



5 Different Pricing Plans

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OPTION 1 BLOOMBERG'S PLAN

Passenger vehicles entering or leaving Manhattan below 86th Street during the business day (weekdays from 6 a.m. - 6 p.m.) would pay an \$8 fee. Trucks would pay \$21. Some low emission trucks would pay \$7.

For trips within the congestion pricing zone, cars would pay \$4 and trucks \$5.50.

Emergency vehicles, transit vehicles, vehicles with handicapped license plates, taxis and for-hire vehicles (radio cars) would be exempt.

Vehicles using E-ZPass that travel through MTA or Port Authority tolled crossings on the same day would pay only the difference between their MTA or PA tolls and the congestion charge.

Roads on the periphery of Manhattan will not be in the zone.

OPTION 2

ALTERNATIVE CONGESTION PLAN

The alternative congestion pricing plan is a modified approach to congestion pricing that eliminates the intra-zonal charge and free periphery, charges inbound trips only and moves the northern boundary of the charging zone to 60th Street.

Fees are the same price under Bloomberg's proposal. Drivers would pay once upon entering the charging zone and would be able to make additional trips in and out of the zone at no additional cost.

For E-ZPass users, the value of all tolls paid on MTA or Port Authority bridges and tunnels would be deducted from the fee up to \$8.

OPTION 3

TOLLS ON BRIDGES

All un-tolled East River and Harlem River crossings would be subject to inbound and outbound tolls that would be in effect 24 hours a day, seven days a week, and would match the toll rates on the MTA's East River crossings.

Following the MTA toll structure, trucks would pay higher tolls depending on their size.

Tolls would be collected electronically, and there would be no toll plazas or physical barriers.

Cars pay \$4 per-trip on tolls 24 hours a day to enter or leave Manhattan by any East or Harlem River crossing. The Port Authority toll structure would remain the same.

OPTION 4

LICENSE PLATE RATIONING PLAN

License plate rationing restricts some vehicles from entering Manhattan south of 86th Street once every five days thus restricting 20 percent of all vehicles each weekday from 6 a.m. - 6 p.m.

Emergency vehicles, transit vehicles, and vehicles with handicapped license plates would be exempt.

Plans for implementation and enforcement include using a system of license plate cameras similar to Bloomberg's plan or by posting police officers at each of the entry points into the rationing zone.

OPTION 5

COMBINATION PLAN

This plan includes a series of measures to significantly increase the cost of on-street and off-street parking in Manhattan south of 60th Street. Some options mentioned include raising the city parking tax for garages within the zone, eliminating the resident parking tax exemption, increasing meter rates and charging a \$2 overnight parking fee for all on-street spaces.

The plan calls for reducing by 10,000 the number of government parking placards used to commute to jobs in the zone.

In order to reduce taxi traffic, the plan also includes an \$8 surcharge on all taxi trips within, into, or out of the area of Manhattan south of 86th Street.