

Zach Miller-Congestion Pricing Testimony

I am a lifelong Queens resident and proud member of the trucking industry. When Covid-19 was at its worst, trucking was at its best keeping our economy moving forward every day by safely ensuring grocery shelves were stocked, hospital and pharmacies were supplied, and businesses were able to stay afloat as work and consumer needs shifted overnight.

And how does New York City look to thank this industry for their heroic work? By taxing them of course! This is curious for a few reasons. Firstly, because trucks make deliveries based on consumer and business demand, not because they want to cruise around Midtown Manhattan for fun. There is no mass transit option! I live 5 minutes from the F Train, and I assure you, the F doesn't stand for freight. A tax to encourage mass transit use is utterly irrelevant for commercial freight.

Secondly, and this is not directed at the MTA but at those who support congestion pricing on the notion that trucks don't pay their fair share, are you freaking kidding me?! At Port Authority bridges and tolls, trucks currently pay \$54-\$132 depending on vehicle size. At the MTA bridges and tunnels, that cost is between \$11.84-\$78.98 per trip depending on size. Then there's New York State's Highway Use Tax. Then there's the IFTA (International Fuel Tax) which is apportioned based on miles travelled within New York State, and the IRP (the International Registration Plan). Of course, there are fuel taxes collected with each fill up. Much of that money is supposed to be dedicated to improving and maintaining highway infrastructure but it is regularly raided by our elected officials for other programs. In NYC, there's the Commercial Motor Vehicle Tax which imposes an up to \$300 annual fee on each vehicle. And can't forget about the parking tickets which bring in over half a billion in revenue or even the absurd citizen engine idling tickets that only apply to commercial vehicles. The trucking industry, in total, pays about \$1.2 billion in federal and state roadway taxes. Fair share? Truckers pay about 35% of all taxes paid by New York motorists even though trucks only drive about 7% of the total state-wide vehicle miles traveled. The typical 5-axle tractor-trailer pays \$20,539 in highway user fees and taxes. These figures are over and above the typical taxes paid by businesses in New York.

Charging trucks a congestion fee is insulting, absurd, and short sighted. Thank you.