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Assembly Plan Charges Congesting App-Based Vehicles
Rather logical when Zone Pricing **envisions $50 toll-tax?**
(Well VA. At $46.50)

The Assembly Democrats propose a $2.75 per trip charge for App-based For Hire Vehicles (FHVs) such as Uber and Lyft, as well as black cars and limousines that proliferated in the so-called Manhattan Central Business District (CBD); the charge will apply below 96th Street. We know the App-based FHVs impact not only traffic but the Yellow cab industry which face a $0.50 surcharge (ditto green cabs) under the Assembly plan.

This certainly contrasts with the Fix NYC toll-tax scheme call for "dynamic pricing" to address congestion at a time when private vehicles entering the central business district declined in excess of the number of App-based vehicles. App-based vehicles remain – overwhelmingly – the cause of congestion over last decade. (A drop of 135,000 in the number of vehicles entering Manhattan's Central Business District from 1999 to 2016. Source: New York Metropolitan Transportation Council, Hub Based Travel Study)

In Virginia, dynamic pricing already means $46.50 during a Tuesday morning rush just last month; and it $47.25 the previous month. Since the toll-tax scheme targets revenue, might that high charge not be unrealistic. With Private vehicles entering Manhattan already treading down, two things become crystal clear:
1) The Regressive, Inequitable and Unfair toll-tax Fails to raise SUSTAINABLE revenue; and
2) The Regressive, Inequitable and Unfair toll-tax Fails to ease congestion

Congestion Pricing aka *East River Tolls* aka *Zone Pricing* – one policy idea that fails here in just about every way and explains why Keep NYC Free recommends policymakers reject any regressive, unsustainable, unfair, inequitable toll-tax scheme in favor of sustainable reforms it and others recommend.   The Assembly plan (p. 67-3) smartly rejects approach.

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