

# Keep NYC Free

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## ***Crain's: "not the right time for congestion pricing"***

***"With restaurants struggling to fill tables even at limited capacity and Broadway theaters, a major tourism driver, still closed, the city should not be dissuading visitors who might be ready for an excursion to Central Park or the Museum of Modern Art."***

New York's premier weekly business publication, Crain's, published an [editorial](#) this morning (Monday, March 29, 2021) advising congestion pricing "is not a good idea right now."

Crain's further opines, "As the city seeks to rebound economically from the devastation of the pandemic, it will need to attract anyone who is willing to come in and spend some time shopping and dining. It may be a while before hotels are once again packed with European and Asian tourists, so in the meantime, it should be a priority to beckon back our friends in Rockland, Westchester, Nassau and Suffolk counties as well as New Jersey and Connecticut. Part of doing this means acknowledging that they might be more comfortable driving in for the day."

Keeps NYC Free maintains that significant flaws remain in the Congestion Tax scheme to require drivers to pay more to access Manhattan south of 60<sup>th</sup> Street. In fact, to this date, no discernible programs, projects or services that address these disparities exist in the Capital Plan proposed for funding via the toll-tax scheme.

Further, the stated toll-taxes ranges suggested will not realize the \$1 billion the State and MTA need annually to pay the debt service and principal for the \$15 billion in bonds the MTA plans to sell.

Importantly, this regressive scheme does nothing to address the transit deserts in the outer reaches of the City; it disproportionately burdens those in these transit deserts who rely on cars for their every day needs. **Better ways exist to truly address congestion in the central business district, and certainly to raise the dollars we need.**

View the better ways that make sense to truly address congestion in the central business district and raise the dollars needed to resource the MTA to not only pay for needed repairs but also increase access and make the entire system more accessible and equitable for the entire city.

Read the full Crain's editorial, "[As the city looks to lure back visitors, it's not the right time for congestion pricing](#)"

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