



Legislation Details (With Text)

File #:	Res 0774-2007	Version:	*	Name:	Mayor of New York City to oppose the institution of any form of congestion pricing.
Type:	Resolution	Status:		In control:	Filed Committee on Transportation
On agenda:	3/28/2007				
Enactment date:		Enactment #:			
Title:	Resolution calling upon the Mayor of New York City to oppose the institution of any form of congestion pricing.				
Sponsors:	Lewis A. Fidler, David I. Weprin, Tony Avella, Sara M. Gonzalez, Melinda R. Katz, Michael C. Nelson				
Indexes:					
Attachments:					

Date	Ver.	Action By	Action	Result
3/28/2007	*	City Council	Introduced by Council	
3/28/2007	*	City Council	Referred to Comm by Council	
12/31/2009	*	City Council	Filed (End of Session)	

Res. No. 774

Resolution calling upon the Mayor of New York City to oppose the institution of any form of congestion pricing.

By Council Members Fidler, Weprin, Avella, Gonzalez, Katz, and Nelson

Whereas, In response to a well-recognized problem of traffic congestion in cities, certain solutions have been proposed to control the public demand for transportation; and

Whereas, Solutions to this problem include providing incentives and disincentives to control traffic congestion; and

Whereas, The incentive method attempts to persuade more drivers to use public transportation by making public transportation more attractive, while the disincentive method attempts to deter people from driving by imposing a price or making it difficult for them to drive; and

Whereas, The City of London is currently executing the disincentive method by mandating a \$14 charge, or a congestion price, for entering London's central business district, and as a result, various New York

City advocate groups have called for the City of New York to also adopt congestion pricing; and

Whereas, The Queens Chamber of Commerce issued a report in February 2006, entitled “A Cure Worse than the Disease?: How London’s ‘Congestion Pricing’ System Could Hurt New York City’s Economy” (the “Congestion Pricing report”), indicating that despite the relatively steep congestion charge, London only experienced a 2% decline in the number of people entering that city after the charge’s imposition; and

Whereas, The Congestion Pricing report also indicated that a congestion pricing system would result in 40,000 fewer people entering the Manhattan central business district each weekday, resulting in a \$2.7 billion loss in economic output; and

Whereas, That same report additionally ascertained that working-class and middle-class car commuters who hold jobs based in Manhattan, and small to mid-size businesses from Brooklyn, Queens, Staten Island and the Bronx which need to send employees to Manhattan on a frequent basis, would be inequitably affected by congestion pricing; and

Whereas, The coalition “NYC Congestion Tax-Free” strongly opposes any form of congestion pricing, maintaining that such a policy is a tax and an unfair burden on the outer borough commuters; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the Mayor of New York City to oppose the institution of any form of congestion pricing.

LS #2340

3/9/07