

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

<b>Annual Revenue Options to fund Mass Transit</b> (updated 2-6-2009)	<b>Potential Annual Revenue (\$ millions)</b>
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
<b>TOTAL</b>	<b>\$2,222 to \$4,072</b>

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## Tolls on our Free Bridges – Another Unfair, Inefficient Tax

*It makes no sense to impose Tolls on Free East River and Harlem River Bridges.*

As a means of generating new revenues for mass transit, tolls on the free bridges would extraordinarily inefficient -- \$2 of every \$5 collected go to the program's annual costs and not to projects to improve mass transit.

NONE of the bridge toll money is earmarked to save the fare.

Tolls on the Free Bridges disproportionately hits the pockets of middle-class and working New Yorkers who use those free crossing and lack the income to use the tolled crossing where they would encounter fewer delays in return for paying a premium to cross into or out of Manhattan.

This regressive tax disproportionately burdens middle income New Yorkers, largely from the Bronx, Brooklyn, and Queens. According to City data, residents from the four “preferred” boroughs – Queens, the Bronx, Brooklyn and Staten Island – have average incomes around \$46,004 and median incomes under \$43,000 annually.

Outerborough driver households earn less than half (43.8%) of Manhattan car households.

Many outerborough seniors and others rely on hospital and other medical care in Manhattan and now face an additional tax for seeking that care. This becomes all the more compelling since only one-third of all East River bridge car trips involve commuting. (Komanoff, 2003)

(Unlike regular Manhattan folks who have mass transit options galore,) most residents of The Bronx, Brooklyn, Queens and Staten Island need a car because mass transit does not provide regular and adequate service.

Non-City residents would pay less than ¼ of the East River Bridge tolls while City residents would pay 78% [Brooklyn 33%, Queens 24%, Manhattan 10%, Staten Island 8%, The Bronx 3%] (Komanoff, 2003)

Tolls will divert people into already crowded mass transit that the MTA's own analysis shows simply maxed out and lacking capacity.

Tolls mean an as much as \$690 million overall reduction in economic activity in the City, a loss of as many as 8,700 jobs, and tens of millions of dollars in lost State and City tax revenues.

Better revenue options exist. (Please see revenue table opposite side of this page)