

New York's Central Business District (CBD) Tolling Program

A New Paradigm for Urban Mobility

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MTA Facts

Service Area

- 5,000 square miles (12,950 km²)
- 15.3 million people

Financials

- 70,000 employees
- \$18.5 billion operating budget (2022)
- \$55.4 billion capital budget (2020-2024)

Facilities

- Largest bus fleet in the United States
- Largest rapid transit system in the United States
- Two of the largest commuter rail systems in the United States
- Largest bridge and tunnel toll agency in the United States



Innovative from the Start

● Project

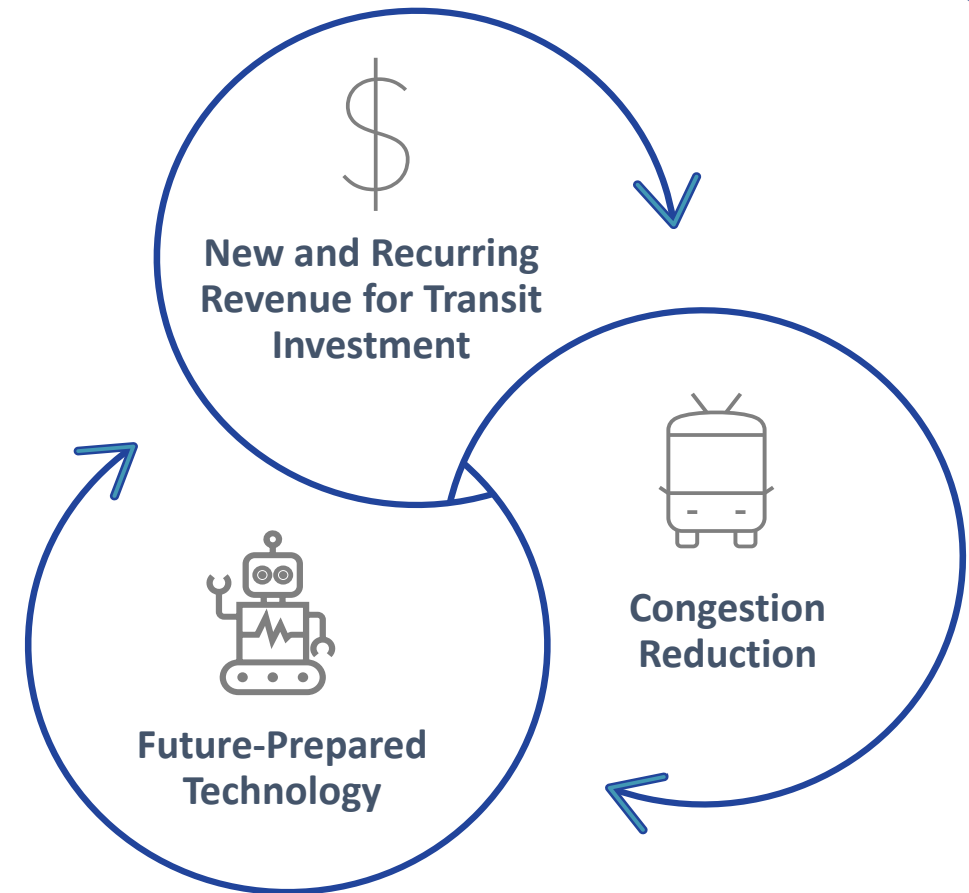
- First U.S. cordon/zone implementation of congestion pricing
- Directly linking tolls with transit and rail investment

● Technology and Infrastructure

- Urban landscape
- 3rd party interface

● Process

- Exercising the Federal Value Pricing Pilot Program
- Engaging the public



Need to Reduce Congestion in the Manhattan Central Business District



- Congestion in New York City consistently ranks among the worst in the United States
- Local bus speeds in Manhattan are, on average, 7% slower than citywide speeds
- Between 2010 and 2018, travel speeds decreased by 23% in Manhattan's Central Business District (CBD)
- In 2020 and 2021, New York City's traffic congestion ranked worst among United States cities, with last-mile speeds in the Manhattan CBD of only 12 mph



Need for Transit and Rail Investment




Transit is critical to New York City and the region

Elements of the transit and commuter rail systems are > 100 years old

Investments needed to:

- Improve reliability
- Increase environmental sustainability
- Expand accessibility
- Improve safety and customer service with technology



Annual Ridership (2019)		# Trips (Millions)
Subway		1,700
Bus		678
Commuter Rail		206
	> 6,455	subway cars
	472	subway stations
	665	miles of subway track
	5,780	vehicles in bus fleet
	327	routes
	28	bus depots
	249	commuter rail stations
	>1,475	miles of railroad track

