

Keep NYC Free

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Revenues that Makes Sense for the MTA Capital Plan

Keep NYC Free welcomes the current discussion on funding the MTA Capital Plan. We also applaud the Governor and the MTA for their efforts to make the plan cost-effective and remind the City of its historic commitment to support the capital plan. At the same time we [again caution](#) against renewed calls by editorial boards and the usual toll-tax crowd to make the so-called MoveNY [toll-tax scheme](#) the primary funding source.

Keep NYC Free reminds the Mayor how the toll-taxers continue to [scheme](#) to create the two New Yorks the Mayor campaigned against to prevent – something his deputy mayor apparently forget when writing to the MTA last week.

No more need exists to consider the latest iteration of a [toll-tax scheme](#) that asks city residents to bear a cost just above \$11 (\$11.08; \$16 cash) per day. Despite the taxers' false assertions, their scheme would certainly create two New Yorks; Keep NYC Free (KeepNYCFree.com) [documents](#) that any toll-tax scheme fails to raise the revenues needed, offers no benefits and hurts the [economy](#).

Tolling the free East River bridges connecting Brooklyn and Queens to Manhattan certainly will not [move New York](#).

And the toll-tax scheme stands to benefits wealthier New Yorkers who commute from their suburban homes through city neighborhoods to suburban office parks.

A discussion on revenues ought to be about what makes sense, not what appeals to some [ideological](#) bent.

[Toll-tax schemes](#) represent nothing serious when we must focus on real [revenue](#) streams to support public transit. The tolling proponents argue revenue – that cannot be realized – to mask a campaign where they act as [social engineers](#) to take moderate, middle and lower income New Yorkers out of cars and impose their ill-advised economically devastating social agenda

Why not employ some sound revenues streams?

Reform the non-resident income tax – long advanced by the Queens Civic Congress – proposed in legislation by Assembly Member David Weprin, to secure much of the revenue needed, estimated at some \$2 billion, and in a more progressive manner.

Other revenue sensible streams include reform of City fees for closing streets as part of construction projects (approx. \$500 million) and a surcharge on expensive car registration in the MTA regions. It makes more sense to look at these revenue reforms.

See:

[MTA chief demands \\$3.2B in letter to de Blasio](#) (New York Post)

[Cuomo's Plan to Close M.T.A. Funding Gap Revives Familiar Debate](#) (New York Times)

[Bill de Blasio considers raising funds for MTA through East River bridge tolls under congestion pricing plan](#) (Daily News)

[Motorman Cuomo: The governor must lead the way to a fully-funded and functional mass transit system for New York](#) (Daily News editorial)