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The Metropolitan Transportation Authority's 2020-2024 Capital Plan has left us with more questions than what we started with. We urge the Joint Committees to push for answers from the MTA and from the relevant state authorities on the exact nature and costs associated with Congestion Pricing. These are questions New York taxpayers have continually asked for, and which remain unanswered.

Congestion Pricing will fund almost a third of the 51.5-billion-dollar Capital Plan. Despite the budget being 70% greater than the previous Capital Plan, this plan is still unrealistic based on the MTA's own severe backlog of projects and debt costs.

Given how the exact nature and costs associated with Congestion Pricing are unknown and will only be decided by an unelected board, we expect the MTA will use Congestion Pricing tolls to fund its unrealistic Capital Plan. The Regional Plan Association (RPA) recently released a report that concluded that a single-toll may be too low to reduce congestion or to raise the required funds. In addition to recommending a double-toll, the RPA also raises other alarming concerns, including tracking drivers with license plate readers and cameras, and removing the carveouts for vehicles carrying disabled passengers.

If today's hearing fails to answer any questions about the role of Congestion Pricing in the Capital Plan, then will be no closer to knowing how this program will be financed, what exemptions and carveouts will be given, and what special interest groups are controlling the conversation.

New York taxpayers deserve a fully transparent plan for Congestion Pricing to understand exactly what impact it will have on their personal finances and the MTA's ability to realistically deliver better service for its riders, the Capital Plan's primary objective. The secretive nature of Congestion Pricing should raise alarm—New Yorkers deserve to know the truth before this disastrous program is implemented and their wallets are raided. Failure to repeal Congestion Pricing will subject New York taxpayers to double and/or increased tolls to fund an unrealistic Capital Plan and a fiscally-exhausted MTA.