

Proposed 2025 Toll and Fare Adjustments



As the Port Authority transforms its legacy assets into modern, world-class facilities to meet 21st century standards, it must ensure that it has adequate resources to operate, maintain and secure these larger facilities, and continue its ambitious capital program.

Unlike similar agencies that operate and maintain critical infrastructure, the Port Authority does not receive any tax revenue from the states of New York or New Jersey. The Port Authority is a self-funded agency with revenue generated in part from third-party fees, rentals, and other charges to businesses operating at its facilities. The agency works aggressively to generate maximal revenues from non-toll and non-fare sources. While 65% of projected 2025 Operating Revenues will come from the non-toll and non-fare sources, revenue changes from a package of toll and fare adjustments are proposed by the agency for implementation in 2025. The proposed adjustments are necessary: 1) to address the negative impacts of COVID-19 on revenues, including a \$3 billion loss over the 24-month period from March 2020 to March 2022, as well as increased operating costs; and 2) to continue investing in the ambitious capital agenda for the agency's tunnels, bridges, terminals, and PATH facilities as outlined in the 2017-2026 Capital Plan.

The Port Authority is seeking authorization to gather public input on the toll adjustments detailed below, (which are incremental to the inflation-based adjustment previously approved in September 2019 by the Port Authority Board of Commissioners which provides that toll rates for all classes (except 8 and 9 – buses) will be adjusted annually on the first Sunday of every year.)

Additional Bridge and Tunnel Toll Proposal:

The proposal for the tolls adjustment below covers the George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Goethals Bridge, Outerbridge Crossing, Bayonne Bridge. Note that:

Tolls at all Port Authority crossings are only collected from eastbound traffic.
Peak hours: Weekdays 6-10 a.m., 4-8 p.m.;
Sat. & Sun. 11 a.m.-9 p.m.
Weekday overnight hours for trucks:
10 p.m.-6 a.m. the following morning.

The following are the proposed changes to the tolls, effective as set forth below:

Autos and Motorcycles:

E-ZPass Toll Rates:

Increases will take effect on January 5, 2025, as follows: E-ZPass Peak and Off-Peak tolls will increase by an incremental \$0.25 above the automatic inflation adjustment, with an additional \$0.25 increase in 2026, 2027 and 2028.

TbM tolls: Tolls will increase an incremental \$0.25 per axle on January 5, 2025, with additional annual \$0.25 increases in 2026, 2027 and 2028.

Trucks:

Increases will take effect on January 5, 2025 as follows: E-ZPass Peak, Off-Peak, and Weekday Overnight toll rates per Axle: Tolls will increase an incremental \$0.25, with additional annual \$0.25 increases in 2026, 2027 and 2028.

TbM tolls: Tolls will increase an incremental \$0.25 per axle on January 5, 2025, with additional annual \$0.25 increases in 2026, 2027 and 2028.

Proposal to Incentivize E-Z Pass Adoption & Proper Use of Transponders

The proposals posted for public comment also contain two changes to existing toll rates to incentivize E-ZPass adoption and proper use of E-ZPass transponders, that will affect only 10-15 percent of transactions:

Toll by Mail (TbM) Rates:

To incentivize drivers to enroll in E-ZPass and take advantage of lower rates by increasing the E-ZPass discount, thereby enhancing the benefit of E-ZPass, the proposal raises the toll-by-mail rate to \$22.38, a level consistent with MTA two-way rate.

Increased use of E-ZPass will significantly improve the efficiency of toll collection. The proposal delays the implementation date to July 6, 2025 to allow for an intense communications campaign to urge drivers to enroll in E-ZPass to take advantage of the increased discount and significant E-ZPass savings.

Introduction of New Mid-Tier Toll Rate for All Vehicle Classes:

Introduce a new Mid-Tier toll rates across all vehicles classes for vehicles with NY/NJ E-ZPass accounts whose transponders are not properly mounted (9% of transactions).

To incentivize drivers to take advantage of lower E-ZPass rates by ensuring their transponders are properly positioned for accurate reading by the overhead gantry equipment while covering the incremental cost to process transactions where the transponder is incorrectly mounted. This proposal intends to entice drivers to properly mount their E-ZPass.

