Central Business District Tolling Program

Status Update

4/21/2021
MTA Reform and Traffic Mobility Act (Statute)

Statutory Goals

- Reduce congestion and enhance mobility in Manhattan’s Central Business District
- Raise net revenues to generate $15B for MTA’s 2020-2024 Capital Program

Key Features in the Statute

- TBTA plans, designs, installs, constructs, operates, and maintains the toll system and infrastructure, in coordination with NYCDOT via a Memorandum of Understanding
- Mandated periods for public outreach (60 days before Go-Live); system testing (30 days before Go-Live); tolls collected but no assessment of violation fees (first 60 days after Go-Live)
- Passenger vehicles tolled once daily for entering or remaining in the CBD
- Exemptions
  - Qualifying authorized emergency vehicles
  - Qualifying vehicles transporting persons with disabilities
- Tax credit for CBD tolls paid - CBD residents making less than $60K annually
Vehicles would be charged for entering or remaining on or below 60^{th} Street in Manhattan

- Detection points would be placed at entrances and exits
- Northern boundary generally would have tolling points between 60^{th} and 61^{st} Streets
- West Side Highway (Rt. 9A) and FDR Drive are excluded by Statute
Status Update

- Received guidance from FHWA on 3/30

- Guidance from FHWA is for an Environmental Assessment, with robust outreach
  - NY, NJ, and CT metropolitan region
  - Environmental Justice