

Keep NYC Free

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Non-Sensical Regressive Toll-Tax Offers Nothing But Hurt

When one sets forth an agenda, sometimes we find contradictions. Keep NYC Free hails the Governor's top priority and commitment to "Ensure a Progressive Tax System" in his agenda for the first 100 days of the 2019 legislative session. Paradoxically and inconsistently, the Governor's Justice Agenda relies on the non-sensical regressive toll-tax scheme aka "congestion pricing" as part of an otherwise welcome commitment to "Fund and Restructure the MTA while Easing Traffic in New York City's Business District."

The "task force" charged with fixing mass transit made some welcome recommendations when it recognized need to management and construction reforms and need to improve transit ahead of imposing new charges. Unfortunately but without unanimity, it promotes the regressive congestion tax scheme as a primary revenue.

It makes no sense to focus any discussion about resourcing transit on this ideological-driven attempt at social engineering by elites who prefer to limit access by the City's middle class and working families to midtown and downtown Manhattan.

Let's Look at the Record: Congestion Pricing

*Fails to provide sustainable revenues – the essence of any tax for transit.

*Fails to ease congestion, according to the data its own ideological driven supporters share.

*Provides no improvement in the environment.

*is Regressive in impact.

*is Inequitable.

Rather than rely on a regressive and unsustainable tax scheme that achieves nothing that matters in a progressive society, why not focus on what

works:

- *Demonstrate better management
- *Outline real plans to address transit deserts
- *Rely on sustainable revenues.

Once and for all replace this regressive scheme and its limited and unsustainable revenues with sound and sustainable measures including those identified by Keep NYC Free. Examples include:

- *charging market rate for street closures (\$600 million)
- *registration fees (\$300 million) and
- *non-resident income tax (\$2 billion).

Why not advance revenue sources that better serve the public and transit interests.

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See “[Congestion Pricing and MTA Reorganization Among Ideas Proposed by Cuomo Transportation Panel to Solve City Transit Crisis,](#)” (WNBC 4, December 18, 2018)

[Task force backs congestion pricing to fix subways, but suggests MTA isn't equipped to manage the job](#) (POLITICO, December 18, 2018)

[MTA finance panel gives nod to NYC congestion pricing as 'attractive' way to fund agency](#) (Daily News, December 18, 2018)

[7 Ways to Fix the M.T.A. \(Which Needs a \\$60 Billion Overhaul\)](#) (New York Times, December 19, 2018)

[Congestion pricing now](#) (Daily News editorial, December 19, 2018)