For each vehicle class, the Mid-Tier toll rate of \$18.72, a blended rate in the middle of E-ZPass and TbM rates. The Mid-Tier Toll Rate will be adjusted in the future as the TbM and E-ZPass rates for all vehicle classes get adjusted.

Increased use of E-ZPass will significantly improve the efficiency of toll collection. The proposal delays the implementation date to July 6, 2025 to allow

for an intense communications campaign to urge drivers to properly display E-ZPass transponders to take advantage of the lower E-ZPass rates.

Elimination of Truck Volume Discount:

The Port Authority proposal is to eliminate the truck volume discount. As such, trucks traveling during non-peak hours will pay the non-peak rate regardless of number of trips completed in a month.

In order for trucking companies utilizing the current discount to plan accordingly, the elimination of the discount would occur on July 6, 2025.

PATH Fare Proposal:

The proposed reduced fare structure for qualifying riders would be set at 50% of the single ride ticket prevailing at any time and is available to any (1) Senior; (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.).

Protocols for applying for the reduced fare will follow, with implementation once the new TAPP fare payment system is fully operational (estimated summer 2025).



Tolls-Existing & Proposed

Effective January 5, 2025, unless a different date is stated

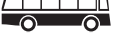
1. Tolls shall be adjusted for inflationary increases on annual calculations of Consumer Price Index (CPI) growth. It is proposed that in years 2026-2028 an additional \$0.25 will be added to the calculated toll (\$0.25 per axle for classes 2-6), except for classes 8 and 9
2. The E-ZPass toll discounts for all vehicle classes is limited to users registered with a New York or New Jersey E-ZPass Customer Service Center account
3. It is proposed that the Mid-Tier tolls shall apply to customers registered with a New York or New Jersey E-ZPass Customer Service Center for NY and NJ E-ZPass tag holders, if their E-ZPass tag cannot be used or read at the time of crossing, the customer will be charged the mid-tier toll rates
4. No changes proposed to classes 8 and 9. After 2027 those tolls will continue to be adjusted for inflationary increases on annual calculations of Consumer Price Index (CPI) growth

All rates apply to the Lincoln Tunnel, Holland Tunnel, George Washington Bridge, Bayonne Bridge, Goethals Bridge, and the Outerbridge Crossing. Tolls are collected entering New York.

No tolls are collected entering New Jersey.

PEAK HOURS
Weekdays: 6-10 a.m., 4-8 p.m.
Sat. & Sun.: 11 a.m.-9 p.m.

OFF-PEAK HOURS
All Other Times
OVERNIGHT HOURS FOR TRUCKS
Sundays-Thursdays, 10 p.m. until 6 a.m. the following morning

