

Keep NYC Free

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Mountain Jam

[Discussing](#) the latest attempt to repackage the congestion tax last week we alluded to the the Allman Brothers. No surprise then that the so-called roll-out today of the same old toll-tax with some newfangled sweet inducements – beware biting into that [mango!](#) – put a tune with fanciful [lyrics](#), “there is.. then there is no..there is.” Yes the Allmans played a delightfully extended version of their *Jam*, and perhaps those fixated on toll-taxing – when better ways exist to develop [sound revenue streams](#) for transportation – need so listen to multiple versions available on YouTube and elsewhere to reflect on their continued failure to embrace sound funding [alternatives](#).

As we reminded our readers last week, “Keep NYC continues to [debunk all](#) arguments that any [congestion tax](#), makes sense with regard to [revenue](#) or even relieves congestion. While the report did include a recommendation we advanced to capture the taxes generated by property value increases from transit development, it appears that agenda and motives prevailed over sound policy when this CUF report ignored the [real revenues](#) Keep NYC [recommended](#).”

Previously, these [taxers](#) tried to advance their scheme as a cure all to pedestrian fatalities. Keep NYC exposed that [myth](#).

Civics in Queens still [recognize](#) how the toll-tax hampers commerce. Oh, and, by the way, *Caution Ahead* failed to noted the need to rebuild aging bus garages such as the Jamaica Depot that serves southeast Queens. So, [still, The Song Remains the Same](#).

Despite the claims we submit [nothing](#) justifies a scheme that likely [results](#) in little or [no](#) net revenues after including the costs of administration. And that goes before the truly negative [economic costs](#) of this blatant tax scheme. No amount of messaging can correct this [faulty](#) policy.

-30-