

Keep NYC Free

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Brooklyn's Beep on Traffic Tax: Fugheddaboudit

Do not think Keep NYC Free can state it better than Brooklyn's Borough President, Marty Markowitz when it comes to the impact of the [Traffic Tax/ Tolls/ Congestion Tax](#): “Three of the un-tolled Bridges in New York—the Brooklyn Bridge, Manhattan Bridge, and Williamsburg Bridge—are in Brooklyn. Due to Brooklyn’s geographical mass, some parts of our borough have limited or no access to mass transit. Residents of these areas must commute by car and have no choice but to use these bridges. A toll on them would create an unfair burden on the backs of hard working Brooklynites.”

The Beep made the above statement of fact in his [Strategic Policy Statement](#) (See page 58) released in conjunction with his State of the Borough [address](#).

Brooklyn Borough President Markowitz made clear he continues to oppose these tolls (see page 58), advocating for a commuter tax instead. The Borough President also continues to advocate for the burdens of the transit system to be shared equally across the 12-county Metropolitan Commuter Transportation District (see page 59).

The Brooklyn Borough President Markowitz also stated, “One in every three public transit users in the United States rides the MTA, yet the system is one of the least subsidized in the nation.”

Thus he proposes (see page 57) the following:

- **Dedicated Gasoline Tax:** An implementation of a modest increase in the gasoline tax levied in the entire 12 county Metropolitan Commuter Transportation District (MCTD) with the money dedicated to public transit.
- **Vehicle Registration Fees:** Raise the fees on vehicle registration based on weight and model type; equalizing the vehicle use tax in the entire MCTD—a tax for which New York City residents currently pay more.
- **Lottery:** The MCTD can have a mega millions lottery that is solely dedicated to mass transit.
- **Consolidating Assets:** The MTA could cut costs by consolidating its property assets including the blighted building at 370 Jay Street in Downtown Brooklyn. The Borough President believes that 370 Jay Street could be sold or leased to attract one or more major corporate tenants, including retail. Currently the MTA has budgeted \$159 million toward renovating the building for its back office's, but it will not be fully occupied until 2016.
- **Continue to reach out to the federal government to provide New York City with help in this MTA crisis and get the fair share of transit money that this City deserves.**

The Borough President sent his chief of staff to a [news conference](#) called by staunch anti-congestion tax Assembly Member David Weprin yesterday (Sunday, February 6) noting all of the above. Others participating included State Senator Tony Avella and Assembly Member Michael DenDekker, as well as our own primary spokesperson, former City Council Member Walter McCaffrey and a representative of the [Queens Chamber of Commerce](#) who reminded everyone of the chamber's 2006 [report](#) finding fault with the congestion tax on economic grounds.