

# WHY TOLLING NEEDS TRANSIT (and Vice Versa)

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# Uses of Tolls

- Raise revenue for maintenance, operation and capital needs of the toll facility itself
- + Subsidize transit
- + Manage congestion

# The Lincoln Tunnel Exclusive Bus Lane (XBL)

**The busiest bus lane in the nation...**

- ❑ **1,800 average daily buses.**
- ❑ **65,000 weekday commuters served.**
- ❑ **The XBL saves commuters 20-30 minutes each day compared with autos.**



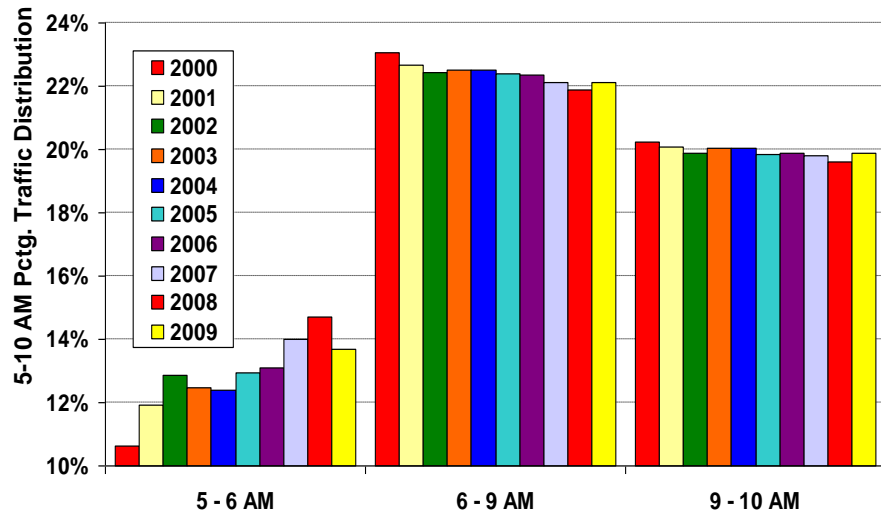
***The Lincoln Tunnel serves more morning Midtown commuters across the Hudson River than PATH, Ferries, or Penn Station commuter rail.***

# Demand Management

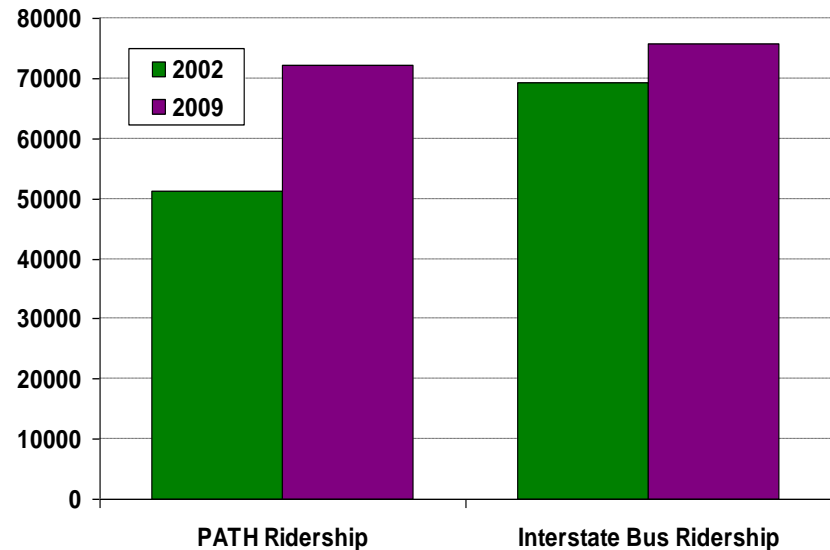
Time-of-day pricing has helped spread peak demand and increase transit use.

## Toll Rates

	Peak <i>E-ZPass</i>	Off-Peak <i>E-ZPass</i>	Cash
2001	\$ 5.00	\$ 4.00	\$ 6.00
2008	\$ 8.00	\$ 6.00	\$ 8.00

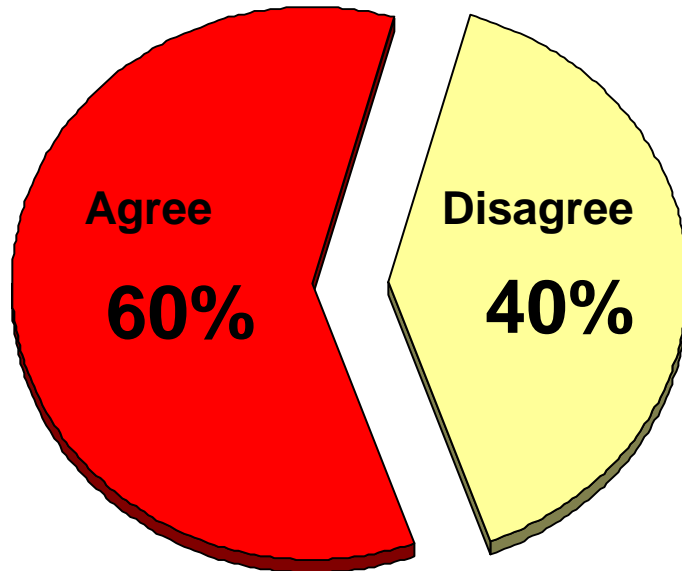


## Transit Ridership

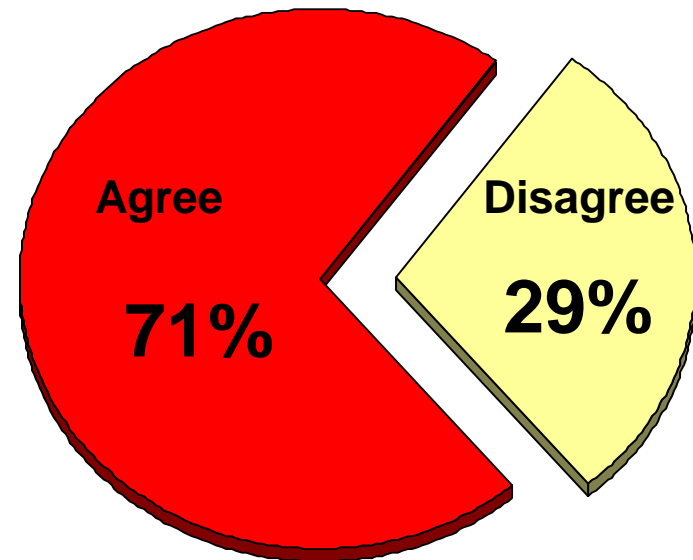


# What do customers think?

## *Is It Fair To Vary Toll Rates...*



*To Improve Congestion?*



*To Support Public Transit?*

# Picture of the Future?

- Increased use of tolling to subsidize transit and manage congestion
- Joint accounts
- Interstate tolling to support transit in congested areas
- Reduced general purpose lanes in congested areas