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The City of New York
Community Board 8 Manhattan
Congestion Pricing Task Force
Tuesday, September 13, 2022, 6:30 PM
Conducted Remotely on Zoom

Minutes

Board Members Present: Mohit Aggerwal, Michele Birnbaum, Alida Camp, Paul Krikler, Craig Lader, Valerie Mason, Judy Schneider, Cos Spagnoletti

The meeting was called to order at 6:32 PM.

Item 1: Updates on the Central Business District Tolling Program

The committee co-chairs reported on new developments regarding the Central Business District Tolling Program that have occurred since the last meeting of CB8M's Congestion Pricing Task Force on January 31, 2022:

a. Appointments to the Traffic Mobility Review Board

As mandated by the law in which Congestion Pricing was enacted, there were six appointments made to the Traffic Mobility Review Board (TMRB), which is charged with setting the prices of tolls and determining any discounts/offsets/exemptions that will may offered to various groups while ensuring that the revenue target of \$1 billion annually is met. The appointees are:

- Carl Weisbrod, Commision Chair of the TMRB and former Director of NYC Planning and Chairman of the NYC Planning Commission
- John Banks, President Emeritus of the Real Estate Board of New York
- Scott Rechler, Chair of Regional Plan Association and Chief Executive Officer and Chairman of RXR
- John Samuelson, International President of the Transport Workers Union
- Elizabeth Velez, President and Principal of the Velez Organization
- Kathryn Wylde, President and CEO of the Partnership for New York City

It was noted that no Manhattan Island residents are on the TMRB (Mr. Weisbrod lives on Roosevelt Island); Community Board 8 had previously passed a resolution calling for the TMRB to include 2 Manhattan residents, one on either side of 60th Street.

It was further noted that the TMRB members all have prior connections with the MTA, with most being current or past members of the MTA Board. Ms. Wylde is a member of the Metropolitan Transportation Sustainability Advisory Workshop and the Mayor's appointee; Mr. Samuelson is a non-voting member of the MTA Board.

b. Release of the Environmental Assessment

The federally mandated Environmental Assessment (EA) was issued on August 10th. The document included 21 chapters of content totaling over 800 pages in length, along with 2 volumes of appendices with an additional 3,000 pages of content.

c. Review of Public Hearings conducted between August 25th and August 31st

Between August 25th and 31st, the MTA held a series of Zoom public hearings on the Environmental Assessment. In total, the hearings included over 1,000 speakers during over 40 hours of meeting time. Recordings of each of the hearings can be accessed through the MTA website; comments on the EA can be submitted on the MTA website through September 23rd.

Following the conclusion of this public outreach cycle, comments will be considered, and the Federal Highway Administration will be making an environmental determination. A decision document is expected in or around January 2023; if a finding of no significant impact (FONSI) is the result, the environmental review process concludes; if it is determined that there are significant impacts that can't be mitigated, an environmental impact statement will be required. It was noted by MTA officials that a FONSI is likely to be issued.

Item 2: Presentation of Environmental Assessment Findings & Proposed Policies Impacting Community District 8

Task Force Co-Chair Craig Lader provided a presentation which included slides presented by the MTA regarding overall findings and context, which he supplemented with additional slides covering information he extracted from the Environmental Assessment main document and appendices that relate specifically to Community District 8 and issues that had been discussed at previous Task Force Meetings. The presentation can be accessed at <https://www.cb8m.com/wp-content/uploads/2022/08/Congestion-Pricing-Task-Force-9-13-22-1.pdf>.

Some of the major points and findings covered in the presentation were as follows:

EA Background: The EA included 2 alternatives – a no action alternative in which congestion pricing isn't implemented, and an action alternative in which it is enacted. Within the action alternative were 7 scenarios with different tolling policies and rates that were analyzed further for potential impacts. A final implementation plan won't necessarily mirror any of these individual scenarios.

EA Purpose: The EA explicitly stated the purpose of congestion pricing being to “reduce traffic congestion in the Manhattan Central Business District (CBD) in a manner that will generate revenue for future transportation improvements”.

