



Congestion Pricing Task Force Meeting -  
Monday, December 19, 2022

Alida Camp and Craig Lader: Co-Chairs

Discussion of Environmental Assessment Findings  
& Proposed Policies  
Impacting Community District 8  
Near the Toll Zone Boundary

# What is the Central Business District (CBD) Tolling Program?

A vehicular tolling program to reduce traffic congestion in the Manhattan CBD

As defined in the New York State MTA Reform and Traffic Mobility Act, vehicles would be charged a daily toll for entering or remaining in the Manhattan CBD, which is on and below 60<sup>th</sup> Street in Manhattan, excluding:

- The Franklin D. Roosevelt (FDR) Drive and the West Side Highway/Route 9A
- The Battery Park Underpass and any surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street (the West Side Highway/Route 9A)

After covering Project-related capital and operating expenses, revenue collected would fund projects in the MTA 2020-2024 Capital Program and successor capital programs.



Map of Manhattan's Central Business District Tolling Program Area

# Operational Details impacting Community District 8

- Tolls would be charged for entering or remaining in the Manhattan Detection points at exit locations would aid in identifying vehicles that have remained in the Manhattan CBD. (vehicles making trips entirely within the CBD are not charged)
- 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.
- 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 in the tolling scenarios modeled in the EA.
- With the exception of the inbound upper roadway of the Queensboro Bridge all exits from and entrances to all bridges and tunnels below 60<sup>th</sup> Street will include detection points on the ramps leading to and from the bridges and tunnels as well as detection points on the East River bridge structures over land.

## Community District 8 – Traffic Impacts

- Daily vehicles entering the CBD via 60<sup>th</sup> St. on the East Side would drop from 86,000 in the no action alternative to somewhere in the 36,000-46,000 range in the various tolling scenarios (46% to 58%)
- Tolling Scenarios C through F all offer some form of crossing credits for the Queens-Midtown Tunnel. The crossing credits increase the attractiveness of the TBTA East River facilities compared to the Ed Koch Queensboro Bridge and divert crossings destined for the Manhattan CBD off the bridge and onto TBTA facilities.
- With fewer Manhattan CBD-bound vehicles using the upper level of the bridge, traffic would be reduced on the East Side avenues into the Manhattan CBD at greater levels than the West Side avenues.
- Under the CBD Tolling Alternative, 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.

# Community District 8 Intersection Impacts

- A detailed traffic analysis was performed at 19 intersections in the East Side 60th Street— Manhattan area.
- The results of the analysis for the AM, MD, PM, and LN peak hours showed that **none of the intersections would have an increase in delay that would exceed the SEQRA threshold used by TBTA to determine whether there would be an adverse traffic effect**; therefore, there would not be an adverse traffic impact
- Of 76 intersections analyzed on the east side, in the action alternative, 7 would see increased delays, 61 decreased delays, 8 unchanged

# Community District 8 Bike/Pedestrian Impacts

- Pedestrian traffic would likely increase in the 60th Street Manhattan CBD boundary study area, which could benefit retail businesses in the neighborhood, reinforcing the established patterns of land use that are a defining feature of the area's neighborhood character.
- It is 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. For example, an individual with a 55th Street destination would be far more likely to seek parking just north of the 60th Street Manhattan CBD boundary and walk to their destination compared with an individual who has a destination farther south in the Manhattan CBD.



# Energy and Noise

## Key Findings – Energy

Reductions in regional energy consumption as a result of reductions in VMT

## Key Findings – Noise

Assessed 102 intersections and all the crossings into the Manhattan CBD

Imperceptible increases or decreases in noise levels resulting from changes in traffic volumes



**Beneficial Effects**



**No Adverse Effects**





# Community District 8 Community Character Impacts

- The CBD Tolling Alternative would not adversely affect the character of Central Park, which is a defining feature of neighborhood character in the 60th Street Manhattan CBD boundary study area, and would result in beneficial effects to the park.
- The CBD Tolling Alternative would not result in any adverse effects on Central Park, such as changes in the use of the park or any reduction in usable parkland.
- All roadways abutting Central Park (i.e. 5<sup>th</sup> Ave. & 59<sup>th</sup> St.) are expected to have about 10 percent lower traffic volumes during all time periods.
- Upper East Side Historic District: Minor changes – installation of one new pole with mast arm with tolling equipment on sidewalk
- Upper East Side Historic District Boundary Increase and Additional Documentation - Minor changes – installation of one new pole with mast arm with tolling equipment on sidewalk

