

While the MTA imposed a limit on how many “non-revenue miles” its execs and other staffers may drive vehicles that they get to also use for their daily commute, Keep NYC Congestion Tax Free urges the MTA to not permit such routine use of agency sedans. Does it not make sense to drastically reduce the number of vehicles and allow the former beneficiaries to rely on their own means to get to work – just like the rest of us? What do you think? Let us know.....

http://www.nydailynews.com/ny_local/2008/07/10/2008-07-10_after_news_scoop_mta_tells_execs_to_curb-1.html

After News scoop, MTA tells execs to curb cars

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The MTA is curbing the use of authority-owned cars by staffers who don't even have to pay to fill the tank, officials revealed Wednesday.

Metropolitan Transportation [Authority Chief Executive Officer Elliot Sander](#) ordered the cost-cutting in a memo to top administrators that was dated Tuesday - a day after a Daily News report about Bridge and Tunnel workers using authority sedans to commute.

"The budget problems we are facing are daunting," the memo states. "The severe drop in proceeds from our real estate taxes, coupled with dramatic increases in fuel prices, are creating great stress on our operating budget."

By September, miles traveled by "nonrevenue vehicles" must be slashed by 15%, according to the memo, which also ordered cuts on out-of-town travel, food, beverages, cell phones and [BlackBerrys](#).

Planned hirings also are to be delayed by two months.

Citing burgeoning budget deficits and inadequate state and city funding, Sander has warned that further fare and toll hikes could be necessary next year.

The savings ordered by the memo will amount to approximately \$5 million and is the first salvo in an initiative in which Sander expects to find even more savings, MTA spokesman [Jeremy Soffin](#) said.

Under a prior directive, agency heads were told to find annual budget savings of 6% over four years, which would total about \$80 million over the next year.

[William Henderson](#), executive vice president of the [Permanent Citizens Advisory Committee](#) to the MTA, said such administrative belt-tightening could give the authority "some necessary breathing room." But the large budget gaps will require "a more comprehensive solution that provides reliable, stable and inflation-sensitive funding to operate vital transportation services."

Gov. Paterson last month created a blue-ribbon panel to recommend ways to increase transit funding. It is expected to issue a report in November or December.

On Monday, The News reported that 60 [MTA Bridges](#) and Tunnels supervisors have division-owned cars in case of emergencies that require them to respond from home.

The vehicles also are used for daily commutes. The division also has 40 so-called pool cars that staffers not assigned their own set of authority wheels can request for official business during working hours, The News reported.

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