

# Keep NYC Congestion Tax Free

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## LIMPING NEW YORK CITY TO BE PERMANENTLY TRIPPED UP BY CONGESTION PRICING TAX: GROUP

### Manhattan Paywall Could Cost New York More Than it Raises

*New York-Sept. 12...* New York City Mayor Eric Adams says the ongoing migrant debacle will “destroy” New York City, but the planned \$23 Congestion Pricing Tax may hurt it even more over time. So says the group Keep NYC Congestion Tax Free, that is arguing, among other things, that a paywall to enter Manhattan south of 60th Street by vehicle will significantly damage efforts to revive Manhattan’s key commercial districts. Indeed, the group says, New York could conceivably end up losing more in annual tax revenue than it expects to gain from the Congestion Pricing Tax. (\$1 billion is the perennial goal.)

New York State Comptroller Thomas P. DiNapoli issued a 2021 report which found that Covid erased nearly \$27 billion in market value within Manhattan’s office market that year, costing the state more than \$850 million annually in lost real estate tax revenue. And while office occupancy rates have recovered significantly since Covid, the city is still facing record office vacancies. The continued loss of daily office workers affects myriad tax revenue streams for the City and State, the group notes.

“The last thing New York should do is disincentivize workers and other day-trippers from coming into Manhattan’s core commercial districts,” said Keep NYC Congestion Tax Free spokesman Joshua Bienstock. “A \$23 paywall will affect restaurant sales, small retail businesses, Broadway revenues, garage and hotel revenues, Times Square retail, and other tourist attractions below 60th Street in Manhattan — and how many businesses will never open in the first place because they don’t want to operate within a paywall district? New York is visibly struggling — the whole world can see it — and adding a \$23 paywall now is nothing less than madness.”

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***Keep NYC Congestion Tax Free**, a diverse coalition of civic, business, and labor organizations and businesses throughout New York City, argues that implementing a tax on vehicles traveling south of 60th Street in Manhattan will, among other things, permanently damage efforts to revitalize the two districts.*