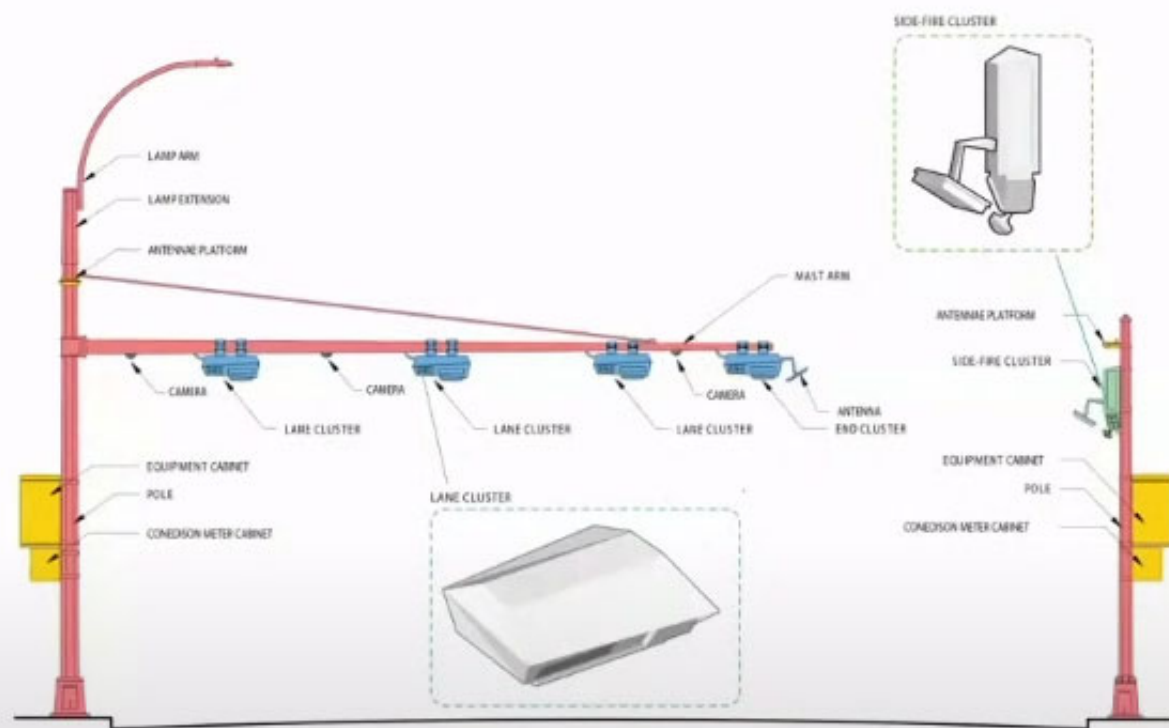
# How would the Manhattan CBD Tolling Program work?

## 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 60<sup>th</sup> and 61<sup>st</sup> 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



