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Friday, January 9, 2009

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New Low-Cost Transit Plan From Team Kheel-Komanoff

by Ben Fried on January 9, 2009

Ted Kheel and Charles Komanoff are out with an [updated version](#) of their plan to fund low-cost transit with congestion fees on cars and trucks. Coming hot on the heels of [Kheel Plan II](#), the latest iteration -- called Kheel-Komanoff -- lowers the cordon tolls in a bid for political support but does not close the MTA's budget deficit:

...the schedule of cordon entry fees in the Kheel II Plan, which tops out at \$25, appears too radical for the public to accept in one gulp. This necessitates an "entry-level" congestion-toll proposal, one tailored to be politically palatable while retaining the Kheel Plan essence of combining a free or cheaper transit "carrot" with a congestion fee "stick."

We have fashioned such a plan. We call it the Kheel-Komanoff Plan to distinguish it from the basic Kheel model of free or nearly-free public transit. Kheel-Komanoff substitutes a \$2 to \$10 sliding toll scale for the \$5 to \$25 tolls in Kheel II. It also reduces the 50% tax surcharge to 33% and trims the 25% rise in non-cordon bridge tolls to 20%.

More bullet points come after the jump. For the full pitch from Komanoff, [head over to Grist](#).

HOW THE KHEEL-KOMANOFF PLAN WORKS



How New Yorkers Benefit

- Free NYC transit and express buses 24 hours a day
- Free NYC subways at night and on weekends. Reduced fares at other times
- Free intra-city Metro-North and LIRR service
- Daytime traffic speeds increase by 15% in Manhattan south of 60th Street
- Less-congested subway cars during rush hour
- 15-20% faster bus service

How It's Paid For

- Automobiles (except medallion taxis) driving into Manhattan south of 60th Street pay average toll of \$6 (depending on time of day)
- Trucks tolled at twice the auto rate
- 20% increase in tolls on other MTA bridges
- 30% surcharge for medallion taxis

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— Steven F

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From: [dirtycrumbs](#) January 27, 2011

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Streetsblog is a daily news source, online community and political mobilizer for the Livable Streets movement. We are part of a growing coalition of individuals and organizations in cities around the world working to transform our cities by reducing dependence on private automobiles and improving conditions for cyclists, pedestrians and transit riders.

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