

Keep NYC Free

www.KeepNYCFree.com

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Why City Hall and Executive Chamber Eschew Sound Revenues for the MTA

The Ravitch proposals in part reprises a failed effort rather than looks solely at broad and fair proposals to resource transit. Ravitch drops hints about the exclusion of sound alternatives to charging tolls – aka the congestion tax – to cross the currently free East River and Harlem Rivers bridge crossings which serve as extension of the local streets between Manhattan and Brooklyn, Queens and The Bronx. Those who care about funding transit support these alternatives. We know this toll tax would function as nothing more than an unfair, inequitable and inefficient boondoggle or a revenue scheme.

Can the exclusion relate to plans by the Second Floor and City Hall to tap the [revenues](#) recommended by Keep NYC Free and others that, unlike Ravitch, achieve the needed outcome: low fares, steady resources to ensure that and stable revenues for necessary projects.

Why not earmark a modest \$0.04 state gasoline levy (\$255 million), a reasonable vehicle registration fee (\$250 million), rational fines for illegal parking (\$75 million), appropriate parking meter rates (\$50 million) and more realistic (city) fees for the use of street space by construction contractors and utilities (\$500 million), to name just a few sound alternatives. Why not enact a non-resident revenue [reform](#) that apportions its proceeds between City and suburban transit projects (\$1.8 billion).

Our website, www.KeepNYCFree.com, includes our [plan](#) and other useful information.

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*http://KeepNYCFree.com/media/files/2008-10-15_Recommendations_MTA_Financing.pdf

Attachment: New Revenues for Mass Transit from Keep NYC Free that Save the Fare

New Revenues for Mass Transit from Keep NYC Free that Save the Fare

Annual Revenue Options to fund Mass Transit (updated 3-10-2009)	Potential Annual Revenue (\$ millions)
Non-resident income tax at double pre-1998 rates	\$1,800
Increase state motor fuel tax by 4 cents/gallon	\$500
MTA bridge and tunnels as HOT lanes – \$1 increase	\$147
Increase on-street parking fees, fines for parking illegally in the Manhattan central business district	\$125
Increase Street Closing Fees	\$500
Increased Registration Fees	\$250
Project-based financing of major new MTA capital projects	\$200
Regional Payroll Tax (various options)	\$400 to \$2,250
Regional Sales Tax	\$100
TOTAL	\$4,022 to \$5,872