Proposed Tolling Infrastructure and Tolling System Equipment

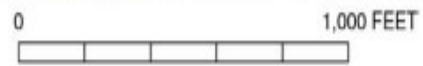


**Infrastructure Type**

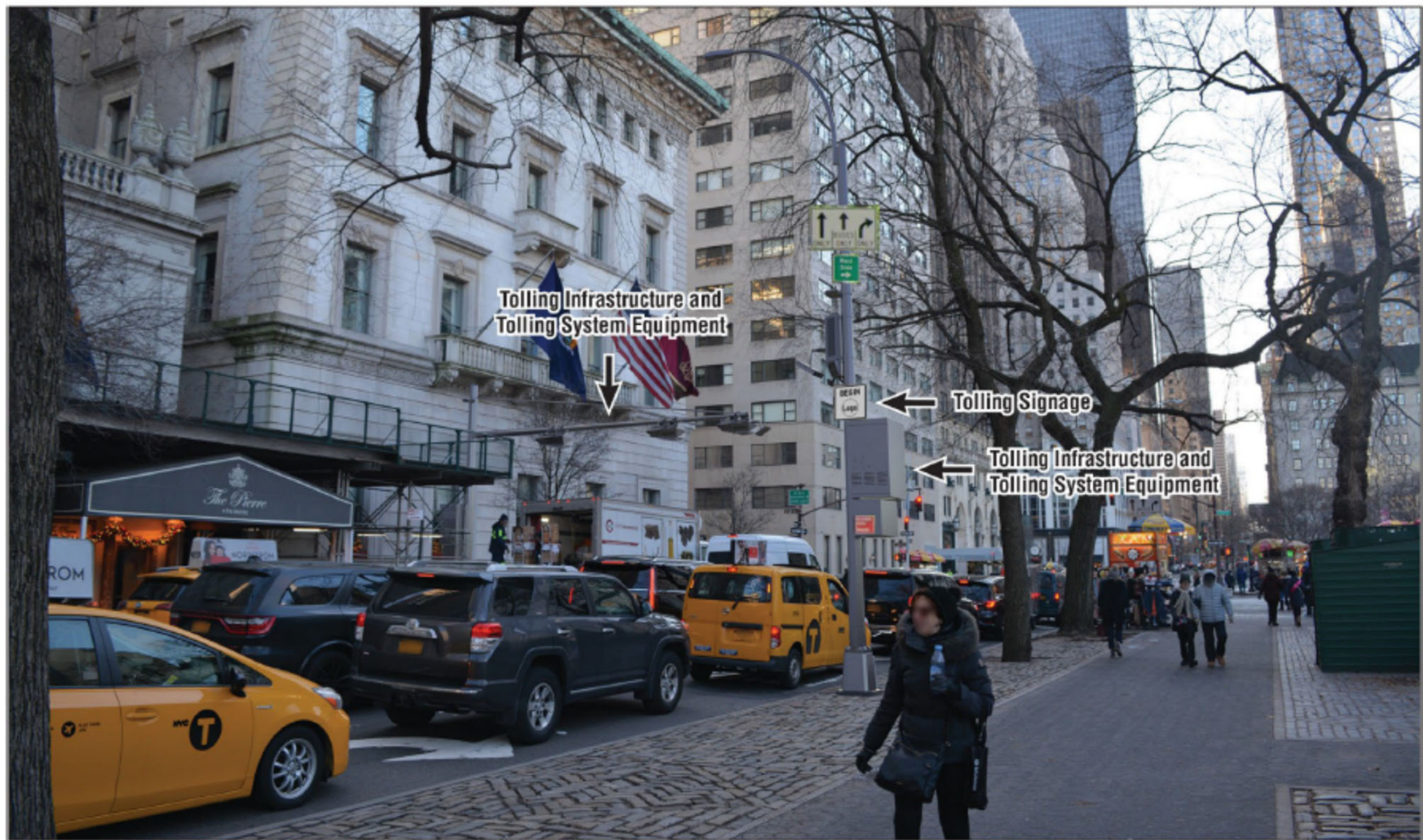
- |                                     |   |
|-------------------------------------|---|
| <b>1 1</b> 20' or 25' Modified M-2A | <b>6</b> Side Fire                        |
| <b>2 2</b> 30' or 35' Modified M-2A | <b>7 7</b> Girder                         |
| <b>3 3</b> 50' Modified M-2A        | <b>8</b> Existing Overhead Sign Structure |
| <b>4</b> 50' Region 10              | <b>9</b> Existing Pedestrian Bridge       |
| <b>5 5</b> M-2A Side Fire           |   |

**Site Info**

- New
- Existing







**CBD Tolling Alternative, view south  
5<sup>th</sup> Avenue @ 61<sup>st</sup> Street**



Figure 2-2c. Proposed Locations of Tolling Infrastructure and Tolling System Equipment: Ed Koch Queensboro Bridge



- Tolling system equipment would be mounted to existing overhead sign structures and/or existing structural elements (e.g., girders, walls) of the structures.

