

# **Congestion Pricing for New York City**

**Past (2007-08) Failure,  
Future (2014-15) Success?**

Presentation for

**International Forum on Economic Policies for Traffic  
Congestion and Tailpipe Emissions**

12-13 December 2013

Hangzhou, Zhejiang Province, China

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**Charles Komanoff • Nurture Nature Foundation • New York City**

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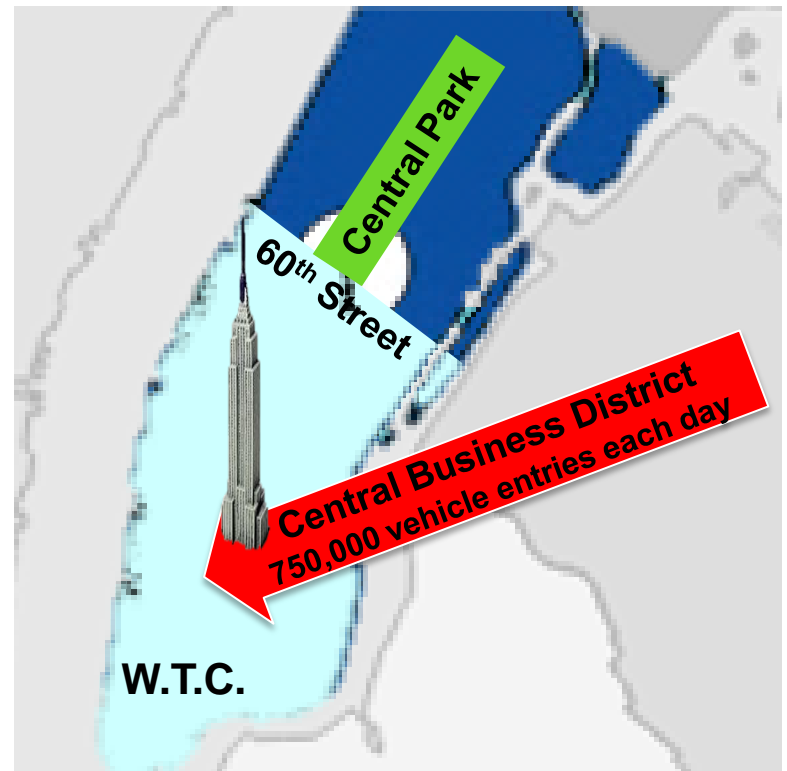
# New York City Map