Class	Vehicle Type		Number of Rear Wheels	Number of Axles	<i>E-ZPass</i> Off-Peak Hours ²		<i>E-ZPass</i> Peak Hours ²		Effective 07/06/25 Mid-Tier ³		<i>E-ZPass</i> Trucks Weekday Overnight Hours ²		Cash/Toll by Mail (TbM) All Hours	
					Existing	Proposed ¹	Existing	Proposed ¹	Existing	Proposed ¹	Existing	Proposed ¹	Existing	Proposed ¹
1	Vehicles with Two Axles and Single Rear Wheels (Includes Two Axle Recreational Vehicles with Single Rear Wheels and No Additional Axles In Tow)	   		2	\$13.38	\$14.06	\$15.38	\$16.06	NA	\$18.72	N/A	N/A	\$17.63	\$18.31 on 01/05/25 \$22.38 on 07/06/25
2	Vehicles with Two Axles and Dual Rear Wheels (Includes Two Axle Recreational Vehicles with Dual Rear Wheels)	  		2	\$39.70	\$41.36	\$41.70	\$43.36	NA	\$46.36	\$36.70	\$38.36	\$47.70	\$49.36
3	Vehicles with Three Axles or Combinations of Vehicles Totaling Three Axles	   		3	\$59.55	\$62.04	\$62.55	\$65.04	NA	\$69.54	\$55.05	\$57.54	\$71.55	\$74.04
4	Vehicles with Four Axles or Combinations of Vehicles Totaling Four Axles	 		4	\$79.40	\$82.72	\$83.40	\$86.72	NA	\$92.72	\$73.40	\$76.72	\$95.40	\$98.72
5	Vehicles with Five Axles or Combinations of Vehicles Totaling Five Axles			5	\$99.25	\$103.40	\$104.25	\$108.40	NA	\$115.90	\$91.75	\$95.90	\$119.25	\$123.40
6	Vehicles with At Least Six Axles or Combinations of Vehicles Totaling At Least Six Axles			6+	\$119.10 Additional Axles \$19.85 each	\$124.08 Additional Axles \$20.68 each	\$125.10 Additional Axles \$20.85 each	\$130.08 Additional Axles \$21.68 each	NA	\$139.08 Additional Axles \$23.18 each	\$110.10 Additional Axles \$18.35 each	\$115.08 Additional Axles \$19.18 each	\$143.10 Additional Axles \$23.85 each	\$148.08 Additional Axles \$24.68 each
7	Class 1 or 11 (Including Class 1 RecreationalVehicles) with Trailer (Minimum Three Single Wheel Axles)	  		3	\$25.58 Additional Axles \$12.20 each	\$26.99 Additional Axles \$12.93 each	\$27.58 Additional Axles \$12.20 each	\$28.99 Additional Axles \$12.93 each	NA	\$35.40 Additional Axles \$16.68 each	N/A	N/A	\$37.33 Additional Axles \$19.70 each	\$38.74 on 01/05/25 \$42.81 on 07/06/25 Additional Axles \$20.43 each
8	Two Axle Buses and Mini Buses (Seating Capacity = 10 or More)	    		2	\$15.50 on 01/05/25 \$16.00 on 01/04/2026	No Change	\$18.00 on 01/05/25 \$21.00 on 01/04/2026	No Change	NA	\$23.00 on 01/05/25 \$25.50 on 01/04/2026	N/A	N/A	\$28.00 on 01/05/25 \$30.00 on 01/04/2026	No Change
9	Three Axle Buses and Mini Buses (Seating Capacity = 10 or More)	  		3+	\$15.50 on 01/05/25 \$16.00 on 01/04/2026	No Change	\$18.00 on 01/05/25 \$21.00 on 01/04/2026	No Change	NA	\$23.00 on 01/05/25 \$25.50 on 01/04/2026	N/A	N/A	\$28.00 on 01/05/25 \$30.00 on 01/04/2026	No Change
11	Motorcycles			2	\$12.38	\$13.06	\$14.38	\$15.06	NA	\$18.22	N/A	N/A	\$17.63	\$18.31 on 01/05/25 \$22.38 on 07/06/25

1. Green Pass E-ZPass Off-Peak tolls will be maintained at \$3.50 less than the Class 1 E-ZPass Off-Peak toll for qualifying vehicles registered for the program through the E-ZPass NY Customer Service Center
2. The Staten Island Bridges Discount Plan will maintain a 50% discount off the Class 1 E-ZPass Peak toll rate, rounded to the nearest cent

Discount Plan Enrollment Required	Green Pass¹ Eligible Low-Emission Class 1 Vehicles	2	\$9.88 Additional axles \$12.20 each	\$10.56 Additional axles \$12.93 each	\$15.38 Additional axles \$12.20 each	\$16.06 Additional axles \$12.93 each	NA	\$18.72 Additional axles \$16.68 each	N/A	N/A	N/A	N/A
	New York/New Jersey Staten Island Bridges Discount Plan² Class 1, 7 & 11 Vehicles	2	\$7.69 if 3+ trips taken; \$13.38 if only 1 or 2 trips taken. Additional Axles \$12.20 each	\$8.03 if 3+ trips taken; \$14.06 if only 1 or 2 trips taken. Additional Axles \$12.93 each	\$7.69 if 3+ trips taken; \$15.38 if only 1 or 2 trips taken. Additional Axles \$12.20 each	\$8.03 if 3+ trips taken; \$16.06 if 1 or 2 trips taken. Additional axles \$12.93 each.	NA	\$9.36 if 3+ trips taken; \$18.72 if 1 or 2 trips taken. Additional axles \$16.68 each.	N/A	N/A	N/A	N/A