

Keep NYC Free

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Regressive Toll Tax No Way To Fund Transit or Reduce Congestion

The push to resource the MTA through a [regressive toll-tax scheme](#) apparently continues despite its inequities, unfairness and [reported](#) excesses and inefficiencies at the transit agency.

As the New York Post editorial board noted, “Cash for the tolls would come from average New Yorkers, who are already over-taxed and over-tolled.”

Further, no one seems to recall the existing formula covering the allocation of toll revenue benefits commuter rail. Moreover, the ideologically-driven [scheme](#) to impose tolls on free bridges while reducing other tolls primarily involves a shift in which drivers pay a toll and how much. And it fails our [economy](#).

The schemers [ignore](#) the facts that drivers already pay registration fees and surcharges, gas taxes and sales taxes on repairs and purchases. Those folks just want to prevent driving without regard for economic impacts, and at a time when fewer private vehicles enter Manhattan. And their call for more cash ignores any needed [call for efficiencies](#) at the transit agency which excels at [exorbitance in spending](#) on its projects.

One correspondent, a Queens civic activist, noted to Keep NYC Free that the vehicles that operate within mid-Manhattan throughout the day significantly contribute to its congestion. This includes more than 68,000 app-based vehicles – five times the number of licensed yellow cabs – [according to](#) former city transportation official Bruce Schaller.

A first step requires introducing efficiencies and re-allocating savings to projects to improve public transit (subways, buses and commuter rail). Then move on to [better revenue sources](#) identified by Keep NYC Free.

See

[How to Get New York Moving Again](#) (New York Times Op-ed by David Leonardt, January 7, 2018)

[New York Leaders Are Failing Its Subway Riders](#) (New York Times editorial, January 7, 2018)

[No 'congestion pricing' unless the MTA stops its multibillion-dollar waste](#) (NY Post Editorial, January 6, 2018)

[Push for New York Congestion Charge Picks Up Steam](#) (Wall Street Journal, January 1, 2018)

[For Congestion Pricing Plan, New Support and Steadfast Critics](#) (New York Times, December 29, 2017)

[The Most Expensive Mile of Subway Track on Earth](#) (New York Times, December 29, 2017)