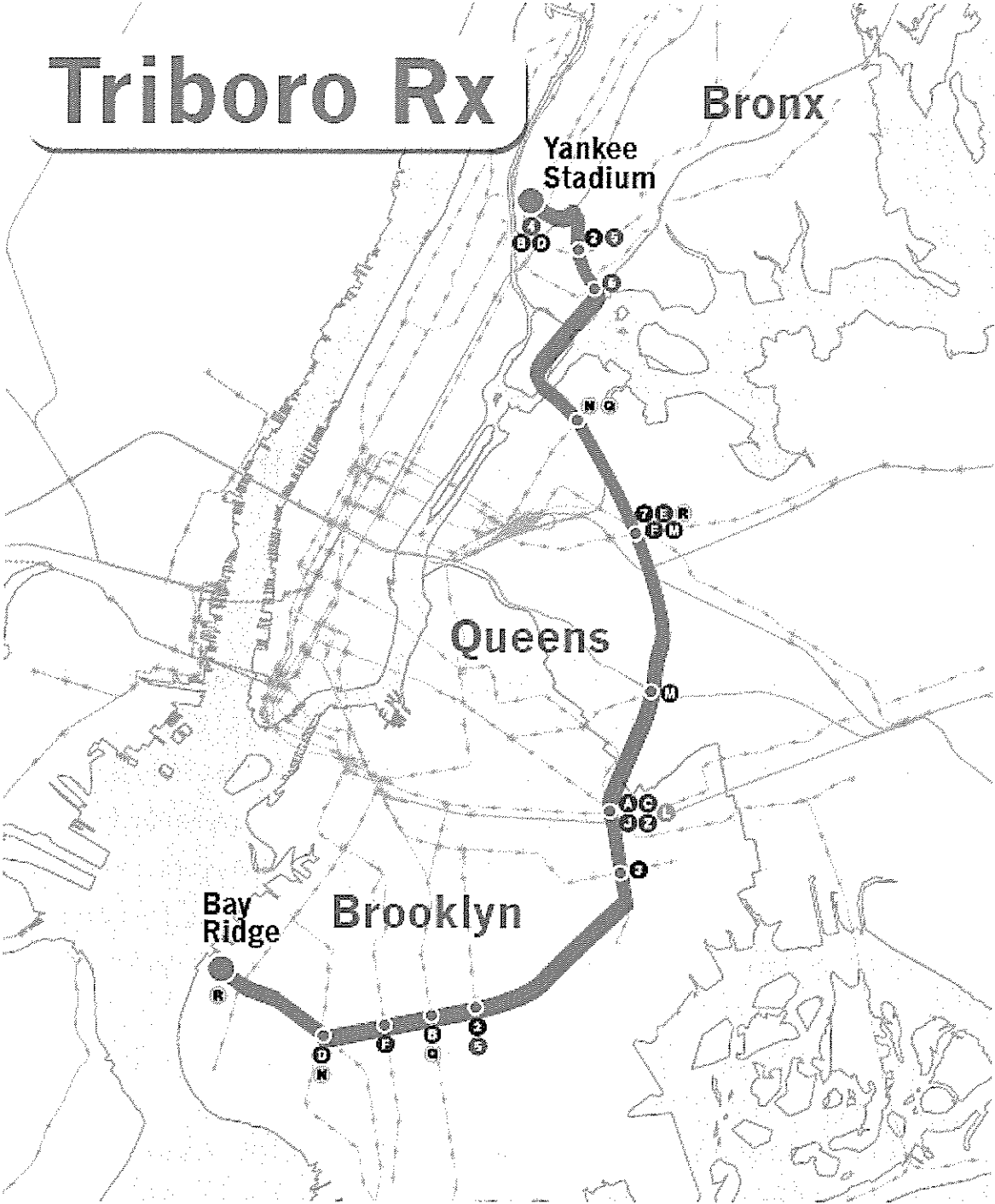
The line would provide job access for residents of the area through which line would operate. Today, the areas served are typically of lower income than the three boroughs overall. The area that would be served is also the location of industries that generally employ service and factory workers.

The Triboro Rx would not require new rights-of-way. Rather, it would use the rail freight connecting track running from Bay Ridge in Brooklyn to the Hell Gate Bridge connecting Queens with The Bronx.

