

Keep NYC Free

www.keepnycfree.com

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Public \$ for Private Gain

Keep NYC Free frequently calls attention to the many issues posed by the congestion tax, and today we note its use of public funds to privatize service currently provided (or that should be provided) by MTA buses.

Indeed, it involves dedicating the public monies raised from the congestion surcharge on for-hire vehicles trips in Manhattan to privatize services at same time the MTA pursues “revenue neutral” (MTA’s phrase) borough bus redesigns.

State Legislators and the public were promised service increases as part of this latest congestion tax scheme. Instead, the MTA schemes to cut bus service and introduce privatization of an extremely important public transit service that, unlike subway and rail service, provides fully handicapped accessible service. And it schemes a toll-tax that effectively makes drivers of their own personal vehicles and small business owners of delivery vehicles subsidizing Uber, Lyft, Via et al which cause the congestion (and supported the toll-tax).

Why implement a congestion tax program not being used to increase public transit but to PRIVATIZE!?

Keep NYC Free recently highlighted other issues that remain unresolved concerning the implementation of the congestion tax. Just another reason to require the MTA answers all questions BEFORE we all vote in November 2020. Another reason to consider alternative revenues.

Read more at [City&State](#) (article excerpt on next page).

New York City's microtransit experiment

By ANNIE MCDONOUGH | FEBRUARY 5, 2020



If you can't beat 'em, join 'em. That seemed to be the position of the Metropolitan Transportation Authority earlier this week, when it announced a call for proposals from shared-service transportation companies for a new pilot program subsidizing ride-hail trips for far-flung outer borough riders during overnight hours.

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So the MTA would subsidize shared ride-hail trips, presumably from companies such as Uber and Lyft, after the MTA has blamed those same companies for New York's declines in transit ridership. This prompted hefty criticism from transit advocates who say that a lack of transit options should be solved with investments in more mass transit, not with subsidized car trips.

Read the full article at <https://www.cityandstateny.com/articles/policy/transportation/new-york-citys-microtransit-experiment.html>