

Keep NYC Free

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For Immediate Release: August 9, 2015

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NY City must honor its historic commitment to support the MTA Capital Plan

Keep NYC Free welcomes the most [recent media call](#) on New York City to contribute its fair share to help fund the MTA Capital Plan. We already shared our [kudos to the Governor and the MTA](#) for their efforts to make the plan cost-effective. So of course we find merit when the New York Post editorial board reminds the City to “[pony up](#)” to support the capital plan.

Keep NYC Free reminds the Mayor and everyone else how it remains important not put the cost on the backs of the overtaxed small businesses and middle and working class via phony [congestion tax schemes](#). Thus our [caution](#) against calls by some other editorial boards and the usual toll-tax crowd to make that so-called MoveNY [toll-tax scheme](#) the primary funding source.

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 month. 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.

Keep NYC Free even identified sensible revenue streams for the City – if its coffers being less full – including reform of City fees for closing streets as part of construction projects (approx. \$500 million) and a surcharge on expensive car registrations in the MTA regions.