## Tolling Detection Information

- At each detection point, cameras and E-ZPass readers would be installed on tolling infrastructure in an arrangement that would allow capture of vehicle information from all traffic lanes.
- The proposed tolling system equipment would be clustered into single enclosures to reduce its visual impact.
- These 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.
- 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.

# Tolling Signage Information

- For vehicles driving southbound on the avenues approaching 60th Street, signs would provide notice of the toll at 96th Street, 72nd Street, and 66th Street.
- The 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.
- Signs would also notify drivers in vehicles driving east and west across 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



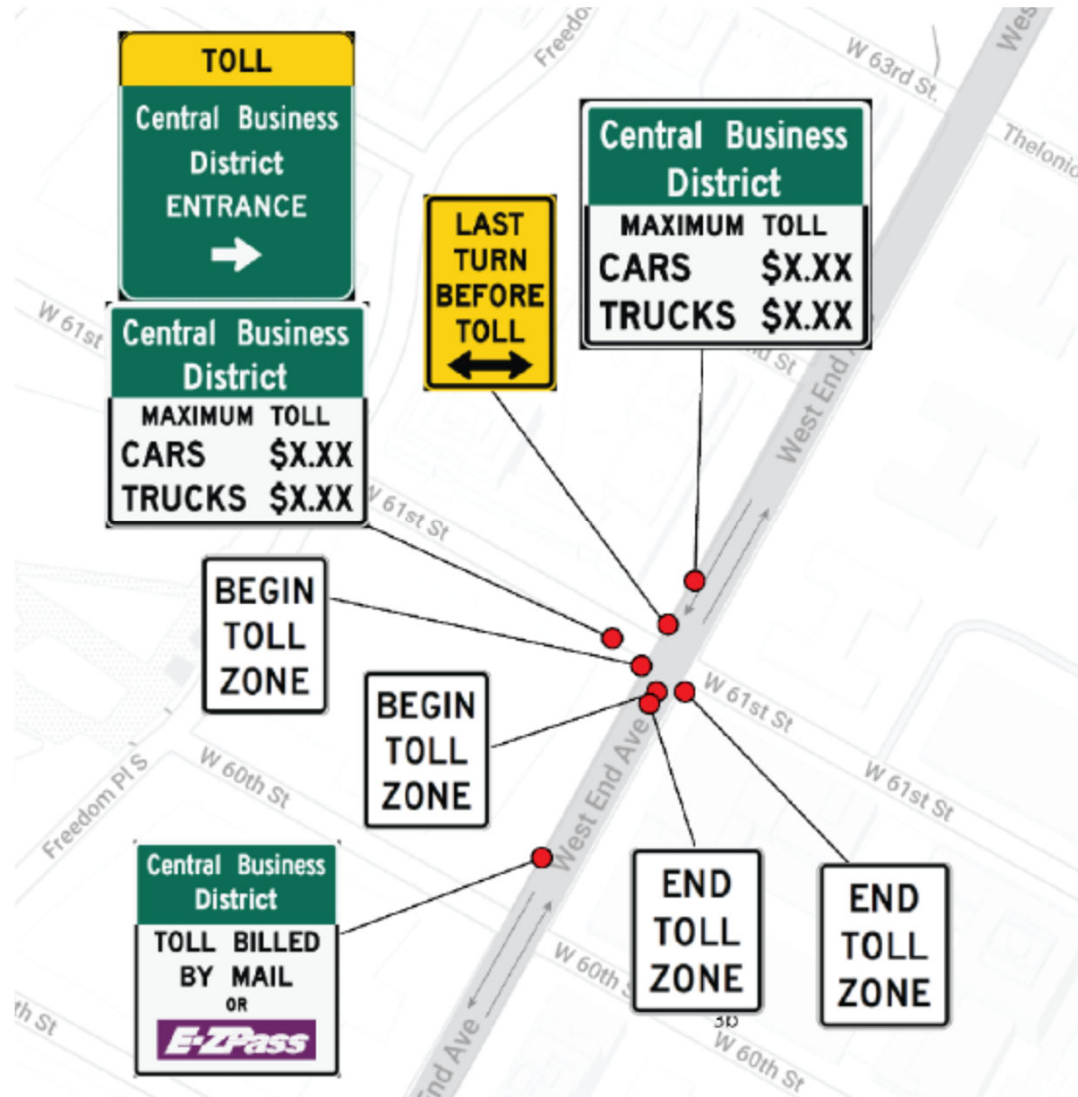
Figure 2D-1. Overview of Areas Containing Project Signage



