DRAFT FINDING OF NO SIGNIFICANT IMPACT

Central Business District (CBD) Tolling Program

New York, New York

Federal Lead Agency

Federal Highway Administration

Project Sponsors

New York State Department of Transportation
Triborough Bridge and Tunnel Authority
New York City Department of Transportation

April 2023

Why is the Federal Highway Administration (FHWA) Publishing a Draft Finding of No Significant Impact (FONSI)?

The nature of this Proposed Action, if approved, is the first proposal in the nation to manage congestion through cordon pricing. Under the Council on Environmental Quality regulations (40 CFR 1501.6) the agency shall make the FONSI available for public review for 30 days before the agency makes its final determination whether to prepare an environmental impact statement and before the action may begin.

DRAFT FONSI

FHWA has determined that the Proposed Action described in the Final EA will have no significant impact on the human or natural environment. This Draft FONSI is based on the Final EA including appropriate mitigation measures. FHWA has independently evaluated and determined to adequately and accurately discuss the purpose and need, environmental issues, and impact of the Proposed Action and appropriate mitigation measures. The Final EA provides sufficient evidence and analysis for determining that an environmental impact statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the Final EA.

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The Federal Highway Administration may publish a notice in the Federal Register, pursuant to 23 United States Code (USC) § 139(l), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

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Provided Electronically on the Project Website. Hyperlinks will be provided. (Place Holder)

1. What is the Proposed Action?

The CBD Tolling Alternative (the Project) would implement a vehicular tolling program to reduce traffic congestion in the Manhattan CBD, consistent with the Traffic Mobility Act.[1] The Project purpose is to reduce traffic congestion in the Manhattan CBD in a manner that will generate revenue for future transportation improvements, pursuant to acceptance into FHWA's Value Pricing Pilot Program (VPPP).

The Manhattan CBD consists of the geographic area of Manhattan south and inclusive of 60th Street, but not including Franklin D. Roosevelt Drive (FDR Drive), 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). With the CBD Tolling Alternative, Triborough Bridge and Tunnel Authority (TBTA), an affiliate of the Metropolitan Transportation Authority (MTA), would toll vehicles entering or remaining in the Manhattan CBD via a cashless tolling system. The toll would apply to all registered vehicles (i.e., those with license plates) with the exception of qualifying vehicles transporting persons with disabilities and qualifying authorized emergency vehicles.[2, 3] Passenger vehicles would be tolled no more than once a day.[4] Vehicles that "remain" in the Manhattan CBD are vehicles that are detected when leaving but were not detected entering in the same day. Given that they were detected leaving, they must have driven through the Manhattan CBD to get to the detection point, and therefore "remained" in it during a portion of the day. These vehicles would be charged that day for remaining in the Manhattan CBD.

Residents whose primary residence is inside the Manhattan CBD and whose New York State adjusted gross income is less than $60,000 would be eligible for a New York State tax credit equal to the amount of Manhattan CBD tolls paid during the taxable year.

The toll amount would be variable, with higher tolls charged during peak periods when congestion is greater. Because the effects are closely related to the toll structure, the CBD Tolling Alternative evaluated a range of toll structures in defined tolling scenarios. In most of these tolling scenarios, the toll rates for different types of vehicles, like delivery trucks, are different than the toll rates for noncommercial passenger vehicles. The toll rates and structure will be established by the TBTA, as explained in Section 6.

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1 The Traffic Mobility Act amended portions of certain New York State laws, including the Vehicle and Traffic Law, the Public Authorities Law, and the Tax Law. **Appendix 2B of the Final EA, "Project Alternatives: MTA Reform and Traffic Mobility Act,"** provides the amended text of those laws.

2 Qualifying authorized emergency vehicle is defined in Consolidated Laws of the State of New York, Vehicle and Traffic Law, Title 1, Article 1 Section 101. As currently defined, qualifying vehicles transporting persons with disabilities include vehicles with government-issued disability license plates and fleet vehicles owned or operated by organizations and used exclusively to provide transportation to people with disabilities.

