

# KEEP NYC CONGESTION TAX FREE

## [keepnycfree.com](http://keepnycfree.com)

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### CONGESTION TAX HERDS HARD-WORKING NEW YORKERS IN ALREADY CROWDED TRANSIT 13<sup>th</sup> Truth: No Room at the Inn; Still Pay Through the Nose.

Keep NYC Congestion Tax Free announces the thirteenth *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 congestion tax herds hard-working New Yorkers into already tight spaces.

With New York City public schools back in session after a week's break, Keep NYC Congestion Tax Free offers this lesson to help anyone who has trouble understanding the inherent unfairness of the city/commission congestion tax scheme. The scheme's unfairness becomes apparent with a close look at the anticipated "displacement" from cars to transit. Almost all of the projected displacement occurs with residents of the city. And the MTA admits its system lacks capacity to handle the projected 90,000 riders the congestion tax scheme envisions diverting to rail, subways and buses. Last June, Keep NYC Congestion Tax Free [highlighted](#) New York City Transit's own analysis indicates many subway lines simply maxed out and lacking capacity.

This becomes more compelling when one looks at the planned alternative to packing more displaced commuters like sardines in already packed subway cans, oops, cars. Look to the October 27, 2007 MTA report for what New Yorkers can do to avoid the sardine can experience; it indicated a significant reliance on express buses to pick up the expected slack. Do not the proponents of the city/commission plan realize the express buses cost riders \$10 day (\$5 in and \$5 out)? An interesting message to residents of the boroughs outside of Manhattan: Leave your car at home to save \$8 and instead ride the express bus round trip for \$10.

Expect no improvements right away. In January, Queens Borough President Helen Marshall [testified](#) to the NYC Traffic Congestion Mitigation, Commission: "I lack faith in the ability to put those plans in place before the planned start date of the program in April, 2009. From past experience I know that it takes up to two years to obtain new buses and I share similar concerns regarding the delivery of the additional subway cars and completion of the needed signalization improvements. Indeed, the timeline for improving services appears to have taken a back seat in this discussion."

So let's review. No room at the inn; the inn being subways already packed like cans of sardines. No ability to make room if the tax scheme gets a green light. No break for those displaced into express buses which cost \$10 round trip. No break for those displaced residents from Brooklyn, Queens, Staten Island and The Bronx – and even parts of Manhattan. No break unless legislators throw out the city/commission scheme and look to the alternatives that makes sense: the mitigation [measures](#) proposed by Keep NYC Congestion Tax Free with one-half billion or more in incidental revenues and the nearly 1.8 billion in [revenue](#) proposed by its coalition partner, the Queens Civic Congress.

**Previous** [#1](#) *City's Congestion Tax does not meet supporters' claims;*  
**Truths:** [#2](#) *City's Congestion Scheme Would Privatize Jobs and Waive Buy American;*  
[#3](#) *The Public Knows Better on City's Congestion Scheme;*  
[#4](#) *The Unfair Congestion Tax;*  
[#5](#) *Just Not the Season;*  
[#6](#) *Live Outside the City, Pay No Congestion Tax;*  
[#7](#) *Congestion Tax – East River Tolls give a free-pass to non-residents;*  
[#8](#) *Congestion Tax – Projects and Promises Just Do Not Add Up;*  
[#9](#) *Congestion Tax – Avoid the Pit Inside a Sweet Fruit; and*  
[#10](#) *London Tax Not for NYC; Just Does Not Fit.*  
[#11](#) *Too Many Questions; So Few Answers*  
[#12](#) *Already Unfair Scheme Made Even More Punitive and Unfair*