

Traffic Mobility Review Board Recommendations & MTA Proposed Congestion Pricing Charges



Community Board 8 Manhattan
Congestion Pricing Task Force Meeting
January 3, 2024

Prepared by: Craig Lader, Co-Chair – Congestion Pricing Task Force, CB8M

Upcoming Public Hearings

- 76 day public comment period between 12/27/23 and 3/11/24
(minimum of 60 days required by NYS Administrative Procedures Act)
- 4 Public Hearings
 - Thursday, Feb. 29, at 6:00 p.m.
 - Friday, March 1, at 10:00 a.m.
 - Monday, March 4, at 10:00 a.m.
 - Monday, March 4, at 6:00 p.m.
- Hybrid Format:
 - In-Person: 2 Broadway, William J. Ronan 20th Floor Board Room
 - Zoom Remote Option: Links to be made available prior to the meeting date
- Register to Speak:
 - 2 minutes per speaker
 - Links to register to speak will appear 1 week prior to each meeting date
 - Public Hearing Hotline agents available daily from 6AM to 10PM at (646) 252-6777 to assist with registering to speak and persons requiring other accommodations
- Hearings will be livestreamed on [MTA's YouTube Channel](#) and the [Project Website](#)

Other Methods of Submitting Comments

- Comments accepted through the MTA Website, by email, phone, US Mail, Fax
- Deadline for comments to be submitted is March 11, 2024
- All comments will be recorded and submitted for review
 - Email – cbdtp.feedback@mtabt.org
 - Online Comment Form - <https://contact.mta.info/s/forms/CBDTP>
 - US Mail: CBD Tolling Program, 2 Broadway, 23rd Floor, New York, NY 10004
 - Audio Comments: 646-252-7440
 - Fax: Send to (212) 504-3148 with Attention to CBDTP Team

Status Updates & Pathway to Implementation

- [Traffic Mobility Review Board \(TMRB\) Report](#) issued 11/30
- TMRB Presentation to MTA Board on 12/6/23
- MTA Board Voted in 9-1 in favor of initiating the mandatory 60 days review period required by NYS Administrative Procedures Act
- Public comment period between 12/27/23 and 3/11/24 (76 days)
- Revisions to the proposed tolls and policies based on public comments to be determined in March/April
- MTA Board expected to vote on the Final Plan in April 2024
- June 2024 implementation date is currently anticipated as per MTA Chair
- 2 New Jersey-based lawsuits yet to be settled could result in a delayed implementation; reports indicate that MTA is negotiating with plaintiffs
- A new lawsuit from a Battery Park City resident was announced in December (claiming that the EA didn't study the impacts for that neighborhood sufficiently)

TMRB: Relevant Considerations

- Traffic Patterns and Environmental Justice
- Traffic Mitigation Measures
- Operating Costs
- Public Impact
- Public Safety
- Hardships
- Toll Rates & Vehicle Types, Including Motorcycles
- Peak and off-peak Toll Rates
- Environmental Impacts, including Air Quality and Emissions

TMRB Recommendations: 5 Key Priorities

1. Keep the toll rates as low as possible, while still meeting the goals of reducing traffic congestion in the Central Business District (CBD) and generating new revenue for transit investments
2. Avoid unnecessary traffic “diversions” to communities already burdened by comparatively high levels of air pollution and chronic disease
3. Keep the toll affordable for low-income drivers who don’t have a choice but to drive to work
4. Limit the number of credits, discounts and exemptions
5. Keep it simple

TMRB Recommendations: General Policies

- Peak periods proposed to be 5AM to 9PM on Weekdays and 9AM to 9PM on weekends.
- No congestion pricing tolls will be assessed for vehicles leaving the CBD – only when entering.
- No more than one toll per calendar day will be assessed for passenger vehicles entering the CBD; trucks and certain other large vehicles will be charged each time they enter if they do so multiple times.

