

[You're The Next Fool! \(Reprise\)](#)

They're back! No surprise. This observer often notes people with failed ideas just never letting go. It becomes like that one-on-one hoops game you keep losing money on – and you keep playing – “double or nothing” because you think you can win (as if the losing record means nothing). As we have stated before and late last year in “[You're The Next Fool!](#)”, Congestion Pricing – what we more properly call the Congestion Tax – remains “the faulty policy that no amount of messaging can correct. The scheme whether it be Congestion Pricing, the son of it last year or a [grandchild](#) next year just does not achieve what the supporters claim.”

As everyone well knows, Keep NYC Free [documented](#) this throughout the debates. The inefficiencies, the unfairness, the unsoundness of each of the schemes cannot change.” Now the claims that it is good for the middle class courtesy of the Drum Major Institute. DMI under Freddy Ferrer was totally credible; I recall the focus on real issues such as property tax reform. The agency went Bloomberg sometime ago; it's executive director took *B-bucks* last year; DMI honored Mike in 2008. The author of the DMI report also questions efforts to preserve one-family middle class nabes as against the interest of the middle class. Bottom line, the number do not lie and the congestion tax makes no money; the scheme costs. The pundits who promote the Congestion Tax – if they really care about the economy and steady revenues for the MTA should seize on the Keep NYC Free [plan](#).

New Yorkers should condemn those who seek to perpetuate the myth of this scheme's suitability to [listen](#) to the tune that leads off one of my favorite live [LPs](#) (which can be found on [CD](#) or i-Tunes these days) – until they get properly educated and graduate purged of any thought of reliance on unfair, unsound and inequitable congestion tax schemes.

[see the erroneous arguments and its coverage below.]

From 2/17/10 Crain's Insider:

Drumming Up Congestion Pricing

A report Tuesday by the Drum Major Institute said the MTA would have to raise fares by 15% next year and called for the resurrection of congestion pricing to help plug the agency's nearly \$800 million deficit. But Kathy Wylde, president of the Partnership for New York City—a long-standing supporter of congestion pricing—says revisiting East River tolls would be less of a political lift. “Long-term, congestion pricing is by far the best way to deal with traffic and environmental concerns,” she says. “But it is not the quickest way to raise money.”

Find the foolhardy report [here](#) (always useful to know the faulty arguments).

Other stories on the koolaid:

http://gothamist.com/2010/02/16/metrocards_might_cost_260_in_2011_m.php

http://www.nydailynews.com/opinions/2010/02/16/2010-02-16_take_a_fresh_look_at_mtas_lifeline_congestion_pricing.html

<http://www.streetsblog.org/2010/02/16/congestion-pricing-can-help-save-working-nyc-families-2300-per-year/comment-page-1/>

<http://abclocal.go.com/wabc/story?section=resources/traffic&id=7280912>