



Assemblymember Robert Carroll *Community Update*



District Office: 416 7th Avenue, Brooklyn, NY 11215 • 718-788-7221 • carrollr@nyassembly.gov
Albany Office: Room 429 LOB, Albany, NY 12248 • 518-455-5377 • <http://nyassembly.gov/mem/Robert-C-Carroll/>

Fall 2017

Young Voter Act



Assemblymembers Carroll & Simon with 30 high school students rallying in support of the Young Voter Act.

My bill to lower the voting age to 17 for State and Municipal elections (A.6839/A.6840) picked up steam when I hosted a press conference on the day before the general election to draw attention to the characteristically abysmal voter turnout in New York State.

I was joined by over 30 civically minded and engaged 16 and 17 year olds from 7 different high schools around New York City. New York State has some of the worst voting laws in the nation and we are consistently between 41st and 49th in the country in voter turnout. As a state, we must do more to make it easier to vote. If someone does not become an active voter by the time they are 25 then they're likely to never become an active voter. Lowering the voting age to 17 will encourage young people to get into the habit of voting while still living at home in a familiar environment, before they go off to college or elsewhere. The Young Voter Act also includes a requirement that New York high school students receive at least eight hours of civics instruction, and that on or before their 17th birthday, students be handed a voter registration form.

Traffic Safety in front of PS 889 and IS 890



Assemblymember Robert Carroll speaking to the DOT and school officials about traffic issues for students of PS 889 and IS 890.

Since the beginning of the school year, my office has been in contact with NYC Department of Transportation and the Mayor's Office about traffic safety issues in front of PS 889 and IS 890, the new schools located at 510 Coney Island Avenue. On September 26th, I convened a meeting with the principal of each school as well as DOT, Department of Education officials and officers from the two police precincts that cover the area to urge them to improve traffic safety by installing a traffic light in front of the school.

After constant contact with DOT, we finally received word that they too concluded that the stretch of Coney Island Avenue in front of PS 889 and IS 890 is too busy and dangerous to have children crossing without a traffic light and crosswalk, and agreed to install a traffic light at Coney Island Avenue and Hinckley Place by January 2018.

Additionally, DOT is working with Community Board 12 to implement other traffic calming measures like adding a median and eliminating the left turn at Turner Place.

It took longer than I would have liked, but I am glad that DOT is being attentive to the safety needs of the children at PS 889 and IS 890 and I look forward to working with them to make sure these enhancements take place as soon as possible.



Assemblymember Carroll with officials from DOT, the NYPD, DOE and school officials meeting about traffic issues for students of PS 889 and IS 890.

MTA Advocacy & Survey Results

As you know, I have made it my mission to try and address the ongoing problems we are facing with the state of our public transit system. I have participated in a special Assembly Majority conference where we discussed mass transit, press events with other legislators, and an event with the Mayor and Senator Bernie Sanders. The Governor, the Mayor, and the Legislature must work together so that New Yorkers get the MTA they deserve. In order to do that, we need a better funded MTA.

For the past month, I have been surveying my constituents both online at my website and at a subway stop near you to figure out the right avenue to pursue as a means of filling the MTA's budget gap. The survey lists a menu of funding ideas and asks constituents which options they like or don't like and which idea they think is best. So far, we've gathered almost 1000 different responses either in person or online, so thank you all who took the time to participate.

Here are the ideas included on the survey:

Millionaires Tax

A millionaires tax would be a tax for wealthy New York City residents to help pay for subway and bus upgrades and for reduced fares for more riders. It would increase the city's highest income tax rate to 4.4 percent from about 3.9 percent, for married couples with incomes above \$1 million and individuals who make more than \$500,000.

Floating a Bond

The Assembly can pass a bill so that voters of the State of New York can approve a general obligation bond to be floated by the State of New York for \$4.5 billion dollars. The state would then infuse the MTA Capital Budget with much needed funds so that the MTA could modernize signals and switches and purchase modern open gangway subway cars. A bond is essentially a loan that government can use to fund projects and repay over a period of time. The idea is that the financial impact of a better transit system would help pay the bond back over time.

