

Valerie S. Mason
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**The City of New York
Community Board 8 Manhattan**

February 1, 2024

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

Janno Lieber, Chair and CEO
MTA New York City Transit
2 Broadway
New York, NY 10004

RE: That the MTA provide an easily accessible and user-friendly portal on its website devoted to congestion pricing that is updated regularly.

Dear Chair Weisbrod and Chair Lieber,

At the Full Board meeting of Community Board 8 Manhattan held on January 24, 2024, the board approved the following resolution by a vote of 42 in favor, 0 opposed, 0 abstentions, and 1 not voting for cause.

WHEREAS, New York State established a Central Business District Tolling Program, enacted into law in the FY2019-2020 New York State Budget; and

WHEREAS, §1706 of the New York State Vehicle & Traffic Law, enacted as part of the 2019-2020 New York State Budget that included the language that enacted the Central Business District Tolling Program, requires the MTA Triborough Bridge and Tunnel Authority to issue a report on the effects of the program starting one year after the date in which operations begin; and

WHEREAS, the reporting requirements described in §1706 of the New York State Vehicle & Traffic Law include metrics, including reporting the effect of the central business district tolling program on traffic congestion in and around the central business district, on mass transit use and taxi and for-hire vehicle use (including the vehicle-miles traveled for each trip within the central business district for taxis and for-hire vehicles), and the current and historic volume of vehicles entering the central business district by vehicle type (including but not limited to trucks, transportation network companies, taxis, private cars, and tour buses), and;

WHEREAS, §1706 also requires reporting on environmental improvements, including but not limited to, air quality, and emissions trends in and around the central business district; congestion reduction measures; and transit ridership and average bus speeds within the central business district, and on all receipts and expenditures relating to the central business district tolling program; and

WHEREAS, CB8 previously approved a resolution requesting that the MTA develop a webpage dedicated to Congestion Pricing reporting that identifies specific funding streams generated by the program and the amounts being provided to specific projects in the 2020-2024 Capital Program (and successor programs) that the funding is being used for; and

WHEREAS, CB8 also previously approved a resolution calling upon elected officials in the New York State Legislature and Senate to amend the Congestion Pricing law to include a timeline and process by

which they will evaluate the success of the program, looking at certain goals and metrics if the measurable program goals related to congestion, air quality, revenue generation and other key metrics are not met within 3 to 5 years; and

WHEREAS, the Central Business District Tolling Program is on a trajectory that may result in congestion pricing tolling beginning as early as June 2024; and

WHEREAS, the MTA already has a performance dashboard on its website that reports key performance metrics for each of its public transit divisions that is updated as frequently as daily for certain categories of data; and

WHEREAS, full and immediate transparency from the MTA should be a core tenet for a program such as congestion pricing given the great interest both policy makers and the public will have in understanding the impacts of the program; and

WHEREAS the tolling infrastructure that has been installed will be generating the information necessary for the MTA to monitor traffic effects of congestion pricing on a regular basis (monthly or quarterly) as soon as tolling begins;

WHEREAS, timely reporting on Congestion Pricing should be made available in a public-facing manner on a frequent basis similar to the MTA's existing dashboards, as annual reporting that doesn't begin until after one year of operations is concluded lacks the needed immediacy, is too infrequent, and may not allow for the identification of trends and effects to be fully discernable, including seasonal trends that may not be apparent with annual reporting; and

WHEREAS, the limited breadth of the reporting data that is required under §1706 focusing on inside the toll zone is not sufficient to provide a full picture of impacts on residents and businesses for areas bordering the toll zone such as in most of Community District 8; and;

WHEREAS, the reporting requirements described in §1706 of the New York State Vehicle & Traffic Law don't require reporting pertaining to fiscal matters, including operating and implementation costs of the program, and revenues generated from tolling; and;

WHEREAS, any future changes to the congestion pricing program, such as those that could be considered by elected officials looking to update the state law depending on the specific potential benefits and adverse impacts that may result, would need to be based upon a full understanding of the impacts of the program through data-driven analysis that necessitates reporting more frequently than on an annual basis;

THEREFORE, BE IT RESOLVED, that CB8 recommends strongly that the MTA provide an easily accessible and user-friendly portal on its website devoted to congestion pricing that is updated regularly (on at least a monthly or quarterly basis depending on the data set) and which shall contain a dashboard that includes the following information: revenue generated, construction/implementation and operating costs, traffic data specifically identifying volumes at each location where a toll zone entry exists, and a detailed breakdown of vehicles entering the zone by vehicle type, including passenger cars, taxis, for-hire vehicles, buses, large trucks, small trucks, and motorcycles.

Please advise us of any action taken on this matter.

Sincerely,

Valerie S. Mason

Alida Camp and Craig M. Lader

Valerie S. Mason
Chair

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

cc: Honorable Kathy Hochul, Governor of New York

Honorable Eric Adams, Mayor of the City of New York
Honorable Mark Levine, Manhattan Borough President
Honorable Jerrold Nadler, 12th Congressional District Representative
Honorable Liz Krueger, NYS Senator, 28th Senatorial District
Honorable José M. Serrano, NYS Senator, 29th Senatorial District
Honorable Edward Gibbs, NYS Assembly Member 68th Assembly District
Honorable Alex Bores, NYS Assembly Member, 73rd Assembly District
Honorable Rebecca Seawright, NYS Assembly Member 76th Assembly District
Honorable Keith Powers, NYC Council Member, 4th Council District
Honorable Julie Menin, NYC Council Member, 5th Council District
Honorable Diana Ayala, NYC Council Member, 8th Council District