

Keep NYC Free

www.keepnycfree.com

For Immediate Release: October 5, 2015

Contact: Corey Bearak
(718) 343-6779; cell: (516) 343-6207

Same Old Wine report offers nothing follows schemer approach to barter projects for tolls

Keep NYC Free cautions against any reliance on the latest “[song](#)” touting the congestion tax [scheme](#) marketed by [MoveNY](#). This council report represents nothing more than the same old wine from a brand new bottle. This new scheme offered by the chair of the City Council Committee on Transportation proposes nothing more than a barter deal to impose [tolls](#) for projects. Keep NYC Free [discredited](#) that ancient [approach](#) in the first iteration of the [Congestion Tax](#). The [scheme](#) fails to raise the net revenues needed to fund any improvements and Keep NYC Free [identified](#) approaches to realize the necessary resources, including revenues if needed to resource the City to meet its 11% commitment to the MTA plan (as sought by the MTA and advocated by the Governor). One source involves reform of City fees for closing streets as part of construction projects (approx. \$500 million).

Keep NYC Free (KeepNYCFree.com) [documents](#) how any toll-tax scheme fails to raise the revenues needed, offers no benefits and hurts the [economy](#). Keep NYC also applauds the Governor and the MTA for their efforts to make the plan cost-effective and remind the City of its historic commitment to support the capital plan. At the same time we [again caution](#) against renewed calls by editorial boards and the usual toll-tax crowd to make the so-called MoveNY [toll-tax scheme](#) the primary funding source.

No more need exists to consider this latest iteration of a [toll-tax scheme](#) that asks city residents to bear a cost just above \$11 (\$11.08; \$16 cash) per day. Despite the taxers' false assertions, their scheme would certainly create [two New Yorks](#)

Tolling the free East River bridges connecting Brooklyn and Queens to Manhattan certainly will not [move New York](#).

And the [toll-tax scheme](#) stands to benefit wealthier New Yorkers who commute from their suburban homes through city neighborhoods to suburban office parks.

As we have [stated](#) many times before: [Toll-tax schemes](#) represent nothing serious when we must focus on real [revenue](#) streams to support public transit. The tolling proponents argue revenue – that cannot be realized – to mask a campaign where they act as [social engineers](#) to take moderate, middle and lower income New Yorkers out of cars and impose their ill-advised economically devastating social agenda

Keep NYC Free [recommends](#) other sound revenues streams including reform of the non-resident income tax – long advanced by the Queens Civic Congress – proposed in legislation by Assembly Member David Weprin, to secure much of the revenue needed, estimated at some \$2 billion, and in a more progressive manner. Another involves a surcharge on expensive car registrations in the MTA region.

It makes more sense to look at these revenue [reforms](#).

As Jimmy [Messina](#) poses in song with Kenny [Loggins](#) in the [Same Old Wine](#),
Can we trust in new directions
When their promises are in disguise.

See:

[Daily News 2015-10-05](#)

[Politico New York 2015-10-05](#)