

Congestion Pricing at The Port Authority of NY & NJ: A Program of Congestion Management, Mobility and Transportation Investment

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Congestion: A Sense of Urgency



- ❑ Annual Cost exceeds \$7 Billion
- ❑ Peak Volumes at Key Links Exceed Capacity
- ❑ Hours of Delay Expected to Grow by 60% in 20 years.
- ❑ Heightened Region-wide Air Quality Concerns
- ❑ Overburdened Freight Routes Hurt Competitiveness



Toll Policy Objectives



- ❑ Ensure financial self-sufficiency of the Interstate Transportation Network.
- ❑ Encourage shifts to off-peak travel to address peak-period congestion.
- ❑ Encourage mass transit and higher vehicle occupancy.
- ❑ Increase the E-ZPass market share.
- ❑ Support commercial vehicle management incentives.
- ❑ Advance discounts that support congestion mitigation.



What We Accomplished

Introduction of meaningful congestion pricing to the NY-NJ region.



Growth in E-ZPass market share, allowing higher-speed toll plazas and the first highway-speed bridge toll plaza.



What We Accomplished

Public Acceptance & Support

The New York Times

November 18, 2000

The Cost of Crossing the Hudson
... Price hikes are inherently painful, but these are worth applauding, if not demanding, as a matter of fairness and as a means to fight congestion.

Outreach to the editorial boards of the major regional newspapers paid tremendous benefits.

Most effective means of educating the public and shaping opinion.

The Star-Ledger

January 18, 2001

The Case for Hikes

... (The Port Authority) has devised a rate change designed to prevent a web of traffic jams from strangling bistate commerce.



What We Accomplished

Support and advocacy from publicly trusted and respected advocates.

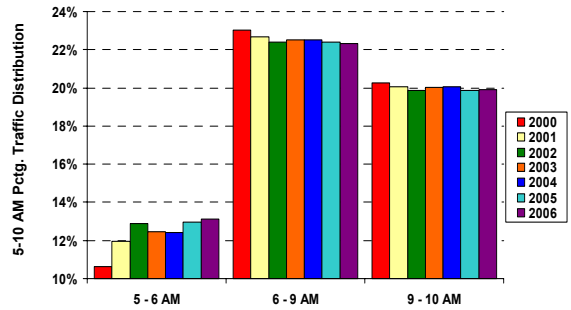


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ENVIRONMENTAL DEFENSE
finding the ways that work



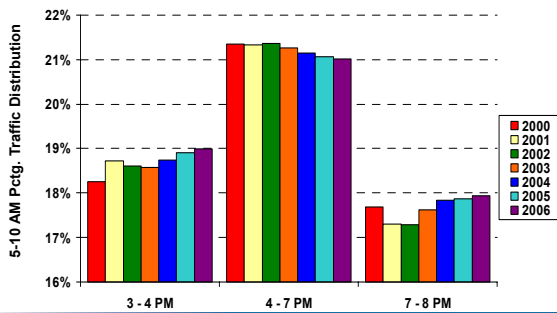
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The Traffic Management Benefits



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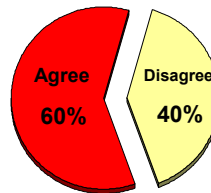
The Traffic Management Benefits



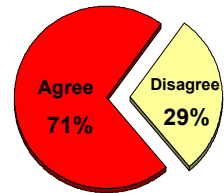
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What Do Customers Think?

Is It Fair To Use Tolls...



To Improve
Congestion?

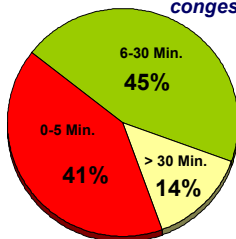


To Support
Public Transit?

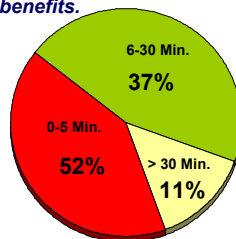
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Travel Time Flexibility of Customers

Small shifts in peak period demand have meaningful congestion benefits.



