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**The City of New York
Community Board 8 Manhattan**

January 20, 2023

Carl Weisbrod, Chair
Traffic Mobility Review Board
CBD Tolling Program
2 Broadway, 23rd Floor
New York, NY 10004

RE: Reexamination and Amendment of FY 2020 New York State Budget related to the Central Business District Tolling Program

Dear Chair Weisbrod,

At the Full Board meeting of Community Board 8 Manhattan held on January 18, 2022, the board approved the following resolution by a vote of 25 in favor, 18 opposed, 1 abstention, and 0 not voting for cause.

WHEREAS; New York State established a Central Business District Tolling Program, enacted into law in the FY2020 New York State Budget; and

WHEREAS; the Central Business District Tolling Program is classified as a NEPA Class III EA action in accordance with 23 Code of Federal Regulations (CFR Section 771.115), and thus required an Environmental Assessment to be prepared to determine if the project be likely to have a significant impact; and

WHEREAS; the Central Business District Tolling Program EA utilized census data to establish existing conditions using pre-pandemic data sets; and

WHEREAS; the federally-recognized Best Practices Model used to establish future conditions largely relies upon datasets inputs from the 2010 decennial Census; and

WHEREAS; significant changes to commuting patterns and the growth of remote and hybrid work resulting from the Covid-19 pandemic have occurred and raise questions as to the validity of the EA's findings based off of pre-pandemic data; and

WHEREAS; there have been significant changes to land use and development patterns within Manhattan Community District 8 in recent years, including new large-scale developments in the York Avenue hospital corridor that may not have been considered in the EA analysis; and

WHEREAS; EA findings referencing parking inventory are now outdated with recent tear-downs and conversions of garages in the area just north of the 60th Street toll zone boundary; and

WHEREAS; changes to the road network within Community District 8 resulting from policies such as open streets and open restaurants that did not exist before the pandemic may have impacts on congestion that were not assessed in the EA; and

WHEREAS; the implementation of Congestion Pricing may have unintended consequences that policy makers had not considered when the law was written and passed in 2019, including economic impacts on small businesses; and

WHEREAS; such unintended consequences would have impacts on residents and stakeholders in the and across Community District 8;

THEREFORE BE IT RESOLVED, that Community Board 8 calls upon elected officials in the State Legislature and State Senate to reexamine the language in the FY 2020 New York State Budget related to the Central Business District Tolling Program, and to amend it as necessary to address any policies and details that may now be outdated and may cause unjust impacts and other unintended consequences, including those resulting from the many ways in which the Covid-19 Pandemic has changed commuting habits and the built environment of New York City that may not have been considered in the Environmental Assessment.

Please advise us of any action taken on this matter.

Sincerely,

Russell Squire

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Chair

Alida Camp and Craig M. Lader

Alida Camp and Craig M. Lader
Co-Chairs, Congestion Pricing Task Force

cc: Honorable Eric Adams, Mayor of the City of New York
Honorable Carolyn Maloney, 12th Congressional District Representative
Honorable Mark Levine, Manhattan Borough President
Honorable Liz Krueger, NYS Senator, 28th Senatorial District
Honorable José M. Serrano, NYS Senator, 29th Senatorial District
Honorable Dan Quart, NYS Assembly Member, 73rd Assembly District
Honorable Rebecca Seawright, NYS Assembly Member 76th Assembly District
Honorable Julie Menin, NYC Council Member, 5th Council District
Honorable Keith Powers, NYC Council Member, 4th Council District