

An Overview of the Congestion Pricing Toll Structure

Each day, around 700,000 vehicles enter the CBD. Congestion pricing will take cars off the street, improve air quality, and secure critical funding for transit improvements. The toll revenue will be used to make more stations ADA-accessible, modernize subway signals, buy electric buses, and improve transit safety and reliability. After five years of rigorous environmental review and debate, the MTA board voted to approve congestion pricing and the tolling structure for the program on March 27, 2024.

Toll Structure

- **\$15 base toll for automobiles entering the CBD (5am–9pm weekdays, 9am–9pm weekends)**
 - 75% discount for overnight hours to \$3.75
- \$24 toll for small trucks (ex: moving vans, box trucks) and intercity/charter buses
- \$36 toll for large trucks (articulated with a tractor unit pulling one or more trailer) and tour buses
- \$7.50 toll for motorcycles
- **\$1.25 surcharge on yellow/green taxis and \$2.50 surcharge on FHV (ex: Uber, Lyft)**
- \$5 crossing credit to cross a tunnel (Lincoln, Holland, Queens–Midtown, or Brooklyn–Battery)
 - \$12 credit for small trucks and \$20 credit for large trucks
 - Crossing credits not in effect during nighttime hours
- 50% discount on daytime automobile toll after first 10 trips taken by low-income drivers per month

Exemptions

- Vehicles carrying people with disabilities, certain emergency vehicles, and buses/commuter service vehicles
- **Commuter buses providing scheduled commuter services and open to the general public (ex: MegaBus, Hampton Jitney)**
- **Yellow school buses contracted by the Department of Education**
- Publicly owned vehicles designed to perform public works (ex: garbage trucks, street sweepers) and publicly owned specialized government vehicles carrying equipment or tools (ex: NYCHA vehicle carrying tools for building maintenance, DEP vans carrying water metering equipment)

Additional Details

- **Tolls only charged on vehicles entering the zone (not leaving or remaining).**
- Passenger vehicles, motorcycles, and automobiles with commercial license plates only charged once per day. Trucks and non-exempt buses will be charged each time they enter the zone.
- **The West Side Highway, FDR Drive, and Battery Park Underpass are outside the zone. If you enter Manhattan at the Brooklyn–Battery Tunnel and drive directly up to the UWS and UES north of 60th Street without leaving the highways, no toll is incurred. The same goes for the Brooklyn–Bridge as long as the driver sticks to the off-ramp leading directly to the FDR Drive.**
- Drivers in vehicles without E-ZPass will be charged 50% more – \$22.50 for automobiles – and will not be eligible for crossing credits.
- MTA has the right to raise tolls by 25% on days the city deems “gridlock alert days” – historically high-traffic days like winter holidays or during the United Nations General Assembly