

Keep NYC Free

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A new beginnin's clingin' in my head

Before the ink is dry – and certainly before it ages on the web, the Governors of New York and New Jersey reject an outrageous gouge in the toll-tax paid to cross the Port Authority's Hudson River and Staten Island crossings; they quickly declared this irresponsible hike DOA! It immediately brought a special [song](#) to mind. Keep NYC Free praises these two elected officials who found fault with charging \$4 more in one fell swoop.

*Just in case it happens, you'll see
I have paid all my dues (and paid them) faithfully
Now the peace of mind
I'll feel in time
Is worth the misgiving
A new beginnin's
Clingin' in my head
The rest of it's been said¹*

Keep NYC Free criticizes [unsound](#) and [irresponsible schemes](#), including the [congestion tax](#) and [toll-tax variants](#). The Port Authority of New York and New Jersey (PANYNJ) may just outline a case for something modest and reasonable.

In the current economic climate, a \$4 hike in the round trip toll proves too big a burden to impose all at once; it could impact on commuters entering Manhattan from New Jersey; and very large increase in truck tolls will just increase the cost of doing business in the region.

¹ [Just In Case It Happens](#) by Richie Furay

The existing PATH pricing certainly favors housing development west of the Hudson and slowed reinvestment in NYC nabes that feed residents to the CBD and downtown. The PATH fare hike – while outlandish – does remove the existing glaring disparity that make a PATH commute to downtown or midtown more affordable than a subway ride.

Some stories on the Port Authority's scheme:

Outrageous toll hikes will punish working class people just for going to work (August 6, 2011), [Daily News](#)

Port Authority Seeks Big Toll Increase (August 5, 2011), [New York Times](#)

We weren't 'tolled' of PA \$hocker: govns (August 7, 2011), [New York Post](#)