

Keep NYC Free

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“Let’s pump the brakes on congestion pricing” *says Assembly Member Weprin in [Letter](#) to Crain’s:*

“Many of my constituents—especially small-business owners—have no choice but to drive into Midtown Manhattan during peak workday hours and would be adversely impacted by the congestion plan. They are not wealthy, contrary to popular opinion. They are the plumbers and electricians, food-cart owners, construction workers and doormen who keep our city running.”

New York’s premier weekly business publication, Crain’s, published a Letter to the editor from Assembly Member David Weprin in response to its March 29, 2021 [editorial](#) advising that congestion pricing “is not a good idea right now.” (See Keep NYC Free’s [post](#) on the editorial.)

In agreeing with Crain’s Weprin, wrote in his letter that appeared in the April 19 print issue, “Last week I joined with colleagues in the Assembly as well as business and civic leaders to propose delaying congestion pricing for two years until we are past the pandemic.”

Weprin concluded, “It wasn’t fair two years ago, when the Legislature voted for it (against my strenuous objections). It’s more than unfair now. We need to hold off until the city gets back on its feet.”

Keeps NYC Free maintains that significant flaws remain in the Congestion Tax scheme to require drivers to pay more to access Manhattan south of 60th Street. The stated toll-taxes ranges 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. This regressive scheme does nothing to address the transit deserts in the outer reaches of the City. **View better ways exist to truly address congestion in the central business district, and certainly to raise the dollars we need.**

Read the Assembly Member Weprin full Letter to the editor in Crain’s, “[Let’s pump the brakes on congestion pricing](#)”

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