

How congestion pricing will benefit the Southwest Bronx



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New York City's transit system is in crisis

Congestion pricing is a realistic step we can take to reduce traffic, cut air pollution, and increase funding for public transportation.

- ▶ **Congestion pricing** would charge drivers entering Manhattan below 60th Street at certain times, and use the revenue for citywide transit improvements.
- ▶ **If congestion pricing is not passed, transit fares will need to rise by 27%** to pay for essential projects, according to the MTA.
- ▶ **In London**, congestion pricing has improved transit, reduced traffic congestion by 15%, and reduced greenhouse gas emissions by 20%. In Stockholm, traffic congestion decreased by 22% and childhood asthma rates dropped by 50% after congestion pricing started.

Improvements are planned — but need funding

These MTA projects are underway or already completed:

- ▶ Reduce flooding at the 138 Street station
- ▶ Install train arrival information and countdown clocks at several subway stations
- ▶ Provide full ADA accessibility at the 149 Street/Grand Concourse 4/5 station
- ▶ Replace stairs at Freeman Street, Simpson Street and Prospect Avenue 2/5 stations
- ▶ Initial work to bring Metro North service into Penn Station (Penn Access)

Many of these projects are delayed or in need of additional money to proceed:

- ▶ Purchase over 3,000 new subway cars to improve reliability and customer experience on the 6, B and D lines
- ▶ Over 180 fully accessible (ADA) stations system-wide in 10 years
- ▶ More reliable service on the 2, 4, 5, 6, B and D
- ▶ Metro-North service directly into Penn Station with new stations in Hunts Point, Parkchester, Morris Park and Co-op City

Help New Yorkers get where they need to go — Get congestion pricing passed in 2019!

Sources: MTA Capital Program Dashboard, Fast Forward 2018. Express bus time savings estimates are from Riders Alliance.