KEY

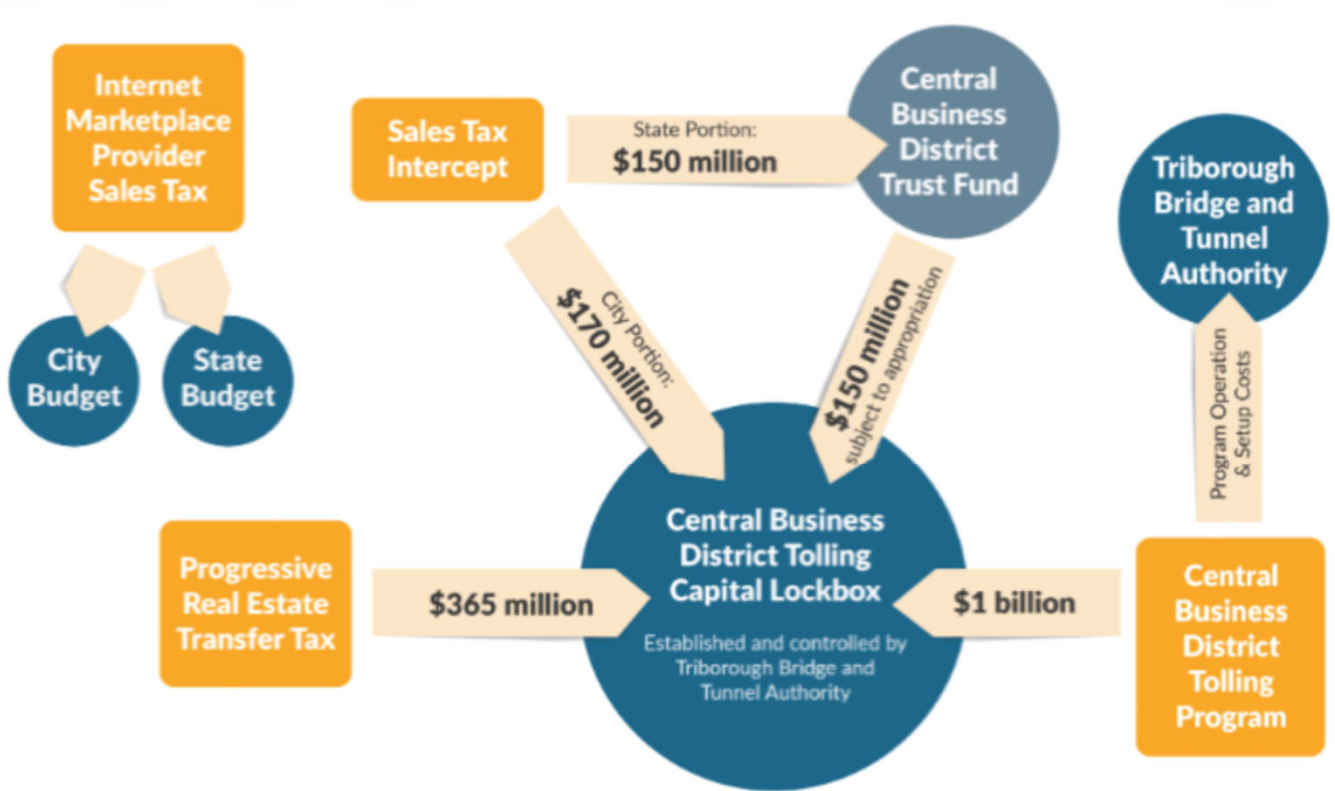
- Approach to 60th Street/Exits Across 60th Street
- FDR Drive and West Side Highway/Route 9A
- Brooklyn, Queens, and New Jersey Approaches
- Central Park

