

### **You're The Next Fool!**

The name of the plan – tolls/ Ravitch Scheme/ Bloomberg's/ Congestion Pricing/ Congestion tax – matters less than the faulty policy that no amount of messaging can correct. The scheme whether it be Congestion Pricing, the son of it last year or a [grandchild](#) next year just does not achieve what the supporters claim. Keep NYC Free [documented](#) this throughout the debates. The inefficiencies, the unfairness, the unsoundness of each of the schemes cannot change. What makes it attractive to city hall is pawning off the maintenance of its bridges on the state. What no one seems to note is that just as the economy impacts the payroll tax, it impacts toll revenue. Maybe New Yorkers should condemn those who continue to perpetuate the myth of the suitability of this scheme to [listen](#) to the tune that leads off one of my favorite live [LPs](#) (which can be found on [CD](#) or I-tunes these days). On the other hand maybe they deserve not at all such an enjoyable sound.

[http://www.nydailynews.com/blogs/dailypolitics/2009/12/bloomberg-think-this-is-bad-  
yo.html#ixzz0aB2tuV0x](http://www.nydailynews.com/blogs/dailypolitics/2009/12/bloomberg-think-this-is-bad-<br/>yo.html#ixzz0aB2tuV0x)

## **The Daily Politics**

December 18, 2009 12:32 PM

### **Bloomberg: Think This Is Bad? You Ain't Seen Nothin' Yet »**

By Elizabeth Benjamin

Mayor Bloomberg today warned those upset about the MTA's fiscal crunch and subsequent service cuts that things in New York will only likely get worse before they get better.

The mayor also suggested cutting management positions at the authority is not an acceptable cost-saving solution for the cash-strapped authority.

"People are screaming about what they do now; wait until they see what happens in March," Bloomberg told WOR's John Gambling during his weekly radio show this morning, reiterating that this all probably could have been avoided if Albany had seen fit to go along with [his congestion pricing plan](#).

"We suggested it two years ago," the mayor said. "And I don't know the MTA would have had all its problems solved, but it would have a lot of money and could have

used most of that to get more bus lines, make the subways run faster, make the subways safer."

(March, of course, is when state budget negotiations reach a fevered pitch. The budget is due April 1).

In a nod to his unpopularity in certain state legislative circles, the mayor cautioned against labeling his pay-to-drive proposal, which he has predicted will be back on the table as revenues continue to drop, the "Bloomberg congestion pricing plan".

"I think if you call it the Bloomberg congestion pricing, nothing will happen, and that would be very sad," he said. "This isn't about any one name."

In the wake of the MTA board's approval of the service-cutting austerity budget, authority Chairman Jay Walder suggested what really needs to be done is to "take the place apart" - a [sentiment Gov. David Paterson echoed](#), saying internal consolidation is sorely needed.

But Bloomberg cautioned against the idea that axing management jobs is the way to go, saying: "Managers work, too."

(The DN's Kate Lucadamo was on Bloomberg radio duty this morning and provided these quotes).

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[http://gothamist.com/2009/12/16/congestion\\_pricing\\_plan\\_back\\_on\\_the.php](http://gothamist.com/2009/12/16/congestion_pricing_plan_back_on_the.php)

## Will Congestion Pricing Return From The Dead?

Even while [haggling](#) in Copenhagen, our politicians are still hard at work for us: case-in-point, Mayor Bloomberg did an [interview with CNBC yesterday](#) to discuss the MTA funding crisis, and alluded to the possible re-birth of his [congestion pricing plan](#):

"I don't think congestion pricing, or those kind of things, are dead. One-half of the legislature, the Albany Assembly, they tried to pass a bill to put congestion pricing around all of Manhattan and they couldn't get it done. The Senate didn't go along. Next time, come March, they're going to have to balance a budget and I think any kind of revenue source will be on the table...**If we had done congestion pricing two years ago, perhaps they wouldn't be in this situation.**"

As the [Post](#) reports, Bloomberg's controversial idea was to charge \$8 to drive into Manhattan below 86th St. on weekdays, based on similar successful pricing plans in London and Stockholm, but it [died in the Assembly](#) last year. With the MTA facing a [budget gap](#) of nearly \$400 million right now, Bloomberg took this opportunity to raise the congestion pricing plan as a solution, although the [News](#) reports he was careful to distance himself a little from pushing the idea too hard, saying, "**Whether you see it in New York or not, I'll leave it up to the state legislature.**"

However, Assembly Speaker Sheldon Silver, seen as congestion pricing's killer, [told NY1 yesterday](#), "[T]he mayor has added congestion by narrowing streets, by putting benches in the

middle of the city—and this was the same mayor who talked about congestion when he was going to build a football stadium in the middle of the most congested part of the city. They've now put park benches in the middle of Times Square, reduced Broadway traffic up and downtown from four lanes down to one or two, and lower Broadway down to one lane. **So, he's created congestion just in these traffic patterns that have taken place."**