

Keep NYC Free

www.KeepNYCFree.com

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Call Yes, But Call for Alternative Plan that Makes Sense MTA Board Vote Makes Clear Need to Embrace a Plan that Delivers No Fare Hike, No Cuts, No Tolls

The MTA and Mayor call on the public to contact their state legislators. On that Keep NYC Free cannot disagree. But rather than a toll-tax reliant scheme that hikes fares, allows services cuts and imposes unfair, inequitable and inefficient tolls on our free East River and Harlem River bridges, it makes most sense to advocate the sound [alternatives*](#) advocated by the coalition of civic, business and labor organizations, Keep NYC Free. Keep NYC Free urges the public to visit www.KeepNYCFree.com to read our [proposals**](#) and urge our elected officials to embrace these [alternatives*](#), which unlike the unfair, inequitable, inefficient toll-tax reliant Ravitch scheme, avoids any reliance on a fare hike. Today's MTA Board vote makes compelling the need to move this [alternative*](#) to any toll-tax reliant scheme.

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

Annual Revenue Options to fund Mass Transit	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

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