



New York City's Congestion Pricing Experience & Implications for Road Pricing Acceptance in the United States

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Congestion Pricing Proposal

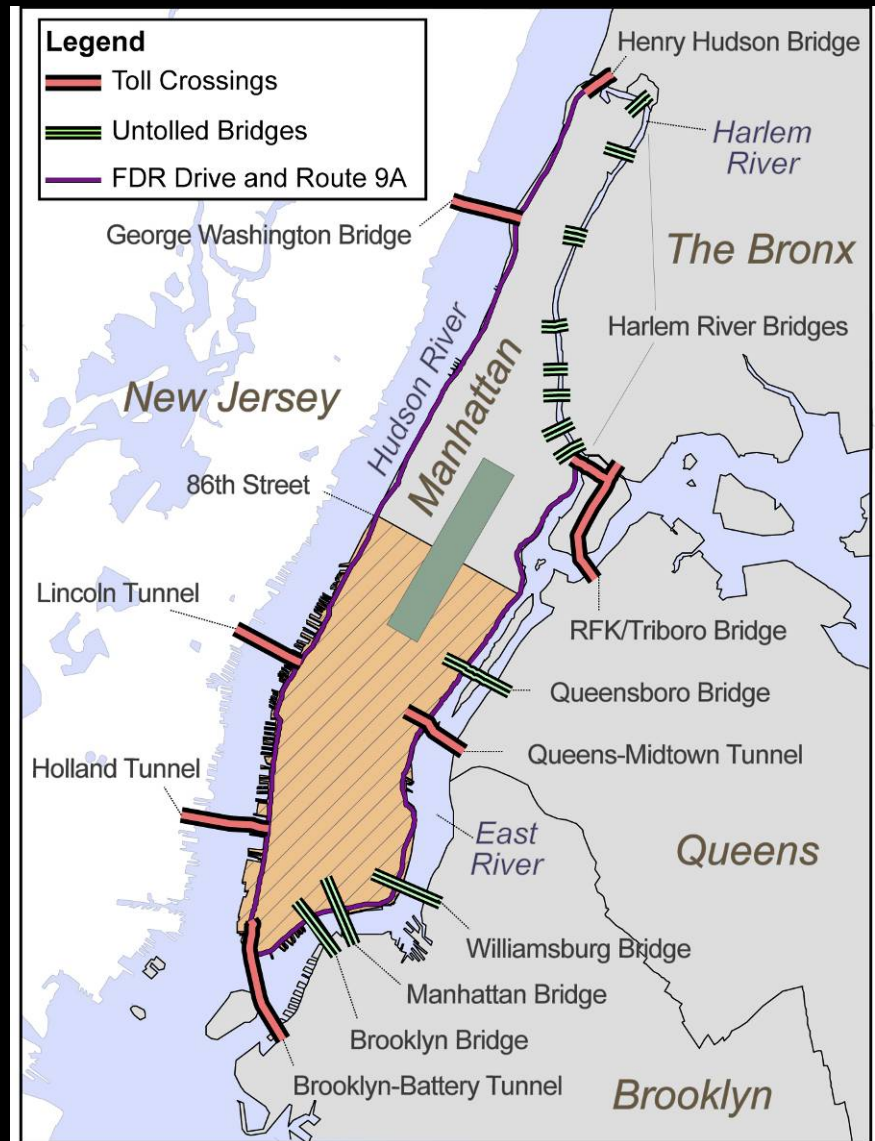
PlaNYC Proposal

\$8 daily fee to enter/exit pricing zone

\$4 for intra-zonal trips

Tolls credited toward congestion fee

Weekdays 6am-6 pm



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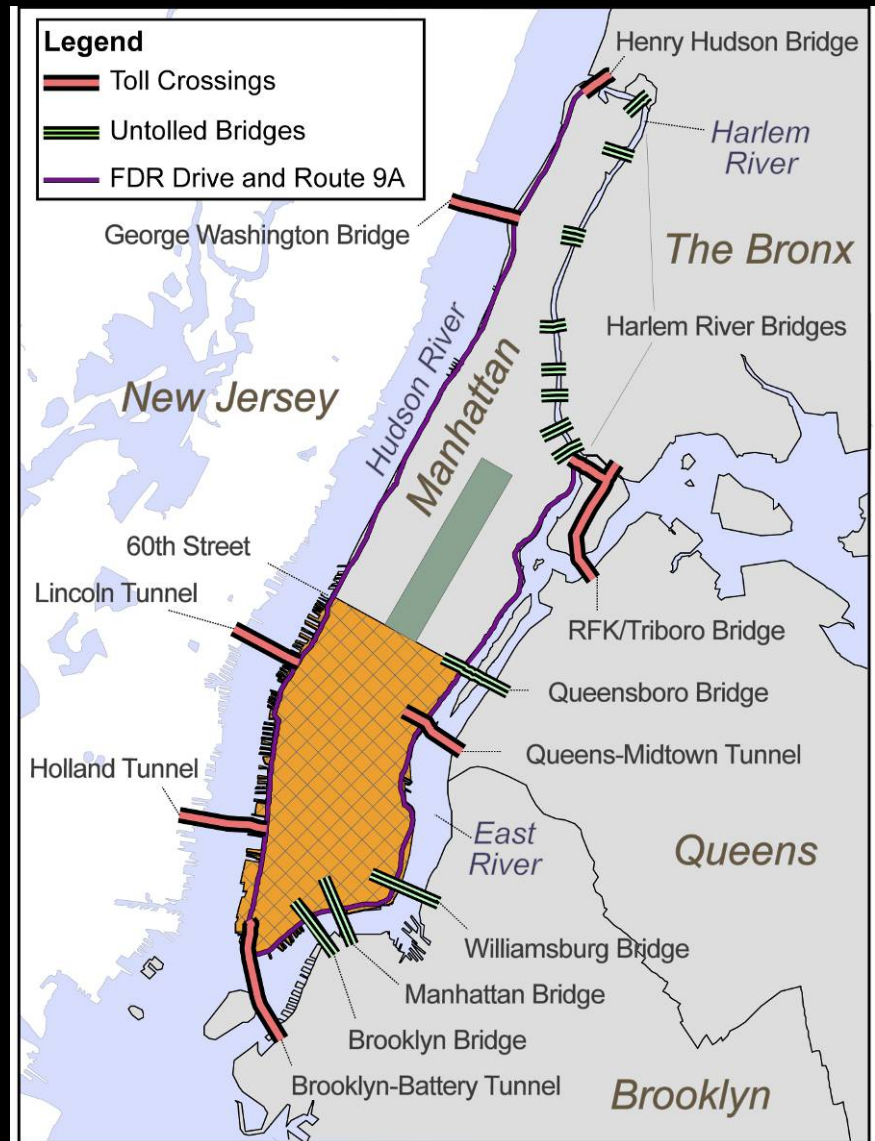
Modified Proposal

