

February 16, 2018

Greetings –

Progress for Early Voting

On Monday, Governor Cuomo announced that he will include funding for early voting in a 30-day budget amendment. The early voting legislation proposed by the Governor will require every county to offer residents access to at least one early voting poll site during the 12 days leading up to Election Day. Voters will have at least eight hours on weekdays and five hours on weekends to cast early ballots. Counties must have one early voting poll site for every 50,000 residents and the bipartisan County Boards of Elections will determine the specific location of early voting polling places, subject to standards of accessibility and convenience.

I applaud the Governor for his intention to fund early voting in the FY 2019 Executive budget. This piece of funding is needed to make early voting a reality in our state. New York is one of only 13 states that does not offer early voting and because of that and other antiquated laws we have some of the worst voter participation in the nation.

Funding early voting will be a first step in modernizing our voting systems, but there is so much more to do, from allowing same day registration, no fault absentee voting, allowing for party enrollment changes to take place 10 days before an election and more.

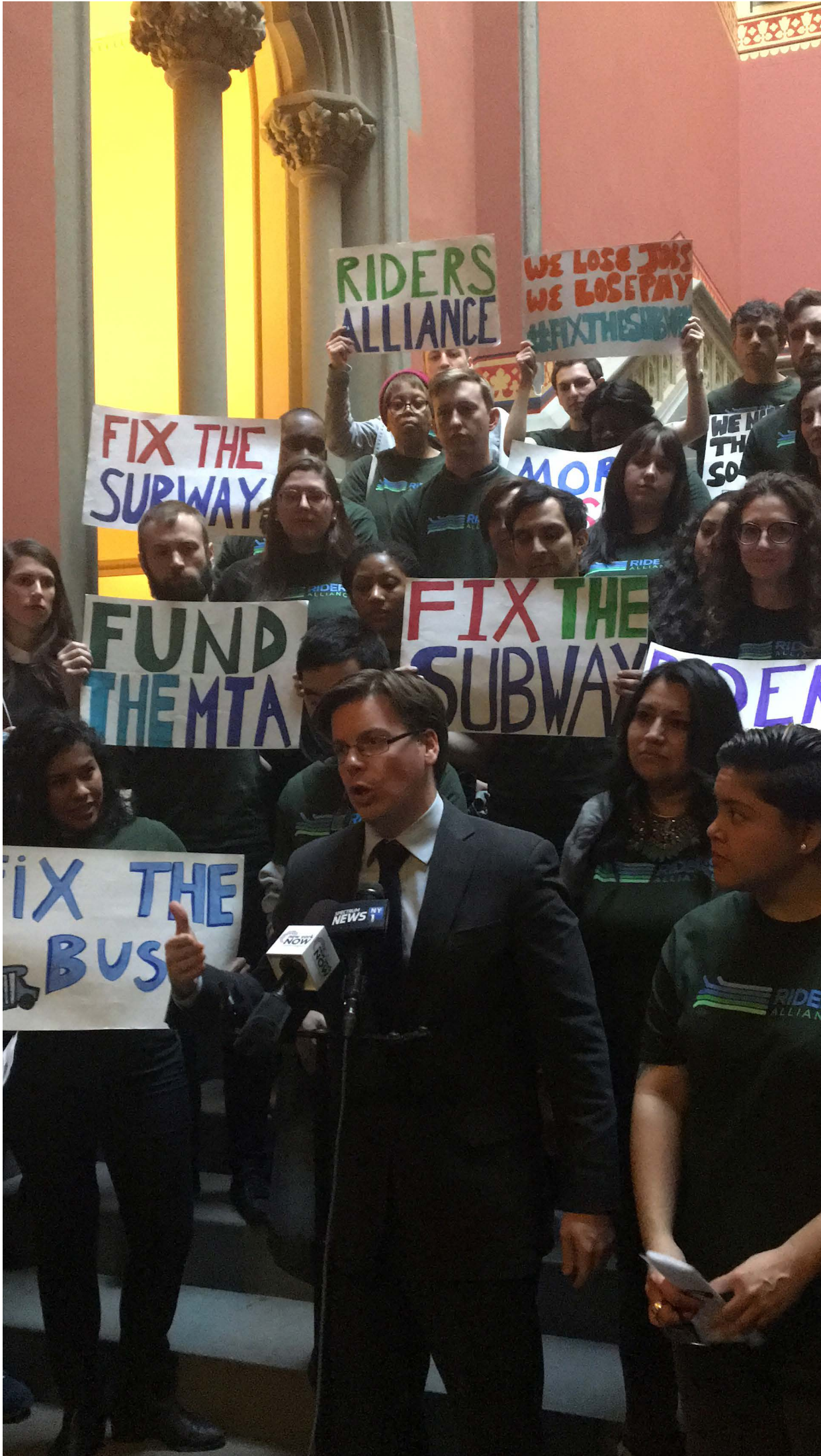
Rally for Public Transit Funding w/Riders Alliance

