



BROOKLYN COMMUNITY BOARD 14
FLATBUSH-MIDWOOD COMMUNITY DISTRICT
810 East 16th Street
Brooklyn, New York 11230

MARTY MARKOWITZ
Borough President

ALVIN M. BERK
Chairman

DORIS ORTÍZ
District Manager

15 January 2008

Chair Marc V. Shaw
New York City Traffic Congestion Mitigation Commission
47-40 21st Street – 9th Floor
Long Island City, NY 11101

Dear Chair Shaw:

Brooklyn Community Board 14 (Flatbush-Midwood) is asking that you reject the alternatives to Mayor Michael Bloomberg's congestion pricing plan currently being considered by the New York City Traffic Congestion Mitigation Commission. We find the Mayor's plan and the Commission's alternatives to be equally problematic. Our view is based on an analysis of the proposals prepared for our board by our intern, Jonathan Judge. Our principal arguments are as follows:

- Driving into the Manhattan Central Business District (CBD) already is hard enough. Parking is prohibitively expensive. The notion that a new entry fee or bridge toll would substantially reduce Manhattan CBD traffic may be unrealistic. People drive into Manhattan because they have to --- or because they are well off enough so that a new entry fee won't make a difference to them. Congestion pricing will not reduce traffic commensurate with its cost to drivers.
- Any new cost would weigh heavily on the 2,200 Flatbush and Midwood residents who drive to the Manhattan CBD each day, as well as the thousands more drivers from Brooklyn's outer tier of neighborhoods, without returning much in the way of local mass transit improvements to those same neighborhoods. Fully 65% of the dollars spent on transportation projects funded through congestion pricing would stay within the Manhattan CBD; the rest would be spread citywide to augment existing maintenance costs (Attachment, Slide 19).
- If we are wrong, and fewer drivers enter the Manhattan CBD from Brooklyn, they will "park and ride." Residents of inner-tier Brooklyn neighborhoods fear this: drivers coming from southern Brooklyn, Staten Island, and Nassau County parking near subway stops in their communities. To deflect inner-tier residents' opposition to congestion pricing, City Hall has floated the idea of restricting on-street parking in those areas to local residents. But this would simply shift the parking crunch outwards to the next tier of Brooklyn neighborhoods. Flatbush and Midwood would be particularly hard-hit (Attachment, Slide 16).
- This would be especially true along the Q and B lines, which are the only subways in CD14 that are not already at peak capacity (Attachment, Slide 17).

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Unless significant mass transit improvements occur early in the game, congestion pricing may do nothing more than add to the hurdles that already hurt business in New York City, by making commuting to Manhattan more expensive. This would hurt general tax revenues at City and State levels.

We urge you to give serious thought to whether the costs to New York City and New York State will outweigh the \$354 Million in Federal funds promised if the City adopts congestion pricing by March 31, 2008.

Sincerely yours,



Alvin M. Berk
Chairman

Attachment

cc: Governor Eliot Spitzer
Mayor Michael R. Bloomberg
Borough President Marty Markowitz
State Legislators within Community District 14
City Council Members within Community District 14
Members of U.S. Congress within Community District 14
Brooklyn Community Boards

Congestion Pricing & Community District 14

Presented by Brooklyn Community Board 14

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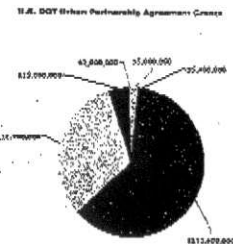
- Background of Congestion Pricing
 - U.S. DOT Urban Partnership Agreement
 - PlaNYC 2030
 - New York City Traffic Congestion Mitigation Commission
- Case Study of Commuters in CD14
- Next Steps for Congestion Pricing

Urban Partnership Agreements

- U.S. Department of Transportation initiative
- Combination of discretionary grants for reducing congestion and improving mass transit
 - Congestion pricing mechanism is essential
- New York City submitted application on June 22, 2007
- Memorandum of Understanding was signed on August 8, 2007 granting \$354 million
 - Congestion pricing plan must be adopted by March 31, 2008 to obtain funding

Urban Partnership Agreement

- \$354 million total
- Only \$10.4 million require congestion pricing
- Other grant programs are strictly for public transportation improvements



