

Will NYC adopt congestion pricing?

**If so, how will it happen?
What should it look like?**

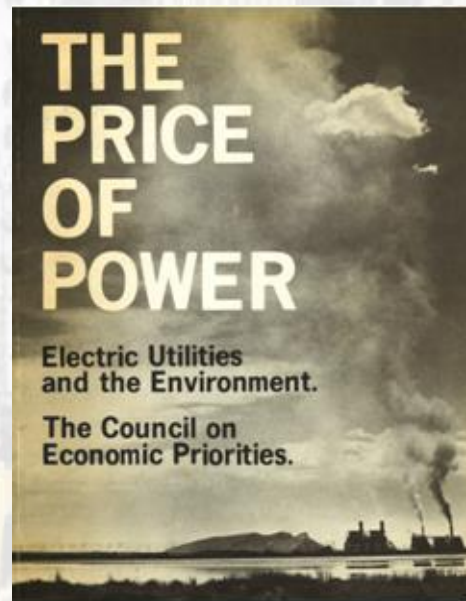
Charles Komanoff • 29-November-2017

This PPT is available as a pdf at http://www.komanoff.net/cars_II/.

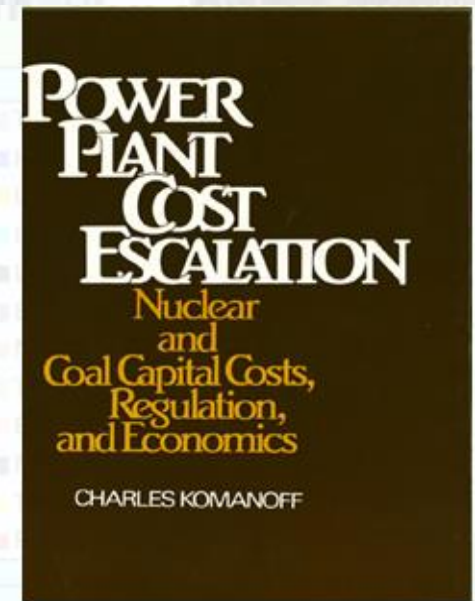
The modeling and calculations underlying the charts are performed in my Balanced Transportation Analyzer (“BTA”) Excel spreadsheet that is downloadable via this link, http://www.nyn.org/kheelplan/BTA_1.1.xls.

Comments and suggestions welcome, to komanoff@gmail.com.

Environmental activist and policy analyst **Charles Komanoff** has been a force in sustainable energy and transport for over 40 years, as nuclear power cost expert in the seventies, “re-founder” of the urban cycling advocacy organization Transportation Alternatives in the eighties, co-founder of the pedestrian rights group Right Of Way in the nineties, and founder of the Carbon Tax Center in 2007. His work includes the books *Power Plant Cost Escalation*, *Killed By Automobile*, and *The Bicycle Blueprint*, computer models, scholarly articles, and journalism. An honors graduate of Harvard, Charles lives with his wife and two sons in lower Manhattan.



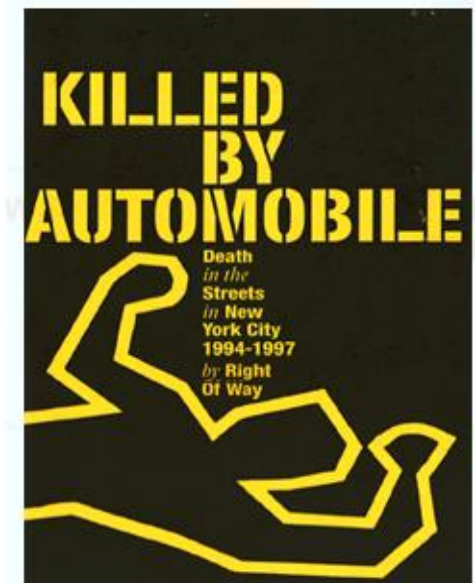
1972



1981



1993



1999



After years of denial, Gov. Cuomo and Mayor de Blasio have been forced to address NYC's transit crisis and acknowledge the need for additional funding.

