



The Honorable Andrew M. Cuomo  
Governor of New York State  
NYS State Capitol Building  
Albany, NY 12224

Re: Congestion Tolling Program Credit Provision

Dear Governor Cuomo:

We hope this letter finds you well. We are writing to urge you to ensure that Staten Island, like other New York City boroughs, is protected from inequitable double tolling under the proposed congestion tolling program (“CTP”) by including a toll credit for Verrazzano-Narrows Bridge (“VZB”) crossings.

Staten Island residents endure one of the longest commutes in the nation. Measures such as cashless tolling and expanding HOV lanes on the Staten Island Expressway, Verrazzano-Narrows Bridge, and the Gowanus Expressway have helped to reduce the time car commuters spend in traffic, with consequent benefit to our economy and air quality. The redesign of the MTA’s express bus network on Staten Island has also improved commute times, and continued improvements to bus service can boost mass transit ridership, and in turn reduce commute times further. However, at least twenty-five percent of the tens of thousands of Staten Islanders who travel daily into Manhattan do so by car or carpool and continue to experience especially grueling daily routines getting to and from work.

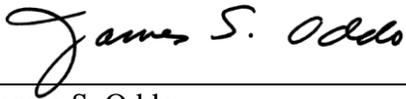
We agree that New York City needs timely and significant investments to our transportation system. However, our constituents are angry and frustrated to see plans to generate revenues for these investments go forward without assurances that we will be spared additional financial hardship. The Congestion Tolling Plan, as currently detailed in Article VII of the New York State Executive Budget Legislation for fiscal year 2020, includes a toll credit provision to mitigate the financial burden of congestion pricing on drivers who have already paid tolls elsewhere in New York City. We ask that Staten Islanders paying tolls on the Verrazzano-Narrows Bridge be accounted for in the implementation of congestion pricing, and for you to ensure that our constituents aren’t double-tolled as a result. Many Staten Islanders simply do not have the option of switching to public transit in order to reach their jobs in Manhattan, and until those options become available we should work to ensure that working families continue being able to access their places of employment at a reasonable cost. It is in the interest of equity that we urge that the VZB be included in the list of crossings eligible for the toll credit.

We stand ready to work with your administration to address any challenges that may arise in ensuring that Staten Island commuters receive similar toll credit provisions as other boroughs. Specifically, we are prepared to secure legislation that will return two-way tolling to the Verrazzano-Narrows Bridge, which will not only reduce congestion but also secure revenues for the MTA by cutting down on toll-evaders around the city.

It is our hope that congestion pricing will materially improve the lives of Staten Island residents who commute to Manhattan. That will prove impossible, however, if the plan effectively double-tolls Staten Island drivers and on top of impending toll and MTA fare increases, steadily worsening traffic conditions, and presently limited public transportation options in the borough.

Thank you for your consideration, and we look forward to working with you to address this important matter.

Sincerely,



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James S. Oddo  
President, Borough of Staten Island



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Max Rose  
Representative, 11<sup>th</sup> Congressional District