

Keep NYC Free

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Regressive Toll Tax Wrong Way To Fund Transit or Reduce Congestion

The Governor's budget message includes no [regressive toll-tax scheme](#) on the Free East River and Harlem River bridges; it does suggest a "[pricing zone](#)" (that the City would need to establish). While Keep NYC Free awaits a report that would offer a [scheme](#) or menu of schemes to impose a fee to enter a zone or zones to be defined on pre-determined times of days, it remains important to any toll-like fees that ill impact New Yorkers. [Toll-taxes](#) no matter where imposed raise issues of inequity, unfairness and inefficiencies as a revenue source for transit.

As the New York Post editorial board [noted](#) last week, "Cash for the tolls would come from average New Yorkers, who are already over-taxed and over-tolled." Today, the Post [opined](#) that the state "needs a top-to-bottom financial re-do at the MTA..." It recommends that the MTA first "cut massive waste on projects like the one to bring the LIRR into Grand Central."

Any [scheme](#) to impose tolls fails our [economy](#) and [ignores](#) the facts that drivers already pay registration fees and surcharges, gas taxes and sales taxes on repairs and purchases. At a time when fewer private vehicles enter Manhattan, a toll-tax on entry ignores the vehicles that operate within mid-Manhattan throughout the day significantly contribute to its congestion. Some 68,000 app-based vehicles operate there— five times the number of licensed yellow cabs – [according to](#) former city transportation official Bruce Schaller.

As Keep NYC Free consistently advocates, the first step requires introducing efficiencies and re-allocating savings to projects to improve public transit (subways, buses and commuter rail). Follow that with the [better revenue sources](#) identified by Keep NYC Free.

See:

[Cuomo: Congestion pricing proposal won't toll East River bridges](#) (Politico, January 15, 2018)

[Cuomo says tolls can be placed on 'any block' in NYC](#) (NY Post, January 16, 2018)

[Cuomo's tough budget choice: protect the public — or his own ambitions](#) (NY Post, January 16, 2018)

[Cuomo wants tolls in high-traffic Manhattan areas instead of East River bridges to fund MTA](#) (Daily News, January 16, 2018)

[Cuomo's Congestion Pricing for New York City Begins to Take Shape](#) (NY Times, January 17, 2018)