## Populations

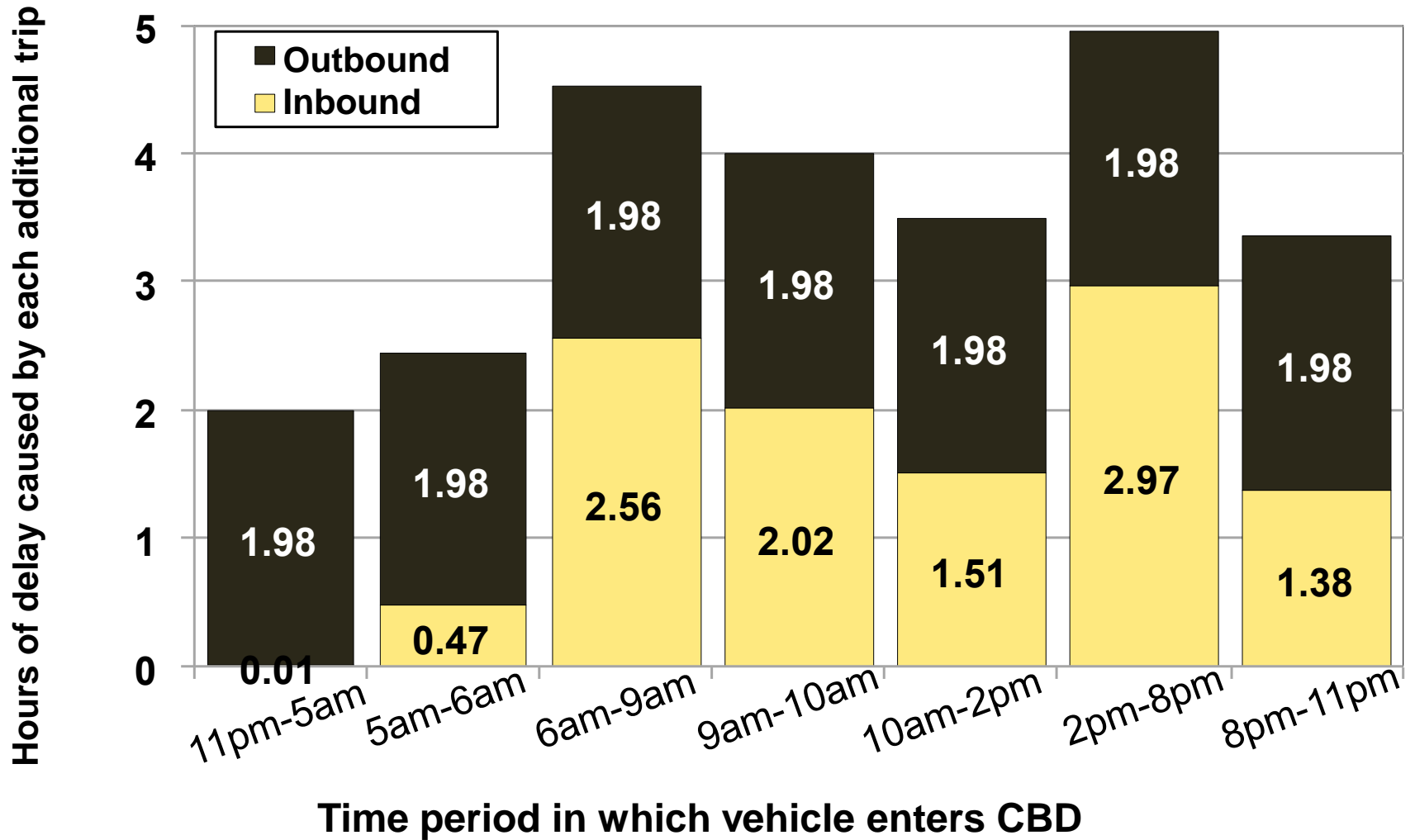
**Manhattan:** 1.6 million

**New York City:** 8.3 million

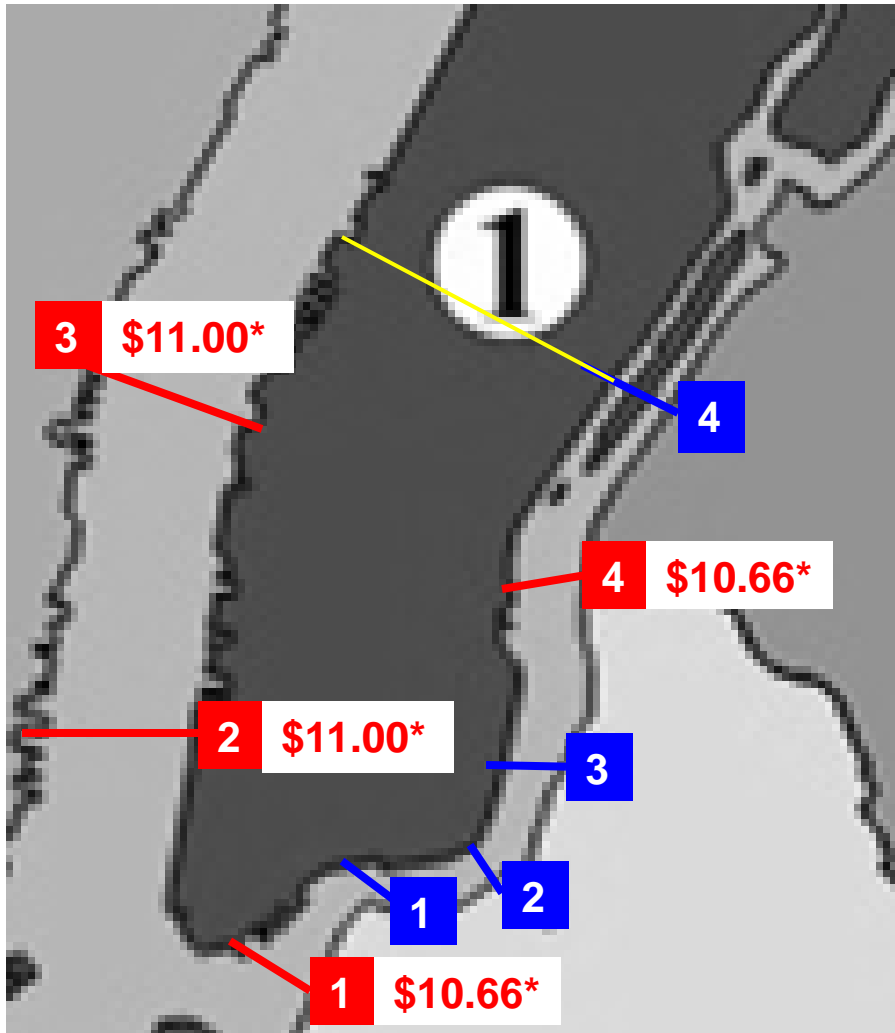
**NYC Metro Region:** 20 million



# Car trips to CBD impose enormous delays on other road users



# Bridges & Tunnels to the CBD



## Bridges (FREE)

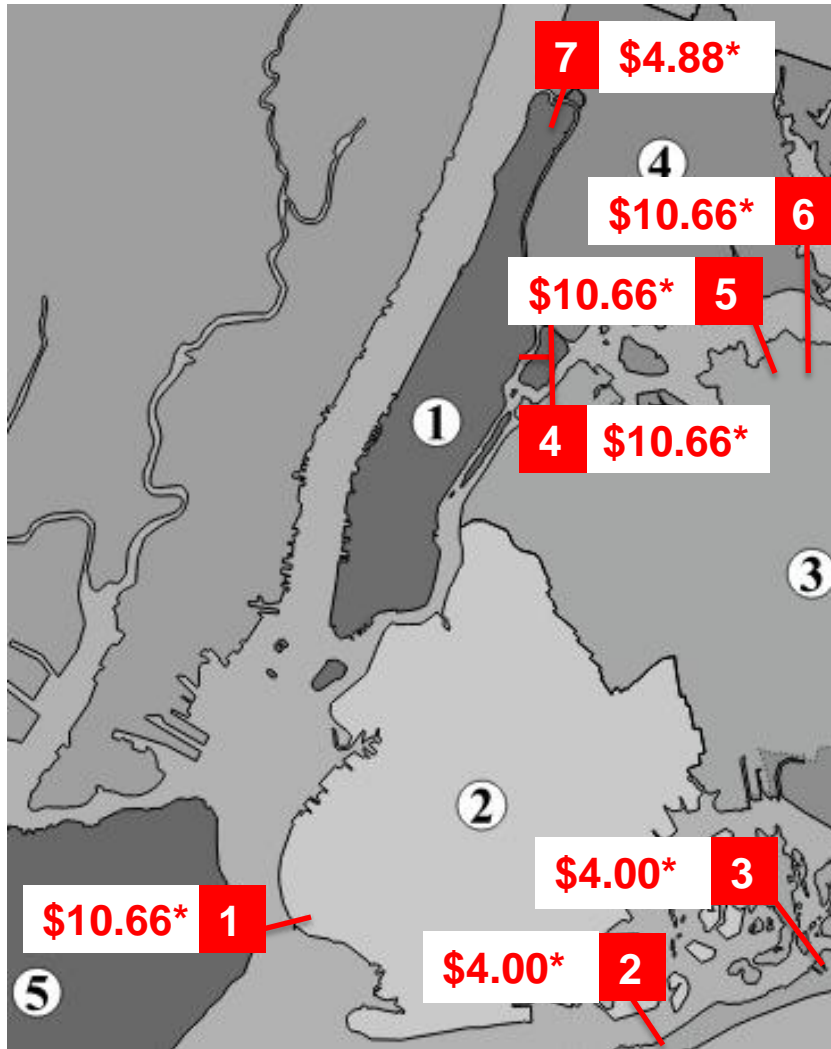
1. Brooklyn Bridge
2. Manhattan Bridge
3. Williamsburg Bridge
4. Queensboro Bridge

## Tunnels

1. Brooklyn Battery Tunnel
2. Holland Tunnel
3. Lincoln Tunnel
4. Queens Midtown Tunnel

*\* Fee is based on round-trip.*

# MTA Bridges (far from CBD)



1. Verrazano-Narrows Bridge
2. Marine Parkway-Gil Hodges Memorial Bridge
3. Cross Bay Veterans Memorial Bridge
4. Robert F. Kennedy-Triborough Bridge
5. Bronx-Whitestone Bridge
6. Throgs Neck Bridge
7. Henry Hudson Bridge

