

New Yorkers Against Congestion Pricing Tax

FOR IMMEDIATE RELEASE

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Rather Than Pontificate, Investigate

A Meaningful Message to the City Comptroller: Conduct an honest financial impact of the Regressive Congestion Toll-Tax

Statement by Susan Lee, President, New Yorkers Against Congestion Pricing Tax

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New Yorkers Against Congestion Pricing Tax, the lead plaintiff in a class action lawsuit including residents of all five boroughs and Long Island, small businesses inside and outside the “zone,” and a bipartisan group of elected officials, calls on City Comptroller Brad Lander conduct a full and complete honest financial impact investigation into the fiscal impacts on the City of the regressive, inequitable, unfair and unsustainable congestion toll-tax scheme that fails on every level.

This comprehensive study must include:

- any loss of tax revenue due to vacancy rate of commercial buildings in the so-called central business district tolling zone;
- building conversions to residential including how an even more mixed used CBD (as in already the case with the Financial District post-911) will both reduce some public transit to and from the zone and require public transit there to operate 24/7;
- companies moving out of City and State;
- the impact on small businesses inside and outside the tolling zone;
- the impact on the costs of goods and services to New Yorkers living inside and outside the tolling zone;
- A review of the totally defunding of the MTA Capital Plans in the city and state budgets more than three decades; and
- a review of alternative funding resources identified over the course of the debate on the efficacy of the imposition of this and previous toll-tax schemes.*

Most New Yorkers — inside and outside the zone — already agree by a 2:1 margin that the regressive, inequitable, unfair and unsustainable congestion toll-tax scheme fails on every level and thus justifies Governor Kathy Hochul’s announced “indefinite pause.” (Source: [Sienna Poll](#))

*As to new revenues can be proven necessary, look at the “menu” <<https://bit.ly/NoWayTollTax>> of one dozen alternatives identified by Keep NYC Congestion Tax Free that also leverage in total more than \$60M in borrowing.

New Yorkers Against Congestion Pricing Tax maintains that, as a revenue measure, this toll-tax scheme is as inefficient as they come and as per the new EA fails to collect the required net revenue despite the ridiculously enormous toll-taxes being charged under this scheme.

Most importantly we note that the toll-tax scheme is economy-killing; it not only increases the operating costs and incomes of small businesses, it increases the costs of goods and services to everyone, not just residents of the toll-tax scheme zone, but everyone whether they remain a hermit where they live, are a pedestrian, biker, public transit user, ride in FHV's and/or yellow taxis, or drive their own car.

The MTA's initial and follow-up EAs fail to address congestion or public health (AKA the environment).

New Yorkers Against Congestion Pricing Tax also calls on City Comptroller Brad Lander and all those like-minded to otherwise impose a tax on entry or re-entry to the zone to support the New Yorkers Against Congestion Pricing Tax 5-point plan to Save Public Transit," <<https://bit.ly/Save-Transit>> especially as a starting point.

Apart from this investigation, City Comptroller Brad Lander should seek to collaborate with State Comptroller Tom DiNapoli to conduct a full and complete audit of the MTA including its capital program; based on the fact that some six month remain this year, it remains doubtful that the MTA could spend what committed funding remains of its current 2020-2024 before the period expires.

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New Yorkers Against Congestion Pricing Tax is a coalition of residents from diverse neighborhoods around New York City who have initiated a lawsuit to demand that the Federal Highway Administration perform an Environmental Impact Statement (EIS) to show the real impacts of Congestion Pricing (CP) on our communities. The federal government and the Metropolitan Transit Authority rushed an incomplete Environmental Assessment Statement (EAS) instead of applying the more extensive and comprehensive EIS. An EIS would properly examine the three E's: Environmental Impacts, Economic Hardship, and Equity.