Overall EA Findings as Projected

- CBD Tolling will result in reduced traffic entering the CBD by between 15% and 20%, resulting in a net benefit in congestion for the region; elsewhere in Manhattan the decline in overall traffic is projected to be between 7% and 9%, and outside Manhattan it would range from a decline of 1.5% in outer boroughs to a maximum 0.2% increase in New Jersey.
- The more discounts/credits/offsets/exemptions offered, the higher the rates will need to be for all other people subject to a toll;
- Higher toll rates will result in greater congestion reduction in Manhattan's CBD, but potentially more congestion near the Cross Bronx Expressway and Staten Island Expressway;
- The amount of vehicle miles traveled (VMT) by trucks would increase on the Cross Bronx Expressway in all tolling scenarios;
- Any credits offered for users of current bridges/tunnels subject to MTA or Port Authority tolls will have broader impacts; i.e. if there are offsets offered for Queens-Midtown Tunnel users, it will result in significant reductions in vehicles crossing into the CBD from Community District 8 and the Queensboro Bridge;
- Reductions in congestion would result in faster and more reliable bus trips, and an increase in transit use by between 1% and 2%;
- Regionally, air pollutants would be reduced, including precursors to greenhouse gases;
- Reductions in regional energy consumption would occur as a result of tolling;
- Imperceptible changes in noise levels would result from changes in traffic volumes;
- Tolling would have the potential for disproportionately high and adverse effects on low-income drivers without alternative modes for reaching the CBD, and Taxi/For-Hire Vehicle (FHV) drivers that would be subject to more than 1 toll per day; the EA proposes mitigation strategies for each of these scenarios;

- Depending on the tolling scenario and number of times per day they can be tolled, the change in VMT in the CBD by Taxis/FHVs would range from a 4% to 8% decline if taxis were exempt and FHVs were capped at 3 times per day, a decline of 7% to 17% if tolls were uncapped for taxis and for-hire vehicles, and an increase of 2% to 5% if tolls were capped;
- Most medical trips, even those to facilities more than ¼ mile from a subway station, are made by modes other than auto or taxi/FHV. For medical office uses within ¼ mile of a subway station, about 6 percent of trips to these uses are by auto or taxi/FHV modes. For medical office uses that are beyond ¼ mile from a subway station, about 14 percent of trips are by auto or taxi/FHV modes;
- Tolling could increase the cost for certain individuals to access medical facilities and healthcare providers in the Manhattan CBD, depending on their route choice and the tolling scenario;
- At intersections where the Tolling would result in increases in delay, the Project will include implementation of signal-timing adjustments to address that delay; thus any increases in delays at local intersections would not ultimately adversely affect emergency response times.

EA Findings Related to Community District 8 (Excluding Parking and Visual Impacts):

- Regardless of the scenario modeled, the number of vehicles that would cross into the CBD from East Side Avenues are projected to decline from about 86,000 to somewhere in the range of 36,000-46,000 (a change of between 46% and 58%).
- The FDR Drive would experience a net decline in traffic at 60th Street, resulting in improved travel times and operating conditions along the upper FDR Drive and the segment between East 23rd Street and East 60th Street.
- Of 19 intersections in the vicinity of East 60th Street in which a detailed traffic analysis was performed, there was no adverse impact projected to result, as none of the intersections would have an increase in delay that would exceed thresholds established by federal and local environmental review policies;
- Of 76 intersections analyzed on the East Side, 7 would see increased delays, 61 would see decreased delays, and 8 would remain unchanged;
- The number of transit trips crossing into the Manhattan CBD at the 60th Street boundary would increase slightly (in the AM peak period), with an average incremental growth of 2.2%;
- Pedestrian traffic would likely increase in the 60th Street Manhattan CBD boundary study area, which the EA found could benefit retail businesses in the neighborhood and reinforce established patterns of land use that are a defining feature of the area's neighborhood character;
- It was predicted that "last-mile" switching from auto to walking trips to avoid the toll cost would not be a rational decision beyond approximately five blocks of the Manhattan CBD boundary;
- Non-work-related journeys to the Manhattan CBD from areas of Manhattan north of 60th Street would decrease; the largest contributing factor would be forgone journeys to the Manhattan CBD from areas of Manhattan north of 60th Street;
- Work journeys originating in Manhattan north of 60th Street and bound for locations other than the Manhattan CBD would increase by approximately 1 percent compared to the No Action Alternative under all tolling scenarios;
- Neighborhoods immediately north and south of the Manhattan CBD boundary regularly experience high volumes of vehicular and pedestrian traffic such that the incremental volumes generated by the CBD Tolling Alternative would not alter local market conditions in a manner that could adversely affect neighborhood character;
- There would be a cost with the CBD Tolling Alternative to people who drive to community facilities and services in the Manhattan CBD from outside the Manhattan CBD and also to residents of the Manhattan CBD who drive to community facilities outside the Manhattan CBD, which would impact teachers, police officers, or health care workers; school bus services crossing the boundary would also be charged in a scenario in which all school buses are not fully exempt.
 - All roadways abutting Central Park (i.e. 5th Ave. & 59th St.) are expected to have about 10 percent lower traffic volumes during all time periods.

