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Contact: Corey Bearak
(718) 343-6779; cell: (516) 343-6207

UNSTEADY MTA UNREADY FOR TOLL-TAX AND IT'S RELYING ON SOME \$0.4 BILLION ON PRIVATE CONTRACTS TO ADDRESS ESTIMATED SYSTEM COMPLAINTS

Why bother to proceed on a toll-tax when it introduces a never ending array of concerns, starting with the unfairness and inequity of the toll-tax, to the ability to realize the revenue, to the failure to look at better resource alternatives to improve public transit to the deleterious economic impacts; and now spending many millions to address an expected influx of complaints if the scheme comes online? The MTA's own inspector general reports, according to the [New York Post](#), the agency remains unready "to handle the influx of tolling complaints expected from congestion pricing."

According to the Post report, [MTA not yet ready for a surge from congestion pricing toll complaints, IG says](#):

The MTA signed a new \$246 million contract with Conduent earlier this year — but opted to keep the company {which processes the E-ZPass system] out of its customer service operations.

Instead, customer service for MTA bridge and tunnel tolls will be handled through a \$122 million contract with Faneuil.

The group noted that the phenomenon was long underway in lower Manhattan, where tens of millions of obsolescent office spaces found new life as apartments from the late 1990s to the present day.

All the more reason to move with "clean" alternatives that obviate any need for almost 1/2 billion dollars in contracts when that money would be better spent on public transit!

View the Appleseed [report](#) for Keep NYC Free at <http://www.keepnycfree.com>.