\$8 daily fee to enter pricing zone

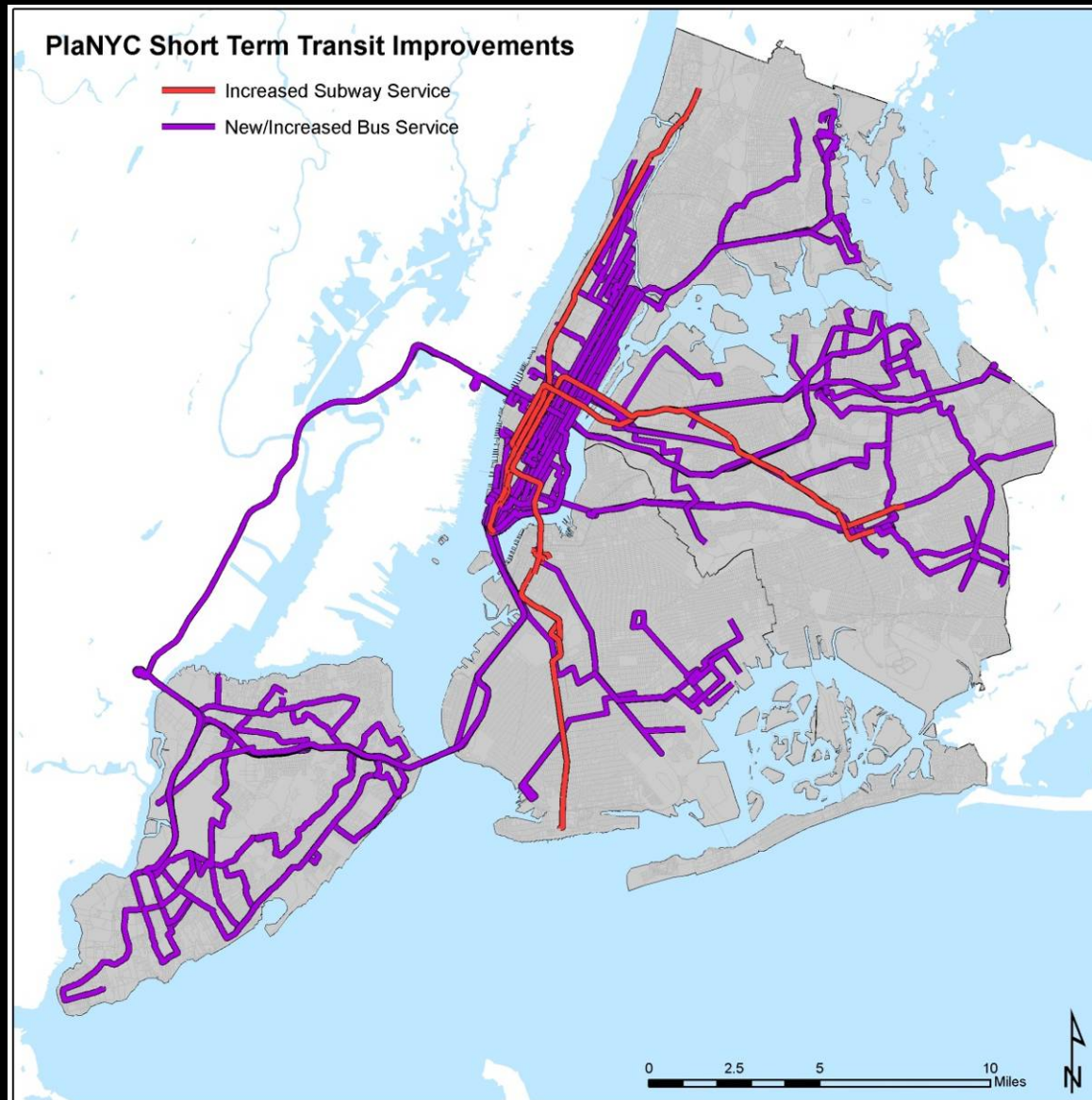
Parking and taxi fees

\$491M revenue net of system operating costs

6.8% VMT reduction



Short-Term Transit Improvements



Congestion Pricing Process

- April 2007 Mayor Bloomberg releases PlaNYC: sustainability plan for 2030
- July 2007 State Legislature creates Congestion Mitigation Commission
- Aug. 2007 USDOT awards \$354M to State and City
- Fall 2007 Commission conducts public hearings and assesses alternatives
- Jan. 2008 Commission recommends modified congestion pricing plan
- Mar. 2008 City Council approves Commission plan
- April 2008 Legislature fails to vote by USDOT funding deadline (Assembly Democrats from NYC block proposal)
Governor appoints Ravitch Commission

Other Pricing Proposals in NYC

Spring 2009 East River/Harlem River **bridge toll proposal** blocked in Legislature (by Senate)

Legislature adopts 0.33% **regional payroll tax** to fund MTA

NYC increases minimum **on-street parking rate** from 50 cents to 75 cents/hour

Ongoing Series of pilots for **peak-rate parking pricing** in retail corridors

- Greenwich Village, Manhattan (began Fall 2008)
- Park Slope, Brooklyn (began May 2009)

Demonstrate:

- Effectiveness of pricing to increase parking availability
- Need to convince stakeholders of benefit of pricing

Summary of Views on Congestion Pricing in NYC

Criterion	Views of proponents	Views of opponents
Societal impacts		
Individual level impacts		Impact on transit riders
		Impact on auto users

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Societal impacts		<ul style="list-style-type: none">Reduces traffic congestionFunds better mass transitReduces air pollutionFurthers goals of sustainability, urban quality of lifeReasonably discourages often-unnecessary driving	
Individual level impacts	Impact on transit riders	<ul style="list-style-type: none">Funds better transitTransit improvements will absorb increased ridership	
