

# Keep NYC Free

[www.keepnycfree.com](http://www.keepnycfree.com)

For Immediate Release: March 22, 2009

Contact: Corey Bearak  
(718) 224-8010/ (718) 343-6779; cell: (516) 343-6207

## If Public Makes the “Call” Pols Need to Answer With No Fare Hike, No Cuts, No Toll Plan

Why ask the public to risk any reliance on unstable revenues – which is what the public hears from those who vociferously attack the State Senate Majority for seeking an alternative to the unfair, inequitable, inefficient toll-tax reliant Ravitch scheme? The toll-taxers evidently care not one iota about the deleterious impact of packing even more riders to the over-capacity subway cars that surely will result if the toll-taxers get their way and impose tolls on the extensions of our city streets known as our free bridges across the East River and Harlem River. Keep NYC Free urges the the public to visit [www.KeepNYCFree.com](http://www.KeepNYCFree.com) to read our [proposals\\*](#) and urge our electeds officials to embrace these sound alternatives advocated by the coalition of civic, business and labor organizations, which unlike Ravitch scheme, avoids any reliance on a fare hike.

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\*[http://keepnycfree.com/media/files/2008-10-15\\_Recommendations\\_MTA\\_Financing.pdf](http://keepnycfree.com/media/files/2008-10-15_Recommendations_MTA_Financing.pdf)

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

<b>Annual Revenue Options to fund Mass Transit</b>	<b>Potential Annual Revenue (\$ millions)</b>
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
<b>TOTAL</b>	<b>\$4,022 to \$5,872</b>