Work Trips Among New York City Boroughs

Work Trips Among New York City Boroughs: 2000					
Work Location					
Total Trips					
Residential Location	The Bronx	Kings	New York	Queens	Richmond
The Bronx	168,905	17,205	159,665	17,645	2,110
Kings	11,315	431,560	341,155	62,255	9,380
New York	20,775	25,570	631,130	20,120	2,765
Richmond	1,095	29,425	53,250	5,630	86,195
Queens	18,375	87,350	346,270	367,825	5,250
Percent by Transit					
	The Bronx	Kings	New York	Queens	Richmond
The Bronx	35.0	67.0	77.8	49.6	57.1
Kings	55.6	38.3	86.2	42.7	45.4
New York	61.0	70.8	55.6	60.6	60.2
Queens	30.8	37.7	79.1	27.2	39.4
Richmond	31.4	13.6	66.6	11.8	13.8
Percent by Auto					
	The Bronx	Kings	New York	Queens	Richmond
The Bronx	40.9	29.2	20.3	47.5	36.7
Kings	41.7	37.7	12.1	52.5	51.3
New York	31.1	19.3	5.9	30.9	20.4
Queens	66.6	59.3	19.5	53.6	54.8
Richmond	67.9	85.5	32.4	86.3	75.1

Triboro Rx With Possible Transfer Points



Additional Recommendations From "Tomorrow's Transit"

Bronx Recommendations

- MTA Metro-North should increase service at Bronx stations -- Mott Haven, Melrose, Morrisania, East Tremont, Highbridge, University Heights on the Harlem and Hudson River lines, and by introducing a fare that is attractive enough to encourage ridership.
- MTA - NYCT should initiate express subway service in peak hours and direction on the Dyre Avenue line and on other Bronx lines where a third track makes this possible such as on the #4 Jerome Avenue subway.
- In the long run, NYCT should start post Second Avenue Subway planning, centered on serving the Third Avenue corridor in the south-central area of the borough.
- The SAS extension studies should include study of the use of the Amtrak right-of-way as a means of adequate access to the northeast Bronx, including Co-op City should be the subject of early study.

Queens Recommendations

- The MTA and the City should revisit the prospects for a BRT on Queens Boulevard.
- The LIRR should move forward with the LIRR third track project from Bellerose to Hicksville to give Brooklyn and Queens residents a transit choice to reach jobs in Nassau County.
- Establish transfer connections at two locations in Long Island City – connecting Queensboro Plaza and Queens Plaza and E, G , and V at Court Square. When ESA opens reconfigure LIRR service to offer expanded service at Queens stations with fares higher than the subway, but not at prohibitive levels. This service would relieve congestion on the Queens Boulevard line. Jamaica, South Jamaica; Low capital; mid-term
- Take advantage of the improved service frequency between Jamaica and downtown Brooklyn on the Atlantic Branch of the LIRR once East Side Access opens.
- Determine the extent to which crowding on the Queens Boulevard lines would be addressed by Communications-based Train Control (CBTC) in the entire subway system and move toward early implementation.

Brooklyn Recommendations

- Accelerate implementation of the BRT program along Nostrand Avenue.
- Consider possible ferry services from communities along the water's edge such as Williamsburg, Greenpoint, Red Hook, Sunset Park and Bay Ridge.
- The dysfunctional Nostrand Junction is at the heart of much of the capacity, travel times and reliability problems for subways in Brooklyn. The MTA should accelerate consideration of the options, whether it is by installing CBTC early, reconstructing the Junction, extending the subway down Nostrand Avenue or re-assigning the IRT numbered lines. As an early first step there should be an education campaign for subway riders in East New York and their elected officials to inform them of the benefits of a line assignment switch in advance of the more capital intensive solutions that might take many years. Move forward with the assignment change if the community is supportive.
- Examine the cost effectiveness of initiating express service in the peak direction on the Jamaica Avenue J line. East New York.
- Establish transfers at two locations in Brooklyn – connecting the J/M with the G at Broadway and Hewes Street and the #3 and the L at Junius and Livonia Avenues.
- Consider the long-term efficacy of replacing the aged Jamaica Avenue elevated line versus retaining it, parts of which are 115 years old.
- Convert the Atlantic Branch of the LIRR to rapid transit service. (This is also discussed in the Queens section of this report). In Brooklyn the converted Atlantic Branch would receive a new transit line from Utica Avenue that could be extended as much as four miles to Flatbush Avenue. The service starting in southeast Queens would offer a stop at East New York where riders from the A, C, J, and L trains could transfer for a high speed trip to downtown Brooklyn and Lower Manhattan by connecting the line to the SAS in Lower Manhattan and via Liberty Street in Manhattan to the World Trade Center area. It will create a fast service to the east and to Lower Manhattan from Jamaica, south and central Brooklyn, and via the JFK AirTrain station in Jamaica Center for the airport.

Staten Island Recommendations

- The MTA and the NYCDOT should proceed with the Hylan Boulevard BRT.
- Move forward with a new ferry service from the the southern part of Staten Island to lower

Manhattan.

- The studies of the North Shore and West Shore should be merged, or at least coordinated to examine more holistically the future transit network on Staten Island. The study (or studies) should determine how best to take advantage of the Staten Island Expressway preferential lane and how or whether to link it to the Hudson Bergen LRT.