Earlier Departure Time



Later Departure Time

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Midtown Access: Lincoln Tunnel's Exclusive Bus Lane



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The XBL Operation

The busiest bus lane in the nation...

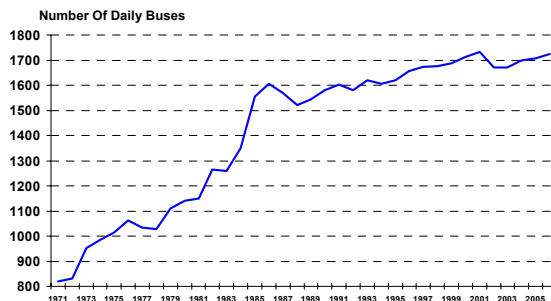
- 1,700 average daily buses.
- 62,000 weekday commuters served.
- Serves more commuters to Midtown than PATH, Ferries, or Penn Station commuter rail.



The XBL saves commuters 15-20 minutes each day compared with autos.



XBL Volume Growth



Feasibility of XBL Expansion

The FTA sponsored a study to evaluate the feasibility of creating a second priority bus lane.

The objective is to increase the passenger throughput of the corridor and to enhance the reliability of the XBL.

The Scope of Work explored a full array of options:

- Operational alternatives to improve traffic flow and safety within the existing roadway network;
- Physical alternatives for lane separation, ramp connections, access improvements, etc.;
- Major capital options to expand capacity.



Value Pricing Options

The FHWA's Value Pricing Pilot Program is sponsoring a study of pricing options to help manage demand with High-Occupancy Toll (HOT) Lanes.

XBL-2 would be underutilized by buses only.

- Fill some remaining capacity with non-bus HOVs.
- Fill remaining capacity with non-HOV vehicles.



Scope Of Work:

- Explore pricing options that balance traffic demand of non-HOVs.
- Quantify and address the level of service and delay in the remaining regular travel lanes and on the local street network.



HOT Lane Use By Commercial Vehicles

Explore the potential for commercial vehicles to receive priority treatment in a new special-use lane during the shoulders of the morning peak-period.



The objective is to find ways to take advantage of the presence of a separated lane to create travel time advantages and reliability improvements for small package and local delivery trucks.



The PA Toll System

- The PA toll system is responsible for the collection of more than \$700 million in annual toll revenue.
- Only 27% of toll transactions are cash transactions.
- Most of the toll collection equipment was installed in 1997, when the Port Authority installed the E-ZPass system.
- System replacement alternatives are being evaluated, including the feasibility of All-Electronic Tolling.



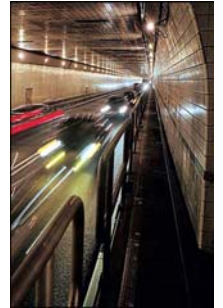
All-Electronic Tolling

- ❑ Allows for electronic toll transactions with E-ZPass transponders.
- ❑ Eliminates cash transactions in toll lanes.
- ❑ Processes non E-ZPass transactions through video tolling technologies.
- ❑ Video Tolling uses an image capture system to detect and record license plates of vehicles.
- ❑ The owner of the vehicle is then sent an invoice for the toll transaction.
- ❑ Untagged vehicles pay the toll rate plus a service charge for the processing of the video image.



Objectives of All-Electronic Tolling

- ❑ Enhance mobility with improved non-stop toll operations.
- ❑ Reduce hours of delay at PA crossings vehicle hours traveled in the region.
- ❑ Reduce operating & maintenance costs for toll collection.
- ❑ Reduce toll collection infrastructure requirements & associated maintenance costs.
- ❑ Avoid future capital investment costs.



All Electronic Tolling: The Challenges

- ❑ Labor Relations and Staffing
- ❑ Personal Privacy
- ❑ Legislative Support
- ❑ Operational Considerations
- ❑ Toll Policy Issues
- ❑ Outreach and Communication
- ❑ New Revenue Recovery Model

Value Pricing: Regional Coordination



Regional coordination of pricing in the future will ensure optimal traffic management benefits and drive intermodal solutions to corridor performance.

Road Pricing & Corridor Management



Relationships exist and benefits will be realized.

Only one piece of a much larger puzzle.

