

Brooklyn Borough President Marty Markowitz shares his concerns about the City's congestion tax in a year-end interview with *The Brooklyn Paper*. Markowitz puts the focus on the majority of non city residents who drive in and get a pass under the City plan. He also puts the focus on the large parts of Brooklyn and Queens that lack adequate or any "public transportation."

Below is the relevant excerpt from **The state of his borough: Marty sits down for his annual chat with**



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Last week, our editor, Gersh Kuntzman, checked in with the irrepressible Beep to recap the year that was (though, alas, Markowitz kept last year's temper in check, much to the chagrin of our headline writer!).

GK: A major issue for Brooklyn is the mayor's congestion pricing plan. You oppose East River bridge tolls, but you have also said some positive things about the larger congestion-pricing plan. Can you talk about where you are?

MM: I am open to the possibility of congestion pricing because I recognize the need to cut the pollution and mitigate the traffic in the central business district of Manhattan. ... But it shouldn't be on the back of any particular area of New York City. It's a regional issue. Every report shows that the majority of cars coming into Manhattan are from suburban areas. The plan that is being presented does not penalize those coming from the suburban areas. Any plan that puts the burden more on [city] residents ... has to be adjusted.

Number two, if the issue is to curb pollution and congestion in Midtown, then it's baloney to toll our bridges. That would mean that the geniuses who put this together believe that everyone going over those bridges is going to the central business district, but that's bunk. ... It's a penalty on Brooklyn motorists. And I feel the same way about Queens. ... Imposing tolls on the bridges says to me that the plan will not be balanced on the whole city. If you're in Manhattan, you're not touched one bit by this proposal. ... The people who are living in the suburban areas and the Bronx would not be touched at all. It's not a balanced plan.

GK: But it could be tolls on the East River and Harlem River bridges [to the Bronx].

MM: I still wouldn't be in favor of it, unless you ensure that the suburbanites pay even more. ... But who are they going to get the money from? They'll get it from Brooklynites. And there is no assurance that that money will come back to Brooklyn ... where there are areas without public transportation. And there are large areas of Queens without public transportation.

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For the [audio](#) of the interview, click here or copy and paste the url below into your browser.

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