Parking-Specific EA Findings Related to Community District 8

- There is potential that the CBD Tolling Alternative would increase parking demand immediately outside the Manhattan CBD in the neighborhoods just north of the Manhattan CBD boundary at 60th Street, but modeling indicated that the expected reduction in traffic resulting from tolling would offset any new demand specific to vehicles that would stop just short of the toll boundary;
- If an increase in demand just north of 60th Street were to occur, that demand would be accommodated either by the existing off-street parking spaces where available or—if there were capacity constraints—through upward adjustments in parking fees. These factors would likely offset potential changes in parking behavior resulting from the CBD Tolling Alternative.
- It was deemed as unlikely that demand for the existing, limited supply of on-street parking north of 60th Street would increase as a result of people seeking to avoid crossing the Manhattan CBD boundary in a vehicle and paying the toll due to the difficulty in finding an available parking space in this area;
- If an increase in parking demand or taxi/for-hire-vehicle (FHV) drop-offs did occur in this area, it would likely decrease over time as people adjust their travel patterns to account for the toll;
- Any increase in demand for on-street parking would not affect most neighborhood residents, who are not likely to rely on on-street parking for their regular parking needs;
- Between 60th and 65th Streets on the East Side, there are 3,865 parking spaces in 34 parking facilities are located east of Central Park which under typical conditions are at 70 to 80 percent occupancy;
- The EA found that it is unlikely that new off-street parking capacity would be added just north of 60th Street because the area is built-out and lacks available sites, and a decades-long trend toward lower parking demand combined with high real estate values in this area further suggest that new parking garages would not be developed; in areas immediately south of 60th Street, the tolling could reduce local demand for off-street parking, which is a prominent land use in the area;
- Most residents living near the 60th Street boundary do not have vehicles, and among those who do, most do not drive their vehicles in connection with shopping trips;
- New York City zoning does not require most developments in the 60th Street boundary study area to include off-street parking, and CEQR guidance generally does not consider project parking shortfalls in the 60th Street Manhattan CBD boundary study area to constitute an adverse impact due to the wide availability of transit and other alternative modes of transportation.

EA Findings and information related to Physical Impacts

- The EA concluded that tolling would not adversely affect the character of Central Park, nor would it result in any adverse effects on Central Park, such as changes in the use of the park or any reduction in usable parkland, and would result in beneficial effects to the park;
- Reduced traffic volumes crossing the park using the park's sunken transverse roads are expected, which would be considered a beneficial effect on the park; transverse roadways through the park would also be expected to have lower traffic volumes (about 5% to 10% less);
- There would be one change to the Upper East Side Historic District resulting from installation of one new pole with mast arm with tolling equipment on sidewalk;
- Tolling infrastructure would be placed on street lamp arms as mast extensions, with system equipment clustered into single enclosures to reduce its visual impact; the enclosures would house the license plate reader cameras, illuminators, and antenna in a single unit comparable in size and mass to traffic control devices currently used throughout the area of visual effect;
- On the Queensboro Bridge, tolling equipment would be mounted to existing overhead sign structures and/or existing structural elements (e.g., girders, walls) of the structures.
- The cameras included in the array of tolling system equipment would use infrared illumination at night to allow images of license plates to be collected without the need for visible light;
- Signs providing notice to southbound vehicles on Community District 8 Avenues of CBD tolls would be placed at 96th Street, 72nd Street, and 66th Street; these signs would be located on existing infrastructure where practicable and on new signposts as needed. Wider streets would have signs on both sides of the street; Signs would also be located along southbound avenues close to the CBD boundary, generally between 62nd Street and 60th Street, and on East 61st Street;
- Within the Manhattan CBD, there would be “end toll zone” signs on northbound avenues close to the 60th Street boundary

