

Correcting the Record, Once Again

Mr. (Paul Steely) White (of Transportation Alternatives) and his cohort continue to harp on the same false premises and inaccurate information (Letters, July 9, 2008: “Albany: Take Another Look at Congestion Pricing”). The Congestion Tax never aimed – despite the continued false and misleading statements – to raise enough cash for transit. That unfair, inequitable and grossly inefficient tax on working New Yorkers offers no relief on congestion by any measurable benchmark. In fact, if it did it would be just like our water rates which skyrocketed after the introduction of water metering which city hall sold in 1988 as a conservation tool. Under a congestion tax, if fewer drove in, the tax would need to increase to meet revenue goals; that is already the case with water and sewer rates under metering. Keep NYC Congestion Tax Free will continue to advance bold, innovative, efficient, effective and fair revenue reforms to address transit financing. Perhaps, The New York Times ought to pay attention to those [Alternatives](http://www.keepnycfree.com/reports/files/2007-10_Alternative_Approaches.pdf) [http://www.keepnycfree.com/reports/files/2007-10_Alternative_Approaches.pdf] and give fair editorial consideration. Your readers certainly deserve to know of them. Watch for further development of these proposals soon at www.KeepNYCFree.com.

-Corey Bearak, Policy Advisor

See Mr. White's letter at:

http://www.nytimes.com/2008/07/09/opinion/lweb09traffic.html?_r=1&ref=opinion&oref=slogin

Albany: Take Another Look at Congestion Pricing

To the Editor:

Re “Politics Failed, but Fuel Prices Cut Congestion” (front page, July 3):

Last April, because leaders of the New York State Legislature did not want a fraction of drivers to pay to enter the most congested part of New York City, they blocked congestion pricing.

Had they — like Mayor Michael R. Bloomberg, the City Council and a multitude of environmental, labor and civic groups — supported congestion pricing, then all city drivers

would today have better public transit options in the face of high gas prices. Now we have the worst of both worlds. Drivers are paying more, but what they're paying is going to oil companies instead of for new subway cars and buses.

This fall, after the commission headed by Richard Ravitch releases its recommendations for generating much-needed transit financing, the State Legislature will most likely have another opportunity to support some form of congestion pricing.

For the sake of our city's future and theirs, our legislative leaders should seize it.

Paul Steely White
Executive Director
Transportation Alternatives
New York, July 3, 2008