*\* Fee is based on round-trip.*

# What are NYC's traffic and transportation problems?

## 1. Traffic Gridlock

(CBD 8 am - 6 pm average: 9 mph)



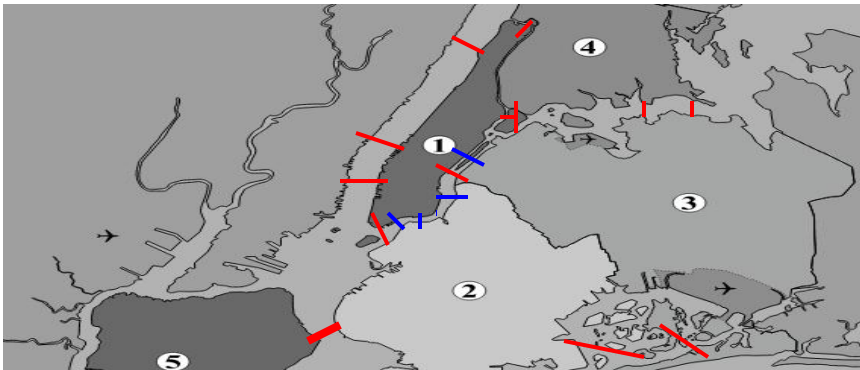
## 2. Underfinanced Transit System

(aging buses & subways)



## 3. Toll Imbalance

(inefficient & unfair)



## 4. Tailpipe Pollution

(problem largely solved)



# What was Mayor Bloomberg's 2007-2008 Congestion Pricing Proposal?

- Private autos entering Manhattan CBD pay \$8.00 (round-trip). Rebates for tolls on “upstream” bridges and tunnels.
- Large trucks pay extra.
- All tolls are charged only 12 x 5 (6am-6pm, Mon-Fri).
- Taxicabs pay surcharge averaging \$0.25 instead of entry fee.
- MTA bridge tolls remain.

# A Comparison

## Bloomberg 2007-08: Summary

### **Vision**

- Environmental

### **Proponent**

- Billionaire Mayor

### **Features**

- \$8.00 round-trip, 12 x 5
- Small taxi surcharge
- MTA bridges unchanged

### **Results**

- CBD Speed gain: 11%
- Net revenue: \$520M/year
- Manhattan pays: 13% of total
- MV share to CBD: 17% (now 19%)



# What is the “Move New York” Toll-Rebalancing Proposal?

- Private autos entering Manhattan CBD pay \$10.66 (round-trip) — same as MTA tunnels. No rebates.
- Large trucks pay extra, but only once per day.
- Taxicabs pay congestion-based surcharge averaging \$1.25 per trip instead of entry fee.
- All tolls are charged 24 x 7 (every hour of year).
- Reduce round-trip toll on all “major” MTA bridges by \$5.00 (for “minor” MTA bridges: \$2.00 off).

