

## Fare and Toll Proposals

### Introduction

The MTA is the engine that moves New York. Every day, more than 9 million customers use MTA subways, buses, commuter railroads, bridges, and tunnels to get around the region. But fares and tolls cover only 52% of the MTA's operating budget. The MTA's costs continue to rise, even while the MTA has cut more than \$1 billion from its operating budget. For this reason, the MTA has included modest fare and toll increases of 4%, as part of its 2015 Financial Plan. Below are the ways MTA proposes to meet this financial goal. Under each proposal, the majority of customers' fares or tolls increase close to 4%.

The MTA Board is soliciting public comment on the following proposals which would take effect in March 2015.

### New York City Transit, MTA Bus, and Staten Island Railway

The MTA offers several ways to pay for rides on subways, buses, and the Staten Island Railway, including Pay-Per-Ride and Unlimited Ride MetroCards, cash on buses, and Single Ride Tickets on subways. Two alternative fare structures are being considered that treat the base fare and bonus structure differently. The single-ride fare must increase in 25-cent increments, which limits the alternatives available and may lead to proposed increases that are lower or higher than 4%. Changes to 7-Day and 30-Day Unlimited Ride MetroCards are the same in both proposals.

- In Proposal 1, the base fare increases by 25¢, and the bonus amount is increased from 5% to 11% when putting \$5.50 or more on a MetroCard.
- In Proposal 2, the base fare for cash, Single Ride Tickets, and Pay-Per-Ride MetroCards remains unchanged at \$2.50, but the bonus for putting \$5 or more on a MetroCard is eliminated.
- In both proposals, the cost of a 30-Day Unlimited Ride MetroCard increases to \$116.50 and the cost of a 7-Day Unlimited Ride MetroCard increases to \$31.
- Senior Citizen/Disabled/Student Reduced Fare/Paratransit Zero Fare discount policies (except as otherwise noted) remain unchanged and will pertain to applicable fares as modified.

## Proposed Fares for Subways and Buses

Fare Type	Current	Proposal 1	Proposal 2
Base MetroCard Fare/Cash	\$2.50	\$2.75	\$2.50
Bonus	5% with \$5 purchase	11% with \$5.50 purchase	No Bonus
Effective Fare with Bonus	\$2.38	\$2.48	\$2.50
Single Ride Ticket (base MetroCard/Cash Fare plus 25 cents)	\$2.75	\$3.00	\$2.75
Express Bus Fare			
Cash	\$6.00	\$6.50	\$6.00
MetroCard with Bonus	\$5.71	\$5.86	\$6.00
30-Day Pass	\$112.00	\$116.50	\$116.50
7-Day Pass	\$30.00	\$31.00	\$31.00
7-Day Express Bus Plus MetroCard	\$55.00	\$57.25	\$57.25
Access-a-Ride (Paratransit) Fare	\$2.50	\$2.75	\$2.50

Note: The \$1 fee for purchasing a new MetroCard would remain unchanged

- Bonus Pay-Per-Ride MetroCards are used for 43% of New York City Transit trips.
  - In Proposal 1 the price of these trips increases 4.1%.
  - In Proposal 2 the price increases 5.0%.
- 30-Day Unlimited Ride MetroCards are used for 29% of trips and would increase 4% under both proposals.
- 7-Day Unlimited Ride MetroCards are used for 21% of trips and would increase 3.3% under both proposals.
- Non-bonus MetroCards and cash on buses are used for 6% of trips. Single Ride Tickets are used less than 1% of trips and tourists appear to be the most likely users. These prices would increase by 25¢ or remain unchanged.

Since the major difference between the two proposals is the treatment of the bonus and base fare, the MTA encourages comments on the importance of the bonus to its customers.

Proposal 1, with an 11% bonus, results in unusual residual values for relatively frequent transactions. Residual fare values are the dollar value amounts remaining on MetroCards that are less than the cost of a fare. For example, the purchase or refill of a round trip will result in 61¢ in residual value and the purchase of a new card using a \$10 bill will result in \$1.74 of residual value.

Because of the frequency with which Proposal 1 will result in these unusual residual values for relatively common purchases (round-trip and new card Pay-Per-Ride are approximately 1/3 of all purchases, though they only represent approximately 10% of trips), MTA invites comments on this issue. Since pennies cannot be used at MetroCard vending machines or at station booths, customers will need to be

educated on how best to capture unusual residual values on their cards. Possible solutions that may be considered by the MTA include:

- taking steps to educate customers on how to minimize the number of purchases which have these unusual residual amounts and to capture residual value from their cards;
- lowering the bonus amount to 10%, which would result in a 5% fare increase for Bonus Pay-Per-Ride customers; or
- increasing the minimum purchase eligible for a bonus to \$10.

Proposal 2, which would eliminate the bonus, would minimize the issue of residual fare values.

The choices the MTA makes this year could affect not only the 2015 fare, but also the way in which future fare increases are structured. For example, if the bonus is eliminated with the 2015 fare change, it could be reinstated in 2017.