TMRB Recommendations: Toll Rates

- Passenger vehicles - \$15 base toll when entering the CBD during peak periods, up to once per day.
 - A 75% discount will be provided for passenger vehicles entering during off peak periods (equating to a \$3.75 toll for passenger vehicles).
- Motorcycles – Toll rates 50% lower than for passenger vehicles, meaning a \$7.50 toll should be assessed for motorcycles entering the CBD during peak periods, up to once per day).
- Large (articulated) trucks should be charged \$36 per trip into the CBD; smaller box trips will be charged \$24 per trip.
- Passengers in NYC Taxi & Limousine Commission (NYC TLC) licensed taxis, green cabs, and black cars should be assessed a \$1.25 surcharge for each ride that includes travel within the CBD.
- \$2.50 per ride fee for passengers in For-Hire Vehicles (i.e. Uber, Lyft)

TMRB Recommendations: Discounts/Credits/Exemptions

- No toll credits or discounts should be offered during off-peak hours.
- Vehicles entering the CBD during peak periods after paying a toll at the Queens-Midtown Tunnel, Lincoln Tunnel, Holland Tunnel, and Hugh L. Carey (Brooklyn Battery) Tunnel should receive a congestion pricing toll credit
 - TMRB Recommended Credit - \$5 for passenger vehicles, \$2.50 for motorcycles, \$12 for small trucks and charter buses, \$20 for large trucks.
 - MTA Proposes smaller credits for those entering via the Queens-Midtown Tunnel and Hugh L. Carey (Brooklyn Battery) Tunnel
- Commuter buses associated with public transportation systems should be exempted from the congestion toll. Other buses (i.e. school buses, charter buses, tour buses) will be subject to congestion tolls.

TMRB Recommendations: Discounts/Credits/Exemptions

- Low-Income commuters (defined as having a household income under \$50,000), should receive a 50% discount on tolls starting on their 11th trip in a calendar month. The first 10 trips entering the toll zone to be assessed the base toll rate for these vehicles.
- As required by the act, qualifying vehicles transporting person with disabilities, including those with government-issued disability license plates and those owned or operated by organizations that provide transportation to persons with disabilities, should be exempted from the congestion toll.
- Most government fleet vehicles should not be exempted from tolls, with the exception of those performing certain public works-related activities (i.e. trash collection, snow removal, pothole repair).
- Drivers of NYC Taxi and Limousine Commission (TLC)-licensed taxis and For-Hire Vehicles should be exempted from the toll (fees to be paid by customers)

TMRB Recommendations: Rejected Exemptions

- Public sector employees & private sector employees who must drive to work (employers should reimburse at their discretion)
- CBD Residents (no charges when driving entirely within the zone, and TMRB recommending no charges when leaving the zone)
- Utility Companies (can't differentiate between public and private sector clients, qualifying companies can be exempted under emergency directives)
- Individuals with Medical Appointments (certain programs already exist for free/reduced cost medical transportation and reimbursements)
- Electric Vehicles (they contribute to congestion as much as gas vehicles)
- Individuals with auto-immune disorders or other serious medical conditions (No public databases to identify such populations beyond those with ADA Tags/License Plates that are already exempt)

MTA Proposed Congestion Pricing Charges

- Lower toll credits for those entering the CBD via the Queens Midtown/Hugh L. Carey Brooklyn Battery Tunnel than those entering via the Holland/Lincoln Tunnels
 - The East River Crossing Credit would be \$2.50 for passenger vehicles, \$6 for small trucks and \$10 for large trucks (as opposed to \$5/\$12/\$20 credits for those using the Lincoln/Holland Tunnel);
- 50% higher toll rates for those who don't use EZ Pass (\$22.50 for passenger vehicles, \$36 for small trucks, \$54 for large trucks during peak periods, \$5.50/\$9.00/\$13.50 during off-peak periods)
- The TBTA reserves the right to charge 25% higher rates during “gridlock alert days”
- The “adaptive management approach” to mitigating project effects that were committed to in the Final Environmental Assessment allow the following:
 - Toll rates are subject to a variable percentage increase/decrease of up to 10% for up to 1 year after project implementation;
 - Policies regarding daily toll caps for non-passenger vehicles and motorcycles (i.e. small trucks, large trucks, buses other than those from a public transportation system) are subject to change. Currently, no daily caps are proposed for these groups.
- Summary of Proposed MTA Tolls available at <https://new.mta.info/document/129191>

