

How congestion pricing will benefit Metro-North riders



Our region'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 transit improvements.
- ▶ The MTA has said that if congestion pricing is not approved, transit fares would need to rise by 27% to pay for projects in the next capital program.
- ▶ Only 2.2% of Westchester County residents drive to work in the congestion pricing zone.
- ▶ 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

- ▶ Delivery of 66 new M8 rail cars to accommodate increased ridership
- ▶ Begin replacing the locomotive fleet to improve service reliability
- ▶ Improve power delivery with new battery tech
- ▶ \$1 billion investment into the Harmon train car maintenance facility
- ▶ Replacement of deteriorated platforms to improve pedestrian safety and provide new heated platforms
- ▶ Replace the 125-year-old Park Avenue Viaduct and repair the Park Avenue Tunnel
- ▶ Repair Grand Central's track and platform areas
- ▶ Improve service on the Port Jervis line
- ▶ Create ADA accessibility throughout the Metro-North system
- ▶ Completion of the Penn Station Access project to take the New Haven line directly into Penn Station, add four new stations in the Bronx, and create more capacity in Grand Central Terminal

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

Sources: MTA Capital Program Dashboard, Fast Forward 2018.



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