Figure 2D-3. Typical Signage in Vicinity of 60th Street

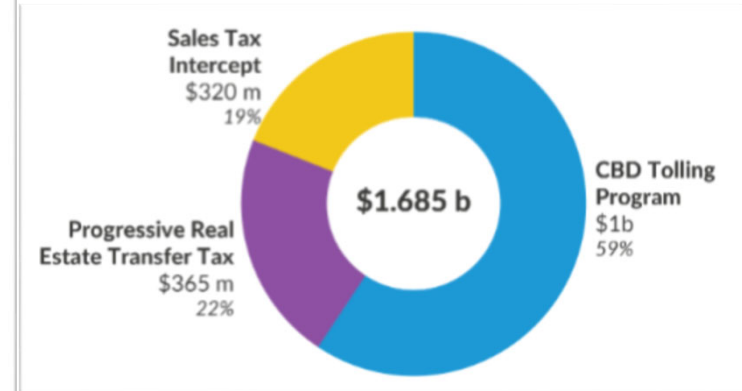


MTA transparency, accountability and oversight in  
regards to Congestion Pricing operations and use of  
revenues generated

# Citizens Budget Committee: Summary of Lockbox Funding Sources



Source: New York State Assembly, Parts G, OOO, and ZZZ of A.2009-c (2019-2020 Session).



# FY 2020 Budget Legislation Establishing Lockbox

*“For purposes of establishing a central business district toll or tolls the board shall, at minimum, ensure annual revenues and fees collected under such program, less costs of operation of the same, provide for sufficient revenues into the **central business district tolling capital lockbox fund, established pursuant to §553j of the public authorities law** necessary to fund \$15 billion dollars for capital projects for the 2020 to 2024 MTA capital program, and any additional revenues above that amount to be available for any successor programs.”*

## Public Authorities Law §553-j: Additional Powers and Provisions in Relation to Central Business District Tolling Program

- 1. The authority shall establish a fund to be known as the central business district tolling capital lockbox fund which shall be kept separate from and shall not be commingled with any other monies of the authority. The fund shall consist of all monies received by the authority pursuant to article 44c of the vehicle and traffic law, subdivision 12 of §553 of this title, and revenues of the real estate transfer tax deposited pursuant to subdivision (b) of §1421 of the tax law, and sales tax pursuant to subdivision (c) of §1148 of the tax law, subparagraph (B) of paragraph five of subdivision (c) of § 1261 of the tax law, and funds appropriated from the central business district trust fund established pursuant to §99ff of the state finance law.*

# Public Authorities Law §553-j: Additional Powers and Provisions in Relation to Central Business District Tolling Program (Cont.)

2. *Monies in the fund shall be applied, subject to agreements with bondholders and applicable federal law, to the payment of operating, administration, and other necessary expenses of the authority, or to the city of New York subject to the memorandum of understanding executed pursuant to subdivision two-a of §1704 of the vehicle and traffic law properly allocable to such program, including the planning, designing, constructing, installing or maintaining of the central business district tolling program, including, without limitation, the central business district tolling infrastructure, the central business district tolling collection system and the central business district tolling customer service center, and the costs of any MTA capital projects included within the 2020 to 2024 MTA capital program or any successor programs. Monies in the fund may be:*
  - (a) *pledged by the authority to secure and be applied to the payment of the bonds, notes or other obligations of the authority to finance the costs of the central business district tolling program, including, without limitation, the central business district tolling infrastructure, the central business district tolling collection system and the central business district tolling customer service center, and the costs of any MTA capital projects included within the 2020 to 2024 MTA capital program or any successor programs, including debt service, reserve requirements, if any, the payment of amounts required under bond and note facilities or agreements related thereto, the payment of federal government loans, security or credit arrangements or other agreements related thereto; or*
  - (b) *used by the authority for the payment of such capital costs of the central business district tolling program and the costs of any MTA capital projects included within the 2020 to 2024 MTA capital program or any successor programs; or*
  - (c) *transferred to the MTA and*
    - (1) *pledged by the MTA to secure and be applied to the payment of the bonds, notes or other obligations of the MTA to finance the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs, including debt service, reserve requirements, if any, the payment of amounts required under bond and note facilities or agreements related thereto, the payment of federal government loans, security or credit arrangements or other agreements related thereto, or*
    - (2) *used by the MTA for the payment of the costs of any MTA capital projects included within the 2020 to 2024 MTA capital program or any successor programs. Such revenues shall only supplement and shall not supplant any federal, state, or local funds expended by the authority or the MTA, or such authority's or MTA's affiliates or subsidiaries for such respective purposes. Central business district toll revenues may be used as required to obtain, utilize, or maintain federal authorization to collect tolls on federal aid highways.*



## Public Authorities Law §553-j: Additional Powers and Provisions in Relation to Central Business District Tolling Program (Cont.)