Congestion Pricing: Not a New Concept for NYC

- Apr 2007** ○ PlaNYC 2030
- Jan 2008** ○ Traffic Congestion Mitigation Commission Study
- Feb 2015** ○ Move NY Fair Plan
- Jan 2018** ○ Fix NYC Advisory Panel Report
- Dec 2018** ○ Metropolitan Transportation Sustainability Advisory Workgroup Report
- Apr 2019** ○ Metropolitan Transportation Authority (MTA) Reform and Traffic Mobility Act

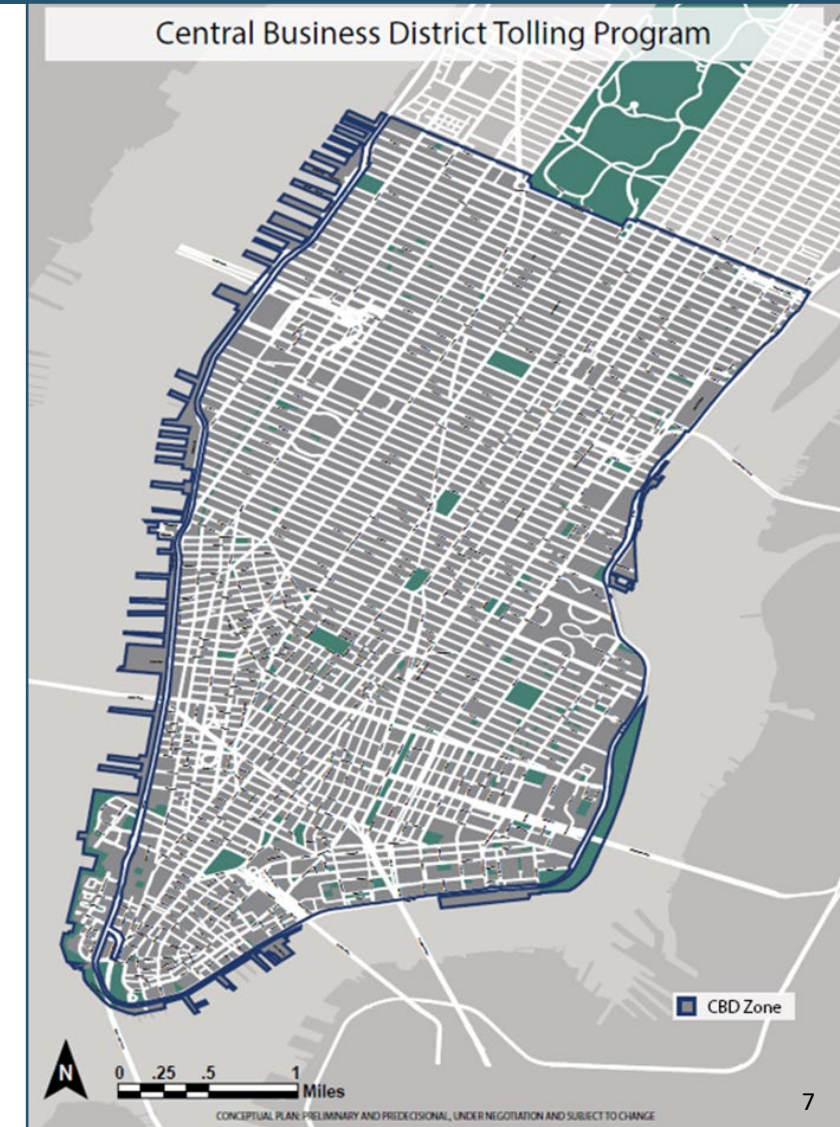
MTA Reform and Traffic Mobility Act (Statute)

Statutory Goals

- Reduce congestion and enhance mobility in Manhattan's Central Business District
- Raise net revenues to support \$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
- Mandated 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



Customer Experience

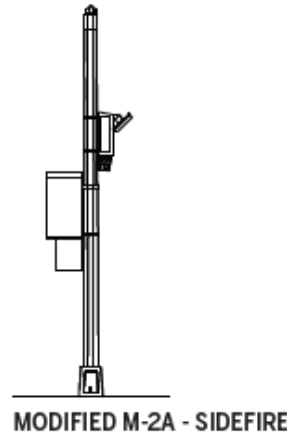
Locations for Infrastructure

- Detection points would be placed at entrances and exits to the Manhattan CBD.
- On the avenues, tolling infrastructure would generally be between 60th and 61st Streets.
- An algorithm would be used so those who stay on excluded roadways are not tolled.