NY Times, Aug. 14, 2017

Cuomo Calls Manhattan Traffic Plan an Idea 'Whose Time Has Come'

("Traffic Plan" is journalese for "congestion pricing." We'll look at the "Move NY Fair Plan" conceived by traffic guru Sam Schwartz.)

Subway Crisis Pushes Cuomo to Take Another Look at Congestion Toll

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ent from Mr. Bloomberg's proposal.
"We have been going through the problems with the old plan and trying to come up with an updated and frankly better congestion pricing plan," Mr. Cuomo said. A key priority is making it as palatable as possible to commuters from the suburbs and boroughs outside Manhattan without undercutting the primary goals: providing a dedicated funding stream for the transit system, while reducing traffic, squeezing onto some of the country's most gridlocked streets.
Mr. Cuomo's comments come on the heels of a separate plan proposed by Mr. de Blasio to tax the wealthiest New York City residents to create a dedicated fund for the subway.
Mr. Bloomberg's proposal was part of a broader plan for sustainable growth in the city and a major part of his environmental agenda. At the time, the city's subway system was ascendant, but the plan would have raised at least \$500 million annually that could have been used to counter festering problems, including a fraying transit infrastructure.
In hindsight, with subway disruptions now a near-daily headache and politicians scrambling to find hundreds of millions of dol-



Mayor de Blasio's initial response (Aug. 15):

"We need a millionaire's tax so that New Yorkers who typically travel in first class pay their fare share so the rest of us can get around, so the rest of us can get to work, so the rest of us can live our lives here in this city."

Perhaps the Mayor does not know:

- Congestion charge is only on CBD auto trips.
- 82% of person-trips to CBD are via transit.
- Adding in trips via tunnel, 86% of CBD trips already pay a fare or toll.
- Congestion pricing merely seeks to capture the other (and arguably "first class") 14%.

The Move NY Fair Plan (or, “Toll Swap”)

Move NY Guidelines

- Toll more where traffic + transit are greater.
- Toll less where traffic + transit are lesser.