3 The toll would not apply to vehicles that are not subject to registration requirements, such as bicycles, electric scooters, bicycles with electric assist ("e-bikes").

4 Passenger vehicle is defined by Consolidated Laws of the State of New York, Vehicle and Traffic Law, Title 4, Article 14 Section 401(6).

2. What Are the Commitments to Mitigate Adverse Effects of the Proposed Action?

Table 1 summarizes the potential effects of the Project as identified in the Final EA and the monitoring and mitigation commitments made by the Project Sponsors that FHWA has determined will result in no significant impacts. Tables 2 and 3 further set forth the Project Sponsor(s), and relevant local agencies that would implement the identified mitigation and enhancement measures and the authority of the Project Sponsors to implement the identified mitigation.

Table 1. Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios

EA CHAPTER / ENVIRONMENTAL CATEGORY	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	TOLLING SCENARIO A	B	C	D	E	F	G	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
4A – Transportation: Regional Transportation Effects and Modeling	Vehicle Volumes	Decreases in daily vehicle trips to Manhattan CBD overall. Some diversions to different crossings to Manhattan CBD or around the Manhattan CBD altogether, depending on tolling scenario. As traffic, including truck trips, increase on some circumferential highways, simultaneously there is a reduction in traffic on other highway segments to the CBD. Diversions would increase or decrease traffic volumes at local intersections near the Manhattan CBD crossings. Overall decrease in vehicle-miles traveled (VMT) in the Manhattan CBD and region overall in all tolling scenarios and some shift from vehicle to transit mode.	Crossing locations to Manhattan CBD	% Increase or decrease in daily vehicles entering the Manhattan CBD relative to No Action Alternative	-15%	-16%	-17%	-19%	-20%	-18%	-17%	No	**No mitigation needed.** Beneficial effects
	Auto Journeys to Manhattan CBD		Manhattan CBD	% Increase or decrease in worker auto journeys to Manhattan CBD relative to No Action Alternative	-5%	-5%	-7%	-9%	-11%	-10%	-6%	No	**No mitigation needed.** Beneficial effects
				Absolute increase or decrease in daily worker auto trips to Manhattan CBD relative to No Action Alternative	-12,571	-12,883	-17,408	-24,017	-27,471	-24,433	-14,578		
	Truck Trips Through Manhattan CBD		Manhattan CBD	Increase or decrease in daily truck trips through Manhattan CBD (without origin or destination in the CBD) relative to No Action Alternative	-4,645 (-55%)	***[-4,967]*** (-59%)	-5,253 (-63%)	-5,687 (-68%)	-6,604 (-79%)	-6,784 (-81%)	***[-1,734]*** (-21%)	No	**No mitigation needed.** Beneficial effects
	Transit Journeys		Manhattan CBD	% Increase or decrease in daily Manhattan CBD-related transit journeys relative to No Action Alternative	+1 to +3%							No	**No mitigation needed.** No adverse effects
	Traffic Results		Manhattan CBD	% Increase or decrease in daily VMT relative to No Action Alternative	-9% to -7%							No	**No mitigation needed.** Beneficial effects in Manhattan CBD, New York City (non-CBD), north of New York City, and Connecticut; although there would be VMT increases in Long Island and New Jersey, the effects would not be adverse.
			NYC (non-Manhattan CBD)		-1 to 0%								
			New York north of NYC		-1% to 0%								
			Long Island		Less than (+) 0.2% change								
			New Jersey		Less than (+) 0.2% change								
			Connecticut		Less than (+) 0.2% change								

