

Community Board 8 Manhattan Congestion Pricing Task Force

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Status Update/Recent Developments

- Governor Hochul announces a “pause” on 6/5/24;
- MTA Board approved pause on 6/26/24
- Pause lifted by Governor Hochul on 11/14/24 with toll rates proposed to be lowered by 40% (the lowest amount studied in the Environmental Assessment);
- MTA Board approved on 11/18/24
- Various lawsuits seeking to prevent start of operations didn't result in any injunctions to halt the program
- Tolling began on 1/5/25
- No major operational issues reported;
- Legal and political efforts at the local and national level to halt congestion pricing are ongoing

Overview of Key Policies - General

- Tolling as per the law is in effect in areas of Manhattan “inclusive of 60th Street”, which is why tolling infrastructure is installed between 60th and 61st Streets;
- Tolling is assessed for vehicles only when entering the “congestion relief zone” (toll zone), not when exiting;
- Passenger Vehicles/Other Small Vehicles/Motorcycles only are tolled a maximum of once per day;
- Small Trucks/Large Trucks/Buses are charged each time they enter the toll zone
- Trips that operate entirely within the congestion relief zone are not tolled;
- FDR Drive and West St. are not tolled, but tolls are assessed as soon as vehicles enter or exit the Manhattan Street Grid south of 61st Street;
- Crossing Credits are awarded at MTA and Port Authority Facilities that directly connect to the toll zone.

Overview of Key Policies – Toll Rates

- Peak Hours: Weekdays - 5AM to 9PM, Weekends - 9AM to 9PM
- Overnight Hours: Weekdays – 9PM to 5AM; Weekends 9PM to 9AM
- Toll by Mail is generally 50% higher
- Higher toll by mail fees apply if the EZ-Pass account doesn't match the vehicle's license plate
- Tolls displayed below are in effect through 2027; rates to increase in 2028 and 2031

Vehicle Type	E-ZPass Rate		Tolls by Mail Rate	
	Peak	Overnight	Peak	Overnight
Passenger Vehicles (Sedans, pickup trucks, SUVs, minivans, small vans)	\$9	\$2.25	\$13.50	\$3.30
Motorcycles	\$4.50	\$1.05	\$6.75	\$1.65

Vehicle Type	E-ZPass Rate		Tolls by Mail Rate	
	Peak	Overnight	Peak	Overnight
Small trucks (single-unit, box trucks) Charter buses	\$14.40	\$3.60	\$21.60	\$5.40
Large trucks (multi-unit trucks) Tour buses	\$21.60	\$5.40	\$32.40	\$8.10

Overview of Key Policies – Crossing Credits

- Only applicable during peak periods (not overnights);
- Only applied at crossings tolled by MTA (Queens-Midtown and Hugh L. Carey Brooklyn Battery Tunnels) or Port Authority (Lincoln and Holland Tunnels that directly enter the toll zone);
- The vehicle's license plate must match the E-ZPass account in order to receive the credit;

<u>Vehicle Type</u>	<u>Credit at Port Authority Crossings</u>	<u>Credit at MTA Crossings</u>
Passenger Vehicles	\$3.00	\$1.50
Small Trucks	\$7.20	\$3.60
Large Trucks	\$12.00	\$6.00
Buses	\$7.20 to \$12.00	\$3.60 to \$6.00
Motorcycles	\$1.50	\$0.75

Policies of Note Affecting Community District 8

- All vehicles entering Manhattan via the Queensboro Bridge Lower Roadway are charged upon exiting the bridge, as they enter the street grid on 60th Street or on 2nd Avenue south of 61st Street;
- All traffic entering Manhattan via the Queensboro Bridge Upper Roadway are NOT charged upon exiting the bridge, as vehicles enter the Manhattan Street Grid north of 60th Street;
- Vehicles that use the Queensboro Bridge Upper Roadway and subsequently enter the street grid at 60th Street and points south will be tolled;
- There is no “free” manner of exiting Manhattan via the Queensboro Bridge, as all outbound entry points are physically located within the toll zone and thus assessed the congestion fee;
- FDR Drive and West Street are not tolled. Vehicles get tolled immediately upon entering the street grid at 60th Street and points south immediately upon exiting the FDR Drive/West St.
- It remains free to travel between CD8 and Brooklyn via the Brooklyn Bridge if using the FDR Drive;
- There is no additional congestion fee assessed for trips accessing the Brooklyn Battery Tunnel via the FDR Drive/West St. However, the tunnel remains a tolled MTA facility;
- Any vehicle traveling to the 3 tunnels (Queens-Midtown, Lincoln and Holland) from Community District 8 will be assessed the congestion fee and the MTA/Port Authority crossing toll.

