

Congestion Pricing in New York City

The FixNYC Panel's Recommendations

Why do we need congestion pricing?

The number of for-hire vehicles in NYC has increased by 59% since 2014, with 36,500 extra unoccupied for-hire cars on the streets a day.

Congestion costs the city over \$20 billion a year in lost time, fuel, and business revenues.

Train delays have grown by more than

250% ↑

since 2012 to **75,000** a month.

In Manhattan, **traffic** has slowed to an average speed of

4.7 mph

In comparison, the average **walking** speed is about

4 mph



MTA bus ridership is down by 16% as people look for more reliable alternatives



RPA supports the recommendations of the FixNYC Panel

Phase 1

2018

Explore public transit expansion in outer boroughs

Tightening of traffic law enforcement

Address parking placard and bus and limousine regulations

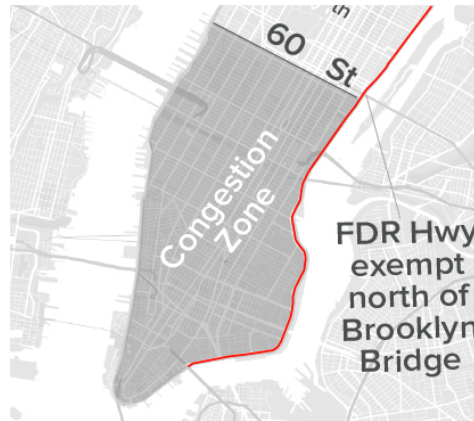
Begin toll infrastructure installation



Phase 2

2019

\$2-5 surcharge on for-hire vehicle fee congestion zone



Phase 3

2020

Begin tolling trucks entering the congestion zone

Late 2020

Expand tolling to cars

Possible Tolls

Weekday

11pm - 5am \$5.50
5 - 6am \$8.50
6 - 9am \$11.50
9am - 11pm \$8.50

Weekend

10am - 12pm \$5.50
12pm - 10pm \$8.50

Higher toll revenue = more improvements to subways and buses

Fix NYC is the fairest way to improve public transportation and reduce traffic congestion

- The 56% of New Yorkers who use public transportation would benefit from system improvements.
- The 4% of outer borough residents who commute to Manhattan by car would see reduced congestion.
- Congestion would reduce by 10% if Fix NYC is implemented.

- Subway delays cost New Yorkers at least \$359 million a year. Congestion pricing would provide revenues of \$1 - 1.5 billion each year for better transit service. A companion set of MTA reforms can ensure that every dollar is spent wisely.

For more information, please visit our website, www.rpa.org.