- Signs on local streets would range in size from 30 inches by 24 inches to 48 inches by 35 inches.

Operational Details impacting Community District 8

- Tolls would only be assessed when vehicles cross the boundary; any vehicle that drives entirely within the CBD will only be charged upon exiting the CBD.
- Tolling infrastructure would be installed on all avenues between 60th and 61st Streets and at all entrances/exits to the Queensboro Bridge, except for the inbound upper roadway that exits onto East 62nd/63rd Streets that is outside the toll zone.
- In the tolling scenarios modeled, all traffic using the northern upper roadway of the Queensboro Bridge to access Manhattan north of 60th Street would not be subject to CBD tolling.
- Verification points along the West Side Highway/Route 9A and FDR Drive would be used to ensure that vehicles that remain on these roadways without entering the Manhattan CBD do not pay a toll;
- With the CBD Tolling Alternative, neighborhood residents who live on one side of the Manhattan CBD boundary and park on the other, and who elect not to switch to a parking space on the same side of the Manhattan CBD boundary, would need to pay the toll each time they drive to their residence.

Item 3: Discussion of EA Presentation and Determination of Next Steps

There was extensive discussion on the presentation provided and the many facets of congestion pricing that were touched upon in the EA. The presentation generated many questions, many of which won't be able to be answered until final policies are determined.

There was also considerable discussion regarding overall sentiments towards congestion pricing as a policy. Overall, there were more speakers opposed to congestion pricing who were skeptical of the EA's findings, viewed their outlook as rosy and unrealistic, and perceived congestion pricing as a tax and anti-car; there were also speakers who were enthusiastic about congestion pricing who spoke of the air quality benefits, congestion reduction projected, and the infusion of funding to support MTA capital projects.

The topic areas of discussion and the comments provided included the following:

Congestion Levels: There were speakers who believed that the tolling plan would increase congestion in areas outside the zone, and opponents of congestion pricing that believed that there are other policies not involving tolling that can have beneficial impacts on congestion, such as allowing entry into the CBD based on an odd/even day driving plan. Other speakers noted causes for congestion not addressed by the plan such as parking placard abuse. One speaker suggested two new bus lanes contribute to congestion in areas such as the approach to the inbound Queensboro Bridge in Long Island City which abuts NYCHA housing; another indicated that there was a pre-pandemic trend of fewer vehicles crossing into Manhattan. There were also speakers encouraged by the EA's projections that VMT and crossings into the CBD from the Upper East Side would decrease by up to 58%.

Fees on taxis and for-hire vehicles: There were multiple speakers expressing concerns regarding the fees that will be assessed on Taxis and FHV's, and frustration that there was a wide array of options regarding fees and caps included in the pricing scenarios that provided little clarity on what the fees would mean for passengers (the EA notes that it is expected that drivers would pass on the fees to passengers). There was also concern that fees would amount to a double toll, since there is already a surcharge for passengers using taxis/for hire vehicles. CB8M is on record requesting that surcharge on Taxis be eliminated), and that it would be an especially unfair fee for people physically unable to use transit. It was noted that cars are unparked, driven, parked, and then returned home, while FHV's circle repeatedly looking for fares.

MTA finances: Some speakers noted that the MTA has a history of mismanaging funds and not being held accountable, along with having significant debt service. A member of the public reiterated the need for lockboxes, noting that two and one-half elevators are costing \$90 million.