	Impact on auto users	<ul style="list-style-type: none">Drivers will have reasonable transit alternativeDrivers will benefit from less traffic congestion	

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Criterion		Views of proponents	Views of opponents
Societal impacts		<p>Reduces traffic congestion</p> <p>Funds better mass transit</p> <p>Reduces air pollution</p> <p>Furthers goals of sustainability, urban quality of life</p> <p>Reasonably discourages often-unnecessary driving</p>	<p>Targets “working person” driving to work/medical/etc.</p> <p>Social engineering by Manhattan-based elites</p> <p>Little impact on Manhattan traffic</p> <p>Revenue will be diverted from the MTA</p> <p>MTA cannot be trusted to use new revenue for better service</p>
Individual level impacts	Impact on transit riders	<p>Funds better transit</p> <p>Transit improvements will absorb increased ridership</p>	<p>Trains and buses will be more crowded</p>
	Impact on auto users	<p>Drivers will have reasonable transit alternative</p> <p>Drivers will benefit from less traffic congestion</p>	<p>Transit is not and will not be viable alternative to driving</p> <p>Value of travel time savings (if any) not worth the \$8 fee</p> <p>NJ drivers not paying fair share</p>

Key Questions to Gain Public Acceptance

- **Purpose:** Is it revenue or congestion reduction?
- **Fairness:** Why do some drivers pay and not others?
- **Benefits:** what is value proposition to drivers who pay the fee?

Key Process Elements

- Vision
 - Sustainability, quality of life, accommodate population and economic growth
- Top-level leadership
- Public engagement
- Trust/demonstrate follow-through

Opportunities for Pricing Implementation

- Priced corridors
 - Highly congested
 - Downtown-oriented
 - Good transit service subsidized by tolls/fees
- Downtown parking
- VMT tax demonstration projects