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4B – Transportation: Highways and Local Intersections	Traffic – Highway Segments	The introduction of the CBD Tolling Program may produce increased congestion on highway segments approaching on circumferential roadways used to avoid Manhattan CBD tolls, resulting in increased delays and queues in midday and PM peak hours on certain segments in some tolling scenarios: ▪ Westbound Long Island Expressway (I-495) near the Queens-Midtown Tunnel (midday) Approaches to westbound George Washington Bridge on I-95 (midday) ▪ Southbound and northbound FDR Drive between East 10th Street and Brooklyn Bridge (PM) ▪ Other locations will see an associated decrease in congestion particularly on routes approaching the Manhattan CBD	10 highway segments (AM)	Highway segments with increased delays and queues in peak hours that would result in adverse effects	0 out of 10 highway corridors in the analyzed tolling scenario (Tolling Scenario D)							Yes	**Mitigation needed.** The Project Sponsors will implement a monitoring plan prior to implementation with post-implementation data collected approximately three months after the start of ***[tolling]*** operations and including thresholds for effects; if the thresholds are reached or crossed, the Project Sponsors will implement Transportation Demand Management (TDM) measures, such as ramp metering, motorist information, signage at all identified highway locations with adverse effects upon implementation of the Project. ***[NYSDOT owns and maintains the relevant segments of the Long Island Expressway and I-95. The relevant segment of the FDR Drive is owned by NYSDOT south of Montgomery Street and NYCDOT north of Montgomery Street. Implementation of TDM measures will be coordinated between the highway owners and the owners of any assets relevant to implementing the TDM.]*** Post-implementation ***[of TDM measures]***, the Project Sponsors will monitor effects and, if needed, TBTA will modify the toll rates, crossing credits, exemptions, and/or discounts ***[within the parameters of the adopted toll schedule]*** to reduce adverse effects.
			10 highway segments (midday)		2 out of 10 highway corridors in the analyzed tolling scenario (Tolling Scenario D), as well as Tolling Scenarios E and F								
			10 highway segments (PM)		1 out of 10 highway corridors in the analyzed tolling scenario (Tolling Scenario D), as well as Tolling Scenarios E and F								
	Intersections	Shifts in traffic patterns, with increases in traffic at some locations and decreases at other locations, would change conditions at some local intersections within and near the Manhattan CBD. Of the 102 intersections analyzed, most intersections would see reductions in delay. Potential adverse effects on four local intersections in Manhattan: Trinity Place and Edgar Street (midday); East 36th Street and Second Avenue (midday); East 37th Street and Third Avenue (midday); East 125th Street and Second Avenue (AM, PM)	**363 locations (All day)**	Number of instances of intersections with an increase in volumes of 50 or more vehicles in the peak hours.	**9**	**10**	**24**	**50**	**48**	**50**	**10**	Yes	**Mitigation needed.** ***[NYCDOT]*** will monitor those intersections where ***[potential]*** adverse effects were identified and implement appropriate signal timing adjustments to mitigate the effect, per NYCDOT's normal practice. **Enhancement** Refer to the overall enhancement on monitoring at the end of this table.
			102 locations (AM)		2	2	3	3	3	3	2		
			102 locations (midday)		1	2	4	16	16	17	0		
			102 locations (PM)		1	1	1	10	9	9	1		
			57 locations (overnight)		5	5	16	21	20	21	5		
			4 locations	Locations with potential adverse effects that ***[will]*** be addressed with signal timing adjustments	0	0	0	4	4	4	0		

