

# Keep NYC Free

[www.keepnycfree.com](http://www.keepnycfree.com)

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## State Senators deserve praise; toll-taxers merit blame for MTA \$\$ woes

Those who vociferously attack the State Senate Majority for formulating an alternative to the unfair, inequitable, inefficient toll-tax reliant Ravitch scheme evidently care not one iota about the deleterious impact of packing even more riders to the over-capacity subway cars that surely will result if the toll-taxers get their way and impose tolls on the extensions of our city streets known as our free bridges across the East River and Harlem River.

Rather than an inefficient, unfair and inequitable toll-tax that will pack in straphangers like Sardines, these toll-taxers would better serve public discourse by advocating the sound alternatives advocated by the coalition of civic, business and labor organizations, Keep NYC Free. Keep NYC Free urges them to visit [www.KeepNYCFree.com](http://www.KeepNYCFree.com) to read our [proposals\\*](#) and urge our electeds officials to embrace these alternatives, which unlike the Ravitch scheme, avoids any reliance on a fare hike.

If the toll-taxers would cease their ideological fixation to tolls, the path to a no-fare-hike, stable revenue for transit plan becomes more likely every day.

Why not earmark 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) and more realistic (city) fees for the use of street space by construction contractors and utilities (\$500 million), to name just a few sound alternatives. Why not enact a non-resident revenue [reform](#) that apportions its proceeds between City and suburban transit projects (\$1.8 billion).

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\*[http://keepnycfree.com/media/files/2008-10-15\\_Recommendations\\_MTA\\_Financing.pdf](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 (updated 3-10-2009)	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
<b>TOTAL</b>	<b>\$4,022 to \$5,872</b>