

BROOKLYN COMMUNITY BOARD 6
TRANSPORTATION/PUBLIC SAFETY COMMITTEE
MARCH 19, 2015

ATTENDANCE:

D. ABRAHAM
J. COHN
T. MISKEL
J. SMITH

J. ARMER
D. DECOSTANZO
M. MURPHY
U. ZIMMERMAN

W. BLUM
E. MCCLURE
M. SILVERMAN

EXCUSED:

D. GORDON

S. LONIAL

S. MATHEWS

ABSENT:

D. GIULIANO
R. RIGOLLI

R. GRAHAM
R. SLOANE

A. KRASNOW
J. THOMPSON

GUESTS:

G. SCHIEL
G. FIALA

R. KRUCOGG
P. BLAKE

B. CHANCEY

*****MINUTES*****

Presentation and discussion with representatives for Move NY, a region-wide grassroots coalition promoting a Fair Tolling and Transportation Reinvestment plan.

Jonathan Matz of Move NY made the presentation.

- CB2 and CB8 voted to endorse the plan already
- CB6 helped sponsor a Move NY town hall last month.
- Goal is to push forward this plan and get legislation introduced this session within the next three months.
- Congestion grinds us to a halt now
- Fares go up on driving tolls and subway and bus fares
- But, looking at the map, city charges money where there are no transit options and it's free where there is plentiful transit. System is lopsided and induces toll shopping and unneeded congestion.
- Architect of plan is former DOT commissioner, Sam Schwartz.

Plan is to:

- Improve road infrastructure such as the BQE
- Fill transit gaps
- Restore 2010 service cuts
- Provide more express buses and subways
- Subway station rehabs
- Replace MetroCard

- Expand countdown clocks
- More and faster subway trains (technology is 100 years old)
- Targeted areas expand ferries
- Increase suburban transit options
- Expand transit system
- New subway lines

Strategy:

- Wipe slate clean
- Redo tolling structure based on:
 1. Charge more where there's more traffic and better transit
 2. Lower tolls everywhere else – reductions of 39-45% on outer borough bridges by charging CBD (Central Business District) below 60th Street. 100% charge would electronic via EZ Pass and cameras. 97% of all trips will pay the same fares as now, or pay less.

Plan generates \$1.5 Billion net on top of current funding when bonded that fills gap in MTA capital plan.

Revenue Use – 25% roads and bridges
 Some to operating cost of system
 Bulk to transit improvement

Protect Revenue – New financial authority collects it and it's not subject to budgeting process. Set aside \$1.5 Billion for local transportation needs chosen by local elected and communities.

Other options to make some money:

- Increase gas tax 46%
- Increase sales tax a full point
- Double payroll mobility tax
- Issue even more debt and give current drivers and straphangers 15% increase

Discussion:

Q. How do we guarantee MTA will use money correctly?

A. MTA is talking to Move NY. Realizes it is best chance to get money and relying on legislators to work ironclad language into legislation. Jerry Armer wants to see legislation so it's not a boondoggle like the Lottery system.

Q. What is the cost of implementing the system and how is that paid?

A. Involves initial \$100 Million to build – taken out of current capital program

Q. Fares on Staten Island ferry?

A. Not yet. It's operated by EDC not MTA. Port Authority is also not yet part of this complex plan.

Q. Lower fares on outer bridges encourages more traffic?

A. Yes, slightly. But those are transit deserts with no other options.

Q. Are all bridges in 5 boroughs?

A. Yes

Q. Will this go forward without two-way toll reinstatement on Verrazano Bridge?

A. Yes. Plan will still work though not as well. Hoping Federal Government will undue the one-way legislation.

Q. Madelaine Murphy – Verrazano Bridge problem is commercial traffic coming into NYC via VZB and exiting through Manhattan – they pay nothing.

A. That's true. Exactly the point of Move NY plan – skewed incentives are the issue.

Q. Not thrilled about new authority.

A. It's only a financial authority.

Q. Why 60th Street?

A. More than ½ of traffic is coming from the North.

Q. Who supports?

A. Cautiously optimistic. Focused on a short timetable. Jose Peralta, Mark Weprin were congestion pricing opponents but support this plan. CM Lander, AM Simon, AM Brennan and Sen Squadron are all enthusiastic about the plan. The Governor is staying out of it and has not slammed the door on this.

Q. George Fiala asked- why not go after VZB two-way issue instead of “regressive taxes”?

A. It's not regressive. Used census data. Benefits people of lower incomes and also this is a regional transportation solution.

Q. Appreciate how this reduces cut-through traffic. Show it in a slide!

A. Charles Komonoff did the numbers and they'll dig into the numbers. The plan is synergistic with Vision Zero.

Q. Why not ask cab passengers to pay the tolls rather than surcharge?

A. Goal is to discourage segmenting fleets of cabs. It'd create lots of congestion but surcharge avoids that.

Q. Time of day pricing?

A. Support it but it is a negotiable part of it that would need to be worked on during implementation.

A motion was made by Dave Abraham that CB6 support the Move NY plan as presented. Bill Blum seconds.

VOTE: 10.....YEAS 0.....NAYS 1.....ABSTENTION

MOTION PASSED

The minutes of the previous meeting held on February 19, 2015 were approved after a correction by Joanna Smith that shows she was excused last month.

There being no further business to come before the committee the meeting was adjourned.

The minutes were submitted by Dave Abraham.