



Letters to the Editor

Congestion taxes

To The Editor:

“Charging an additional fee for vehicles entering Manhattan below 60th St.” fails to reduce congestion and any funding generated would be through a most regressive tax on working and middle class New Yorkers (Talking Point by Andrew Berman, Feb 22 – 28, “Don’t let ‘perfect’ be the enemy of a good traffic plan”). While Mr. Berman notes the free pass for those who use the Hudson but not East River crossings, which makes this tax scheme “inequitable,” readers need to know that this means the congestion tax delivers the wealthiest a free ride; working stiff still get to pay. This tax scheme merits nothing more than a simple thumbs down by our city councilmembers and, if our members fail us, by the state Legislature.

It is not just that the “current congestion pricing plan has some serious holes in it,” but these flaws make certain that New York will just be mired in another tax while everyday folks get nothing but empty promises. Lower Manhattan’s traffic issues result more to a proliferation of street closings from construction, out of town buses, parking permit and placard abuse, and truckers avoiding the hefty Verrazano Narrows Bridge tolls. The congestion tax scheme addresses none of these items and New Yorkers have nothing but promises on the tens of thousands of parking permits that take up parking and through lanes throughout Downtown neighborhoods.

Just because those behind the congestion tax scheme say they’ll fix all ills provides no reason to roll over under the big business special interests that clearly fund the many groups arrayed behind the congestion tax.

Only one community board — chaired by a wannabe city councilmember who works for the chief big business lobbyist behind the tax scheme — supports this scheme. Seven boards expressed opposition and many more continue to seek information as they must find the tax scheme unpersuasive.

Readers who seek more information, including effective measures to address congestion that also qualify for the federal funding and revenue that would generate significant funding and include those wealthy folks the commission plans leaves out, should go to KeepNYCFree.com.

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