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4C – Transportation: Transit	Transit Systems	The Project would generate a dedicated revenue source for investment in the transit system. Transit ridership would increase by 1 to 2 percent systemwide for travel to and from the Manhattan CBD, because some people would shift to transit rather than driving. Increases in transit ridership would not result in adverse effects on line-haul capacity on any transit routes.	New York City Transit	% Increase or decrease in total daily transit ridership systemwide	1.5% to 2.1%							No	**No mitigation needed.** No adverse effects
			PATH		0.8% to 2.0%								
			Long Island Rail Road		0.6% to 2.0%								
			Metro-North Railroad		0.6% to 1.9%								
			NJ TRANSIT commuter rail		0.3% to 2.3%								
			MTA/NYCT Buses		1.3% to 1.6%								
			NJ TRANSIT Bus		0.5% to 1.1%								
			Other buses (suburban and private operators)		0.0% to 0.9%								
			Ferries (Staten Island Ferry, NYC Ferry, NY Waterway, Seastreak)		2.5% to 3.5%								
			Roosevelt Island Tram		1.7% to 4.1%								
	Bus System Effects	Decreases in traffic volumes within the Manhattan CBD and near the 60th Street boundary of the Manhattan CBD would reduce the roadway congestion that adversely affects bus operations, facilitating more reliable, faster bus trips.	Manhattan local buses	% Increase or decrease at maximum passenger load point	Increases of 0.5% to 1.2%							No	**No mitigation needed.** No adverse effects
			Bronx express buses		-1.6% to 2.2%								
			Queens local and express buses (via Ed Koch Queensboro Bridge)		2.0% to 2.8%								
			Queens express buses (via Queens-Midtown Tunnel)		-1.3% to 4.1%								
			Brooklyn local and express buses		1.3% to 2.6%								
			Staten Island express routes (via Brooklyn)		3.7% to 4.5%								
			Staten Island express routes (via NJ)		1.0% to 2.8%								
			NJ/West of Hudson buses (via Holland Tunnel)		-1.4% to 1.4%								
			NJ/West of Hudson buses (via Lincoln Tunnel)		0.4% to 1.5%								

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4C – Transportation: Transit (Cont'd)	Transit Elements	Increased ridership would affect passenger flows with the potential for adverse effects at certain vertical circulation elements (i.e., stairs and escalators) in five transit stations: ▪ Hoboken Terminal, Hoboken, NJ PATH station ▪ Times Sq-42 St/42 St-Port Authority Bus Terminal subway station in the Manhattan CBD (N, Q, R, W, and S; Nos. 1, 2, 3, and 7; and A, C, E lines) ▪ Flushing-Main St subway station, Queens (No. 7 line) ▪ 14th Street-Union Square subway station in the Manhattan CBD (Nos. 4, 5, and 6; and L, N, Q, R, W lines) ▪ Court Square subway station, Queens (No. 7 and E, G, M lines)	Hoboken Terminal–PATH station (NJ) Stair 01/02	Net passenger increases or at stair in the peak hour	45	72	122	164	240	205	139	Yes	**Mitigation needed for Tolling Scenarios E and F.** TBTA will coordinate with NJ TRANSIT and PANYNJ to monitor pedestrian volumes on Stair 01/02 one month prior to commencing tolling operations to establish a baseline, and two months after Project operations begin. If a comparison of Stair 01/02 passenger volumes before and after implementation shows an incremental change that is greater than or equal to 205, then TBTA will coordinate with NJ TRANSIT and PANYNJ to implement improved signage and wayfinding to divert some people from Stair 01/02, and supplemental personnel if needed.
			42 St-Times Square–subway station (Manhattan) Stair ML6/ML8 connecting mezzanine to uptown 1/2/3 lines subway platform	Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period	63%	59%	68%	82%	100%	82%	56%	Yes	**Mitigation needed.** TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, TBTA will coordinate with MTA NYCT to remove the center handrail and standardize the riser, so that the stair meets code without the hand rail. The threshold will be set to allow for sufficient time to implement the mitigation so that the adverse effect does not occur.
			Flushing-Main St subway station (Queens)–Escalator E456 connecting street to mezzanine level	Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period	116%	91%	108%	116%	100%	133%	72%	Yes	**Mitigation needed**. TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, MTA NYCT will increase the speed from 100 feet per minute (fpm) to 120 fpm.
			Union Sq subway station (Manhattan)–Escalator E219 connecting the L subway line platform to the Nos. 4/5/6 line mezzanine	Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period	63%	82%	87%	102%	100%	95%	61%	Yes	**Mitigation needed**. TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, MTA NYCT will increase the escalator speed from 100 fpm to 120 fpm.

