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## COMMUNITY BOARD NO. 2, MANHATTAN

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May 22, 2015

Margaret Forgione  
Manhattan Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane, 35<sup>th</sup> Floor  
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting May 21, 2015, Community Board #2, adopted the following resolution:

### **Resolution in support of Move NY plan for fair tolling and improved transit.**

**Whereas** the Move NY Fair Plan proposes actions to address New York's ailing transportation system, including:

- Tolls on the currently free East River Bridges (Brooklyn, Manhattan, Williamsburg and Queensboro/ Ed Koch), to more equitably balance the costs of driving into the CBD by apportioning bridges and tunnels charges, and to lessen the incursion of excessive motor vehicular traffic into our congestion-filled neighborhoods and its harmful impacts (such as air pollution, unsafe streets, and noise disturbance) by removing the incentive for motorists (more than a million a day crossing in either direction) to crowd onto the free bridges to avoid paying passage (causing traffic jams and overloading local streets).
- Reduction of tolls on certain outer-borough crossings to more fairly share the toll burden and rationalize the current haphazard tolling system.
- Dedication of all moneys collected from the tolls (estimated to bring in \$1.5 billion in net revenue annually) to transportation improvements, with  $\frac{3}{4}$  going to mass transit and  $\frac{1}{4}$  to roads and bridges, to go directly to and be distributed by a Move NY Highway and Transit Authority.
- Electronic toll collection, to speed toll payments and facilitate traffic flow.; and

**Whereas** the MTA has been severely underfunded for many years, with federal support decreasing dramatically, and with State and City support declining from 25% in the 1980s to about 6% today, resulting in deep service cuts and steep increases in fares as well as negligence in the system's upkeep; currently the MTA faces a \$15.2 billion funding gap for its proposed 2015-2019 Capital Plan of \$32 billion; and

**Whereas** the Move NY plan promises to generate revenues that will restore service cuts such as bus service eliminated in 2010, incorporate new computerized technology that would enable more subway trains to be run per hour with increased on-time reliability, expand transit service to locations where it's lacking and/or where more is needed, add more countdown boxes, increase ADA accessibility, replace Metrocard with easier entry technology, add more ferry service, increase station rehabilitations, upgrade tracks and signals, and bring about myriad other needed improvements and modernization; and

**Whereas** to help cover MTA debt incurred, roadway tolls have increased several times in recent years, and are expected to increase to as much as \$50 by 2030 in the absence of relief, while road improvement and service is reduced; and

**Whereas** the Move NY plan promises to generate revenues and a more equitable toll structure to improve and maintain our road network and bridges, as well as our pedestrian and bicycle infrastructure, and that will offset the need for excessive toll increases; and

**Whereas** under the Move NY plan, it is estimated that 15% less vehicular traffic will be entering Manhattan each day with 100,000 fewer auto entries, translating to reduced air and noise pollution, more traffic safety, and more efficient traffic movement in our downtown localities that currently suffer grinding congestion and constant and chaotic vehicular flows (impacted communities in Brooklyn and Queens are also expected to benefit from traffic reductions). Gained traffic efficiencies also will help gain economic efficiencies; and

**Whereas** the Move NY plan provides for tolls being inextricably linked to public transit improvement; and

**Whereas** despite some concerns about the impacts on small businesses of higher tolls, with possible types of discounts discussed, the majority supported the plan, particularly because of the relief it would bring to our community that is overwhelmed by vehicular traffic causing unacceptable levels of air and noise pollution and dangerous traffic conditions, as well as because of the capital and service improvements it would bring to our public transit system; and

**Whereas** the Move NY plan includes a strong recommendation to eventually adapt the toll rates to a “time of day” or peak/off-peak” schedule; and

**Whereas** Community Board 2, Manhattan (CB2) is already on record supporting and requesting legislation to allow MTA to impose tolls on the free East River Bridges which would be solely dedicated to reducing transit fares and restoring and enhancing service levels, outlined in CB2’s November 18, 2010 resolution;

**Therefore** be it resolved that CB2 supports the Move NY Fair Plan.

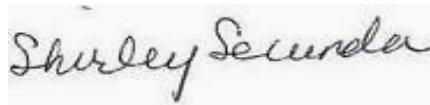
**VOTE: Passed, Unanimous with 34 Board Members in favor  
Opposed: 4 Board Members (D. Collin, R. Goldberg, D. Ballen, L. Rakoff)**

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Tobi Bergman, Chair  
Community Board #2, Manhattan



Shirley Secunda, Chair  
Traffic & Transportation Committee  
Community Board #2, Manhattan

TB/EM

- c: Hon. Nydia Velasquez, Congresswoman
- Hon. Jerrold L. Nadler, Congressman
- Hon. Carolyn Maloney, Congresswoman
- Hon. Brad Hoylman, NY State Senator
- Hon. Daniel Squadron, NY State Senator
- Hon. Deborah Glick, State Assembly Member
- Hon. Sheldon Silver, Assembly Member
- Hon. Gale Brewer, Manhattan Borough President
- Hon. Margaret Chin, Council Member
- Hon. Rosie Mendez, Council Member
- Hon. Corey Johnson, Council Member