

A joint statement from the Permanent Citizens Advisory Committee to the MTA & the New York Building Congress.

- Myth:** Congestion pricing will hurt low-income New Yorkers.
Fact: In reality, the majority of working-class New Yorkers are reliant on a dependable public transit system. **Only 1%** of those who drive into the Central Business District earn under \$50,000.
- Myth:** “The state is committed to funding the transit investments in the 2020-2024 MTA Capital Plan.”
Fact: To date, **no viable funding alternatives** have been proposed and **no silver bullet exists** that will achieve all the goals of congestion pricing: reducing traffic, improving air quality, and raising funds for transit infrastructure.
- Myth:** Congestion pricing only helps Manhattanites.
Fact: The MTA estimated that capital projects reliant on congestion pricing revenue would create 57,000 prevailing wage construction and service jobs **across the state**.
- Myth:** The MTA’s finances don’t impact my local economy, especially if I live outside of the service area.
Fact: The MTA’s capital plan supports jobs in **every Congressional and state Senate district** in New York.
- Myth:** LIRR and Metro-North riders won’t benefit from congestion pricing.
Fact: The current program guarantees that the LIRR and Metro-North receive **\$1.5 billion** each from congestion pricing revenue.
- Myth:** Congestion pricing in NYC is just too unpopular to implement.
Fact: In cities like London and Stockholm, **public support increased** from 38% to 59% and under 40% to about 68%, respectively, after implementation when the benefits became clear.
- Myth:** \$15 is too much to pay for drivers, especially as the program rolls out.
Fact: **\$15 is comparable** to other forms of transit. For example, a round-trip LIRR ticket from Penn Station to Valley Stream costs \$19.50.

For more detailed information, scan the QR code or visit pcac.org/reports/15facts.



A BILLION DOLLARS A MYTH

15 Facts: One for Each Billion Lost Without Congestion Pricing

July 30, 2024



8. **Myth:** The congestion pricing “pause” won’t affect contract awards.
Fact: This is not just an issue for the future. A \$182 million contract for utility relocation was **already put on hold** due to the pause.
9. **Myth:** Congestion pricing is just a cash grab for the MTA.
Fact: Congestion pricing is designed to **reduce traffic and pollution** while generating critical funding to **improve reliability and conditions** of public transportation for all New Yorkers.
10. **Myth:** The MTA is a money pit.
Fact: The MTA is under new management, which has taken steps to **improve efficiency and accountability** — starting with congestion pricing.
11. **Myth:** The MTA does not need the revenue from congestion pricing since the \$36 billion in funding is the most the capital budget has ever received.
Fact: **Every dollar of the \$51 billion 2020-2024 Capital Plan has been allocated** to specific projects, necessitating the full budget to complete all planned improvements.
12. **Myth:** Congestion pricing won’t affect the MTA’s operating budget.
Fact: Delay in implementing congestion pricing means **the MTA may have to issue debt earlier**, impacting the operating budget.
13. **Myth:** The MTA can substitute congestion pricing revenue by addressing fare evasion.
Fact: While curbing fare evasion helps, it primarily **supports the operating budget** rather than generating capital funding secured in a lockbox, as with congestion pricing. It is also costly to undertake.
14. **Myth:** Pausing congestion pricing won’t impact federal funding for the MTA.
Fact: The pause immediately **puts \$9.9 billion in Federal Transportation Administration funds at risk**, jeopardizing numerous projects, not to mention the **loss of \$4 billion** in federal support for Phase 2 of the Second Avenue Subway.
15. **Myth:** The MTA will be fine in the long run – it’s gotten by without this funding before and will again.
Fact: The current situation is unprecedented, and **without this revenue, service reliability and improvements will suffer significantly** for decades to come.

For more detailed information, scan the QR code or visit buildingcongress.com/reports

