

## **New Yorkers Against Congestion Pricing Tax**

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### ***NY Agrees Time for White House & Congress to Embrace More \$ for Public Transit New Yorkers Against Congestion Pricing Tax early advocated more federal funding to replace Regressive, Unfair, Inequitable & Harmful Congestion Pricing Toll-Tax Statement by Susan Lee, President, New Yorkers Against Congestion Pricing Tax***

New York's call for a "fair share" of federal transit formula funding should be welcomed by federal officials and fund its rescission of the regressive, unfair, inequitable and harmful congestion pricing toll-tax. New Yorkers Against Congestion Pricing Tax ("New Yorkers"), when it recommended "[A 5-point Plan to Save Public Transit](#)," stated, "The federal government must come through with substantial funding for the public transit system that fuels the economy of the city and state the fuel the national economy." In their joint [letter](#) released Monday, New York's Governor, Assembly Speaker and State Senate Majority Leader, the proverbial "three in a room," adopted our view concluding, "Mass transit must be federally funded at a level commensurate to its importance to our nation and New York must receive its fair share of that funding" emphasizing the MTA carrying 43% of the nation's mass transit riders but only receiving only 17% of federal transit formula funding. Rescinding this congestion pricing toll-tax – that has been picking their pockets and cutting into their pocketbooks – helps marginalized New Yorkers – whether or not they commute or live within or outside the congestion zone.

The New York officials, in their letter to the White House, Transportation Secretary, Speaker, Senate Majority Leader and Majority Members of New York's Congressional Delegation, agreed with New Yorkers that "New York's public transportation network is the backbone of our regional economy and a crucial foundation for continued American resilience and growth." Secretary Sean Duffy's recent "extension" affords Governor Kathy Hochul and the MTA a clear opportunity to work together with the federal government on new federal funding for the nation's largest public transit network. This approach forms the basis for the needed collaboration we strongly recommend.

This preferable path avoids any need to pursue pending litigation to rescind the unfair, regressive inequitable and harmful congestion pricing toll tax. Representatives of New Yorkers, earlier this month, presented the [5-point Plan](#) and a "[menu](#)" of one dozen alternative resources. Our coalition of residents, businesses and public servants from diverse neighborhoods around New York City and its suburbs maintains its lawsuit to demand that the FHWA require an Environmental Impact Statement ("EIS") that showed the real impacts of Congestion Pricing on our communities and businesses; that would be the legal basis to revoke federal approvals of the ill-conceived toll tax. Our grassroots group also has pending state and federal actions that assert New York State requirement for a review relative to small businesses and job retention before any imposition of this unfair, regressive inequitable and harmful toll-tax. Building this better road to cleaner air and improved mass transit in an equitable manner ensures no harm on hard working New Yorkers and environmental justice communities including the Lower East Side, Chinatown, and the South Bronx which faced increased traffic and pollution and incidence of asthma.

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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.*