Parking: There continued to be concerns expressed that there would be an influx of cars trying to park in the lower 60s to avoid the congestion fee, which could be exacerbated by the impending or recent closure of some garages in the area (it was noted that the EA discounts the likelihood of this happening); a similar concern was

raised regarding potential parking near express subway stations. One member requested that the Zoning and Development Committee revisit zoning policies regarding parking requirements for new developments or the construction of new garages. There were also comments suggesting that municipal parking lots should be provided near crossings into Manhattan in the outer boroughs so they can transfer to transit. It was noted that London had provided over 8,000 additional parking spaces before the implementation of the congestion pricing plan.

Impacts on Vulnerable Populations: Concerns were expressed that tolling would negatively affect families, seniors, disabled, people of color and other members of vulnerable communities.

Impacts on Medical Trips: There were numerous concerns raised regarding the impact that people making medical trips will feel, especially those who are traveling from or through the congestion zone to the Upper East Side's hospital corridor.

Discounts/credits/exemptions/offsets: There were various groups that were mentioned as being potential candidates for discounts/credits/exemptions/offsets, including teachers and people making medical trips.

Air Quality: The question was raised as to whether air quality would improve in the toll zone but be worse outside it, with one speaker suggestion that trucks would avoid crossing into the toll zone and would engage in unloading activities in the lower 60s to move goods into the toll zone without vehicles themselves entering or exiting the zone, adding pollution within Community District 8; it was noted that the EA said that all of Manhattan would see air quality benefits. It was noted that environmental justice communities of the Bronx, currently suffering from higher asthma rates, are likely to see increased pollution from diesel truck congestion on the Cross-Bronx Expressway.

Safety on Public Transit: Numerous speakers alluded to the increase in crimes in the NYC Subway System and on buses, and the increase in fare evasion that has been occurring since the pandemic began, with fare evasion being identified as a cause for reduced revenues generated by the MTA. It was suggested that more people are using cars to commute because of safety concerns on subways and buses.

Economic Impacts: There were concerns expressed that congestion pricing would make doing business in NYC more difficult and expensive.

There was extensive debate as to whether a resolution was warranted at this time, and what type of resolution would be appropriate. There was a divide between those interested in a resolution that focused on issues pertaining to the EA, which would allow CB8M to provide official comment to be submitted to FHWA as part of the current round of congestion pricing; there were others who viewed this as the time to explicitly voice opposition to Congestion Pricing so that it could be communicated to federal and state policymakers now that details of the plan are known, and potential effects could be anticipated. It was noted by one of the chairs that it was in May 2021 that the Task Force passed a resolution by a vote of 6-2 calling for New York State to repeal the congestion pricing law, but the Full Board disapproved that resolution by a vote of 28 no, 17 yes, and 1 abstention, and that it was too soon to repeat a similar vote that was not truly time sensitive. It was suggested that the September 23rd EA comment submittal deadline was the more critical milestone and that any resolution should provide substantive comments on the EA document and findings.

In response, a member proposed the following resolution that attempted to address concerns raised but was agnostic as to whether congestion pricing should be implemented. The motion was comprised of five parts:

- a) NYCDOT shall submit twice-annual reports to CB8 after the implementation of congestion pricing about traffic numbers, VMT, speed, use of/demand for parking, toll evasion, and air pollution in CB8. Further, if any of these measures worsen by more than 5%, then NYC DOT and/or MTA must submit a plan to address the issue.
- b) The appropriate NYC agency shall measure and report on the cost to low/middle income households and individuals with disabilities in CB8M after implementation of congestion pricing and propose mitigation such as exemptions and caps.

- (c) NYCDOT and/or the MTA report annually on spending in CB8 from revenues raised from congestion pricing.
- (d) The price of tolls shall not increase for 5 years after implementation.
- (e) The city should study exemptions or caps for residents who live near the boundary, and/or consider a VMT based program to address the sharp discontinuity at 60th.

