

Congestion pricing hurts the vulnerable

Congestion pricing. The term itself would wow George Orwell with its euphemistic doublespeak. This kind of pricing involves charging tolls for entry — \$11.52 for passenger cars — into Manhattan south of 60th St., even if you travel over the now-free East River bridges.

Let's be honest: This is really a form of taxation, atop a tolling matrix that's already unique in the country. Where else do motorists pay to move within their own city?

Under the scheme, thousands of ordinary New Yorkers in outer boroughs and suburbs will pay thousands of dollars a year for the privilege of driving into Manhattan.

Here's why that's unfair.

For many outer borough New Yorkers, there are difficult or non-existent mass transit alternatives to driving to Manhattan. Hundreds of thousands of these people live in so-called transit deserts, miles from subways and commuter rail stations.

Their commute is already a pain in the neck. Why should they be doubly penalized?

Besides, **countless people really need to drive in to Manhattan. Think contractors, plumbers, electricians, caterers and florists in their vans.**

The disabled will be punished by congestion pricing,

The advocates of congestion pricing love to cite international models. But **London has some of the the most congested streets in Europe — this after congestion pricing has been in place for more than a decade.**

Yes, it's true: As any driver can attest, city streets have never been in worse condition. Yet **this plan won't devote a single dollar from drivers to repair streets, highways, bridges and tunnels.**

If Gov. Cuomo and city leaders really want to ameliorate traffic in Manhattan, there are far better ways to do it.

Herb Stupp was commissioner of the city's Department for the Aging under Mayor Rudy Giuliani.

Read the full op-ed and view a related image [here](#)