

Mondaire Jones Said On Tape That He Supported Kathy Hochul's Congestion Pricing Scheme That Would Have Created A \$5,000 A Year Commuter Tax On Hudson Valley Residents Who Work In New York City

In 2022, Jones Supported Congestion Pricing, Claiming It Was "Long Overdue"

VIDEO: In 2022, Jones Noted "In Terms Of My Personal Policy Preference, It Is For Congestion Pricing" And Claimed It Was "Long Overdue." "Ex-Rep. Mondaire Jones' endorsement of congestion pricing to enter and leave Manhattan's midtown business district could haunt his comeback bid. The progressive Democrat is running for his old congressional seat in Rockland/Hudson Valley's 17th congressional district — where there's stiff opposition from drivers paying significantly higher tolls to traverse Midtown south of 60th Street during peak hours. But last year after redistricting, Jones ran in the more liberal 10th CD in lower Manhattan and brownstone Brooklyn instead of seeking re-election in the driver-reliant 17th CD — and embraced congestion pricing. He lost in the Democratic primary to Rep. Dan Goldman. 'In terms of my personal policy preference, it is for congestion pricing,' Jones said during the August 10, 2022, NY1/Spectrum News debate. 'At the local level, we need to be doing congestion pricing, it is long overdue.'" (Carl Campanile, "Mondaire Jones Hammered For Past Congestion Pricing Support As He Seeks Seat In Car-Reliant District," [New York Post](#), 7/16/23)

NOTE: Video of Jones' remarks at the 2022 Democratic primary debate where he supports congestion pricing can be [found here](#).

- **"The MTA Has Yet To Set The Exact Toll Amount But Has Signaled It'll Range Between \$9 And \$23 Per Day To Drive A Car Into Manhattan's Central Business District. The Pricing System Could Be Installed In Spring 2024."** "The Biden Administration last month granted final approval to the Metropolitan Transportation Authority's congestion pricing program, the final step needed to create the special toll pricing system, including what tolls to charge and which drivers will receive exemptions. The plan, which will charge higher tolls during peak hours to help curb congestion and provide exemptions, has the strong backing of Gov. Kathy Hochul. The MTA has yet to set the exact toll amount but has signaled it'll range between \$9 and \$23 per day to drive a car into Manhattan's central business district. The pricing system could be installed in spring 2024. A federal review found the higher tolls could slash the number of cars driving on local streets in that district by as much as 60%." (Carl Campanile, "Mondaire Jones Hammered For Past Congestion Pricing Support As He Seeks Seat In Car-Reliant District," [New York Post](#), 7/16/23)
- **"The Program Is Expected To Generate Some \$1 Billion In Revenue Annually For The MTA, Which The Transit Agency Will Issue Bonds Against To Raise \$15 Billion For Repairs."** "The program is expected to generate some \$1 billion in revenue annually for the MTA, which the transit agency will issue bonds against to raise \$15 billion for repairs. But New Jersey Gov. Phil Murphy has lawyered up, and is itching to file a lawsuit to block the contentious pricing plan, claiming it's unfair to Garden State commuters." (Carl Campanile, "Mondaire Jones Hammered For Past Congestion Pricing Support As He Seeks Seat In Car-Reliant District," [New York Post](#), 7/16/23)

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.*