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New Yorkers counter Congestion Pricing, 49 people sue MTA



On February 27, 2024, Vickie Paladino, a member of the New York City Council (right), and Susan Lee, chairman of the New Yorker Anti-jaman Tax, met in front of New York City Hall. Lin Yijun/The Epoch Times)

[Epoch Times, February 28, 2024] (Epoch Times reporter Lin Yijun reported [in New York](#)) This Thursday (29th) is the first hearing of the New York Metropolitan Transportation Agency (MTA) on the collection of [traffic jams](#) this year, "New Yorkers Against traffic jams" Congestion Pricing Tax (NYACPT) organized an early rally on Tuesday, announcing that another 18 people would join the MTA, and called on the public to go to the MTA on the 29th to testify against the collection of traffic jams. Li Cuishan, chairman of NYACPT, said, "The press conference is held to tell everyone that more people have joined the [lawsuit](#), and many of them are small owners." Li Cuishan pointed out that even if the MTA issued an environmental assessment report, it could not stop the economic losses caused by [New Yorkers](#) due to [traffic jams](#). Therefore, she called on the public to attend the MTA hearing on the 29th to oppose traffic jams.



In the [lawsuit](#), NYACPT required that the MTA must reissue an Environmental Impact Study (EIS) that is stricter than the Environmental Assessment (EA) before levying traffic jam fees.

Last month, NYACPT announced that it would file a complaint with the Federal Highway Administration, MTA, the New York State Department of Transportation, the New York City Department of Transportation, and the Transportation Mobility Review Committee (TMRB) that developed a traffic jam toll charging framework for MTA.

At that time, the number of plaintiffs and groups was 31, and now it has increased to 49, including more than 20 small owners.



NYACPT accused the Federal Highway Administration of ignoring the MTA's environmental assessment, and has shown that traffic jams will increase air pollution and traffic volume on the Lower East Manhattan Roosevelt Expressway (FDR).

This is a plan to prevent MTA from collecting traffic jams as soon as this spring as this spring, following two class-action lawsuits filed by New Jersey, the United Teachers' Union (UFT) and Staten Island District Mayor Vito Fossella.

Joe Borelli, the Republican leader of the New York City Council, and Vickie Paladino, Susan Chuang and Carl, members of the Common Sense Caucus (David Carr), Kalman Yeger and others also attended.



Palladino, Zhuang Wenyi, Yeg and city councilors Robert Holden, Inna Vernikov and Joan Ariola, who were unable to be present today, all participated in the NYACPT class-action lawsuit against the Federal Highway Administration.

Queen's District Councilor Palladino said, "The traffic jam will bankrupt small businesses and middle-class families, and the familiar Manhattan Island will no longer exist." Zhuang Wenyi, a councillor of Brooklyn, said that many Chinese on Eighth Avenue can't speak English, and they are old and weak, and

often need to go to Chinatown in Manhattan to see a doctor. "Once the traffic jam is collected, the locals say that they can't afford it and will not go to Chinatown to see a doctor."



Frank Gonzalez, co-founder of the LES Small Business Alliance, said that the incidence of asthma, respiratory diseases and cancer is high. When people drive the Roosevelt Expressway to avoid traffic jams, the road becomes a "parking lot", which will plunge the residents living in Donghe Park into disaster.



Peter Thomas ZABIELSKIS, a retired associate professor of anthropology at the University of Macau, is 69 years old and has lived in East Village for nearly half a century. He joined the rally against traffic jams on crutches on the same day. . Even if it is happy to see the MTA spend money to build more barrier-free facilities in the subway, Zabirskis said that New York City still needs private cars.

You can't deliver goods through public transportation or to shops and restaurants. We really need more barrier-free facilities." Zabirskis said, "But MTA needs to better manage its finances, and we need various forms of transportation in the city, not just public transportation."

However, just the night before the rally, the MTA has publicly announced that disabled people and institutions transporting disabled people can apply for exemption from traffic jams.

At 6 p.m. this Thursday (29th), the MTA will hold the first public hearing on the traffic jam in the conference room on the 20th floor at 2 Broadway in the Manhattan headquarters building.

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