

Official Congestion Pricing Toll Structure

On January 5, 2025, Congestion Pricing was officially implemented in New York City. Each day, around 700,000 vehicles enter the Central Business District. 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. The details of the toll structure are as follows.

Toll Structure

- **\$9 base toll for automobiles entering the CBD (5am-9pm weekdays, 9am-9pm weekends)**
 - Charged once per day
 - 75% discount for off-peak hours to \$2.25
- \$14.40 toll for small trucks (ex: moving vans, box trucks) and charter buses, and \$3.60 off-peak
- \$21.60 toll for large trucks (articulated with a tractor unit pulling one or more trailer) and tour buses, and \$5.40 off-peak
 - Charged each time enter CBD
- \$4.50 toll for motorcycles, and \$1.05 off-peak
- **\$0.75 surcharge on yellow/green taxis and \$1.50 surcharge on for-hire vehicles (ex: Uber, Lyft)**
- Tolls are approximately 50% higher for drivers without an E-Z Pass
- **\$3 crossing credit for automobiles to cross the Lincoln or Holland tunnels and a \$1.50 crossing credit to cross the Queens-Midtown and Brooklyn-Battery tunnels**
 - Motorcyclists receive a \$1.50 crossing credit to cross the Lincoln or Holland tunnels and a \$0.75 crossing credit to cross the Queens-Midtown and Brooklyn-Battery tunnels.
 - Small trucks and charter buses receive a \$7.20 crossing credit to cross the Lincoln or Holland tunnels and a \$3.60 crossing credit to cross the Queens-Midtown and Brooklyn-Battery tunnels
 - Large trucks and sightseeing buses receive a \$12 crossing credit to cross the Lincoln or Holland tunnels and a \$6 crossing credit to cross the Queens-Midtown and Brooklyn-Battery tunnels
- 50% discount on peak tolls for automobiles after first 10 trips per month taken by drivers earning less than \$50,000
 - Drivers who live in the CBD and earn less than \$60,000 a year will receive a tax credit on any congestion pricing tolls paid

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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 licenses 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.**
- 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
- \$9 toll in place through 2027, and increase to no more than \$12 from 2028 to 2030, and after than the toll can be increased to \$15 or higher