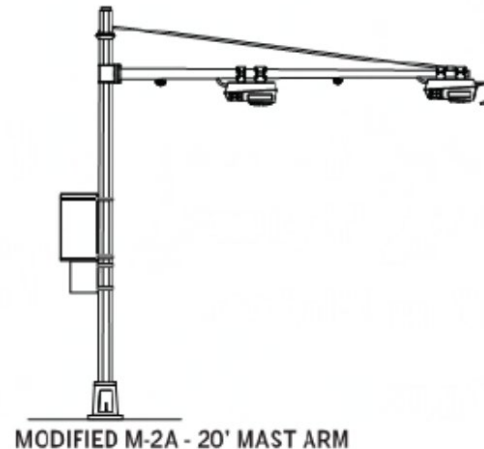


How Customers Would Pay

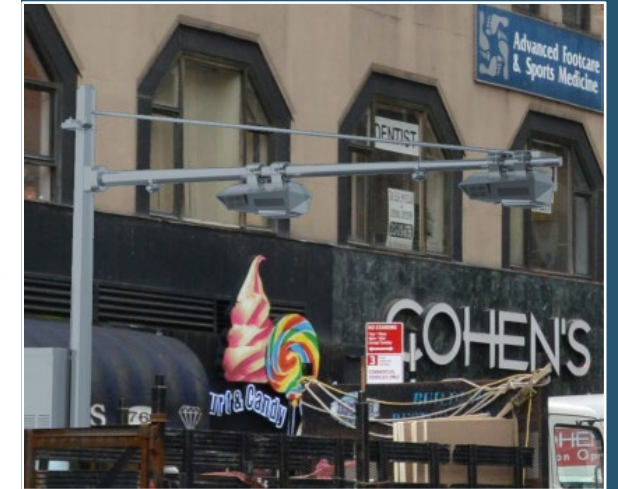
- E-ZPass
- Tolls by Mail
- Future Third-Party Provider