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4C – Transportation: Transit (Cont'd)	Transit Elements (Cont'd)	Increased ridership would affect passenger flows with the potential for adverse effects at certain vertical circulation elements (i.e., stairs and escalators) in five transit stations (cont'd)	Court Sq subway station (Queens)–Stair P2/P4 to Manhattan-bound No. 7 line	Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period	98%	90%	102%	104%	100%	117%	97%	Yes	**Mitigation needed.** TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, TBTA will coordinate with MTA NYCT to construct a new stair from the northern end of the No. 7 platform to the street. The threshold will be set to allow for sufficient time to implement the mitigation so that the adverse effect does not occur.
4D – Transportation: Parking	Parking Conditions	All tolling scenarios would result in a reduction in parking demand within the Manhattan CBD of a similar magnitude to the reduction in auto trips into the Manhattan CBD. With a shift from driving to transit, there would be increased parking demand at subway and commuter rail stations and park-and-ride facilities outside the Manhattan CBD.	Manhattan CBD	Narrative	Reduction in parking demand due to reduction in auto trips to CBD							No	**No mitigation needed.** Beneficial effects
			Transit facilities	Narrative	Small changes in parking demand at transit facilities, corresponding to increased commuter rail and subway ridership							No	**No mitigation needed**. No adverse effects
4E – Transportation: Pedestrians and Bicycles	Pedestrian Circulation	Increased pedestrian activity on sidewalks outside transit hubs because of increased transit use. At all but one location in the Manhattan CBD (Herald Square/Penn Station), the increase in transit riders would not generate enough new pedestrians to adversely affect pedestrian circulation in the station area. Outside the Manhattan CBD, transit usage at individual stations would not increase enough to adversely affect pedestrian conditions on nearby sidewalks, crosswalks, or corners.	Herald Square/Penn Station NY	Sidewalks, corners, and crosswalks with pedestrian volumes above threshold in AM / PM peak periods	Adverse effects on pedestrian circulation at one sidewalk segment and two crosswalks							Yes	**Mitigation needed.** ***[NYCDOT]*** will implement a monitoring plan at this location. The plan will include a baseline, specific timing, and a threshold for additional action. If that threshold is reached, ***[NYCDOT]*** will increase pedestrian space on sidewalks and crosswalks via physical widening and/or removing or relocating obstructions.
	Bicycles	Small increases in bicycle trips near transit hubs and as a travel mode	Manhattan CBD	Narrative	Small increases in bicycle trips near transit hubs with highest increases in pedestrian trip share							No	**No mitigation needed**. No adverse effects
			Outside Manhattan CBD	Narrative	Some shifts from automobile to bicycles							No	**No mitigation needed**. No adverse effects
	Safety	No adverse effects	Overall	Narrative	No substantial increases in pedestrian volumes or increased safety concerns, including at existing identified high-crash locations. Overall, with fewer vehicular trips entering and exiting the Manhattan CBD, the CBD Tolling Alternative could result in reduced traffic volumes at these locations. This would help to reduce vehicle-vehicle and vehicle-pedestrian conflicts, leading to an overall benefit to safety.							No	**No mitigation needed.** No adverse effects
5A – Social Conditions: Population	Benefits	Benefits in and near the Manhattan CBD	28-county study area	Narrative	Benefits in and near the Manhattan CBD related to travel-time savings, improved travel-time reliability, reduced vehicle operating costs, improved safety, reduced air pollutant emissions, and predictable funding source for transit improvements. This would positively affect community connections and access to employment, education, healthcare, and recreation for residents.							No	**No mitigation needed.** Beneficial effects
	Community Cohesion	Changes to travel patterns, including increased use of transit, resulting from new toll	28-county study area	Narrative	Changes to travel patterns, including increased use of transit, as a result of the Project would not adversely affect community cohesion or make it more difficult for people to connect with others in their community, given the extensive transit network connecting to the Manhattan CBD and the small change in trips predicted.							No	**No mitigation needed.** No adverse effects (see "Environmental Justice" below for mitigation related to increased costs for low-income drivers).

