



a trip that uses both Transit and Metro-North to reach a destination means you have to purchase separate fares on both services. This doesn't make sense and can be expensive. We believe that riders should be able to use the MTA services that take them from point to point most efficiently, and to do this at an affordable fare.

Because a new fare system will take planning, we need to start working on better coordination of MTA agencies and fares now. Our Council has talked about a "Freedom Ticket" that would allow riders to choose the most efficient routing for a trip using any MTA service, and we are ready to work with you in further developing this concept.

Finally, we should not forget that fares and service are often threatened because of the way that the MTA is funded. The NYCTRC believes that funding should be stable, reliable, and able to rise to meet increasing costs. There are many problems with the funding mix that supports the MTA and its agencies. Some sources vary wildly in the money that they provide, depending on the health of the real estate market. Other taxes and fees that provide a large percentage of the MTA's funding are unpopular with many elected officials and residents in the region and are being challenged in court.

The MTA receives some funding through bridge and tunnel tolls, but often drivers wait in traffic to use nearby untolled crossings. The toll increases in this proposal will only cause more congestion, more pollution, and more energy use as more and more drivers find these tolls unaffordable and try to avoid them. We need to look at this system and make it more rational.

We must have a better mix of funding for transit and ask the members of this Board to advocate for change with our elected representatives, just as our Council will do. We must make sure that transit remains affordable and provides the service that our City needs.