

Keep NYC Free

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Six months after State Comptroller Thomas DiNapoli released an [audit](#) that detailed substantial overtime issues remain unresolved at the MTA, comes a new [audit](#) that the transportation agency failed to properly inspect nearly half of its bus fleet; this includes virtually all of the fleet's hybrid-engine buses.

Further, Comptroller DiNapoli's auditors found that 62% of the MTA's buses failed to meet reliability goals despite maintenance costs (\$777.7 million in 2008) [double](#) the maintenance costs of other comparable transportation agencies around the nation.

As the taxers [return](#) with a new name for an old scheme, it remains important for the public to know the stakes – if the tax actually skims any money beyond the costs of its imposition and implementation. So despite Chairman Walder's best efforts, the state comptroller finds waste and inefficiency going on at the MTA...how can the public trust that any money from a congestion tax recast as a traffic tax will improve services. Keep NYC Free again raises the [question](#) just who is the MTA serving.

Certainly not the public when it cut service in the face of sound [alternatives](#) detailed here and by others, including Labor. And it is not acceptable to just [blame](#) those who preceded those at the agency now. An institution that favors megaprojects for the well-heeled over core service for riders merits little [trust](#).

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