

KEEP NYC CONGESTION TAX FREE

keepnycfree.com

CONTACT: Corey Bearak, 516 343-6207 or 718 343-6779

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CONGESTION TAX – UNFAIR TO NEW YORKERS

4th Truth: The Unfair Congestion Tax

Oh "injustice" thy name be congestion pricing!!!

Keep NYC Congestion Tax Free announced the Fourth *Truth About* the City congestion tax plan to assist the public, their elected officials and the members of the commission as they move to a more deliberative stage: the City's Congestion Tax plan hits the pockets and pocketbooks of New Yorkers in the most unfair way.

The City's plan disproportionately hits the pockets of middle-class and working New Yorkers who live outside the proposed congestion zone. This regressive tax disproportionately burdens middle income New Yorkers, largely from the Bronx, Brooklyn, and Queens. According to the City's data, residents of Queens, the Bronx, Brooklyn and Staten Island who drive in the proposed congestion zone would pay 47% of the total fees but make only 24% of the trips in the Zone. Their average income is about \$46,004 annually. Outerborough driver households earn less than half (43.8%) of Manhattan car households. Many outerborough seniors and others rely on hospital and other medical care in Manhattan and now face an additional tax for seeking that care.

The city plan gives a break to the wealthy folks from New Jersey who use the Hudson River crossings and those from Long Island who use the Midtown Tunnel. The city plan's architects freely admit this inequity when asked, but rarely disclose without a posed question. Wealthy drivers pay nothing as the City plan offsets it tax against toll payments (\$4 each way with EZ-Pass at the Midtown Tunnel and slated to rise to \$8 under the Port Authority latest one-way toll plan.). And proposals to move the boundary to south to 60th Street serve only to exempt millionaires and billionaires on Park and Fifth Avenues while still taxing middle and working class seniors who drive in for their health care.

The City congestion tax plan exempts yellow taxis from the tax and fails to address the proliferation of black car limos, both which remain responsible of much of the congestion in the proposed congestion zone; black care park with abandon in lanes meant for free traffic flow (Taxis cruising account for 13% of vehicle miles traveled – VMTs – in the proposed congestion zones; taxis account for one-third of all VMTs). Many Manhattanites use taxis the way residents of other boroughs use their own cars which cost several thousand dollars (insurance, maintenance, lease or loan) per year. Unlike regular Manhattan folks who have mass transit options galore, most residents of The Bronx, Brooklyn, Queens and Staten Island need a car because mass transit does not provide regular and adequate service.

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Previous Truths: #1 *City's Congestion Tax does not meet supporters' claims;*
#2 *City's Congestion Scheme Would Privatize Jobs and Waive Buy American;*
#3 *The Public Knows Better on City's Congestion Scheme.*