

Keep NYC Free

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City Council Member-elect Linda Lee speaks out States position in City&State interview

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In an [“Q&A”](#) released today (Thursday, November 4, 2021) with City&State, City Council Member-elect Linda Lee (23rd District, Eastern Queens) shared her position on on a number of topics including opposition to Congestion Pricing. City&State asked Council Member-elect Lee,

Congestion pricing is a hot issue in your district. Are you supportive? Do you want to see any changes to the plan?

The Council Member-elect responded,

At the state level, they were in the process of negotiating like, if the outer borough folks are signing on to this, then we need to get resources in our district. Because I’m only one of two City Council districts that have no railways. So I don’t have any Long Island Rail Road or subways in my district. We rely very heavily on buses and cars. And a lot of the people in our district are the taxicab workers, are essential workers, so they do need their cars for transportation to get around for their jobs. So I feel like the congestion pricing definitely unfairly targets people who are working class, or middle income, or somewhere in between, or lower income even. If that is the case, then we need to get resources out in eastern Queens. The streets need to get repaved, as a basic thing. They’re falling apart. And the bus routes need to get redesigned. And we need to get single fare on the Long Island Rail Road. It’s a struggle that everyone in the outer boroughs understands. It’s hard if you don’t live out there.

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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. 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 entire interview, “[A Q&A with New York City Council Member-elect Linda Lee](#)” in City&State.

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