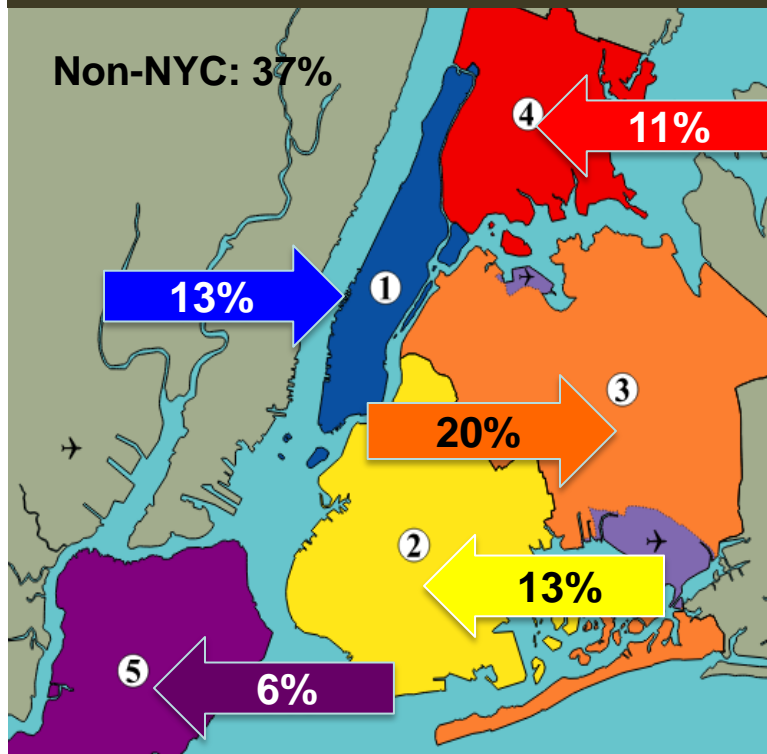
# A Comparison

Bloomberg 2007-08: Summary	Move NY 2014-15: Summary
<p><b>Vision</b></p> <ul style="list-style-type: none"><li>• Environmental</li></ul> <p><b>Main Proponent</b></p> <ul style="list-style-type: none"><li>• Billionaire Mayor</li></ul> <p><b>Features</b></p> <ul style="list-style-type: none"><li>• \$8.00 round-trip, 12 x 5</li><li>• Small taxi surcharge</li><li>• MTA bridges unchanged</li></ul> <p><b>Results</b></p> <ul style="list-style-type: none"><li>• CBD Speed gain (weekdays): 11%</li><li>• Net revenue: \$520M/year</li><li>• Manhattan pays: 13% of total</li><li>• MV share to CBD: 17% (now 19%)</li></ul>	<p><b>Vision</b></p> <ul style="list-style-type: none"><li>• Transport/Economy</li></ul> <p><b>Main Proponents</b></p> <ul style="list-style-type: none"><li>• Business + Labor + Community</li></ul> <p><b>Features</b></p> <ul style="list-style-type: none"><li>• \$10.66 round-trip, 24 x 7</li><li>• Large taxi surcharge</li><li>• MTA bridges \$5.00 less</li></ul> <p><b>Results</b></p> <ul style="list-style-type: none"><li>• CBD Speed gain (weekdays): 20%</li><li>• Net revenue: \$1,500M/year</li><li>• Manhattan pays: 25% of total</li><li>• MV share to CBD: 16% (now 19%)</li></ul>

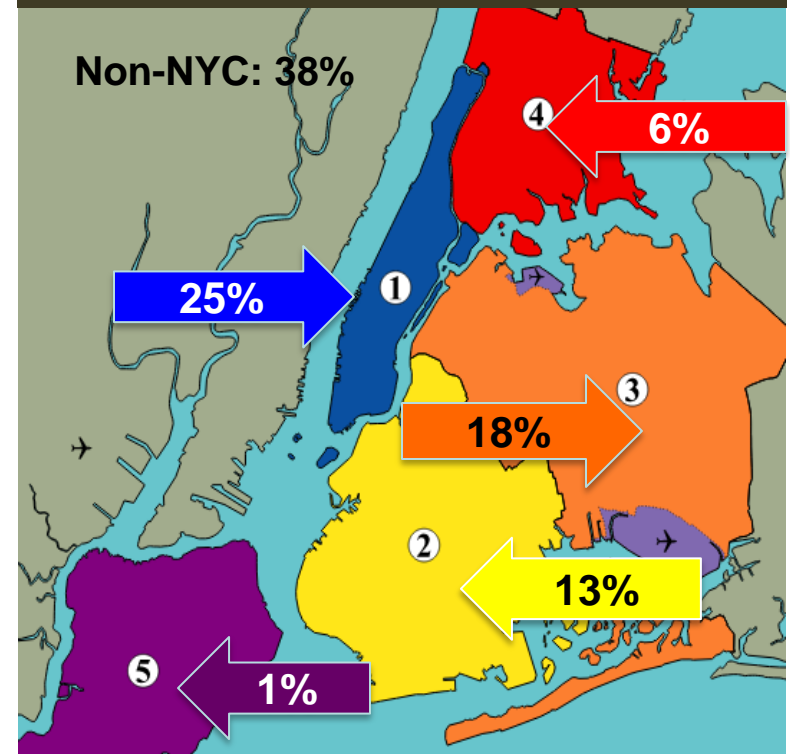
# Tolling needs taxi surcharge and non-CBD bridge discounts to balance burden

- 70% of cab use is by Manhattan residents.
- Few Manhattan residents use non-CBD bridges.