MODIFIED M-2A - SIDEFIRE

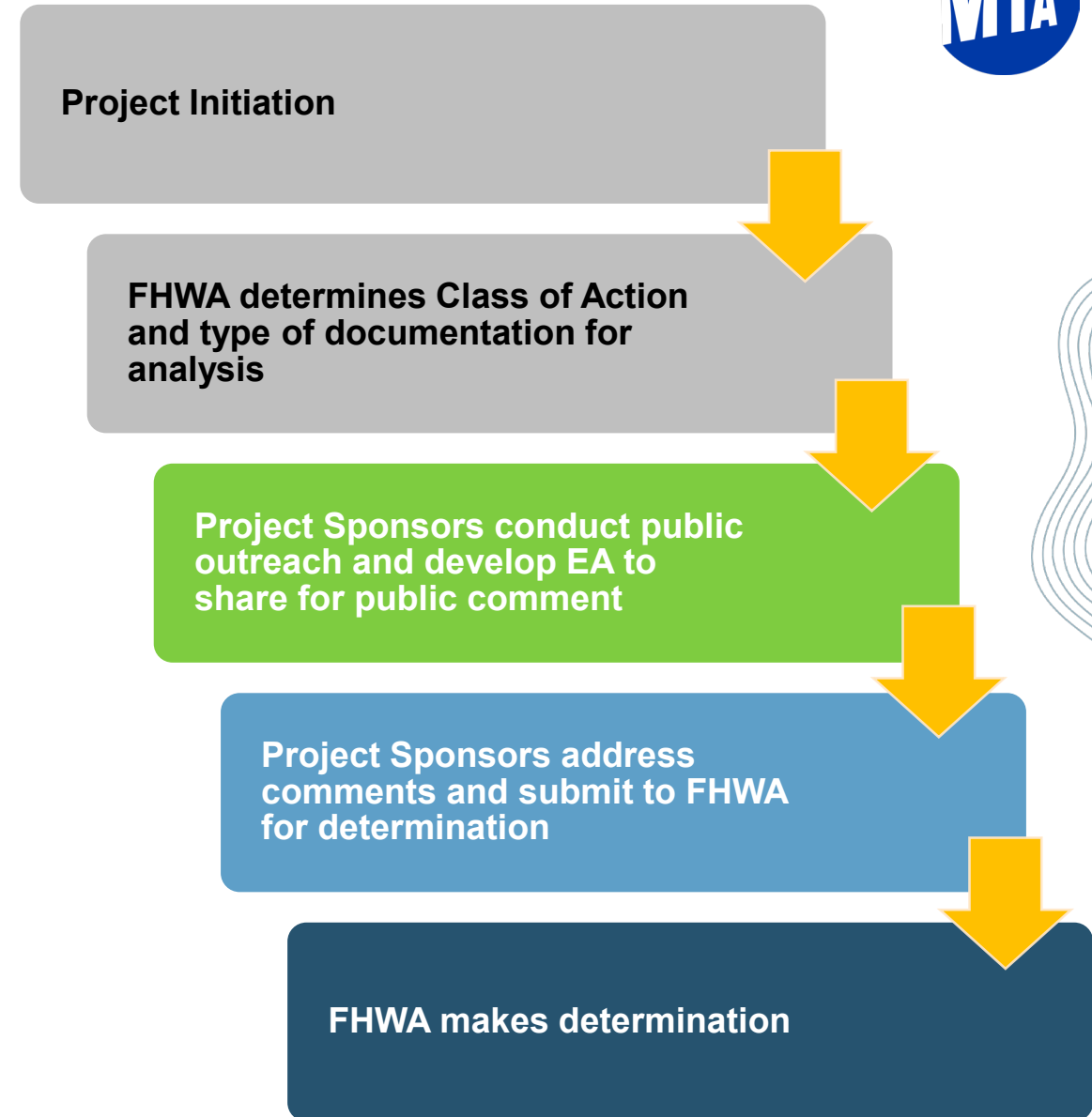


MODIFIED M-2A - 20' MAST ARM



The Federal Role

- Some roadways in the Manhattan CBD have received federal funds, so approval for tolling is needed from the Federal Highway Administration (FHWA).
- The National Environmental Policy Act (NEPA) requires Federal agencies to evaluate the significance of environmental effects of an action, in this case, the approval to toll.
- As Federal Lead Agency, FHWA determined that an Environmental Assessment is the appropriate Class of Action for this project.



Federal NEPA Process – Public Outreach Process

Study Area

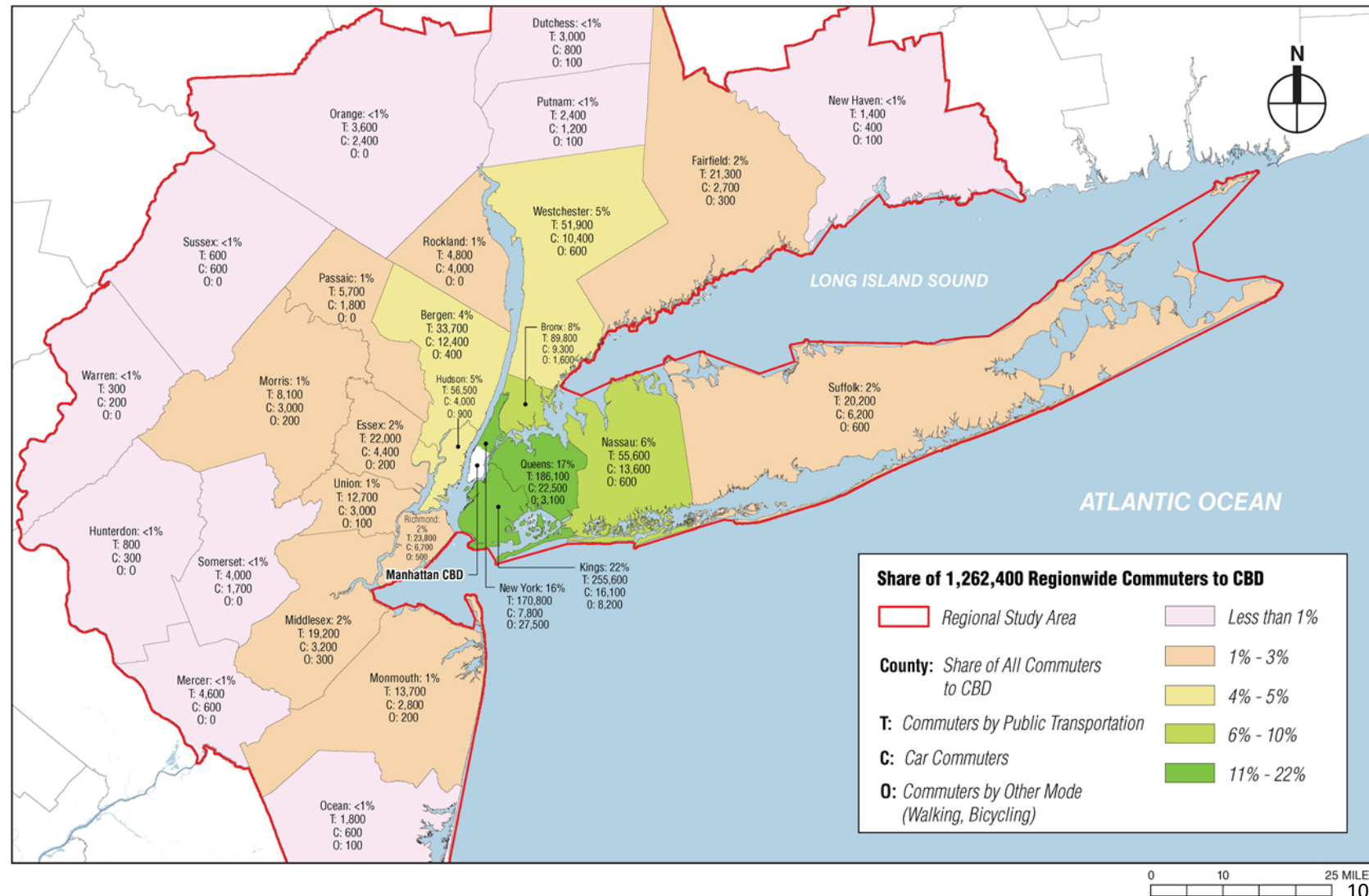
- 3 states
- 28 counties
- 23 Federal, State, local and regional agencies, and 5 Tribal Nations
- 22 million residents; 12.3 million of whom identify as or reside in an Environmental Justice (EJ) community

