Once a certain traffic density is surpassed, every driver contributes involuntarily to a slowing of traffic. The time that the individual driver steals from all the others by slowing them down is greater many times over than the time he or she might have hoped to gain by taking the car.

Wolfgang Sachs, *For Love of the Automobile*
Manhattan Central Business District (CBD)
How People Reach the CBD on Typical Weekday

**Detailed**
- Subway: 62%
- Auto: 17%
- Taxi: 1%
- Truck: 1%
- Commuter Rail: 9%
- NJ Transit Bus: 3%
- Bicycle or Ferry: 2%

**Coarse**
- Transit: 81%
- Motor Vehicle: 19%
MTA Revenue Sources

2011, projected to be $11,833,000,000

- Farebox: $4,648 (39%)
- Payroll Mobility Tax: $1,415 (12%)
- Bridge & Tunnel Tolls: $1,423 (12%)
- Mortgage Recording Tax + Real Property Transfer Tax: $491,000,000 (4%)
- MTA Aid: $290,000,000 (2%)
- Dedicated Taxes: $2,875
- Other: $516
- State & Local Subsidies: $956
- Petroleum Business Tax: $613,000,000 (5%)
- Metropolitan Mass Transit Operating Assistance: $1,481,000,000 (13%)

[In $ millions]
Traffic Pricing Benefits and Costs

Selected Scenario: Bloomberg (2008)
Net Benefit of Selected Scenario, $Millions/year: $1,630
# Three Congestion Pricing Plans Compared

- Komanoff
- March 7, 2012

## RESULTS

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Net Benefits (annual)</td>
<td>$1.6 billion</td>
<td>$2.4 billion</td>
<td>$2.7 billion</td>
</tr>
<tr>
<td>CBD Speed Gain (6am-6pm)</td>
<td>16.7%</td>
<td>18.3%</td>
<td>21.0%</td>
</tr>
<tr>
<td>Citywide VMT (veh miles traveled)</td>
<td>– 1.6%</td>
<td>– 3.3%</td>
<td>– 4.5%</td>
</tr>
</tbody>
</table>

## FEATURES

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Cordon Toll, weekdays</td>
<td>$8.00 (6am-6pm only)</td>
<td>$3.00-$9.50 (24h)</td>
<td>$5.00 each way (24h)</td>
</tr>
<tr>
<td>Cordon Toll, weekend/holidays</td>
<td>None</td>
<td>$5.00 (24h)</td>
<td>$5.00 each way (24h)</td>
</tr>
<tr>
<td>Surcharge if pay cash</td>
<td>None</td>
<td>$2.50</td>
<td>$2.50</td>
</tr>
<tr>
<td>% Vehicles exempted</td>
<td>2.5%</td>
<td>2.5%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Outer-Borough Toll Relief</td>
<td>None</td>
<td>15%</td>
<td>39%</td>
</tr>
<tr>
<td>Free pass for 1st trip each month?</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Truck toll, vis-à-vis autos</td>
<td>2.6x</td>
<td>1.6x</td>
<td>2.2x</td>
</tr>
<tr>
<td>Exempt trucks’ 2nd trip each day?</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Medallion Taxis</td>
<td>No toll. Add $1.00 to “drop” for CBD trips (80%)</td>
<td>No toll. Add $0.25 “drop” Add 12% to mileschg Add 20% to wait time</td>
<td>No toll. Add $1.00 to “drop” for all trips</td>
</tr>
<tr>
<td>Other Features</td>
<td>None</td>
<td>Intra-city rail: $2.25. Express bus: 10% off</td>
<td>Build 3 bike-ped bridges to CBD. Metro-area highway upgrades.</td>
</tr>
</tbody>
</table>
Traffic Pricing Benefits and Costs

Selected Scenario: Move NY Plan
Net Benefit of Selected Scenario, $Millions/year: $2,360

Benefits:
- Travelers' Amenity
- Roads & Bridges
- Toll & Fare Admin.
- User Fees
- Transit Fares
- Driver Tolls
- Cabbies' Health Plan
- More Walking
- Subway Riders
- Bus Riders
- Non-CBD Trips
- Noise
- Air Quality
- Petroleum
- Climate
- Crashes

Costs:
- Travelers' Amenity
- Roads & Bridges
- Toll & Fare Admin.
- User Fees
- Transit Fares
- Driver Tolls
- Cabbies' Health Plan
- More Walking
- Subway Riders
- Bus Riders
- Non-CBD Trips
- Noise
- Air Quality
- Petroleum
- Climate
- Crashes

Net Benefit: $2,360
Share of Traffic Pricing's Toll Burden, by County

No Taxi Surcharge, No Outer-Borough Toll Relief

With Taxi Surcharge & Outer-Borough Toll Relief
For BTA Spreadsheet:

• Google: BTA 1.1

For today’s slides:

• Go to: www.komanoff.net

• Go to “Cars II” page
"If there's one thing that we have done... it's that we have conveyed to people as soon as you get on your bike you are part of a community of cyclists, of people who are like you despite all differences... there is something linking you there. Which you can call upon emotionally when things are hard out there and can give you strength to get on your bike again and again. By doing that we are trying to enlarge the community of cyclists and make that community more politically effective so we can get the leverage we need to continue and accelerate the rate at which we're changing the transportation system and the overall priorities of the City."

(article starts on next page)