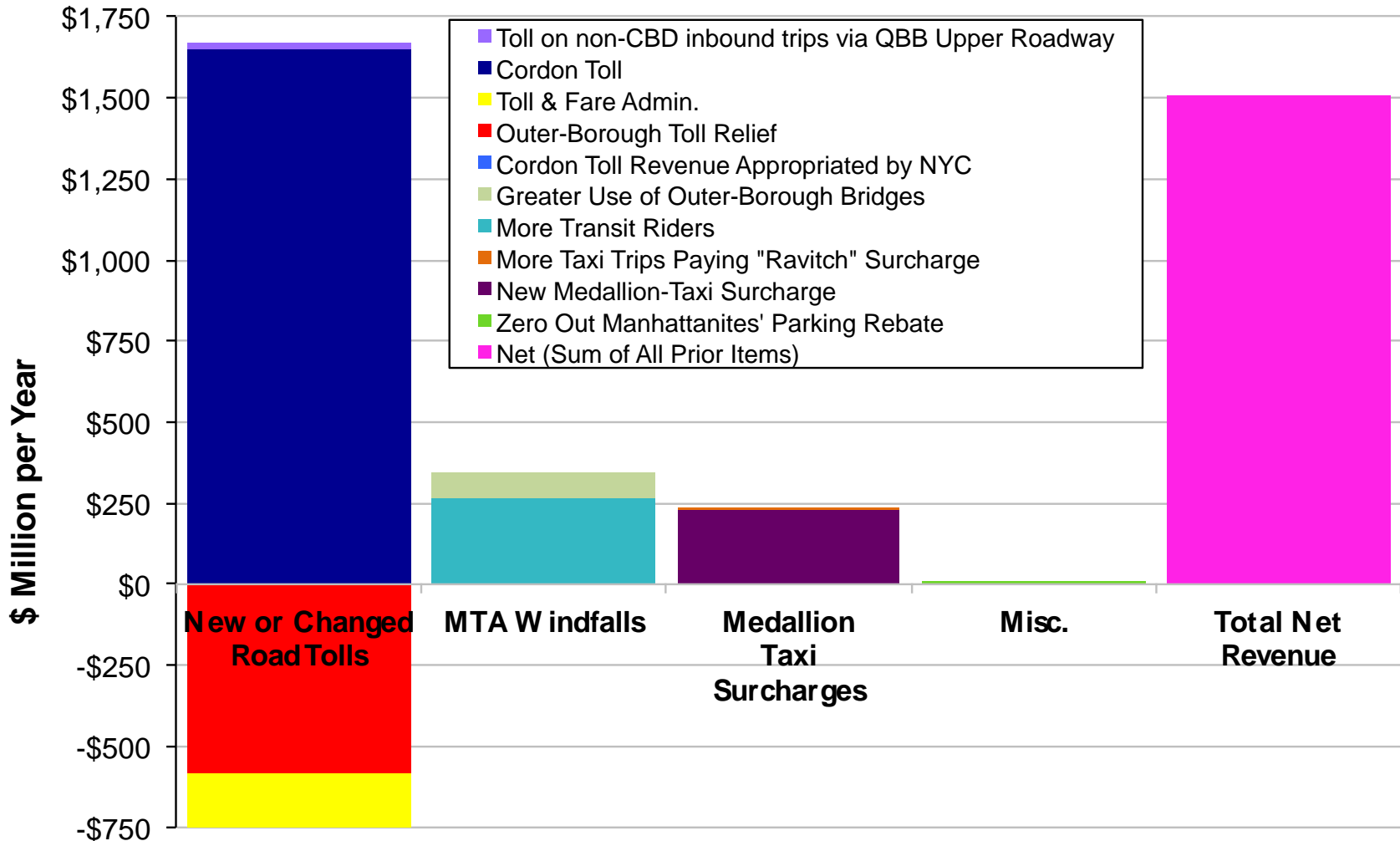
## Who Pays: Bloomberg



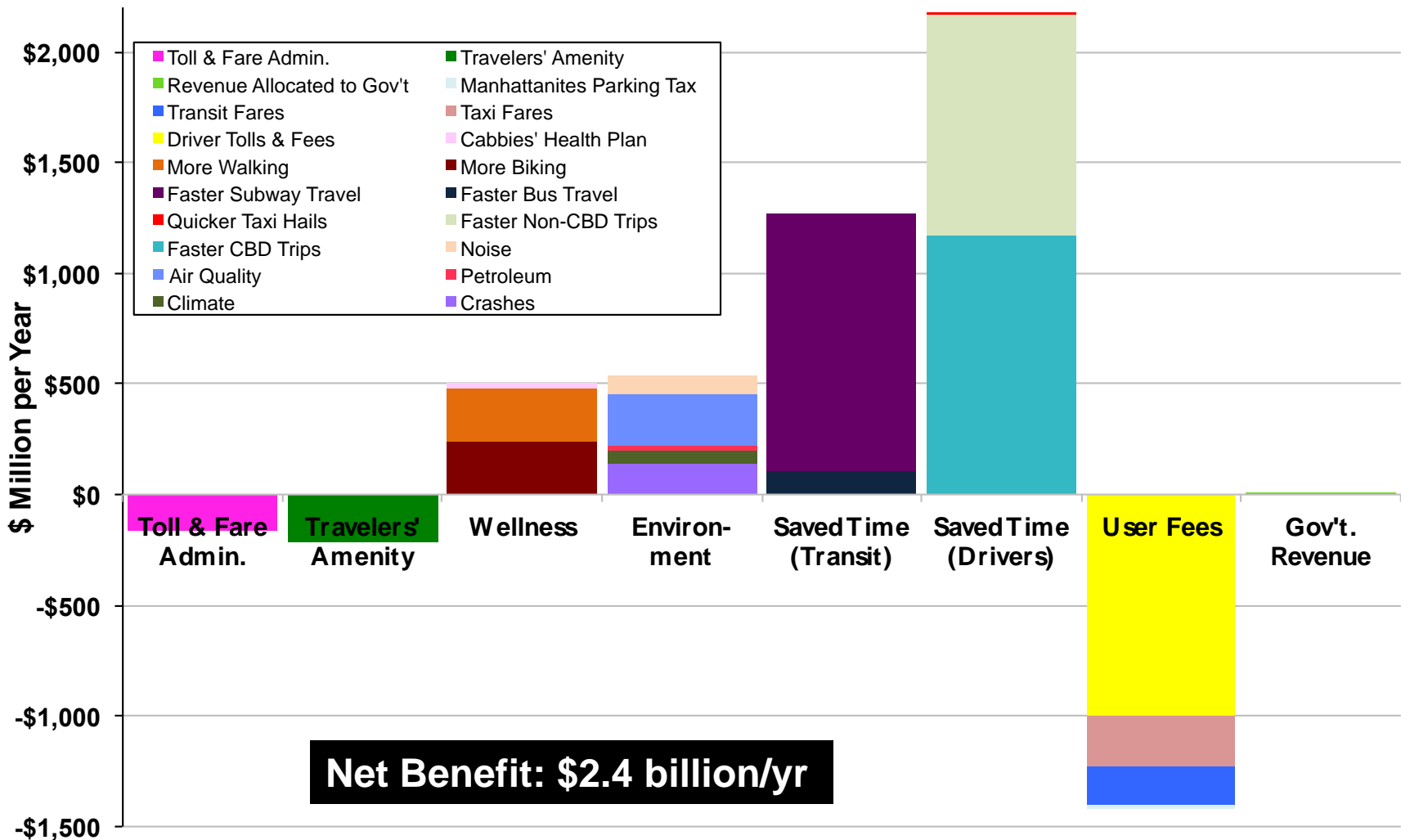
## Who Pays: Move NY



# Revenue Sources: Move NY Plan



# Benefits and Costs: Move NY Plan



# Move NY Campaign: Strategy + Schedule

- Emphasize:
  - Revenue (40%)
  - Efficiency (30%)
  - Toll Equity (20%)
  - Environment (10%)
- Quietly build public and political support.
- Late 2014-Early 2015 “window”:
  - After New York State elections (Nov. 2014)
  - Plug hole in MTA Capital Plan (starts 2015)

# Balanced Transportation Analyzer Spreadsheet Model (BTA)

- 5 MB XLS (Excel 2007 or later).
- 62 “tabs” (interlinked).
- Runs modified scenarios in seconds.
- Open source:
  - [http://www.nnyn.org/kheelplan/BTA\\_1.1.xls](http://www.nnyn.org/kheelplan/BTA_1.1.xls)
  - Or google “BTA 1.1” for link.