CONGESTION PRICING:
SUCCESS IN OTHER CITIES

Tri-State Transportation Campaign

Mobilizing the Region

LONDON

In 2003, London implemented congestion pricing across eight square miles in central London, at a cost of $400.8 million. The charging period runs from 7am to 6pm, with an average of 40,000 cars passing through per hour and a flat daily fee of $15.21. As part of implementation, Transport for London added over 300 buses, updated bus routes, improved service frequency, added 8,500 park-and-ride spaces, and built new bike/pedestrian infrastructure. By law, the revenue raised from congestion pricing must be spent on transit improvements in London.

8.8 million
Metropolitan Population

$270 million
Gross Revenue

15% decrease
Traffic Congestion

19.5% decrease
Greenhouse Gas Emissions

STOCKHOLM

Stockholm implemented variable congestion pricing in 2006, at a cost of $163 million. Approximately 100,000 vehicles pass through the cordon each day. Drivers are charged on weekdays when entering or exiting the central city, with fees varying based on time of day. The highest peak period cost per passage is $4.14. With the launch of congestion pricing, Stockholm added 197 new buses, 16 bus routes, 2,800 park-and-ride spaces, and built new bike/pedestrian infrastructure. Frequency and capacity of mass transit was also expanded as a result of Stockholm's congestion pricing plan.

2.2 million
Metropolitan Population

$155 million
Gross Revenue

22% decrease
Traffic Congestion

14% decrease
Greenhouse Gas Emissions

SINGAPORE

Singapore's Electronic Road Pricing (ERP) scheme was launched in 1998, replacing a cordon pricing scheme that was first implemented in 1975. The ERP scheme uses variable pricing designed to respond to congestion in real-time. Approximately 206,000 vehicles pass through the zone and are charged up to $3 on a per-pass basis between 7am and 8pm Monday - Saturday. In addition to implementing ERP, parking fees inside the cordon zone were doubled, transit service frequency was increased, HOV+4 lanes were established, and 15,000 park-and-ride spaces were added.

5.8 million
Metropolitan Population

$150 million
Gross Revenue

15% decrease
Traffic Congestion

64 million lbs less per year
Greenhouse Gas Emissions

NEW YORK

The urgency of the MTA's need for more funding is clear: with much of its equipment well beyond its expected lifespan, the MTA is struggling to maintain adequate service, and the threat to commuter mobility in NYC is nothing short of existential. Congestion pricing has emerged as a leading proposal that would reduce traffic congestion and simultaneously raise revenue for transit improvements. This year, the state passed legislation that places a surcharge on for-hire vehicles entering Manhattan below 60th Street starting January 1, 2019. While this is only the first step of a more comprehensive plan, full congestion pricing is moving closer to being a reality. Here are the benefits New Yorkers can expect to see:

19.6 million
Metropolitan Population

$1.5 billion
Gross Revenue

13% decrease
Traffic Congestion

2.1 billion lbs less per year
Greenhouse Gas Emissions