Manhattan Recommendations

- Explore the potential for BRT and a pedestrian / bikeway exclusive corridor for the one-way pair of Columbus and Amsterdam Avenues.
- Extend the SAS station on 125th Street westward to Broadway to create a multiplicity of transfers that would open up many opportunities for movement in upper Manhattan and between Manhattan and the Bronx.
- Commit to the construction of all SAS transfer stations, including a new one at Grand Street. Widespread benefits for lower income areas throughout the City.

**THE COUNCIL
THE CITY OF NEW YORK**

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in favor in opposition

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Name: Ya-Ting Liu

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I represent: Transpiration Alternatives

Address: 127 West 26th St. NY 10001

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in favor in opposition

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Name: JEFFREY ZUPAN

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I represent: Regino Pla Assn.

Address: 4 MUNG PL NY 10053

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(PLEASE PRINT)

Name: Veronica Vanterpool

Address: 350 W. 31st St. #802 10001

I represent: Tri-State Transp. Campaign

Address: _____

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Date: _____

(PLEASE PRINT)

Name: David Giles

Address: _____

I represent: Center for an Urban Future

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

*Submitted
for the
record

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I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6-19-2012

Borough President (PLEASE PRINT)

Name: Scott M. Stringer

Address: _____

I represent: Office of Manhattan Borough President

Address: Centre St. 19th Floor

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THE CITY OF NEW YORK**

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Date: 6/19/12

(PLEASE PRINT)

Name: Jeff Kroll

Address: 7 North St. SI NY 10302

I represent: Atlantic Express

Address: 7 North St. SI NY 10302

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Date: _____

Name: Jandra Shorenstein (PLEASE PRINT)

Address: 257 Park Ave South 17th Fl

I represent: Environmental Defense Fund

Address: _____

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THE CITY OF NEW YORK**

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in favor in opposition

Date: 6-19-12

Name: Thomas Lucania (PLEASE PRINT)

Address: _____

I represent: Bronx Boru President

Address: Ruben Diaz Jr

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THE CITY OF NEW YORK**

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Date: 6/19/12

Name: Burke Schiller (PLEASE PRINT)

Address: NYC DOT

I represent: _____

Address: _____

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Date: 6/19/12

(PLEASE PRINT)

Name: Ed Pierce

Address: NYC DOT

I represent: _____

Address: _____

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in favor in opposition

Date: 6/19/12

(PLEASE PRINT)

Name: Eric Beston

Address: NYC DOT

I represent: _____

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Peter Cafaro

Address: _____

I represent: MTA NYC TRANSIT

Address: _____

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Das Tendler

Address: _____

I represent: MTA NYC Transit

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/19/2012

(PLEASE PRINT)

Name: Tennifer Thorne-Mosson

Address: 2605 Bath Avenue, Brooklyn

I represent: Southern Brooklyn Democrats

Address: _____

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THE CITY OF NEW YORK**

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in favor in opposition

Date: 6/19/12

(PLEASE PRINT)

Name: William Wheeler

Address: MTA 347 Midway

I represent: MTA

Address: same

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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in favor in opposition

Date: 6/19/12

Name: Paul White (PLEASE PRINT)

Address: 127 W 26th NYC 10001

I represent: Transportation Alternatives

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. ✓ Res. No. _____

in favor in opposition

Date: 6/19/12

Name: Gene Ross (PLEASE PRINT)
WILLIAM HENDERSON

Address: 5th Ave NYC

I represent: NYC TRANSIT BOARDERS COUNCIL

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. ✓ Res. No. _____

in favor in opposition

Date: _____

Name: Gene RUSSELL (PLEASE PRINT)

Address: _____

I represent: STRAWHATERS COUNCIL

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Manny Mabile

Address: 7 North St Staten Island NY

I represent: Atlantic Express Transport

Address: attn Corp

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/19/2012

(PLEASE PRINT)

Name: Jeff Kollor

Address: 7 North St Staten Island NY

I represent: Atlantic Express Transport

Address: ation Corp

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/19/20

(PLEASE PRINT)

Name: JOHN ROZANKOWSKI

Address: 2960 Grand Concourse, 2H

I represent: Bruck Resident

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)
Name: Anthony Callender
Address: 163-35 130 Ave, Jamaica, NY
I represent: Institute for Rational Urban Mobility
Address: 1 Weeshingh Sq Village

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)
Name: I. Danek Miller
Address: One Cross I. Plaza, Rosedale NY
I represent: ATU Local 1056
Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 6/19

(PLEASE PRINT)
Name: Elena Contre
Address: 200 Wilton St, Bay Ridge NY
I represent: Prattville Ct Community Dev
Address: _____

Please complete this card and return to the Sergeant-at-Arms