

CAMPAIGN FOR NEW YORK'S FUTURE

Long Island and PlaNYC

"Traffic congestion
in Manhattan is
strangling the
whole metropolitan
region."

- *Newsday Editorial,*
June 3, 2007

On April 22nd, Mayor Bloomberg unveiled a visionary plan for managing New York City's growth that would help create a sustainable future for the region. With the Tri-State region's population expected to grow by 4 million people by the year 2030, it is essential that forward-thinking initiatives are put into place. PlaNYC proposes 127 new initiatives addressing the region's air, water, land, energy and transport challenges. These initiatives range from new mass transportation projects to best management practices that would reduce the flow of sewage into the Long Island Sound.

What are the implications for Long Island?

New York City does not exist in a bubble. PlaNYC approaches each of New York's major challenges as regional issues that impact the entire metropolitan area. This recognizes the simple truth that the air we breathe and the water that we drink flows over, under and through the political boundaries that we have created. It also acknowledges that the economies of city and suburb are intricately linked; the city needs healthy and attractive suburbs just as the suburbs need a vibrant city economy. Therefore, both the BENEFITS and COSTS of the plan will affect Long Island as well as the city.

What are the benefits to Long Islanders?

Air Quality

Long Island's air quality is among the worst in the state. Since pollution produced in New York City blows over Nassau and Suffolk, the actions to reduce air pollutants will directly benefit the health and quality of life of Long Island residents. The initiatives, from congestion reduction to lower building emissions, will reduce soot by 39%, giving New York the cleanest air of any big city in the nation.

Water Quality

PlaNYC will greatly reduce sewage discharge into the waterways surrounding the City by a range of actions, including expanding capacity at treatment plants and using more green space to capture storm runoff. This would particularly benefit the water quality of the Long Island Sound. The plan could also make it possible to create new backup systems that each part of the region, including Long Island, could use in case of an emergency.

Transportation

The Plan includes several key Long Island transportation projects:

- The East Side Access project, which would save 75,000 Long Island Rail Road riders an average of 44 minutes per day (22 minutes in each direction);
- A transit loop in the Nassau Hub;
- A third track for the main line of the Long Island Rail Road;
- A rail link with direct service from the LIRR in Jamaica to Lower Manhattan.

How will the congestion pricing proposal affect Long Island Drivers?

The system currently proposed as part PlaNYC is similar to that of London. Cars driving to the Manhattan Central Business District (CBD) will be charged roughly \$8 between 6 a.m. and 6 p.m. Travel along perimeter routes such as the FDR and West Side Highway would be exempt from the charge, as would taxis, buses and emergency and handicap-licensed vehicles. Trucks would be charged \$21. E-Z Pass technology will allow for barrier-free toll collection. Drivers paying bridge and tunnel tolls to enter the zone will be credited the amount of their round-trip tolls that day, up to \$8. Vehicles without E-Z Pass will be recorded by cameras and will be allowed to pay the fee through the phone, Internet or participating retailers within 48 hours.

Of the 118,000 residents of Nassau and Suffolk who commute to Manhattan, only about 11,000 drivers who currently take free bridges and tunnels would pay the charge. These drivers would benefit from a faster and more reliable trip. The other 21,000 auto commuters that are using the Midtown Tunnel, Triborough Bridge or Brooklyn Battery Tunnel would be able to deduct the tolls that they currently pay. Most of the remaining 87,000 commuters would benefit from the improved transit services that would receive funding from the revenues produced by the congestion fee.

What is the fiscal impact for Long Islanders?

The plan proposes no new taxes, regulations or mandates that would be imposed on Long Islanders. However, while most of the costs associated with the plan will be covered by New York City, the transportation aspect of the plan does have a direct fiscal impact on New York State taxpayers. The Mayor has set forth an ambitious transportation plan that addresses all modes of transportation over the next 23 years. The total cost for all of the projects is \$50 billion; there is \$19 billion in current and committed funding. To address the \$31 billion funding gap there needs to be a commitment of \$800 million a year, over the next 23 years.

- \$400 Million will come from congestion pricing
- \$200 million will come from New York City
- \$200 million will come from New York State

What is being asked of New York Legislators to implement the plan?

Most of the 127 recommendations can be implemented by New York City's Mayor and Council. However, the New York State legislature must approve key elements of the plan, including:

- Authorization to implement congestion pricing,
- Funding commitments for mass transportation,
- New York City tax incentives for renewable energy
- Changes in regulations governing New York City brownfields and energy use

What will happen if we do not adopt the plan?

Without taking action, it will be far more difficult for Long Island to provide the transportation, energy, water and air quality improvements that it needs to maintain the quality of life that attracted most Long Islanders in the first place. Likely results would include:

- Longer commuting times
- Further decrease in air quality
- Additional strain on our transportation system

For more information, visit www.CampaignForNewYork.org.