3. *Any monies deposited in the fund shall be held in the fund free and clear of any claim by any person arising out of or in connection with article 44C of the vehicle and traffic law and subdivision 12a of §553 of this title. Without limiting the generality of the foregoing, no person paying any amount that is deposited into the fund shall have any right or claim against the authority or the MTA, any of their bondholders, any of the authority's or the MTA's subsidiaries or affiliates to any monies in or distributed from the fund or in respect of a refund, NY CLS Pub A §553-j rebate, credit or reimbursement of monies arising out of or in connection with article forty-four-C of the vehicle and traffic law and subdivision twelve-a of § five hundred fifty-three of this title.*
- 3-a. *Of the capital project costs paid by this fund: eighty percent shall be capital project costs of the New York city transit authority and its subsidiary, Staten Island Rapid Transit Operating Authority, and MTA Bus with priority given to the subway system, new signaling, new subway cars, track and car repair, accessibility, buses and bus system improvements and further investments in expanding transit availability to areas in the outer boroughs that have limited mass transit options; ten percent shall be capital project costs of the Long Island Rail Road, including but not limited to, parking facilities, rolling stock, capacity enhancements, accessibility, and expanding transit availability to areas in the Metropolitan Commuter Transportation District that have limited mass transit options; and ten percent shall be capital project costs of the Metro-North Commuter Railroad Company, including but not limited to, parking facilities, rolling stock, capacity enhancements, accessibility, and expanding transit availability to areas in the Metropolitan Commuter Transportation District that have limited mass transit options.*

## Public Authorities Law §553-j: Additional Powers and Provisions in Relation to Central Business District Tolling Program (Cont.)

4. *The authority shall report annually on all receipts and expenditures of the fund. The report shall detail operating expenses of the central business district tolling program and all fund expenditures including capital projects. If, during the period of the report, any monies in the fund were used by the authority or the MTA to offset decreases in revenue lost in whole or in part due to the state disaster emergency caused by novel coronavirus, COVID-19, or increases in operating costs in whole due to the novel coronavirus, COVID-19, the report shall also provide: (a) details of such decreases in revenue in whole, (b) details of such decreases in revenue in part, (c) details of such increases in costs, (d) the methodology used by the authority or MTA to calculate such changes, and (e) explanation for attributing a particular increase in cost or a particular decrease in revenue, to the state disaster emergency caused by coronavirus, COVID-19. The report shall be readily available to the public, and shall be posted on the authority's website and be submitted to the governor, the temporary president of the senate, the speaker of the assembly, the comptroller, the director of the budget, the mayor and council of the city of New York, the MTA board, and the MTA capital program review board.*
5. *Any operating funding used for the purposes of a central business district tolling program from this fund shall be approved, annually, in a plan of expenditures, by the director of the budget.*

# MTA Forensic Audit

“As part of the State Legislature’s budgeting process in 2019, the **MTA was legislatively required** under Section 1279-f of the State Public Authorities Law to contract a certified public accounting firm **to conduct an independent, comprehensive forensic audit** in accordance with government auditing standards. The audit examined the MTA’s capital elements and planning process to determine whether the projects in the 2020-2024 Capital Plan were appropriate based on asset conditions, investment strategies and cost ranges. This included a thorough accounting of assets by agency, including rolling stock, stations, tracks, line equipment, signals, power equipment, maintenance facilities, depots, yards terminals and other infrastructure. The audit also reviewed the 2015-2019 Capital Plan for any cost overages or duplication of functions to identify potential efficiencies and savings.”

(<https://new.mta.info/forensicaudit>)