



January 12, 2018

The Honorable Andrew M. Cuomo
Governor of New York State
NYS State Capitol Building
Albany, NY 12224

Dear Governor Cuomo,

Last year, you announced that congestion pricing was an “idea whose time has come.” We could not agree more, and we applaud you and your Administration for working to put forward a plan for New York City in the coming weeks. This plan has the opportunity to significantly ease congestion in New York City, raise critical funds for the Metropolitan Transportation Authority (MTA), and reduce greenhouse gas emissions.

A comprehensive congestion plan has many objectives, and raising revenue is just one component of any larger plan. The signatories of this letter — a broad group of NGOs, academics, and private companies (many of which back the Shared Mobility Principles for Livable Cities, found at sharedmobilityprinciples.org) — encourage your policies to reflect two fundamental principles, especially in light of new technologies and the significant growth of app-based ridesharing and pooling services.

First, we believe that every vehicle should pay its fair share for road use, congestion, and pollution. In part, this means that there should be a simple, fair charge to account for the impact of all types of vehicles on the most congested Manhattan streets, whether it’s a privately owned car, a taxi, a commercial vehicle, or a for-hire vehicle. All take up space on the streets and contribute to congestion.

Second, we believe that any serious congestion plan or tax structure should encourage the use of multi-passenger options and discourage the use of vehicles being driven alone or transporting only one passenger. This basic principle is one we believe every city and state should begin to incorporate in its planning. Some companies provide both single passenger options and multi-passenger pooling options. Congestion policy and taxes should clearly incentivize multi-passenger pooling options.

New York City’s streets are a scarce resource. Increasing throughput by increasing vehicle occupancy is a way to satisfy more users’ needs within the same limited road space. Technology is now making the sharing of vehicles increasingly simple, convenient, and cost effective.

There is a long-term bonus the State and City will earn by establishing the sharing of vehicles and congestion pricing as practiced parts of our transportation mix. The eventual widespread adoption of self-driving cars will be well served by these policies and behaviors. Transportation and urban policy experts, including those signing this letter, have pointed out that by using autonomous vehicles on a shared basis we will most effectively reduce congestion, free up parking and lane space for better uses, cut greenhouse gas emissions, and improve livability in our communities. A plan that recognizes the importance of congestion pricing and sharing of vehicles, in combination with robust, effective mass transit, will help prepare New York City for a better future.

As always, the world watches what New York does. Your Administration and your proposals have the potential to shape a national discussion about the future of transportation in our communities. Thank you for your leadership, and please let us know if you would like to discuss these issues in more detail.

Sincerely,

Andrei Greenawalt
Vice President, Public Policy
Via

Amanda Eaken
Director, Transportation & Climate
National Resources Defense Council

Paul Steely White
Executive Director
Transportation Alternatives

Andrew Salzberg
Head of Transportation Policy & Research
Uber

Marcia Bystryn
President
New York League of Conservation Voters

Thomas K. Wright
President
Regional Plan Association

April Mims
Director of Public Policy
Lyft

Julie Samuels
Executive Director
Tech:NYC

Russ Brooks
Director of Smart Cities
Transportation for America

Jake Sion
Chief Operating Officer
Transit

Jason Pavluchuk
Government Affairs Director
Association for Commuter Transportation

Sharon Feigon
Executive Director
Shared Use Mobility Center

Robin Chase
Co-Founder, Zipcar

Lawrence Mulligan
Chief Executive Officer
Carma

Angie Fyfe
Executive Director
ICLEI Local Governments for
Sustainability USA

Clayton Lane
Chief Executive Officer
Institute for Transportation &
Development Policy

Jeruld Weiland
Managing Director - Mobility
Transformation
Rocky Mountain Institute

Susan Shaheen
Co-Director, Transportation
Sustainability Research Center
Director, Innovative Mobility
Research
UC Berkeley

Ani Dasgupta
Global Director
WRI Ross Center for Sustainable Cities

cc: The Honorable John J. Flanagan
Temporary President and Majority Leader
New York State Senate

The Honorable Carl E. Heastie
Speaker
New York State Assembly