Taxi/Ride Sharing Surcharge

Currently, the state levies a 50 cent MTA surcharge on each yellow and green taxi ride. The surcharge can be increased to one dollar and this surcharge can be applied to black cars, Uber and other ride sharing applications. This would raise \$225 million - \$300 million in funding for the MTA. Extending the surcharge to e-hail services would be a first for the city.

Congestion Pricing

Congestion Pricing is a plan to raise hundreds of millions of dollars to support the transit infrastructure by charging drivers to enter the most congested parts of Manhattan during peak business hours by tolling the East River bridges and charging drivers to cross 60th Street in Manhattan. The plan would also include lowering tolls on bridges that do not enter the central business district. The idea is to use this funding to support the public transit that everyone uses, while also trying to discourage unnecessary car traffic in an already overcrowded part of the city.

Efficiency Task Force

The MTA is the most expensive transit system in the world. Peer cities like London and Paris have systems which are both old and dense, but keep operating costs lower. The Governor can convene a task force to find out why it costs so much to operate and root out waste and inefficiencies. This group can convene and be composed of experts who can independently make recommendations that can be acted on by the state government.

Personal Income Tax

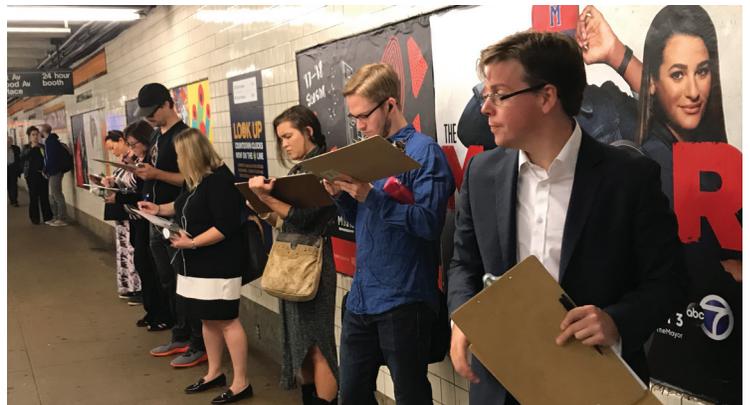
The state can dedicate a small percentage of state personal income tax from counties served by the MTA towards the MTA's capital expenses.

Vehicle-Miles-Traveled (VMT) Tax

A VMT fee charges motorists based on their road usage measured in mileage. New technology may combine GPS and E-ZPass-like hardware to record and transmit miles for periodic billing and payment. This is a new and more experimental idea being discussed in government so that those who use the roads will be asked to contribute more, and those who do not will not be asked to pick up the burden.



Assemblymember Carroll with members of City Council and others calling on the MTA to bring efficiency and accountability to how it spends our money.



Assemblymember Carroll with a line of constituents at the Fort Hamilton F train station filling out his survey on ways to improve the funding of the MTA.



Assemblymember Carroll at the 7th Avenue F Train stations with constituents as they fill out the MTA survey.

Results

The results demonstrate a wide variety of opinions and I especially appreciated the thoughts that many of you shared in the comments section.

The survey is structured on a scale from 1 to 5 for each option, with 5 being the most popular. We also asked which option was your favorite.

- ✓ 41% of surveys picked the Millionaires Tax as their favorite option.
- ✓ 22% selected the Efficiency Task Force as their favorite, followed by Congestion Pricing at 18%.
- ✓ 58% of respondents gave the Millionaires Tax 5 out of 5.
- ✓ 42% of respondents gave the Efficiency Task Force a 5.
- ✓ The least popular reform was the VMT, which only 3% marked as their favorite, and only 12% gave it a 5 out of 5.

With this information, I will go and work in Albany with an eye towards trying to focus on the reforms that resonated the most. I will also be open to considering new ideas and hope that in the future, we find an answer that is fiscally prudent, but also sustaining, so that the state of our mass transit can finally improve and be reflective of the great state and city that we live in. You can still make your voice heard on this issue by filling out the survey on my website at nyassembly.gov/mem/Robert-C-Carroll/.

