



Central Business District Tolling Program (CBDTP)

Reduce Traffic, Improve Air Quality, Invest in Mass Transit

Central Business District Tolling Program (CBDTP) would reduce traffic and help MTA improve its transit system. Vehicles that enter or remain in Manhattan’s central business district (CBD) would be tolled. Prior studies have shown that programs similar to the CBDTP can improve air quality. Investing in an improved mass transit system could help promote equity by providing expanded access to the system. A federally-required Environmental Assessment must be completed before a program start date can be finalized.

Where is the Central Business District located?

The CBD would cover 60th Street in Manhattan and all roadways south of 60th Street, except for:

- FDR Drive and West Side Highway/9A, including the Battery Park Underpass and surface roadway portions of the Hugh L. Carey Tunnel connecting to West Street.



Why do we need CBDTP?

- Congestion has clogged Manhattan streets for years and has only gotten worse, with more than 700,000 vehicles, pre-pandemic, entering the CBD daily.
- While traffic dropped to just 10 percent of normal levels in 2020 due to the pandemic, it has since rebounded to 90 percent of pre-pandemic levels, far higher than the rebound of mass transit ridership.
- 2 million people, or 43 percent of NYC's 4.7 million-person workforce, work in the CBD.
- American Lung Association's 2021 “State of the Air” report lists NY metro region as among the 15 worst for ozone pollution in the United States.

Traffic is already back to more than 90% of pre-pandemic levels

Pre-pandemic, 260M vehicles entered the CBD each year

Expected Benefits

- Reduced traffic congestion
- A regular source of money to improve and modernize MTA subways, buses, and commuter railroads
- Improved air quality
- Expanded access for low-income residents and visitors by improving travel options



History

In April 2019, the state enacted the MTA Reform and Traffic Mobility Act (the Act), which states that the MTA's Triborough Bridge and Tunnel Authority (TBTA) needs to design, develop, build and run the CBDTP. The next step is an Environmental Assessment (EA), which is needed as part of the federal government's environmental review process for major projects. The EA will look at the potential effects of the CBDTP. The EA process will include public outreach. If the federal government approves the program, it can be implemented.

How would tolls be set?

There are two ways that tolls would be set:

1. The Act says the CBDTP must:

- Charge passenger vehicles only once each day for entering or remaining in the CBD
- Change the toll rates at set times or days (this is called variable tolling)
- Allow residents of the CBD who make less than \$60,000 to get a New York State tax credit for CBD tolls paid
- Not toll qualifying authorized emergency vehicles and qualifying vehicles transporting people with disabilities

2. A Traffic Mobility Review Board (TMRB) will recommend toll rates to TBTA's Board, which has final say on what the toll rates will be. The TMRB must think about many things before it recommends toll rates, including:

- How traffic might move
- Impact on air quality and pollution
- Costs
- Effect on the public
- Safety

How would people pay and how would the money be used?

- Customers would be able to use their E-ZPass. If they do not have E-ZPass, they would be able to use Tolls by Mail, which mails a toll bill to the address of the registered vehicle owner. Other choices would be announced at a later date.
- After paying for the cost of running the CBDTP, 80 percent of the money would be used to improve and modernize New York City Transit, which runs the subways and buses, 10 percent for Long Island Rail Road, and 10 percent for Metro-North Railroad.

Make Your Voices Heard!

To find out more about the project and how you can participate in, or watch, 10 virtual public meetings on the CBDTP, click here: new.mta.info/project/CBDTP

To find out more about how to participate in, or watch, virtual meetings focused on potential effects on Environmental Justice (EJ) communities and how you can join or suggest a person for the EJ Stakeholder Working Group, click here: new.mta.info/project/CBDTP

Provide written comments through the website: new.mta.info/project/CBDTP

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Learn More

To learn more about the program, submit a comment, or sign up for an email to stay informed, visit www.mta.info