Move NY Toll Swap

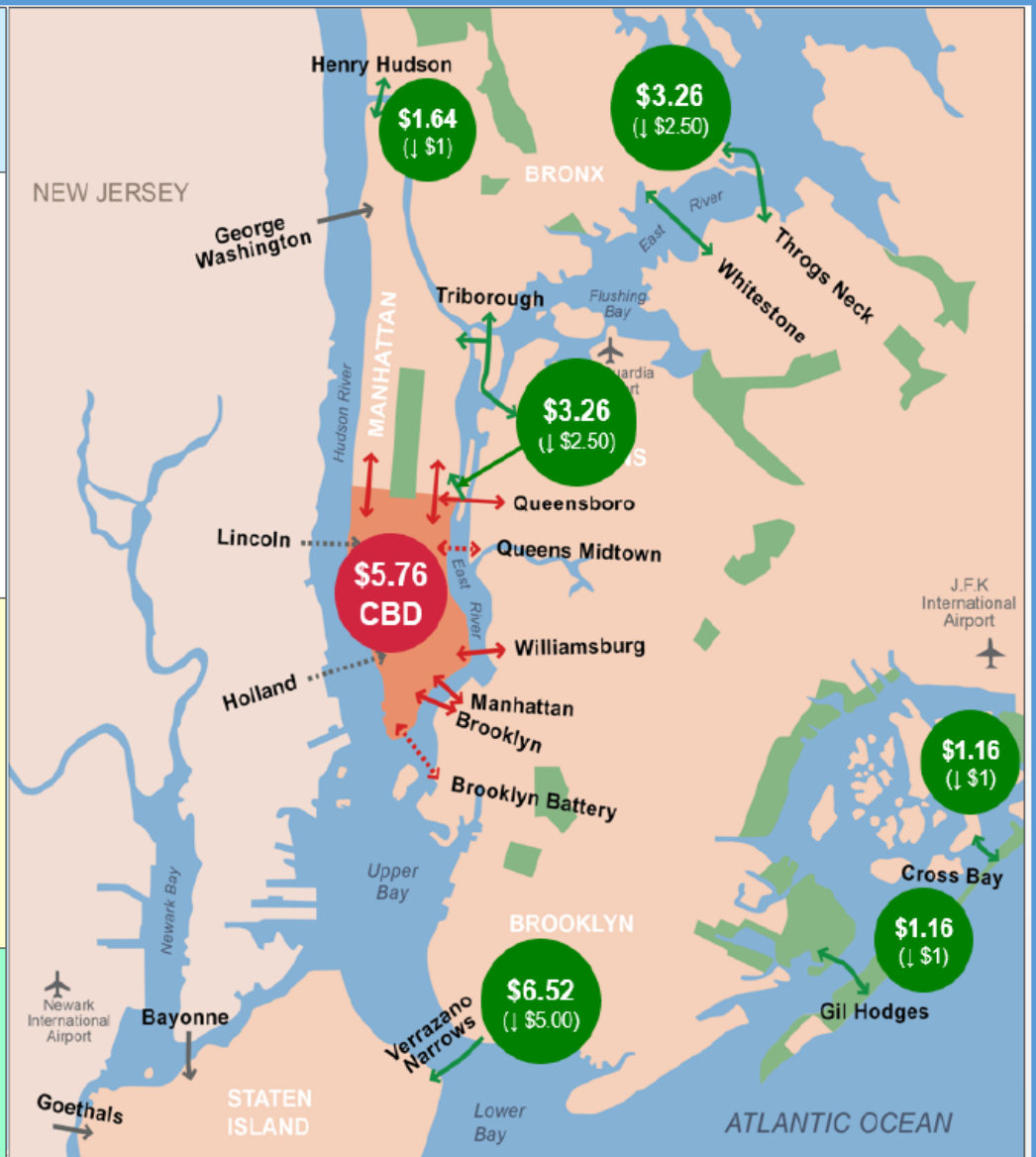
- Figures shown are each way, E-Zpass.
- MTA bridge tolls go down 38-46%.
- Legislation fixes MTA-CBD toll ratio.
- Legislation includes time of day pricing.
- Harlem River bridges remain free.
- Queensboro NB exit toll same as Triboro.
- Port Authority crossings are unchanged.

For-Hire Vehicles aren't tolled; they're surcharged.

- No CBD toll for yellow, greens, Uber, et al.
- Pay \$0.60 / mile + \$0.20 / wait-time minute.
- No charges outside “taxi exclusion zone” (Manhattan S of 110 St W Side, 96 St E Side).
- Surcharge is halved on weekends.
- Ensures Manhattan residents pay fair share.

Commercial vehicles

- CBD toll capped at once / day each direction.
- Toll for multi-axle vehicles is graduated (using same scale as currently used on MTA tolls).