Fully Virtual Outreach

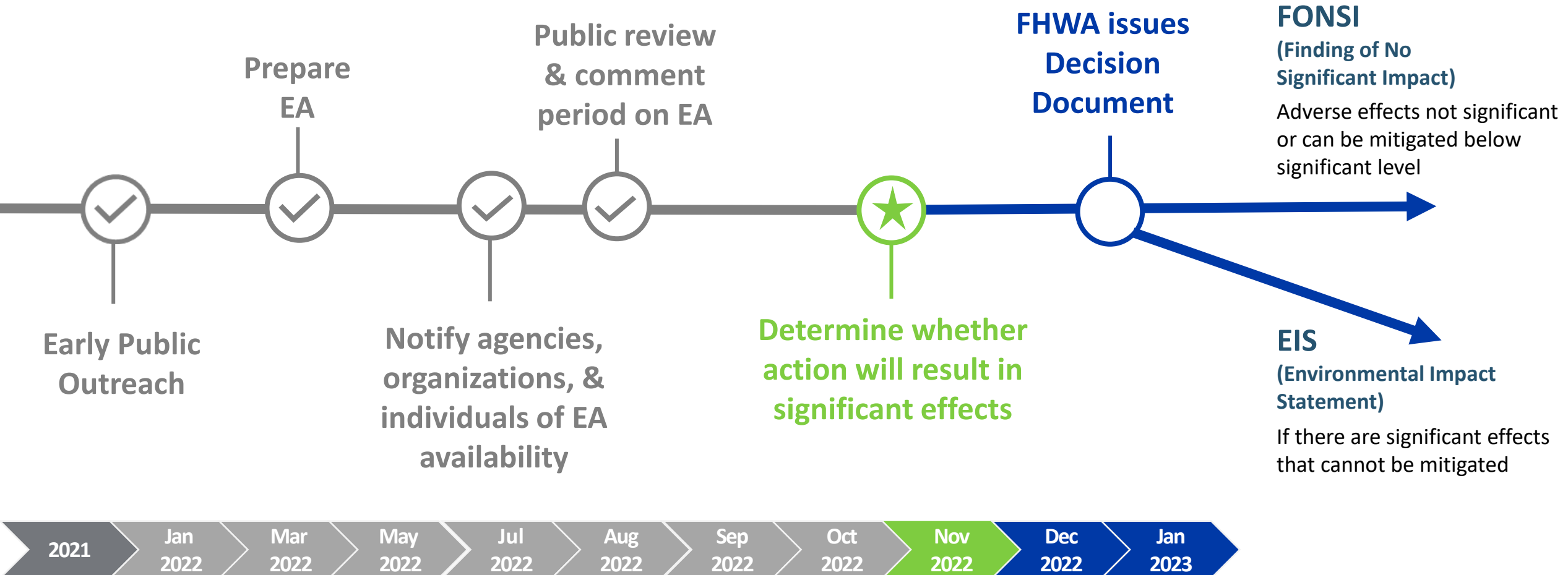
- Advertising in ~40 publications, 9 languages
- 25 meetings
- EJ Technical Advisory Group and EJ Stakeholder Working Group

Results of Public Outreach Meetings and Public Hearings

- > 2,800 registrants
- > 29,000 YouTube Views
- > 70,000 comments to date



Schedule for Federal Process





THANK YOU

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