

Keep NYC Free

www.keepnycfree.com

For Immediate Release: March 24, 2009

Contact: Corey Bearak
(718) 224-8010/ (718) 343-6779; cell: (516) 343-6207

About time already, study the sound alternative to fare hikes, cuts and tolls

Rather than an inefficient, unfair and inequitable toll-tax that will pack in straphangers like sardines, permit service cuts and hike fares, the toll-taxers would better serve public discourse by joining with [Keep NYC Free](http://www.keepnycfree.com) to support such sound [alternatives*](#) as a modest \$0.04 state gasoline levy (\$255 million), a reasonable vehicle registration fee (\$250 million), rational fines for illegal parking (\$75 million), appropriate parking meter rates (\$50 million), more realistic (city) fees for the use of street space by construction contractors and utilities (\$500 million), and a non-resident revenue [reform](#) that apportions its proceeds between City and suburban transit projects (\$1.8 billion). If the toll-taxers would cease their ideological fixation to tolls on our free East River and Harlem River bridges that serve as extensions of our street grids, the path to a no-fare-hike, stable [revenue for transit plan**](#) becomes more likely every day.

-30-

*http://keepnycfree.com/media/files/2008-10-15_Recommendations_MTA_Financing.pdf

**New Revenues for Mass Transit from Keep NYC Free that Save the Fare

Annual Revenue Options to fund Mass Transit	Potential Annual Revenue (\$ millions)
Non-resident income tax at double pre-1998 rates	\$1,800
Increase state motor fuel tax by 4 cents/gallon	\$500
MTA bridge and tunnels as HOT lanes – \$1 increase	\$147
Increase on-street parking fees, fines for parking illegally in the Manhattan central business district	\$125
Increase Street Closing Fees	\$500
Increased Registration Fees	\$250
Project-based financing of major new MTA capital projects	\$200
Regional Payroll Tax (various options)	\$400 to \$2,250
Regional Sales Tax	\$100
TOTAL	\$4,022 to \$5,872