Overview of Discounts/Exemptions

- Low-Income Discount Plan - apply at <https://lidp.mta.org/>; more info at <https://new.mta.info/tolls/congestion-relief-zone/discounts-exemptions/low-income-discount-plan>
- Individual Disability Exemption Plan (mandated by the law) - apply at <https://www.tax.ny.gov/pit/credits/central-business-district-toll-credit.htm>; more info at <https://new.mta.info/tolls/congestion-relief-zone/discounts-exemptions/idep>
- Organizational Disability Exemption Plan – apply at https://www.e-zpassny.com/vector/account/signup/ODEPAccountOpening.do?signupFlag=odepSingup&cs=t&ocale=en_US&from=Home; more info at <https://new.mta.info/tolls/congestion-relief-zone/discounts-exemptions/odep>
- Emergency Vehicle Exemption Plan (mandated by the law); more info at <https://new.mta.info/tolls/congestion-relief-zone/discounts-exemptions/emergency-vehicles>
- Commuter Bus Exemption Plan – more info at <https://new.mta.info/tolls/congestion-relief-zone/discounts-exemptions/commuter-bus>
- Specialized Government Owned Vehicle Exemption Plan – more info at <https://new.mta.info/tolls/congestion-relief-zone/discounts-exemptions/government-vehicles>

Focus on Individual Disability Exemption Plan

- To qualify, a vehicle must be registered to an individual with a disability that prevents them from using public transportation, or to a person designated by that individual, such as a caregiver;
- To apply for IDEP, applicants must first establish eligibility for the plan by:
 - Getting assessed at an IDEP Assessment Center and receiving a determination of eligibility, or
 - Providing proof of enrollment in the MTA's Access-A-Ride program, or
 - Providing proof of enrollment in the [NYC Parking Permit for People with Disabilities \(PPPD\)](#) as of November 15, 2024
- To be assessed at an IDEP Assessment Center:
 1. *Schedule an appointment at an Assessment Center. Applicants can visit any Assessment Center, regardless of their residence. Please call between 9 a.m. to 5 p.m. to schedule an appointment at any location across the 5 boroughs; the Manhattan (Financial District) can be reached at 888-811-1050;*
 2. *Print and complete the IDEP Eligibility Assessment application.*
 3. *Take a copy of the completed application form to the assessment appointment.*
 4. *If the applicant is found to be eligible for IDEP, they will receive a IDEP eligibility approval notice*

Focus on the Lower Income Discount Plan

- Only available for travel in the peak periods;
- Not applicable to the first 10 trips taken in a calendar month;
- Eligible applicants include:
 - Households with a Federal adjusted gross income from the previous calendar year under \$50,000
 - Those actively enrolled in SNAP, WIC and TANF programs
- Must have an active E-ZPass NY Account (or apply for one if not a current account holder)
 - Getting assessed at an IDEP Assessment Center and receiving a determination of eligibility, or
 - Providing proof of enrollment in the MTA's Access-A-Ride program, or
 - Providing proof of enrollment in the [NYC Parking Permit for People with Disabilities \(PPPD\)](#) as of November 15, 2024

Taxis/For Hire Vehicles - Entry Charges

- Taxis – upon entering the toll zone, the trip is assessed a \$0.75 entry charge, which is added to the total fare;
- For-Hire Vehicles (i.e. uber, Lyft, livery vehicles) – upon entering the toll zone, each trip is assessed a \$1.50 entry charge, which is added to the fare;
- Entry charges to increase in 2028 (\$1 for Taxi Passengers, \$2 for FHV Passengers)
- Entry charges to increase in 2031 (\$1.25 for Taxi Passengers, \$2.50 for FHV Passengers)