According to the State Comptroller’s November 2017 report, the current 2015-2019 MTA Capital program had a funding gap of \$15 billion when it was first proposed. It took 17 months before the state, the city and the MTA could agree on a funding formula to close the gap, which delayed a number of projects. The 2020-2024 capital program, which is scheduled to be released in the fall of 2019, could have an even larger gap in the absence of solid commitments from the state and the city, or a new funding source.

This is why over the past number of months, since the release of my survey, which asked constituents about their favored mass transit funding mechanisms, I have been so focused on this issue.

This week in Albany, I joined Riders Alliance, a transit advocacy organization that has consistently sounded the alarm and organized about the state of our mass transit system, to speak about the need for the MTA to be infused with a dedicated revenue stream of at least \$1.5 Billion annually.

Click the photo below to hear my remarks at the rally:



[The Governor's Fix NYC advisory panel proposal](#) that was released last month provides a pathway to generate the revenue stream needed for the MTA. It is imperative that we address the MTA's lack of funds and mismanagement so that we can fix our mass transit system and keep it from falling further into disrepair. There has been a lot of talk about potential impact that a congestion pricing plan may have on commuters around the city, [The Tri-State Transportation Campaign](#), a non-profit policy advocacy organization dedicated to mobility, accessibility and livability in New York, New Jersey, and Connecticut released a district by district analysis outlining the impact that a potential congestion pricing plan would have on district commuters.

The fact sheet on the 44th Assembly District, as seen below, shows that only 2.4% of district commuters would pay a congestion charge because they would drive or take a taxi into the Central Business District in Manhattan below 60th Street for work, while 62% of the district commuters take public transit and

therefore would benefit from the increased dedicated revenue stream outlined in the Fix NYC proposal. No matter how much money we dedicate to the MTA, if we do not also bring accountability, transparency and common sense to the MTA's management and procurement practices, we will never solve this problem.

Congestion Pricing District-Level Analysis

Assembly District 44 – Kings County

Assemblymember Robert C. Carroll (D)

Impact on District Commuters

- **Only 2.4% of district commuters would pay a congestion charge** because they drive or take taxis into the central business district (CBD) of Manhattan below 60th Street.
- **60.8% of district commuters take public transit** and would benefit from increased funding for transit.
- **38.4% of district workers commute into the CBD and 61.6% do not commute into the CBD.**
- The district median income is \$41,617. Workers who drive alone have a lower median income than those who take public transit.

Median Income of Workers 16 Years and Older by Mode

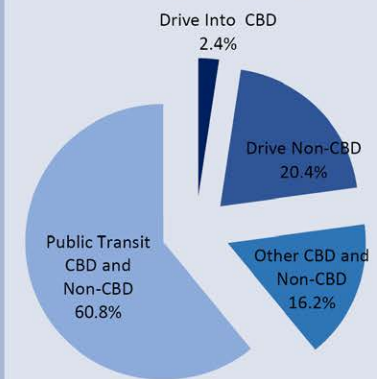


Data source: US Bureau of the Census 2011-2015 5-year American Community Survey (ACS).

Travel to Work Analysis for District Commuters

How Many Commuters Would Pay a Congestion Charge?