Move NY Fair Plan compared with Bloomberg Congestion Pricing

Bloomberg

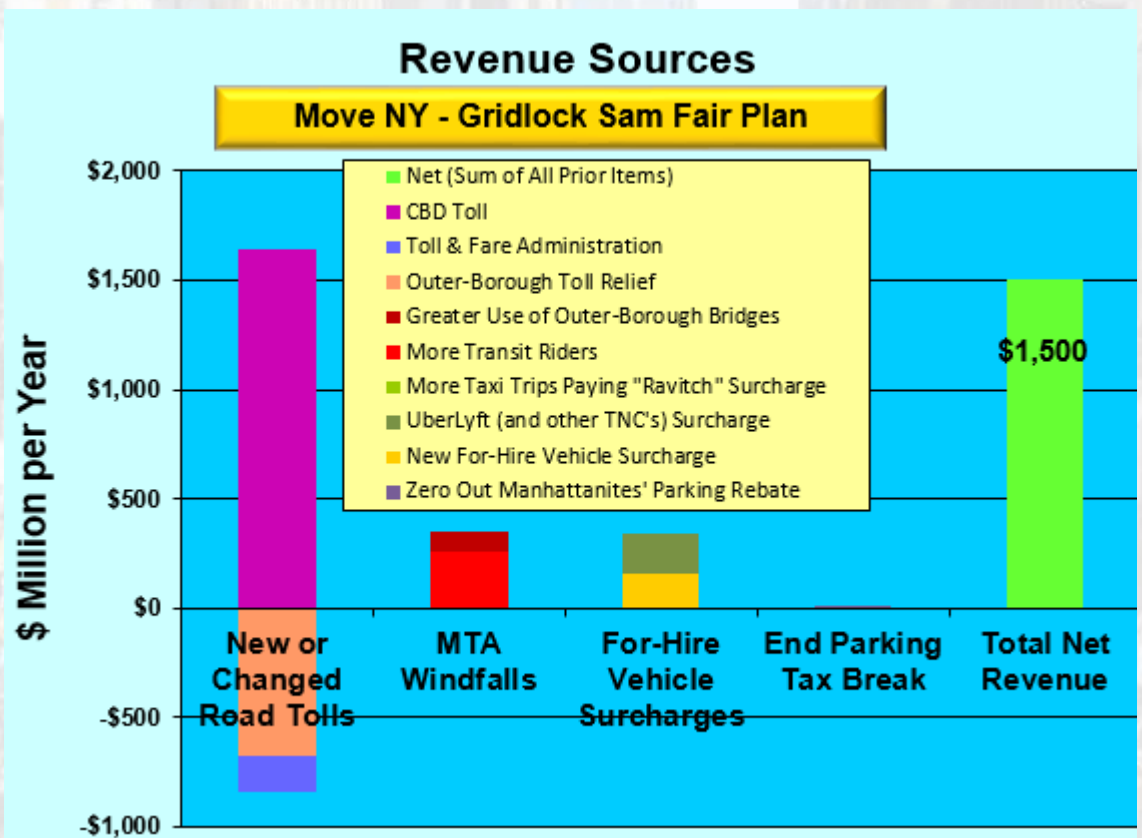
- **Benefits centered on Manhattan**
- **Crossings tolled: ERBs + 60th Street**
- **Toll = \$8.00 one-way (12/5)**
- **No toll reductions**
- **Small taxi surcharge**
- **Queens & Brooklyn pay most**
- **Total revenue per year = \$500M net**
- **No \$\$ for road/bridge improvements**
- **CBD car/taxi travel 9% faster**
- **Net benefit: \$1.5 billion/year + ? jobs**
- **Unspecified/marginal transit imprvmnts**

Move NY

- **Benefits distributed widely**
- **Crossings tolled: ERBs + 60th Street**
- **Toll = \$5.76 each-way (24/7)**
- **\$2.50/1.00 non-CBD toll reductions**
- **Congestion-based taxi/FHV surcharge***
- **Manhattan pays most**
- **Total revenue per year = \$1.5B net**
- **\$375M/yr for road/bridge improvements**
- **CBD car/taxi travel 15-20% faster**
- **Net benefit: \$2.8 billion/yr + 30K jobs**
- **\$15B+ bonded for transit**
 - **\$10B to MTA for SOGR + upgrades**
 - **\$4B to outer boroughs to fill gaps**
 - **\$1B to suburbs for improved transit**

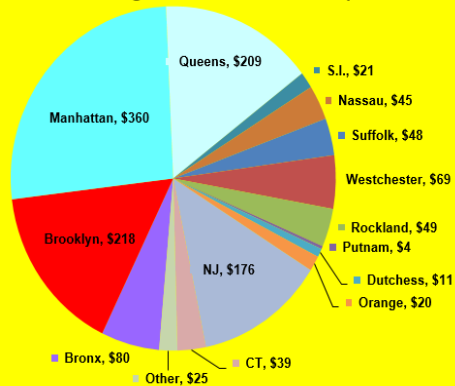
*For-hire vehicles are exempt from CBD toll but pay per distance + wait time in Manhattan “taxi zone” (south of 110 St W Side, 96 St E Side).

