

My name is Bob Friedrich, and I am President of Glen Oaks Village, the largest garden apartment co-op in NY with 10,000 residents. We are located in eastern Queens, a transit desert without 24 hr transit options. Many of our seniors and other residents regularly travel into Manhattan for medical care or for other personal reasons. These residents are working class folks, many on a fixed income, many retired, and do not have the resources to pay these crippling tolls.

And then, I find it so self-serving that the vast majority of Manhattan residents providing testimony today are fervent supporters of Congestion Pricing BUT then demand that they be exempt from Congestion Pricing that they so fervently support.

Rather than being punitive, I would like to present for your consideration 5 ways we can mitigate the punitive effects of congestion pricing that would constitute an authentic Congestion Pricing Plan rather than a Tax Plan disguised as a congestion pricing plan.

An authentic Congestion Pricing Plan should be about reducing vehicular congestion and spreading vehicle usage evenly throughout the day and not simply about raising revenues via a toll tax.

Here are the 5 ways we create an *authentic* Congestion Pricing Plan:

- 1. CONGESTION PRICING TOLLS SHOULD BE LIMITED TO ACTUAL PEAK CONGESTION HOURS AND DIRECTION. 6AM-10AM MANHATTAN-BOUND ONLY.**
- 2. CONGESTION PRICING TOLLS SHOULD NOT BE PUNITIVELY EXPENSIVE AND SHOULD BE LIMITED TO THE CENTRAL MANHATTAN BUSINESS DISTRICT OF 14TH STREET TO 96 STREET.**
- 3. NO CONGESTION PRICING TOLLS ON WEEKENDS AND HOLIDAYS.**
- 4. NO CONGESTION PRICING TOLLS ON HANDICAPPED PERMIT TAG HOLDERS.**
- 5. NO CONGESTION PRICING TOLLS (OR SIGNIFICANTLY REDUCED RATES) ON MOTORCYCLES WHICH DO NOT CREATE CONGESTION AND ARE SPACE EFFICIENT.**

A plan without these constraints, is a tax plan disguised as a congestion pricing plan that will fall squarely on the backs of outer-borough residents.