

Script from Transportation Alternatives: **call: 518-474-8390, press 1 to leave a message**

As a New York City resident, I am counting on congestion pricing to start on June 30 without any delays. With hundreds of thousands of fewer cars on our streets, we'll have cleaner air, fewer crashes, and faster buses. I urge Governor Hochul to reconsider her plan to stall congestion pricing.

**Or, if you prefer, use the Riders' Alliance script:**

I'm calling to tell Governor Hochul that her plan to delay congestion pricing is a terrible idea that will defund our transit system and deny millions of riders the better service, cleaner air, and safer streets we deserve. The Governor has stood by riders time and time again in support of congestion pricing. It's unthinkable that she would betray our trust just weeks before the program is supposed to begin. This is a misguided political maneuver to court suburban voters at the cost of alienating millions of New Yorkers who fought for years to secure \$15B in dedicated funding to improve our transit. Please stay the course, stick with riders, and see through this once in a generation opportunity to bring our transit system into the future.

**Send an email, too!**

I shamelessly borrowed language from [Charles Komanoff's piece in Streetsblog](#). All credit to him. *Note: I have redrafted this action after the announcement that the Governor has "indefinitely paused" congestion pricing.*

[Contact the governor](#)

I am writing to express my deep disappointment with your sudden decision to "indefinitely pause" the congestion pricing plan which has been years in the making.

The law required the tolls to bring in \$1 billion annually, and the plan was to use that to finance loans to pay for transit construction. This last-minute decision made no allowances for the sudden loss of \$15 billion of loans for the MTA's planned projects.

This is a terrible mistake. On learning the news, Samuel I. Schwartz, a former city traffic commissioner and longtime supporter of congestion pricing, pointed out that construction jobs will be lost when the MTA cannot go forward with planned upgrades.

Legislators have rejected your idea for a business payroll tax.

Congestion pricing is good for business. Residents and businesses will avoid vast amounts of time and frustration lost in traffic and needlessly slow trains. Reduced congestion of drivers passing through the zone will enable an estimated 50,000 more people to travel to the congestion zone each day, thanks to better transit and a projected 9 percent uptick in car occupancy rates.

For every dollar's worth of air-quality improvements, congestion pricing will bestow on city transit riders \$12 and on the region's drivers \$25 in saved time.

Congestion pricing will save millions of hours each year for drivers who aren't even headed to or from Midtown and Lower Manhattan but whose highway lanes will become less jammed.

There's still time to make this right! The Governor has stood by riders time and time again in support of congestion pricing. We are counting on you to deliver the better service, cleaner air, and safer streets we deserve.