

# Keep NYC Free

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For Immediate Release: June 5, 2017

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## **Still the Same Old Wine in an empty bottle Revised City-only scheme offers nothing new. Relies on bogus revenues; better ways to address congestion.**

Keep NYC Free cautions against any reliance on the latest “song” touting the congestion tax scheme marketed by MoveNY. At a City Council Hearing today (Monday, June 5, 2017), tax schemers made their latest attempt to market the same old wine in another brand new bottle. This new “NYC-only” scheme addresses none of its flaws. Indeed, the Transportation Committee chair touted Prof. Robert Paaswell’s analysis that improved enforcement would relieve congestion by 15% while the toll tax scheme claimed six percent at best.

As to revenues, just one measure offered by Keep NYC Free, not only would raise half the claimed revenues the schemers bandy about, but would help address congestion by inducing less and less lengthy lane closing to accommodate private construction that unduly ties up traffic (and one decade later, not unreasonable that sound measure could raise the full billion) [Reform of City fees for closing streets as part of construction projects (approx. \$500 million).]

So let’s put everything on the table; the schemers aim to inject their own brand of social engineering rather than strive to move New York forward. Keep NYC Free discredited their ancient approach in the first iteration of the Congestion Tax. The scheme still 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 a reasonable 11% commitment to the MTA plan.

Any toll-tax scheme stands to benefit wealthier New Yorkers who commute from their suburban homes through city neighborhoods to suburban office parks.

See:

[Wall Street Journal, 2017-06-05](#) (requires subscription)