

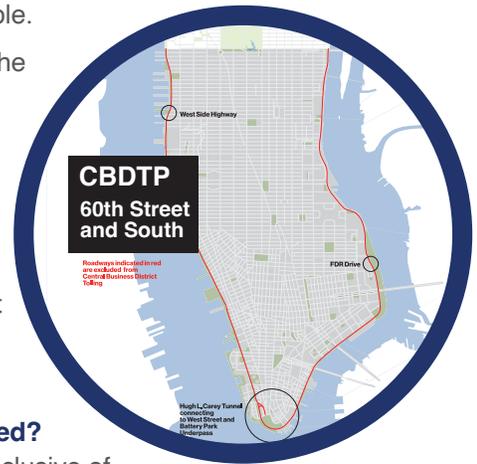


# Central Business District Tolling Program

*Congestion Pricing Reduces Traffic, Improves Air Quality, and Invests in Mass Transit*

The Central Business District Tolling Program (CBDTP), or Congestion Pricing, will reduce traffic and fund critical improvements to New York’s transit system by tolling vehicles that enter Manhattan’s central business district (CBD). Similar congestion pricing programs in London, Stockholm, Singapore, and Milan have proven that assigning a cost to driving in downtown districts reduces traffic congestion and improves air quality. Investing in transit will improve commuting options for millions of people.

After extensive analysis and public comment, the federal government in 2023 found that Congestion Pricing would have no significant impact on the human or natural environment, thereby allowing the MTA, the New York State Department of Transportation, and New York City Department of Transportation to proceed. The installation of the tolling system equipment and infrastructure is now underway. The program will begin in Spring 2024.



## Where is the Central Business District located?

The CBD includes all roadways south of and inclusive of 60th Street, except for: the FDR Drive, and the West Side Highway/Route 9A, including the Battery Park Underpass and surface roadway portions of the Hugh L. Carey Tunnel connecting to West Street.

**Traffic has rebounded to pre-pandemic levels**

## Why do we need Congestion Pricing?

- The 2019 MTA Reform and Traffic Mobility Act, a New York State law, created the program to address the longstanding problem of congestion in Manhattan’s commercial core
- Congestion has clogged Manhattan streets for years and has only worsened over time, with over 700,000 vehicles entering the CBD every weekday. New York City was found to be the most congested city in the United States in 2021
- While traffic dropped to just 10% of normal levels in 2020 due to the pandemic, it has since re-surfed, with the highest annual traffic volume in 87 years recorded on MTA’s bridge and tunnel crossings in 2023
- The program has had the support of New York’s last two governors and the City’s last three mayors. It is also supported by business and civic leaders

**Over 700,000 vehicles enter the CBD on a typical weekday**

## Expected Benefits

- Reduced traffic congestion
- Improved air quality
- A reliable source of funding to improve and modernize MTA subways, buses and commuter railroads
- Expanded access for low-income residents and visitors through improved travel options



## History

In 2019, the State Legislature passed, and the Governor signed into law, the MTA Reform and Traffic Mobility Act (the Act). The Act directed the MTA's Triborough Bridge and Tunnel Authority (doing business as MTA Bridges & Tunnels) to design, develop, build, and run the CBDTP.

MTA Bridges & Tunnels, the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYC DOT) worked together as Project Sponsors to complete an Environmental Assessment, which was required as part of the federal government's environmental review process for federal decisions. Extensive public comment was solicited, with 19 early outreach sessions, six public hearings, and over 22,000 individual comments and more than 55,000 form letters received during the formal public comment period alone. In 2023, the Federal Highway Administration issued a Finding of No Significant Impact (FONSI), indicating the project will have no significant impact on the human or natural environment, which allowed the agencies to proceed.

The Traffic Mobility Review Board, designated by law to issue recommendations on exactly what the toll should be, held three public meetings in 2023 and published its report to the MTA Board in November. A public comment period on the draft toll rate schedule is underway, and four public hearings will be held in late February and early March 2024.

## What are the proposed toll amounts?

- Passenger vehicles and passenger-type vehicles with commercial license plates would be charged a \$15 toll for entering the CBD during the peak period, and \$3.75 overnight. Those vehicles would be charged only once a day
- Trucks and buses would be charged a \$24 or \$36 toll for entering the CBD in the peak period, depending on their size and purpose. Overnight tolls would be \$6 and \$8
- Motorcycles would be charged half the passenger vehicle toll, no more than once per day
- Passengers would be charged a toll of \$1.25 per trip for taxis, green cabs, and for-hire vehicles, and \$2.50 per trip for trips dispatched by high-volume for-hire services
- Peak toll rates would apply from 5 a.m. to 9 p.m. on weekdays, and from 9 a.m. to 9 p.m. on weekends. Toll rates would be 75% lower overnight
- Crossing credits toward the peak CBD toll rate would be provided to vehicles entering through the four tolled tunnels that lead directly into the CBD
- Qualifying authorized emergency vehicles, qualifying vehicles transporting a person with disabilities, specialized government vehicles, and transit and commuter buses would be exempted from the CBD toll
- Low-income vehicle owners who qualify and register with MTA would receive a 50% discount on the peak auto toll beginning with the 11th trip taken in a calendar month

For more details, please see [mta.info/document/129191](https://mta.info/document/129191)

## How will people pay and how will the money be used?

- Customers can pay using E-ZPass or through Tolls by Mail, whereby an image is taken of their license plate and a bill is sent in the mail to the vehicle's registered owner
- To get the lowest toll rate, customers must use E-ZPass
- After paying for the cost of the program, 80% of the money will be used to improve and modernize New York City Transit, which runs the subways and buses; 10% for Long Island Rail Road; and 10% for Metro-North Railroad

**To learn more about Congestion Pricing, please visit: [mta.info/CBDTP](https://mta.info/CBDTP)**

Comments can also be submitted:

- By mail: CBD Tolling Program – 2 Broadway, 23rd Floor New York, NY 10004
- By email: [CBDTF.feedback@mtabt.org](mailto:CBDTF.feedback@mtabt.org)
- By phone: 646-252-7440
- By fax: 212-504-3148 [Attn: The CBDTP Team]