PlaNYC 2030 Congestion Pricing Proposal

- Primary Goal: Reduce Vehicle-Miles Traveled (VMT) within zone by 6.3%
- Create congestion zone south of 86th Street in Manhattan
 - Monday - Friday, 6 AM - 6 PM
- Flat Charge
 - \$8 a day interzonal travel for passenger cars
 - About \$2,000 per year @ 240 workdays
 - \$4 a day intrazonal travel for passenger cars
 - About \$1,000 per year @ 240 workdays
 - \$21 a day interzonal travel for trucks
 - About \$5,000 per year @ 240 workdays
 - \$5.50 a day intrazonal travel for trucks
 - About \$1,300 per year @ 240 workdays
- Residential parking permits may be used to protect bordering neighborhoods from "park 'n' ride" behavior



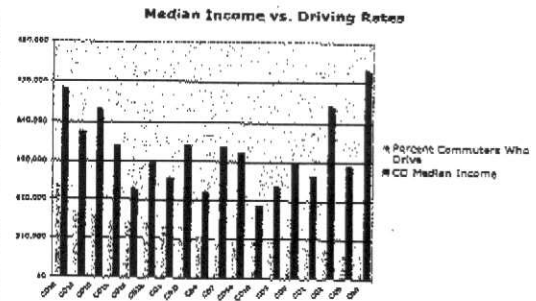
PlaNYC 2030 Congestion Pricing Proposal

- Creation of Sustainable Mobility And Regional Transportation (SMART) Financing Authority
 - 100% of congestion pricing revenues funneled to SMART Authority
 - Authority governed by Independent board of City and State appointees, similar to the Metropolitan Transportation Authority (MTA)
 - Given sole discretion on how to direct funding for capital projects and expense budgets
 - Would set and raise congestion pricing charge and determine exemptions
 - Net tax revenue would increase from \$380 million (2009) to \$900 million (2030)
- Three-year pilot program, followed by consideration of permanent re-authorization after Impact study
 - 1.4% of car-commuters expected to discontinue travel to Manhattan
 - Expected average 6.7% reduction in vehicle-miles traveled over 24 hour period

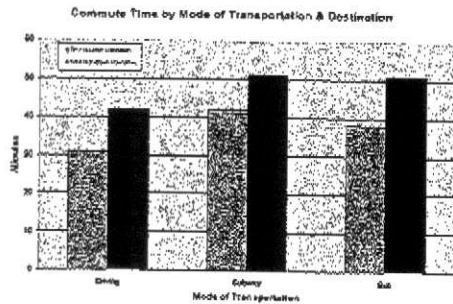
CD14 In Comparison



CD14 In Comparison



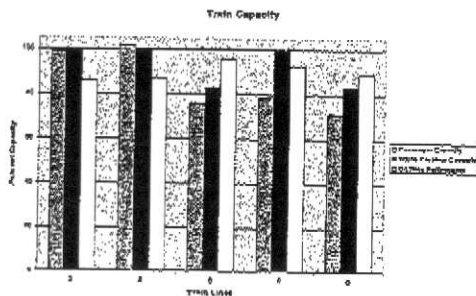
Commute Time from CD14



Potential Impact of Residential Parking Permits



Mass Transit Impact



Mass Transit Impact from Congestion Pricing

- Brooklyn Borough President Marty Markowitz's Letter about impact from congestion pricing on mass transit dated July 9, 2007
 - Mass transit does not have capacity to absorb additional riders
 - "F" train ridership increased from 18.3 million riders in 1995 to 26.9 million in 2006
 - Express track would alleviate mass transit congestion but cannot be used until:
 - Fire damage at Bergen Street stop is repaired;
 - There are enough subway cars for the "F"; and
 - Rehabilitation of the Culver line viaduct is completed in 2012

Commission Composition

New York City Traffic Congestion Mitigation Commission created in August 2007

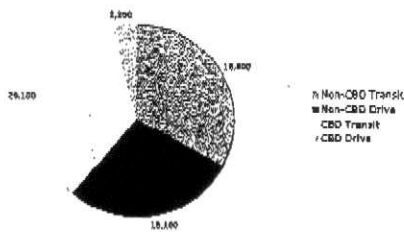
- 17 Members Appointed
 - 3 by Governor
 - 3 by Assembly Speaker
 - 3 by Senate Majority Leader
 - 3 by Mayor
 - 3 by City Council Speaker
 - 1 by Assembly Minority Leader
 - 1 by Senate Minority Leader