The Move NY congestion-pricing plan (toll swap) will raise \$1.5 billion a year in new net revenue that can be used to finance better transportation (mostly via subway capital improvements).



Net New Charges, by County

(in millions; includes all new tolls, surcharges, discounts, reductions)



Charges are by drivers' residence.

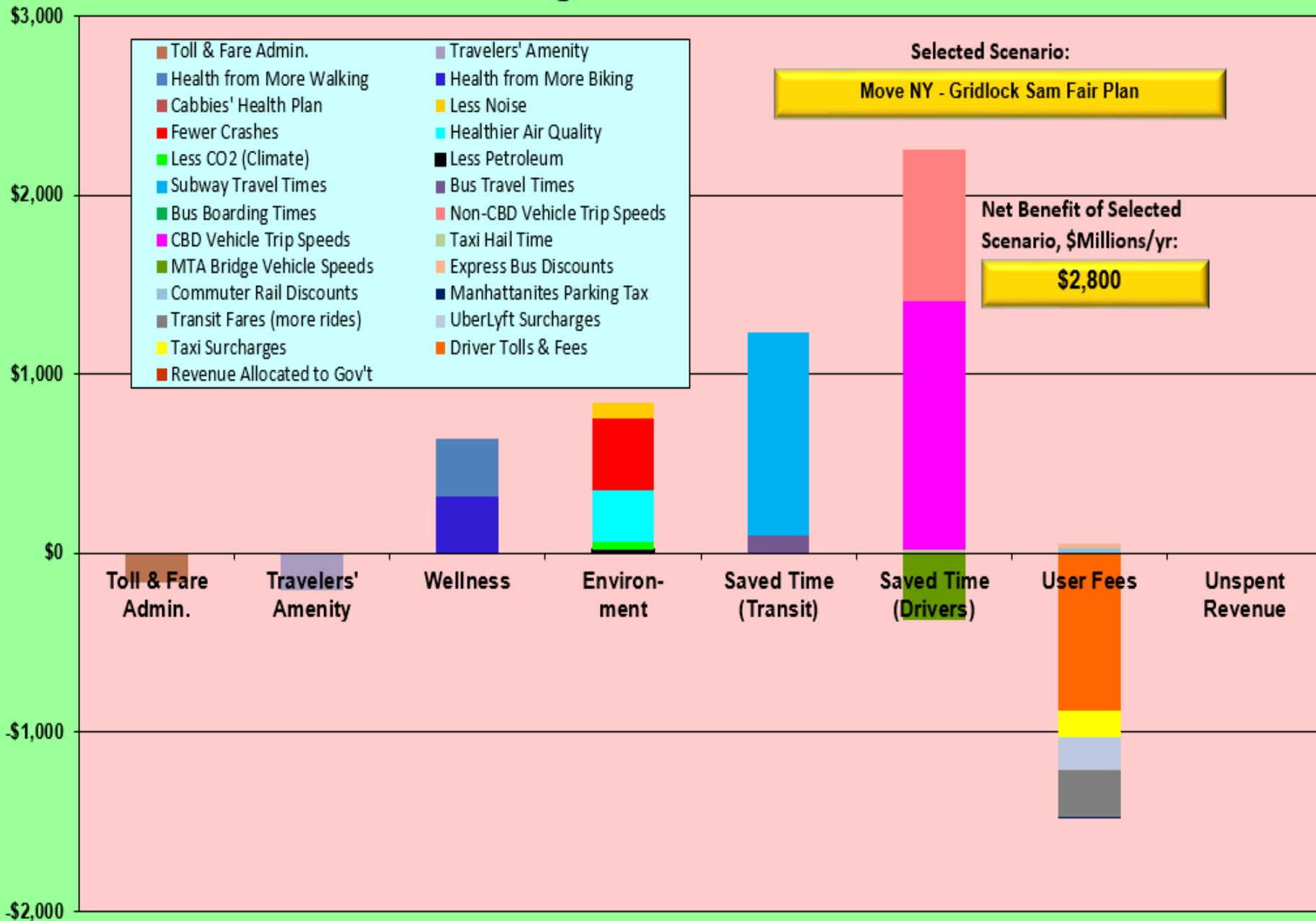
The largest revenue contribution (by county or borough) will come from residents of Manhattan, which is both equitable and politically smart. The primary mechanism bringing this about is an FHV surcharge on taxi, Uber et al. fare trips within the "taxi exclusion zone" – Manhattan, south of 110th St W Side and 96th St E Side. These are the lone vehicle class exempted from the CBD toll.

