

Laura Gillen Supports Governor Hochul’s \$1 Billion Congestion Pricing Tax That Will Cost Each Commuter \$4,000 A Year Just To Travel To Work

The NYC Central Business District Tolling Program (CBDTP), Or “Congestion Pricing,” Was Set To Go Into Effect In June 2024

“In 2019, The State Legislature Passed, And The Governor Signed Into Law, The MTA Reform And Traffic Mobility Act (The Act). The Act Directed The MTA’s Triborough Bridge And Tunnel Authority (Doing Business As MTA Bridges & Tunnels) To Design, Develop, Build, And Run The CBDTP.” (“Central Business District Tolling Program,” [MTA](#), Accessed 4/16/24)

The Congestion Pricing Was Approved By A Number Of Local, State, And Federal Partners, And Received Input From The Public Through Outreach Sessions, Public Hearings, And Open Public Comment Periods. “MTA Bridges & Tunnels, the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYC DOT) worked together as Project Sponsors to complete an Environmental Assessment, which was required as part of the federal government’s environmental review process for federal decisions. Extensive public comment was solicited, with 19 early outreach sessions, six public hearings, and over 22,000 individual comments and more than 55,000 form letters received during the formal public comment period alone. In 2023, the Federal Highway Administration issued a Finding of No Significant Impact (FONSI), indicating the project will have no significant impact on the human or natural environment, which allowed the agencies to proceed.” (“Central Business District Tolling Program,” [MTA](#), Accessed 4/16/24)

Tolls Within The Congestion Zone Will Vary From \$1.25 Per Ride For Taxis To \$36 For Large Trucks



(Anna Rahmanan, “Congestion Pricing In NYC: Everything You Need To Know Including Start Date, Exemptions And A Map,” [TimeOut](#), 3/26/24)

Proposed Toll Amounts:

What are the proposed toll amounts?

- Passenger vehicles and passenger-type vehicles with commercial license plates would be charged a \$15 toll for entering the CBD during the peak period, and \$3.75 overnight. Those vehicles would be charged only once a day
- Trucks and buses would be charged a \$24 or \$36 toll for entering the CBD in the peak period, depending on their size and purpose. Overnight tolls would be \$6 and \$8
- Motorcycles would be charged half the passenger vehicle toll, no more than once per day
- Passengers would be charged a toll of \$1.25 per trip for taxis, green cabs, and for-hire vehicles, and \$2.50 per trip for trips dispatched by high-volume for-hire services
- Peak toll rates would apply from 5 a.m. to 9 p.m. on weekdays, and from 9 a.m. to 9 p.m. on weekends. Toll rates would be 75% lower overnight

(“Central Business District Tolling Program,” [MTA](#), Accessed 4/16/24)

Exemptions & Credits:

- Crossing credits toward the peak CBD toll rate would be provided to vehicles entering through the four tolled tunnels that lead directly into the CBD
- Qualifying authorized emergency vehicles, qualifying vehicles transporting a person with disabilities, specialized government vehicles, and transit and commuter buses would be exempted from the CBD toll
- Low-income vehicle owners who qualify and register with MTA would receive a 50% discount on the peak auto toll beginning with the 11th trip taken in a calendar month

(“Central Business District Tolling Program,” [MTA](#), Accessed 4/16/24)

NOTE: *At \$15 per day per each passenger vehicle, entering the congestion zone five days a week across 52 weeks would cost the commuter \$3900 in total for the year.*

Gillen Served As A Board Member For The League Of Conservation Voters, Which Has Supported Congestion Pricing Since As Far Back As 2019

On Her 2023 Public Financial Disclosure, Laura Gillen Lists Herself As A Board Member At The League Of Conservation Voters. (Laura Gillen, 2023 Personal Financial Disclosure, [Clerk Of The House Of Representatives](#), Filed 9/5/23)

The League Of Conservation Voters Has Supported Congestion Pricing Plan For Manhattan Going Back To At Least 2019. “Manhattan has a residential population of 1.63 million, rising to 3.9 million during the workday with commuters. Getting around the central business district is a notable problem. Below ground, mass transit is becoming riddled with delays, signal failures, and decades-old infrastructure while above ground, it’s usually faster to walk than to hop on a bus. As a result, bus ridership has rapidly decreased, and even the subways face a loss in passengers. These failures encourage commuters to use less environmentally-friendly modes of transportation such as driving. As more and more travelers choose for-hire vehicles including Uber, Lyft, and Via instead of public transportation, streets have become clogged with traffic and pollution increases. One solution is to implement congestion pricing. Congestion pricing would impose a toll on vehicles entering the city during specific times in predetermined traffic-heavy areas, such as Manhattan from Midtown south. This could mean charging cars that drive south of a certain street, like 60th Street, and adding tolls to the East River bridges that are currently free to cross.” (“Congestion Pricing: The Road To Improving New York’s Transit System,” [New York League Of Conservation Voters](#), 2/7/19)