



Department of Transportation



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 New York’s Metropolitan Transportation Authority (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 reduce traffic congestion and 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 and entry in to the FHWA Value Pricing Pilot Program (VPPP) must be completed before a program start date can be announced.

Where is the Central Business District located?

The CBD would include 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 the CBDTP?

- Congestion has clogged Manhattan streets for years and has only worsened, 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 over 90% of pre-pandemic levels, far higher than the mass transit ridership rebound.
- According INRIX, New York City was the most congested city in the United States in 2021.
- NYC total workforce is 4.6M; 1.5M, or 33%, are in the CBD.
- Consistent with and supportive of the objectives of both OneNYC 2050, New York City’s strategic Plan, and the Regional Transportation Plans from MPOs across the 28-county New York City region.

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 reliable source of money to improve and modernize MTA subway, buses and commuter railroads
- Improved air quality
- Expanded access for low-income residents and visitors by improving travel options



History

In April 2019, Governor Andrew Cuomo proposed the MTA Reform and Traffic Mobility Act (the Act), which the Legislature passed and the Governor signed into Law. The Act states that 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 federal decisions. The EA, available for public review in August 2022, will look at the potential effects of the CBDTP. If the federal government approves the program, it can be implemented.

How would tolls be set?

There are two ways that the 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. 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.

To find out more about the Environmental Assessment or learn how you can view or participate in any of the six upcoming public hearings on the CBDTP, visit:

mta.info/CBDTP

If you would like to provide comments during the public comment period, visit:

mta.info/CBDTP

Mail: **CBD Tolling Program - 2 Broadway, 23rd Floor New York, NY 10004**

Email: **CBDTP@mtabt.org**

Phone: **646-252-7440**

Fax: **212-504-3148 [Attn: The CBDTP Team]**

Learn More

To learn more about the Environmental Assessment, submit a comment, or sign up for email updates, visit mta.info/CBDTP.