### **Long Island Rail Road and Metro-North Railroad**

Fares for tickets to/from Zone 1 on LIRR or to/from Manhattan on Metro-North East-of-Hudson service and Hoboken/Secaucus Junction on Metro-North West-of-Hudson service would increase between 2.2% and 6.1%

- Over 80% of these trips would have an increase of 4.25% or less
- For monthly and weekly commuters, all fares would increase less than 4.25%
- The cost of a City Ticket would increase from \$4.00 to \$4.25.
- As is the case with the proposed NYCT increases, some fares would increase by more than 4% because fare changes must occur in 25-cent increments. However, any increase of more than 6% would result in a fare increase of no more than 50¢ per trip.

Some one-way intermediate fares would increase up to 9.5%, but again any increase of more than 6% would result in a fare increase of no more than 50 cents per trip.

## Sample Proposed Fares on Metro-North Railroad

	Current	Proposed
<b>Sample MNR East-of-Hudson Station Fares to GCT</b>		
<b>New Rochelle</b>	Current	Proposed
One-Way Peak	\$10.00	<b>\$10.50</b>
One-Way Off Peak	\$7.50	<b>\$7.75</b>
Weekly Commutation	\$71.00	<b>\$74.00</b>
Monthly Commutation	\$222.00	<b>\$231.00</b>
<b>White Plains</b>		
	Current	Proposed
One-Way Peak	\$11.25	<b>\$11.75</b>
One-Way Off Peak	\$8.50	<b>\$8.75</b>
Weekly Commutation	\$79.75	<b>\$83.00</b>
Monthly Commutation	\$249.00	<b>\$259.00</b>
<b>Beacon</b>		
	Current	Proposed
One-Way Peak	\$20.25	<b>\$21.25</b>
One-Way Off Peak	\$15.25	<b>\$16.00</b>
Weekly Commutation	\$141.75	<b>\$147.25</b>
Monthly Commutation	\$443.00	<b>\$460.00</b>
<b>Sample MNR West-of-Hudson Station Fares to Penn</b>		
<b>Nanuet</b>	Current	Proposed
One-Way Peak	\$10.25	<b>\$10.50</b>
Off-Peak Round Trip	\$16.00	<b>\$16.25</b>
Weekly Commutation	\$88.00	<b>\$91.25</b>
Monthly Commutation	\$288.00	<b>\$298.00</b>
<b>Harriman</b>		
	Current	Proposed
One-Way Peak	\$14.50	<b>\$15.00</b>
Off-Peak Round Trip	\$23.25	<b>\$24.00</b>
Weekly Commutation	\$109.75	<b>\$113.50</b>
Monthly Commutation	\$356.00	<b>\$368.00</b>

## Sample Proposed Fares on Long Island Rail Road

	Current	Proposed
<b>Sample LIRR Station Fares to Penn</b>		
<b>Mineola</b>	Current	Proposed
One-Way Peak	\$11.00	<b>\$11.50</b>
One-Way Off Peak	\$8.00	<b>\$8.25</b>
Weekly Commutation	\$77.50	<b>\$80.75</b>
Monthly Commutation	\$242.00	<b>\$252.00</b>
<b>Hicksville</b>	Current	Proposed
One-Way Peak	\$12.50	<b>\$13.00</b>
One-Way Off Peak	\$9.00	<b>\$9.50</b>
Weekly Commutation	\$88.25	<b>\$91.75</b>
Monthly Commutation	\$276.00	<b>\$287.00</b>
<b>Babylon</b>	Current	Proposed
One-Way Peak	\$14.75	<b>\$15.25</b>
One-Way Off Peak	\$10.75	<b>\$11.00</b>
Weekly Commutation	\$104.00	<b>\$108.25</b>
Monthly Commutation	\$325.00	<b>\$338.00</b>
<b>City Ticket</b>	\$4.00	<b>\$4.25</b>
<b>Family Fare</b> (purchased at stations, per child with paying adult – max of 4)	\$1.00	<b>\$1.00</b>

- Policies regarding the calculation of onboard fares and refunds would remain unchanged.
- LIRR and Metro-North would continue to offer UniTicket transfers between commuter rail stations and connecting bus and ferry services. Changes in those fares would be based in part on changes to weekly and monthly transit fares. One-way tickets to connecting services would also change. [Click here for UniTicket information.](#)
- Note: Fare increases for travel to/from or within Connecticut, which have been previously adopted by the State of Connecticut, are scheduled to be implemented separately in January 2015.

## **MTA Bridges and Tunnels**

Two alternative toll structures are under consideration. Approximately 71% of crossings at Bridges & Tunnel facilities are made by cars with an E-ZPass issued by the New York Customer Service Center (NYCSC), which is the service center serving the MTA, the New York State Thruway Authority, and the Port Authority of New York and New Jersey. These E-ZPass toll are lower than the cash toll. In both proposals, tolls for these NYCSC E-ZPass customers would increase by 4%, which is only \$.21 at crossings like the RFK Bridge or the Queens Midtown Tunnel.