The motion failed by a vote of 3 yes (Aggerwal, Lader, Schneider) to 4 no (Birnbaum, Camp, Mason, Spagnoletti).

The following resolution was then put forward:

Resolution Disapproving of the Currently Proposed MTA Congestion Pricing Program

WHEREAS; in June of 2019, Congestion Pricing was passed into law as part of the fiscal year 2020 New York State Budget; and

WHEREAS; in August 2022, the MTA released the Environmental Assessment for the Central Business District Tolling Plan (the “MTA Environmental Assessment”), and

WHEREAS; Manhattan’s Central Business District (the “CBD”), under the congestion pricing law, is defined as the area below and inclusive of 60th Street; and

WHEREAS; all vehicles entering the CBD, unless they are exempted as an emergency vehicle, a vehicle carrying someone with a disability, or a lower income individual with a household income under \$60,000, will be charged a toll; and

WHEREAS; Congestion Pricing will require a tolling structure that will generate \$1 billion annually, the amount necessary pay the annual debt service with respect to the issuance of \$15 billion of bonds, which could result in passenger cars being charged up to \$23 per day to enter the CBD and trucks at significantly higher rates; and

WHEREAS, the Congestion Pricing toll policies are yet to be determined, and

WHEREAS; a Traffic Mobility Review Board will be making policy recommendations regarding toll rates, any discounts, offsets, credits or exemptions that will be offered to groups not exempt as explicitly authorized by the budget law; and

WHEREAS; the Traffic Mobility Review Board does not include any designated representative of residents living in in our district or in Manhattan; and

WHEREAS, a stated “purpose” of Congestion Pricing, as set forth in the MTA Environmental Assessment, is to provide a revenue stream to service the issuance of bonds for capital improvements to the entire MTA system which encompasses public transportation throughout the entire State of New York, and

WHERAS, as a result of changes resulting from COVID, our city and the traffic needs of our city are still in flux, and

WHERAS, visitors and customers needing to enter and leave the toll zone may be deterred from coming to the Upper East Side and supporting our businesses, restaurants and wide variety of cultural institutions, and

WHEREAS, traffic congestion has many causes including the reduction of the number of lanes available to truck and passenger cars on avenues due to the creation of bus lanes, pedestrian plazas, bike lanes, placard abuse, and double-parking by commercial vehicles, and

WHEREAS, New York City is flooded with cars for hire which are in operation 24/7/365 and routinely circle streets all the hours of the day and night, and

WHEREAS, taxi medallions have been significantly de-valued causing hardships for many drivers, and

WHEREAS; Congestion Pricing will result in unique challenges to Community District 8 as a neighborhood split by the toll zone cordon boundary, especially to residents and businesses located within five blocks of 60th Street; and

WHEREAS; the number of garages near the toll boundary have decreased in recent years, with more slated to close, which may make parking more difficult for residents of the neighborhood; and

WHEREAS; the presence of a toll could result in drivers trying to park in the boundary zone thus increasing congestion as they attempt to avoid the toll; and

WHEREAS; recent increases in crime on subways and buses has made transit a less attractive option for people who otherwise would not drive; and

WHEREAS; Congestion Pricing will make it more expensive to conduct business and could further exacerbate inflation if the cost of the congestion fee assessed to trucks and other commercial vehicles (such as those transporting electricians, plumbers, etc. and their supplies) gets passed along to consumers; and

WHEREAS, the MTA has not been vigilant or efficient with regard to its expenditures, as recently evidenced by an article in the AM New York reporting that it has misspent \$3 million on just one project, and

WHEREAS, § 553-j (3a) of the congestion pricing law states that 80% of revenues from congestion pricing shall be for capital costs of the NYC Transit Authority and its subsidiaries, 10% for capital costs of Metro-North Railroad and 10% for Capital Costs of the Long Island Rail Road

WHEREAS, the amount raised by the issuance of the bonds, represents not more than 30% of the total monies anticipated to be needed to fund the capital projects

WHEREAS, reports of mismanagement of monies by the MTA have been previously reported, and

WHEREAS, there appear to be no plans to establish and maintain a lock box for the funds generated by this proposed Congestion Pricing program, and

