



# Fair Congestion Pricing *Alliance*





## NYC Congestion Pricing Plan Status:

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- **Adopted in 2019 New York State Budget legislation**
- Congestion pricing zone/Central Business District **defined as Manhattan below 60<sup>th</sup> Street**, excluding FDR and West Side Highway
- Statute requires pricing to support **underwriting \$15 Billion in MTA capital improvements over five-year plan**
- Recommendations on pricing, credits and exemptions generated by Traffic Mobility Review Board (TMRB); final determination, implementation and operation by Triborough Bridge and Tunnel Authority



## NYC Congestion Pricing Plan Status Continued:

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- Passenger Vehicles can only be charged once a day, emergency vehicles and transportation for disabled persons exempt; residents of zone with income under \$60,000 receive tax credit for tolls paid
- TMRB not yet appointed, but must **have representation from LIRR and Metro-North commuting areas**
- USDOT has determined that **a full Environmental Impact Statement is not required**; an Environmental Assessment will be performed

# Issues & Impacts of NYC Congestion Pricing Plan:



- **Additional toll estimated in 2018 at \$11 for cars, \$25 for trucks** – but must be updated to meet MTA funding target
- **No New Jersey representation on TMRB**
- **Imposes additional costs at time of pandemic recession** for individuals and businesses, including NJ companies delivering goods to NY

## Issues & Impacts of NYC Congestion Pricing Plan Continued:



- **Hobbles NY recovery** of office occupancy and cultural institutions (conflicting with recently announced \$30 million tourism marketing program)
- **NJ receives no benefit** from costs imposed on its drivers
- **Unequal treatment at Hudson River crossings** will disrupt traffic patterns and cause congestion at credited crossings



# New Jersey Position on NYC Congestion Pricing:



- Any decision on implementing the congestion **pricing plan should be delayed at least two years to identify post-pandemic “new normal”** with respect to work patterns, transit use, traffic volumes and distribution
- **Alternative funding should be explored for MTA needs**, and other traffic management and enforcement measures implemented to combat congestion
- **New Jersey should be represented** on the TMRB
- **Tolls on all NJ crossings into Manhattan should be credited against the congestion fee**

## New Jersey Position on NYC Congestion Pricing Continued:

- Scoping and consultation process required for the **Environmental Assessment (EA)** should involve the NJ public and NJ transportation agencies, including public hearing
- The EA should include a **comprehensive traffic study including traffic in New Jersey approaching and over the Hudson River crossings** under different congestion pricing tolling scenarios
- **Congestion pricing imposes a regional transportation impact** and should involve all parts of the metropolitan area

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**In the congestion pricing scheme,  
New York wins at  
the expense of New Jersey**