Taxi & For Hire Vehicle Surcharge Synopsis

- Enacted through the New York State 2019 Adopted Budget (separate from the 2020 Adopted Budget that included congestion pricing);
- Also established through 2019 NYS Budget – the New York city transportation assistance fund, “which shall be kept separate from and shall not be commingled with any other moneys of the authority” (MTA). It is comprised of the Subway Action Plan Account¹, the Outer Borough Transportation Account², and the “general transportation account”³;
- Law states “a congestion surcharge is imposed on intra-state transportation provided in for-hire vehicles that begins in, ends in, or passes through the congestion zone”;
- “Congestion Zone is defined as “south of and excluding 96th Street”;
- \$2.50 fee per Taxi trip; \$2.75 for any for-hire vehicle trip; \$0.75 for pooled trips⁴;
- As per NYS Tax Law §1299-H, the first \$300 million in revenue is deposited into the Subway Action Plan Account;
- The next \$50 million collected is deposited into the Outer Borough Transportation Account;
- Any remaining funds (and uncommitted funds from the Outer Borough Transportation Account) are transferred to the General Transportation Account

¹ Funds may be used for infrastructure including construction, reconstruction, reconditioning and preservation of transportation systems, facilities and equipment, acquisition of property, and for operating costs including personal services, non-personal services, fringe benefits, and contractual services. Funds may also be used to pay or to reimburse the authority for its payment of debt service and reserve requirements on that portion of authority bonds and notes issued by the authority for capital costs of the metropolitan transportation authority's New York city subway action plan.

² Funds shall be used for the exclusive purpose of funding the operating and capital costs of metropolitan transportation authority facilities, equipment and services in the counties of Bronx, Kings, Queens and Richmond, and any projects improving transportation connections from such counties to New York County. Such funds may be used for infrastructure including construction, reconstruction, reconditioning and preservation of transportation systems, facilities and equipment, acquisition of property, and for operating costs including personal services, non-personal services, fringe benefits, and contractual services. Funds may also be used to fund a toll reduction program for any crossings under the jurisdiction of the metropolitan transportation authority or its subsidiaries or affiliates. Funds may also be used to pay or to reimburse the authority for its payment of debt service and reserve requirements on that portion of authority bonds and notes that have been issued by the authority specifically for the authorized purpose of this account.

³ Funds shall be used for funding the operating and capital costs of the metropolitan transportation authority. Such funds may be used for infrastructure including construction, reconstruction, reconditioning and preservation of transportation systems, facilities and equipment, acquisition of property, and for operating costs including personal services, non-personal services, fringe benefits, and contractual services. Funds may also be used to pay or to reimburse the authority for its payment of debt service and reserve requirements on that portion of authority bonds and notes that have been issued by the authority specifically for the purposes of this account

⁴ As per NYS Law N.Y. Comp. Codes R. & Regs. tit. 20 § 700, pool trip is defined as “transportation between two points that is provided to a passenger (or to a group of passengers that enter and exit a vehicle together per a single request for transportation) in a vehicle that may also simultaneously transport others in trips that are requested and charged separately. To qualify as a pool trip, it is not necessary that the vehicle transport two or more passengers or groups in simultaneous trips. Rather, it must be possible during the course of a trip that the vehicle will pick up and/or drop off another passenger or group that separately requested transportation. Whether a trip is a pool trip for purposes of the congestion surcharge is determined on a per-ride basis”

MTA Adopted 2025-2028 Budget – Congestion Surcharge

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2025 - 2028
Consolidated Subsidies
Cash Basis
(\$ in Millions)

	Actual	November	Final			
	2023	Forecast	Proposed	2026	2027	2028
		2024	Budget			
			2025			
<i>For-Hire Vehicle (FHV) Surcharge</i>						
Subway Action Plan Account	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0
Outerborough Transportation Account (OBTA) Transfer to Operating	22.2	23.0	23.7	23.7	23.7	23.7
General Transportation Account	<u>0.0</u>	<u>5.9</u>	<u>18.7</u>	<u>24.6</u>	<u>25.6</u>	<u>26.6</u>
	\$322.2	\$328.8	\$342.4	\$348.3	\$349.3	\$350.3