WHEREAS, it is not guaranteed that monies received as a result of the Congestion Pricing program will be used for the benefit of transportation infrastructure in the City of New York, and

WHEREAS, residents and businesses will be paying to use their own streets, in addition to the taxes both city and state, they already pay to maintain the MTA, and

WHEREAS; already existing and additional potential fees assessed to taxis and for-hire vehicles are inherently unfair to persons who are unable to use transit; and

WHEREAS; toll rates of up to \$23 would be exorbitant to the average person who drives into the toll zone; and

WHEREAS; congestion pricing would unfairly result in additional cost burdens to persons crossing into Community District 8 to access its world class medical institutions, many of whom are unable to use transit; and;

WHEREAS, there is a significant elderly and disabled population that will not qualify for the proposed economic and other exemptions, that will either be forced to take public transportation to routine and extraordinary medical appointments because the tolling scheme will make it too expensive for them to use their own automobiles or cars for hire to get to the CBD or the CB8 hospital corridor and doctors' offices (or the back-up of traffic along the FDR drive, will make them miss the appointment), and

WHEREAS, exemptions for these rides, as well as income requirements will depend on inquiry, and personal questions would necessarily constitute a breach of privacy, and

WHEREAS; CBD tolling would disproportionately negatively affect families, seniors, disabled, communities of color and all other members of vulnerable communities; and

WHEREAS, CB8 border streets will be unduly affected by those attempting to park vehicles before using other transportation to enter the congestion zone, and

WHEREAS, the CBD will be congested with unregulated non-motorized modes of transportation which are not subject to the toll, and

WHEREAS, this will lead to creative schemes by those who wish to avoid the toll, including trucks and cars and cars transferring their goods to non-motorized vehicles, including bicycles pulling flatbeds, which will then make deliveries in the zone, creating even more congestion at the border of the CBD and CB8, and

WHEREAS, the cost of garages in CB8 will become even more prohibitively expensive as demand increases, and

WHEREAS, the streets surrounding the points of entry will have increased traffic as drivers seek to park their cars without entering the zone, and

WHEREAS, the MTA Environmental Assessment indicates that the congestion tolls will result in changes in truck traffic on certain corridors where air quality would be adversely impacted, such as the Cross Bronx Expressway, which runs through some of the city's most economically challenged neighborhoods, neighborhoods that are already breathing some of the city's most polluted air, neighborhoods where respiratory diseases are already disproportionately higher than in other areas of our city; and

WHEREAS; the congestion pricing law includes surcharges on taxis and for-hire vehicles south of 96th street, which are unfair to residents of Community District 8 and could result in double tolling if taxi and for-hire vehicles pass congestion tolls along to its passengers, which the MTA anticipates; and

WHEREAS, there is significant cost to implement and maintain the program, and it is not known how long it would take for the program to generate enough funds to pay for itself or whether or not it would generate enough funds to be a significant revenue source for the MTA, and

WHEREAS, the "\$15 billion to be raised by the issuance of the bonds and serviced by the proposed congestion pricing tolls, represents not more than 30% of the total monies anticipated to be needed to fund the proposed capital projects."

WHEREAS, Congestion Pricing will result in hardship for most Manhattan residents and businesses and residents in the Bronx and other areas of the city which as a result of the program will see increases in traffic, congestion and air pollution, and

WHEREAS, Congestion Pricing is an unfair tax being imposed exclusively on drivers of cars and trucks and not on other modes of transportation entering the CBD, and

WHEREAS; the MTA Environmental Assessment findings of “no significant impacts” that can’t be mitigated with little difficulty are questionable;

THEREFORE, be it resolved that Community Board 8 Manhattan disapproves of the Congesting Pricing program being proposed.

Yes (4): Birnbaum, Camp, Mason, Spagnoletti

No (3): Aggerwal, Lader, Schneider

Abstain (0): None

Item 4: Old and New Business

There was no old or new business discussed.

There being no further business, the meeting was adjourned at 10:25PM.

Alida Camp & Craig Lader, Co-Chairs