- In Proposal 1, car tolls would increase by 4% for NYCSC E-ZPass and by 6.7% to 10% for cash, Tolls by Mail, and non-NYCSC E-ZPass customers (*i.e.*, those E-Z Pass customers who have obtained their E-Z Pass from a service center other than the NYCSC). Truck tolls would increase 4% for NYCSC E-ZPass customers, and truck tolls paid with cash and non-NYCSC E-ZPasses would increase by 6.4% to 8.3%.
  - This proposal is consistent with MTA's policy of increasing the differential price between E-ZPass and cash to encourage E-ZPass usage, which reduces wait times on the crossings.
  
- In Proposal 2, car tolls would remain at current levels for cash, Tolls by Mail, and non-NYCSC E-ZPass customers. Truck tolls would increase 12% for NYCSC E-ZPass customers. For 2-axle trucks the increase in Proposal 2 is \$.77 more than under Proposal 1. The car toll for NYCSC E-ZPass customers and truck tolls paid with cash and non-NYCSC E-ZPasses are the same as in Proposal 1.
  - By not increasing cash tolls, this proposal acknowledges the higher increases experienced by cash customers since 2009 while still maintaining a significant price differential between E-ZPass and cash.

## Bridges and Tunnels Proposed Crossing Charges Current

Crossing	Current	Proposal 1	Proposal 2
<b>Robert F. Kennedy Bridge</b>			
<b>Throgs Neck Bridge</b>			
<b>Bronx-Whitestone Bridge</b>			
<b>Hugh L. Carey Tunnel</b>			
<b>Queens Midtown Tunnel</b>			
Car Cash	\$7.50	\$8.00	\$7.50
Car NYCSC E-ZPass	\$5.33	\$5.54	\$5.54
Truck-2 Axle Cash	\$15.00	\$16.00	\$16.00
Truck-2 Axle NYCSC E-ZPass	\$9.62	\$10.00	\$10.77
Truck-5 Axle Cash	\$40.00	\$43.00	\$43.00
Truck-5 Axle NYCSC E-ZPass	\$26.26	\$27.31	\$29.41
<b>Verrazano-Narrows Bridge</b>			
(Toll collected in one direction only)			
Car Cash	\$15.00	\$16.00	\$15.00
Car NYCSC E-ZPass Toll	\$10.66	\$11.08	\$11.08
Staten Island Resident E-ZPass >2 Trips/Month	\$6.00	\$6.24	\$6.24
Staten Island Resident E-ZPass <3 Trips/Month	\$6.36	\$6.60	\$6.60
Staten Island Resident Token	\$8.53	\$8.86	\$8.53
Truck-2 Axle Cash	\$30.00	\$32.00	\$32.00
Truck-2 Axle NYCSC E-ZPass	\$19.24	\$20.00	\$21.54
Truck-5 Axle Cash	\$80.00	\$86.00	\$86.00
Truck-5 Axle NYCSC E-ZPass	\$52.52	\$54.62	\$58.82
<b>Henry Hudson Bridge</b>			
Car Tolls By Mail/Non-NYCSC E-ZPass Toll	\$5.00	\$5.50	\$5.00
Car NYCSC E-ZPass Toll	\$2.44	\$2.54	\$2.54
<b>Marine Parkway-Gil Hodges Memorial Bridge</b>			
<b>Cross Bay Veterans Memorial Bridge</b>			
Car Cash	\$3.75	\$4.00	\$3.75
Minor Token	\$2.50	\$2.67	\$2.50
Car NYCSC E-ZPass Toll	\$2.00	\$2.08	\$2.08
Rockaway Resident Token	\$1.79	\$1.86	\$1.79
Rockaway Resident E-ZPass Toll	\$1.31	\$1.36	\$1.36
Truck-2 Axle Cash	\$7.50	\$8.00	\$8.00
Truck-2 Axle NYCSC E-ZPass Toll	\$4.81	\$5.00	\$5.39
Truck-5 Axle Cash	\$20.00	\$21.50	\$21.50
Truck-5 Axle NYCSC E-ZPass Toll	\$13.13	\$13.66	\$14.71

Note: E-ZPass rates apply only to tags issued by New York E-ZPass Customer Service Center (This includes: MTA Bridges and Tunnels, Port Authority of New York and New Jersey, New York State Turnpike Authority and New York State Bridge Authority). Other E-ZPass customers will pay the cash or Tolls by Mail rate to cross MTA facilities. Anyone, regardless of residency, can apply for a New York Customer Service Center-issued E-ZPass. Visit [www.ezpassny.com](http://www.ezpassny.com) for more information





## **MTA Bus Service Change**

### Q103 Weekend and Weekday Evening Service

The MTA proposes to permanently establish weekend service and expand weekday evening service on the Q103 local bus route operated by MTA Bus Company on Vernon Boulevard between Astoria and Hunters Point in Queens. On Saturdays and Sundays, southbound trips will operate every 30 minutes between 7:30 a.m. and 7:30 p.m. and northbound trips between 8:00 a.m. and 8:00 p.m. Weekday evening service will operate between 7:30 p.m. and 9 p.m. Both the weekend and weekday expanded service were introduced on an experimental basis on June 29, 2014.

[Click here for a list of Public Hearing dates and locations.](#)