

Keep NYC Free

www.keepnycfree.com

For Immediate Release: February 2, 2018

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

Empty Bottle report offers Same Old Wine *Orwellian* approach Can't Even "Relieve" Congestion

Last week Keep NYC Free revealed another truth about the [regressive](#) Fix NYC "Zone Pricing" [scheme](#): The scheme fails to relieve congestion! Nevertheless editorials and ideologues continue their scheming to impose this latest toll-tax. These inaccurate wordsmiths make Orwell proud.

The new Fix NYC document, by its own data, vividly makes clear how the scheme does nothing to address congestion. Fix NYC harps on 9% *increase* in taxi speeds (see pages 2 and 3 in our [January 26](#) statement). Claiming their toll-tax even alleviates congestion represents a shameful intent to sell the [same old wine](#) in a brand new (and [empty](#)) bottle.

Let's *Look at the Record*: The report finds average taxi speeds range from 4.7 mph ("midtown core") to 6.8 mph (CBD aka Central Business District). Simple math indicates respective "bumps" of 0.42 mph & 0.6 mph. State Senator Leroy Comrie raised the negligible outcome in [comments](#) at a January 25 Albany hearing (at 3:52 "...it doesn't relieve congestion...").

Keep NYC recommends policymakers reject this regressive toll-tax [scheme](#). This *Orwellian* toll-tax fails our [economy](#) and [ignores](#) the facts that the [primarily middle and working class](#) (based on median incomes) drivers of private vehicles already pay registration fees and surcharges, gas taxes and sales taxes on repairs and purchases. Instead Keep NYC recommends [sustainable reforms](#) it and others [recommend](#).



See:

[Daily News editorial](#), January 30, 2018

[StreetsBlog](#), January 30, 2018

[New York Times](#), January 30, 2018

[City&State](#) op-ed, January 30, 2018

[Crains](#), January 30, 2018

[Crains editorial](#), January 30, 2018

[NY1](#), January 27, 2018