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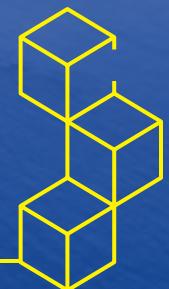
PROPOSED 2026–2035 CAPITAL PLAN TOLL & FARE ADJUSTMENTS

Over the past decade, the Port Authority has delivered an unprecedented wave of renewal with transformative projects across the region. Sustained investment in the agency's critical assets is essential to continue this momentum and to ensure the region's infrastructure keeps pace with growth, security and resilience needs.

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. Two-thirds of agency revenues are generated from non-toll/non-fare sources.

The Port Authority continues to navigate one of the most difficult operating environments in its history, with inflation, supply chain shocks, tariffs and rising interest rates all contributing to increased costs for the agency, and lingering effects from a \$3 billion reduction in revenue due to COVID. The proposed adjustments are necessary to address the negative impacts of these challenges and to fund generational overhauls of agency infrastructure, including the new Midtown Bus Terminal, the transformations at John F. Kennedy International Airport (JFK) and Newark Liberty International Airport (EWR), as well as major new initiatives such as EWR's new Terminal B, improved and more reliable mass transit access to LaGuardia Airport (LGA) and world-class rebuild of LaGuardia's Terminal A, and investments in PATH reliability and service.

The Port Authority is committed to finishing what it has started – delivering next-generation, reliable, resilient infrastructure now and in the future to keep the region moving as it continues to grow and thrive.



Public hearings are being held in December 2025 concerning the proposed Port Authority Capital Plan for 2026-2035, the bridge and tunnel tolls proposal and the PATH fares proposal, for which public hearings are required in accordance with the agency's By-Laws and the resolution adopted by the Board of Commissioners at its November 13, 2025 meeting directing such hearings to be held. These hearings will also provide the opportunity to comment on certain matters for which public hearings are not required under the By-Laws or other resolution adopted by the Board – the airport ground transportation access fees proposal and the bus terminal fees proposal.

BRIDGE AND TUNNEL TOLLS PROPOSAL:

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

Note that:

- The adjustments preserve lower rates for regional E-ZPass and the Staten Island Bridges Plan.
- 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:

Change will take effect on January 3, 2027, as follows:

A \$0.50 reduction of the discount between peak E-ZPass and the non-peak E-ZPass tolls, with a further reduction of the off-peak E-ZPass toll discount by \$0.50 in each of the next three years.

The Staten Island Bridges Plan is unchanged. The means of calculating the Peak E-ZPass toll rate is unchanged.

Buses:

Changes will take effect on July 11, 2026, as follows:



Creation of three bus classes: Class 8A – Minibuses; Class 8B – Two-axle buses; and Class 9 – Three-axle buses.

Scheduled increases to the bus peak E-ZPass toll as follows:

- Class 8A – Minibuses: Increase from \$21 in 2026 to \$27 in 2034.

• Class 8B – Two-axle buses: Increase from \$21 in 2026 to \$50 in 2034.

• Class 9 – Three-axle buses: Increase from \$21 in 2026 to \$55 in 2034.

E-ZPass Off-Peak rates for each class will be calculated as 0.8 times the E-ZPass Peak rate in each year.

Tolls by Mail rates for each class will be calculated as the minimum of 1.45 times the E-ZPass Peak rate or the prevailing TbM truck rate for the same number of axles in each year.

After 2034, bus tolls shall be adjusted for inflationary increases on annual calculations of Consumer Price Index (CPI) growth.

PATH FARE PROPOSAL:

Changes will take effect on May 3, 2026, as follows:

Increase of \$0.25 in PATH's single-ride fare, with further \$0.25 increases to the single-ride fare in each of the next three years effective on the first Sunday in January of 2027, 2028, and 2029, respectively.

All fares shall be adjusted for inflationary increases from time to time based on annual calculations of Consumer Price Index (CPI) growth following the last scheduled increase in 2029.

The proposal would maintain the reduced PATH fare program for senior riders and riders with qualifying disabilities, which provides qualifying riders with a 50% discount to the full fare.

AIRPORT GROUND TRANSPORTATION ACCESS FEES PROPOSAL:

Proposal for an increase in the airport access fee that taxis and for-hire vehicles (FHV) pay at John F. Kennedy International Airport, Newark Liberty International Airport, and LaGuardia Airport.

Increases will take effect on March 15, 2026, as follows:

For FHV: Each pick-up fee and each drop-off fee will increase to \$5.00 on March 15, 2026.

For Taxis: Pick-up fees will increase by \$0.25 on March 15, 2026, with further \$0.25 increases for each of the next two years on the first Sunday of January in 2027 and 2028, respectively.

Starting in 2029, all fees would be subject to an automatic inflation-adjustment mechanism.

BUS TERMINAL FEES PROPOSAL:

Implement a new fee to be paid on each revenue arrival operated at the bus terminals in addition to the fee currently paid for each revenue departure, effective July 5, 2026 as follows:

Set the short-haul bus arrival and departure fees at \$2, increasing by \$2 annually; then increase by \$5 when the new Midtown Bus Terminal (MBT) opens.

Set the long-haul bus arrival and departure fees at \$30, increasing by \$2 annually until the interim operation period (where they remain \$30). Once the new MBT opens, long-haul fees will be calculated as 2.5 times the short-haul bus rate in each corresponding year.

Set the long-haul bus arrival and departure fees at \$30, increasing by \$2 annually until the interim operation period (where they remain \$30). Once the new MBT opens, long-haul fees will be calculated as 2.5 times the short-haul bus rate in each corresponding year. Set arrival and departure fees for minibuses which will be calculated as 0.75 times the arrival and departure rates paid by short-haul buses in each corresponding year. (Rate multipliers are related to operating time in the facility.)

Replace the existing escalation mechanism for gate fees and bus parking rates from the growth in the Consumer Price Index to a flat 5% escalation rate

Establish a new parking fee for buses at the new MBT of \$3.4M per month (compared to the current rate of \$1.3M per month), to be escalated by a 5% flat rate.

