

Keep NYC Free

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Zone Pricing AKA all-at-once unsustainable, unfair, inequitable & regressive toll-tax scheme that also fails to ease congestion

Congestion Pricing aka *East River Tolls* aka *Zone Pricing* – one policy idea that fails here in just about every way:

- *Fails to ease [congestion](#)
- *Fails to raise [SUSTAINABLE](#) revenue
- *[Regressive](#)
- *[Inequitable](#)
- *Unfair

Some toll proponents play with the data. It adds nothing to the discussion to compare the percentage of residents who drive to the so-called congestion zone to those who rely mass transit to anywhere and from ANYWHERE in the city.

At a recent breakfast, the founding president of the Queens Civic Congress, emphasized that the toll-tax primarily affects working class and middle class folk compared to the wealthy folk who take App-based For Hire Vehicles (and even yellow cabs) who remain essentially insensitive to price. Indeed, unreleased data shared earlier indicates those who drive alone or carpool are generally middle-class or working-class people – not “the wealthy.”

80% of those who would be affected by the tolling [scheme](#) are City residents compared to 20% from its suburbs.

Congestion pricing hurts the vulnerable. So says former City Aging Commissioner Herb Stupp in his recent [Daily News op ed](#) that Keep NYC Free linked and this correspondent tweeted.

The recent report from ideologically-driven toll-taxers unintentionally makes the point as to why this congestion tax scheme remains unfair: Why should a small percentage of people pay? Why not share the cost of funding mass transit capital improvements among a wider group (as the revenues measure recommended by Keep NYC Free and others do)?

While New Yorkers who commute by public transportation enjoy slightly lesser incomes than those who generally commute by car, the income levels involved puts neither category of commuter in distinct economic classes that reflect the rhetoric used by these ideologically-driven congestion pricing advocates. In some legislative districts, the incomes of those who use public transportation substantially exceed the incomes of those who rely on their personal cars.

The median income figures used in the recent ideologically-driven analysis of legislative districts reports data for ALL residents of each district who drive alone, carpool or use public transportation, not just those who commute into the Manhattan CBD. Analysis shows that if the comparison involved only those who commute into the Manhattan CBD, the differences between those who drive to work and those who use public transportation would actually be smaller. Driver median incomes the \$50,000 range approach no standard of luxury or wealth by any standard.

Thus, it is hard to argue that those who commute by car into the CBD should be required to bear almost the entire burden of providing increased funding for the MTA.

App-based vehicles remain – overwhelmingly – the cause of congestion over last decade.

Keep NYC recommends policymakers reject this regressive, unsustainable, unfair, inequitable toll-tax scheme in favor of sustainable reforms it and others recommend.

See:

[Crain's](#), February 11, 2018