Assemblymember Robert Carroll around the District



Assemblymember Carroll speaking at the 350 Brooklyn Climate Solutions Town Hall about climate change and resiliency.



Assemblymember Carroll with First Lady Chirlane McCray, NYC DOHMH, and Maimonides Medical Center announcing the Healing NYC relay program to fight the opioid epidemic.



Assemblymember Carroll with Mohammad Razvi, the Executive Director of the Council of Peoples Organizations, at a Pakistani Independence Day festival.



Assemblymember Carroll visiting with seniors at the Senior League of Flatbush.



Assemblymember Carroll announcing a new fire safety preparedness partnership between the Boro Park Jewish Community Council and the American Red Cross.



Assemblymember Carroll with Sue Donoghue, the President of the Prospect Park Alliance and Marty Maher, the Brooklyn Commissioner of the NYC Parks Department celebrating the 150th Birthday of Prospect Park.

Supporting our Public Schools

Our public schools are critically important and have been a very important focus of mine since taking office. We greatly depend on the work that our PTA and PA's do for our schools, and I am always happy to support their work. I have made a concerted effort to attend school events, as well as PTA meetings to try and address issues pertinent to our many schools in the 44th Assembly District. Here are a few photos of me at different schools around the district over the past couple of months. If you would like me to attend an event or PTA meeting at your school, please feel free to contact my District Office at 718-788-7221.



Assemblymember Carroll speaking with the PS 154 PTA.



Assemblymember Carroll speaking with the PS 295 PTA.



Assemblymember Carroll speaking with the PS 130 PTA.



Assemblymember Carroll speaking with the PS 10 PTA.



Assemblymember Carroll speaking about civic engagement to a high school class at the Urban Assembly for Criminal Justice in Boro Park.



Assemblymember Carroll with the PS 139 School Leadership Team.



Assemblymember Carroll speaking with the PS 39 PTA.

Relief for the Victims of Hurricane Maria

To this day many in Puerto Rico and the U.S. Virgin Islands are still without power, and will be for long periods of time. In the aftermath of Hurricane Maria, we have seen so many people come together to support those affected by pitching in and supplying much needed emergency supplies.

Our District Office has been accepting non-perishable emergency supplies during business hours.

If you are interested in donating supplies, you can bring them to the District Office in Park Slope at 416 7th Avenue in Brooklyn between the hours of 9:30am and 5:00pm Monday – Friday. The requested emergency items are batteries, flashlights, portable lanterns, diapers, baby wipes, cases of water, and feminine hygiene products. All of the items that you bring must be completely unopened and packaged.

Assemblymember Carroll with Lenore Friedman of Senior League of Flatbush and Assemblymember Steven Cymbrowitz, presenting a check donated by the seniors at the center to the American Red Cross to benefit victims of Hurricane Maria.



Assemblymember Carroll with students, parents, and teachers from PS 53K dropping off supplies for Hurricane Maria relief efforts to the District Office.



New York State Assembly, Albany, New York 12248

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Assemblymember
**Robert
Carroll**
*Community
Update*

Upcoming Event Organized by my District Office:



MetroCard Van

Wednesday, November 29 • 9:30 a.m. – 1:30 p.m.
District Office (416 7th Ave., Brooklyn, NY)

No appointments are necessary, just come on by.



Take care of all MetroCard business at the MetroCard Van. Apply for or refill a Reduced-Fare MetroCard, Regular MetroCard, or Unlimited MetroCard. Buy Pay-Per-Ride cards. Check the balance on expired MetroCards. And ask MetroCard-related questions. You will get prompt, attentive service, right in your own neighborhood.

Seniors: If you are 65 years of age or older, you can bring your Reduced-Fare Metrocard application to the MetroCard Van with two valid IDs (Driver's License, Medicare Card, or Birth Certificate, one of which must have a photograph of you). Free photography services will be available.

For additional information call the District Office at 718-788-7221.