Options for raising \$1.5 billion/year for transportation

The Move NY Fair Plan would raise an estimated \$1.5 billion annually by balancing tolls within NYC via a “toll swap” and charging for-hire vehicles, which would not pay CBD tolls, a surcharge on travel within Manhattan south of 96th/110th Streets. Here are alternative ways to raise the same amount, with pros and cons of each.

Measure	Where Levied	Magnitude	Pro's	Con's
Raise Gasoline Tax	12 MTA counties	52 cents / gallon.	Pro-fuel efficiency. Reduces CO ₂ .	Regressive. Hurts outer boroughs + suburbs.
Raise Sales Tax	12 MTA counties	68 basis points (0.68%).	Easy to administer.	Highly regressive. Region loses retail sales and jobs.
Raise auto registration fee in NYC	5 boroughs	\$800 per vehicle each year.	Discourages unnecessary car ownership.	Regressive. Hurts outer boros (0.7 veh/HH). Barely felt in Manhattan (0.24).
Raise auto registration fee in MTA Region	12 MTA counties	\$300 per vehicle each year.	Discourages unnecessary car ownership.	Regressive. Hurts outer boros (0.7 veh/HH). Hurts suburbs (1.8 veh/HH). Barely felt in Manhattan (0.24).
Raise Payroll Mobility Tax (PMT)	12 MTA counties	Increase by 33 basis points (effectively doubling current rate).	Broad-based.	Unfair to suburbs. Political non-starter.
Restore Commuter Tax	Tri-state except five boroughs	Triple the old (rescinded) 0.45%.	Broad-based.	Unlikely except as swap of PMT. Raised only \$360M (\$500M today).
Millionaires' Tax	32,000 NYC tax filers	100 basis point (1%) increase in top bracket, to 4.9% from 3.9%.	Progressive.	Advocates want same \$\$ for education, housing, other social needs.
Dedicate % of NYS tax \$\$	Statewide	2.0% on all state tax receipts (income, sales, fees, etc.).	Broad-based. Share could go for upstate DOT/transit (“parity”).	Advocates want same \$\$ for education, housing, other social needs. Fewer \$\$ available for MTA region.

Traffic Pricing Benefits and Costs



Q: What's next? / What must be done?

A: Political organizing, to ensure that the governor's congestion pricing plan hews closely to Move NY.

Our adversary isn't just "entitled drivers." It's "loss aversion."



Niccolo Machiavelli, *the Prince*, 1513

Machiavelli: "There is nothing more difficult than to take the lead in the introduction of a new order of things ... the innovator has for enemies all those who have done well under the old conditions, and lukewarm defenders in those who may do well under the new."

In contemporary parlance:

"Losers cry louder than winners sing."

The antidote:

- **Voice your support to your city & state elected rep's.**
- **Join and work with Move NY's grassroots partners:**
 - **Riders Alliance**
 - **Transportation Alternatives**
 - **"EJ" groups (UPROSE, WEACT, We Stay / Nos Quedamos, El Puente, The Point, Bklyn Movement Center, others)**