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For Immediate Release: October 26, 2022

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Congestion Pricing Toll-Tax Scheme Requires a Full Environmental Impact Statement Before Proceeding

Testimony before MTA Board by Corey Bearak, senior policy advisor

Thank you for this opportunity to address the MTA Board.

My name is Corey Bearak. I am a senior policy advisor for Keep NYC Congestion Tax Free. In a *prior life*, I enjoyed opportunities to help pass many of New York City's environmental initiatives back when concern for the environment often took center stage in the late 1980s into the 90s.

I remain concerned about the funding and projects of the MTA Capital Plan.

This includes the misguided, inequitable, regressive toll-tax congestion pricing scheme.

The law requires a net revenue; but no reasonable way exists to realize that net, absent very hurtful impacts to the economy and the environment, especially outside the so-called Zone.

Further, to the extent a need exists to realize new resources, please look anew at the fair and equitable recommendation proposed by Keep NYC Congestion Tax Free and others, and found at KeepNYCFree.com

Finally, anywhere else a congestion pricing proposal were advanced, the public transit systems first implemented improvements that provided for increased capacity; the MTA grossly failed in this regard.

There needs to be a full environmental impact statement before proceeding with the congestion pricing toll-tax scheme. That way all can be sure the best options and means to improving public transit get realized for the benefit of all.

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[View Corey's [testimony](#); also view these: [Michelle Grossman](#); [Lucy Koteen](#); [Allie Compton Ryan](#); and [Ben Sanders](#)]