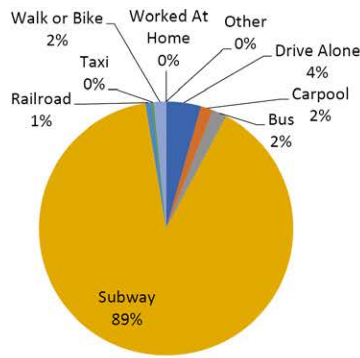
Only 2.4% of All Commuters Would Pay A Congestion Charge



* Drive includes Drive Alone, Taxi, and Carpool. Public Transit includes Railroad, Subway, and Bus. Other includes Walk, Bike, Work at Home, and Other.

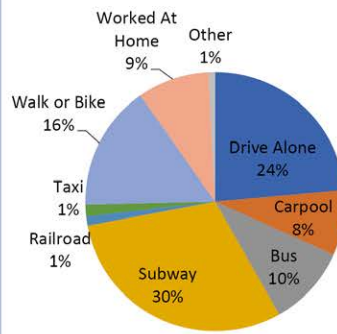
How Do Commuters Get into the CBD?

38.4% Are CBD Commuters



How Do Commuters Get to Work in Other Locations?

61.6% Are Non-CBD Commuters



Data source: Census Transportation Planning Products (CTPP), US Bureau of the Census 2006-2010 ACS, sponsored by the American Association of State Highway and Transportation Officials (AASHTO).



The debate around this issue will continue in Albany and no plan is set in stone at this time, but as always, I appreciate your feedback on this issue and am happy to hear your views.

My Budget Town Halls:

I am holding two budget town halls on the Governor's proposed \$168.2 Billion executive budget proposal over the next two months. If you are concerned about transportation, education, criminal justice, healthcare and more, I hope you will attend one of these events to share your views. I will provide a budget overview and there will be opportunities to advocate for important budgetary issues while at the meetings. Please RSVP to carrollr@nyassembly.gov. Join me to make your voice heard!

For full details please see the flyer below:

ASSEMBLYMEMBER
ROBERT CARROLL
hosts
**New York State
Budget Town Hall Meetings**

I am holding two budget town halls to share my thoughts on the 2018 budget and hear yours! I hope you can join your neighbors and me at one of these events to share in this important discussion.



Wednesday, February 28th

PS 889/MS 890
21 Hinckley Place (between East 8th Street
and Coney Island Avenue)
6:30 p.m. to 8:30 p.m.



Thursday, March 22nd

PS 321
180 7th Avenue
(between 1st and 2nd Streets)
6:30 p.m. to 8:30 p.m.

- 2018 proposed budget summary
- Implications for transportation, education, healthcare, and more
- Q&A

To RSVP or for more information:
(718) 788-7221 or carrollr@nyassembly.gov

Community Meetings in the Week Ahead:

CAMBA Community Advisory Board for the Park Slope Women's Shelter

Park Slope Armory

1402 8th Avenue

Tuesday, February 20

6:30PM to 8:00PM

Please RSVP to Talisha Easterling, Director at TalishaE@camba.org and Rasheedah Boyd at RasheedahB@camba.org if you plan to attend. Usually meets the third Thursday of the month.

70nd Precinct Sector D NCO meeting

St. Paul's Church

157 St Paul's Place

Tuesday, February 20

7:00PM to 8:00PM

[Neighborhood Coordination Officers](#), or NCOs, are your local problem solvers. They spend all their working hours within the confines of their assigned sectors, actively engaging with local community members and residents. They get to know the neighborhood, its people, and its problems extremely well. PO Callender and PO Sesay, the NCOs for the Sector D, will provide a neighborhood update and respond to questions and concerns from residents.

Community Board 7 Monthly Meeting

CB 7 Office

4201 4th Avenue, entrance on 43rd Street

Wednesday, February 21

6:30pm

Open to community members. The [CB 7](#) monthly meeting is typically scheduled on the third Wednesday of the month at the CB 7 office but location moves around occasionally.

See you around the neighborhood,

Bobby

Assemblymember Robert Carroll

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