

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](#)