

KEEP NYC CONGESTION TAX FREE

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KEEP NYC CONGESTION TAX FREE ANNOUNCES TRUTH SERIES

First Truth: City Hall's Congestion Tax does not meet supporters' claims

On the eve of the last of a series of public hearing by the NYC Traffic Congestion Mitigation Commission, Keep NYC Congestion Tax Free announces a *Truth About....* series to assist the public, their elected officials and the members of the commission as they move to a more deliberative stage. Keep NYC Congestion Tax Free offers this "Truth About...." series to correct common misinformation about the issues and inform the public and decision-makers about the reality and promote workable alternatives to the congestion tax.

The first truth concerns the false claim in the fact sheet on the congestion tax proponents' website. They falsely state: "Put simply, Congestion Pricing is the most powerful policy tool at the hands of City and State officials to reduce unnecessary driving, promote environmentally sound transportation and finance public transportation improvements while at the same time dramatically improving public health."

[source:<http://www.campaignfornewyork.org/factsheets/Congestion%20Pricing%20Talking%20Points.pdf>, page 1]. Let's Look at the record:

- According to data published by the City, the total volume of greenhouse gases generated in New York City by on-road vehicles declined by 5.6 percent between 1995 and 2005, while those generated by all other sources rose by 12.8 percent. The city plan proposes no measures that address asthma where it impacts mosts: air pollution hot spots including The South Bronx, East Harlem, South Jamaica, and Bed-Stuy.
- As a means of generating new revenues for mass transit, congestion pricing is extraordinarily inefficient. The NYC Office of Long-Term Planning and Sustainability estimates the proposed system's annual operating costs would total \$240 million annually – 39 % of estimated gross revenues. People who live, work, do business in and visit New York would pay \$620 million each year to generate \$380 million for regional transit improvements - \$2 of every \$5 collected going to the program and not to projects to improve mass transit. The MTA also had made clear that the congestion tax plan imposes additional operating and capital costs. The October 22 Daily News exposed the essential flaws in the City revenue estimates and reports not to expect any surplus monies to support mass transit from the congestion tax.
- As to reducing congestion, The Keep NYC Congestion Tax Free *Alternative Approaches* report outlines measures that achieve greater reductions in traffic congestion that the city plan.

Keep NYC Congestion Tax Free will explore the issues and share further commentaries through this "Truth About..." series over the next several weeks.