



March 7, 2019

Dear Legislator:

As you may know, 2019 will be the third year that the New York League of Conservation Voters (NYLCV) issues a legislative scorecard at the end of the legislative session. Our scorecard reflects the legislation that we place the highest priority on, and scores are typically calculated based on votes (for bills that pass) and co-sponsorship (for bills that do not pass). **This year, for the first time, we are scoring a budget proposal: congestion pricing. This is a top priority for NYLCV and is critical to be acted on now. Accordingly, we will hold legislators accountable for their role in advancing or stopping congestion pricing from being enacted by including it on our scorecard and giving it twice the weight of other legislation in calculating final scores.**

New York City is choking on traffic and the transportation sector is the number one source of greenhouse gas emissions in the state - including one-third of the city's total emissions. Air pollution from vehicles contributes to an epidemic of respiratory and cardiac illnesses. Ten percent of children in New York City have asthma, which is also the city's leading cause of pediatric hospitalization and one of the leading causes of school absences. At the same time, the Metropolitan Transportation Authority (MTA) is failing commuters throughout its service area, damaging the entire state's economy and encouraging commuters to use private automobiles instead of mass transit, which further exacerbates the traffic crisis. Bringing New York City Transit, the Long Island Railroad, and Metro-North into a state of good repair and improving transit access in underserved communities will require tens of billions of dollars in new capital spending over the next decade. This will remain true even if the MTA is reorganized or reformed.

Congestion pricing is the only solution that will not only reduce congestion but also help the State achieve its ambitious climate change goals and raise new revenue for the MTA. That is why we are breaking with precedent to include a proposal on our scorecard that is not standalone legislation. In recognition of the fact that indicating your support for congestion pricing is more complicated than simply voting on or co-sponsoring a bill since the budget contains many different policy issues which could serve as the basis for a particular vote, we will count any of the following as a vote in favor of congestion pricing for the purposes of the scorecard:

- A public statement in support of congestion pricing. Statements to the press, on social media, or at a public event will be counted.
- Signing on to a Dear Colleague letter in support of congestion pricing or sending your own letter to leadership.

Qualified support, in which your support for congestion pricing is dependent upon reasonable conditions, will be counted as support for the purposes of the scorecard.

We look forward to working with you to establish a congestion pricing plan that will protect public health, reduce carbon emissions and air pollution, and fix the MTA in this year's budget. Please do not hesitate to reach out to me or my State Policy Director, Patrick McClellan, with any questions.

Sincerely,

A handwritten signature in black ink that reads 'Julie Tighe'.

Julie Tighe
President

