

How congestion pricing will benefit Northeast Queens



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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:

- ▶ Direct LIRR service into Grand Central when East Side Access is complete
- ▶ New elevators to make Murray Hill station wheelchair accessible
- ▶ Waterproofing and rehabilitation of the LIRR Flushing Main Street bridge
- ▶ New intercoms so customers can speak directly to transit employees

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

- ▶ Replace and upgrade the Mets-Willets Point LIRR station and create direct access to the proposed LaGuardia AirTrain Station.
- ▶ Up to 1.5 hours of time savings for Queens express bus riders each week
- ▶ Over 180 fully accessible (ADA) stations system-wide in 10 years

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.



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