

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



Location

- ❑ Vehicles would be charged for entering or remaining on or below 60th Street in Manhattan
- ❑ Detection points would be placed at entrances and exits
- ❑ Northern boundary generally would have tolling points between 60th and 61st 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