Proposed Five Plans

- Plan #1: Mayor's Plan NYC 2030 Version
 - Northern border at 86th Street
 - VMT Reduction: 6.7%
- Plan #2: Alternative Congestion Pricing
 - Move border to 60th Street
 - VMT Reduction: 6.8%
 - No intrazonal charge
- Plan #3: East River & Harlem River Tolls
 - \$4 per trip, no exemptions
 - VMT Reduction: 7.0%
- Plan #4: License Plate Rationing
 - No charge
 - 20% of licensed vehicles banned from CBD once every five days
 - VMT Reduction: 10.3%
 - Does not meet UPA criteria because it has no pricing mechanism
- Plan #5: Combination Plan
 - No charge for driving
 - Double parking tax
 - \$8 Taxi Surcharge
 - Does not meet UPA criteria, expected VMT reduction only 3.2%

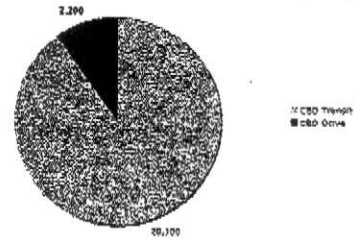
How CD14 Workers Commute

Mode of Transportation for Commuters Residing in CD14



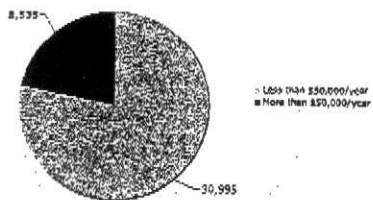
How CD14 Workers Commute

Mode of Transportation to CBD by Workers Residing in CD14



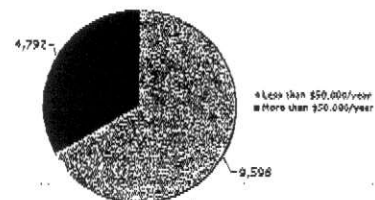
CD14 Commuters Who Use Public Transportation

Earnings of Commuters Residing Within CD14 Who Use Public Transportation To Get to Work



CD14 Commuters Who Drive

Earnings of Commuters Who Reside Within CD14 Who Drive to Work



Projects Funded by Congestion Pricing

| Project | Total Cost (in millions) |
|------------------------------------|--------------------------|
| MTA State of Good Repair | \$19,461 |
| DOT State of Good Repair | \$4,756 |
| 83rd St LIRR | \$23 |
| 5th Ave Rapid Transit | \$989 |
| 7 Train - 12th Avenue Station | \$459 |
| Access to Region's Core | \$7,261 |
| Congestion Pricing | \$24 |
| East River Bus/Bus/Tramway | \$49 |
| East Side Access | \$5,758 |
| Express Bus Lane to Lincoln Tunnel | \$4,866 |
| Ferry Service | \$49 |
| LIRR Third Track | \$770 |
| Lower Expressway 280 Lane | \$7,289 |
| MTR Form Station Access (Highway) | \$455 |
| MTR PATH STATION ACCESS NEW HAVEN | \$237 |
| Norfolk County Hub | \$739 |
| North Shore Alignment | \$329 |
| Port/Jordan Station | \$1,006 |
| Second Ave. Subway | \$7,184 |

Plan for Enactment

- Pursuant to A.9362, the City will only receive UPA grants only if it enacts congestion pricing in the following manner:
 - Commission submits final implementation plan to City and State
 - Resolution from City Council requesting adoption of Commission's plan must be sent by Mayor to State Legislature
 - State Legislature must then adopt the plan itself, and must be signed into law by Governor

Congestion Pricing Timeline

- Public hearings were held October 24 - November 5, 2007 throughout 5 Boroughs, Long Island, Westchester
- **January 10th** - Draft implementation plan announced with five possible congestion pricing plans
- **January 16th** - Public hearing on proposed plans
- **January 31st** - Commission votes on Final Implementation Plan; adopted plan distributed to Mayor, State Legislature, Governor for action
- **March 31st** - Plan must be adopted to receive Federal Urban Partnership grant funds
- **March 31, 2009** - Adopted congestion pricing plan must be in effect