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CENTRAL BUSINESS DISTRICT (CBD) CHARGES			
a E-ZPass Customers		CBD ENTRY CHARGE	TUNNEL CREDIT
VEHICLE CLASSIFICATION			
1	Passenger and other vehicles, including sedans, sport utility vehicles, station wagons, hearses, limousines, pickup trucks with factory beds, pickup trucks with caps below the roofline and not extending over the sides, and vans without an extended roof above the windshield Peak period (5am-9pm weekdays, 9am-9pm weekends) Peak period for registered Low-Income Discount Plan participants using an eligible vehicle, 11th trip and trips thereafter in a calendar month (5am-9pm weekdays, 9am-9pm weekends) Peak period per-trip credit (maximum daily credit \$5.00) If entering the CBD via the Lincoln Tunnel or Holland Tunnel If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel Overnight period (9pm-5am weekdays, 9pm-9am weekends)	\$15.00 \$7.50 \$3.75	 \$5.00 \$2.50
2	Single-unit trucks, including non-articulated trucks, pickup trucks with modified beds, vans with modified body behind the drivers cab, pickup trucks with cabs above the roofline or extending over the sides, and vans with an extended roof above the windshield Peak period (5am-9pm weekdays, 9am-9pm weekends) Peak period per-trip credit If entering the CBD via the Lincoln Tunnel or Holland Tunnel If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel Overnight period (9pm-5am weekdays, 9pm-9am weekends)	\$24.00 \$6.00	 \$12.00 \$6.00
3	Multi-unit trucks, including articulated trucks where a power unit is carrying one or more trailers Peak period (5am-9pm weekdays, 9am-9pm weekends) Peak period per-trip credit If entering the CBD via the Lincoln Tunnel or Holland Tunnel If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel Overnight period (9pm-5am weekdays, 9pm-9am weekends)	\$36.00 \$9.00	 \$20.00 \$10.00
4	Buses, including vehicles registered with the DMV and plated as a bus, omnibus, or have other designated official plates Peak period (5am-9pm weekdays, 9am-9pm weekends) Peak period per-trip credit If entering the CBD via the Lincoln Tunnel or Holland Tunnel If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel Overnight period (9pm-5am weekdays, 9pm-9am weekends) Licensed sightseeing buses Peak period (5am-9pm weekdays, 9am-9pm weekends) Peak period per-trip credit If entering the CBD via the Lincoln Tunnel or Holland Tunnel If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel Overnight period (9pm-5am weekdays, 9pm-9am weekends)	\$24.00 \$6.00 \$36.00 \$9.00	 \$12.00 \$6.00 \$20.00 \$10.00
5	Motorcycles Peak period (5am-9pm weekdays, 9am-9pm weekends) Peak period per-trip credit (maximum daily credit \$2.50) If entering the CBD via the Lincoln Tunnel or Holland Tunnel If entering or exiting the CBD via the Queens-Midtown Tunnel or Hugh L. Carey Tunnel Overnight period (9pm-5am weekdays, 9pm-9am weekends)	\$7.50 \$1.75	 \$2.50 \$1.25

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CENTRAL BUSINESS DISTRICT (CBD) CHARGES			
b Customers Using Fare Media Other Than E-ZPass		CBD ENTRY CHARGE	PER TRIP CHARGE (TO/FROM/WITHIN CBD)
VEHICLE CLASSIFICATION			
1	Passenger and other vehicles, including sedans, sport utility vehicles, station wagons, hearses, limousines, pickup trucks with factory beds, pickup trucks with caps below the roofline and not extending over the sides, and vans without an extended roof above the windshield Peak period (5am-9pm weekdays, 9am-9pm weekends) Overnight period (9pm-5am weekdays, 9pm-9am weekends)	\$22.50 \$5.50	
2	Single-unit trucks, including non-articulated trucks, pickup trucks with modified beds, vans with modified body behind the drivers cab, pickup trucks with cabs above the roofline or extending over the sides, and vans with an extended roof above the windshield Peak period (5am-9pm weekdays, 9am-9pm weekends) Overnight period (9pm-5am weekdays, 9pm-9am weekends)	\$36.00 \$9.00	
3	Multi-unit trucks, including articulated trucks where a power unit is carrying one or more trailers Peak period (5am-9pm weekdays, 9am-9pm weekends) Overnight period (9pm-5am weekdays, 9pm-9am weekends)	\$54.00 \$13.50	
4	Buses, including vehicles registered with the DMV and plated as a bus, omnibus, or have other designated official plates Peak period (5am-9pm weekdays, 9am-9pm weekends) Overnight period (9pm-5am weekdays, 9pm-9am weekends) Licensed sightseeing buses Peak period (5am-9pm weekdays, 9am-9pm weekends) Overnight period (9pm-5am weekdays, 9pm-9am weekends)	\$36.00 \$9.00 \$54.00 \$13.50	
5	Motorcycles Peak period (5am-9pm weekdays, 9am-9pm weekends) Overnight period (9pm-5am weekdays, 9pm-9am weekends)	\$11.25 \$2.75	
	NYC TLC taxis, green cabs, for-hire vehicles (FHVs) Taxis, green cabs, and FHVs FHVs on trips dispatched by high-volume for-hire services (HVFHSs)		\$1.25 \$2.50