

Keep NYC Free

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A Message for some legislators from Keep NYC Free

While we agree that our elected officials must treat support for transit seriously, occasionally a need exists to post a reminder that [toll-tax schemes](#) represent nothing serious when we must focus on [revenue](#). Earlier this month, Keep NYC Free [cautioned](#) against any reliance on the congestion tax [scheme](#) marketed by [MoveNY](#). It offers neither net revenues nor relief from traffic.

Those who claim to be about “fair tolling and transportation reinvestment” [ignore](#) the record about the City residents who use the free roads that connect Manhattan to Brooklyn, Queens and The Bronx. This [toll-tax scheme](#) asks these city residents to bear a cost just above \$11 (\$11.08; \$16 cash) per day.

Keep NYC Free (KeepNYCFree.com) [documented](#) that any toll-tax scheme fails to raise the revenues needed, offers no benefits and hurts the [economy](#) (Look forward to a new report on this shortly).

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

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. A discussion on revenues ought to be about what makes sense, not what appeals to some [ideological](#) bent.

Keep NYC Free [emphasizes](#) how [alternative revenues](#) could secure much of the revenue needed, and in a more progressive manner. While one from Queens now offers [wasted words](#) for the [scheme](#), recall [many more already concur](#) in finding it far from fair and lacking in promise of returns.

See [Daily News, October 27](#)