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5A – Social Conditions: Population (Cont'd)	Indirect Displacement	No notable changes in socioeconomic conditions or cost of living so as to induce potential involuntary displacement of residents	Manhattan CBD	Narrative	The Project would not result in the potential for indirect (involuntary) residential displacement. It would not result in substantial changes to market conditions so as to lead to changes in housing prices, given that real estate values in the Manhattan CBD are already high and the many factors that affect each household's decisions about where to live. In addition, low-income residents of the CBD would not experience a notable increase in the cost of living as a result of the Project because of the lack of change in housing costs, the many housing units protected through New York's rent-control, rent-stabilization, and other similar programs, the tax credit available to CBD residents with incomes of up to $60,000, and the conclusion that the cost of goods would not increase as a result of the Project (see "Economic Conditions" below).							No	**No mitigation needed**. No adverse effects
	Community Facilities and Services	Increased cost for community facilities and service providers in the Manhattan CBD, their employees who drive, and clientele who drive from outside the CBD	Manhattan CBD	Narrative	The Project would increase costs for community service providers that operate vehicles into and out of the Manhattan CBD and for people who travel by vehicle to community facilities and services in the Manhattan CBD, as well as residents of the CBD and employees of community facilities who use vehicles to travel to community facilities outside the CBD. Given the wide range of travel options other than driving, the cost for users to drive to community facilities and services would not constitute an adverse effect on community facilities and services.							No	**No mitigation needed**. No adverse effects
	Effects on Vulnerable Social Groups	Benefits to vulnerable social groups from new funding for MTA Capital Program	28-county study area	Narrative	The Project would benefit certain vulnerable social groups, including elderly populations, persons with disabilities, transit-dependent populations, and non-driver populations by creating a funding source for the MTA 2020–2024 Capital Program (and subsequent capital programs and by reducing congestion in the Manhattan CBD). Elderly individuals would benefit from the travel-time and reliability improvements to bus service with the CBD Tolling Alternative, as bus passengers tend to be older than riders on other forms of transit, such as the subway and, as described above, bus passengers in the Manhattan CBD would benefit from travel-time savings due to the decrease in congestion. People over the age of 65 with a qualifying disability receive a reduced fare on MTA subways and buses, and elderly individuals with a qualifying disability can also receive MTA's paratransit service, including taxis and FHVs operating on behalf of MTA to transport paratransit users. Elderly people with disabilities and low-income individuals who drive to the Manhattan CBD would be entitled to the same mitigation and enhancements proposed for low-income and disabled populations, in general. Other elderly individuals who drive to the Manhattan CBD would pay the toll.							No	**No mitigation needed**. No adverse effects
	Access to Employment	Increased cost for small number of people who drive to work	28-county study area	Narrative	Decrease in work trips by driving modes to and within the Manhattan CBD, with an offsetting increase in transit ridership. Those who drive despite the CBD toll would do so based on the need or convenience of driving and would benefit from the reduced congestion in the Manhattan CBD. Negligible effect (less than 0.1%) on travel to employment within the Manhattan CBD and reverse-commuting from the CBD due to the wide range of transit options available and the small number of commuters who drive today.							No	**No mitigation needed.** No adverse effects
5B – Social Conditions: Neighborhood Character		No notable change in neighborhood character	Manhattan CBD	Narrative	The changes in traffic patterns on local streets are unlikely to change the defining elements of the neighborhood character of the Manhattan CBD.							No	**No mitigation needed**. No adverse effects
			Area near 60th Street Manhattan CBD boundary	Narrative	Changes in parking demand near the 60th Street CBD boundary (including increases just north of 60th Street and decreases just to the south) would not create a climate of disinvestment that could lead to adverse effects on neighborhood character nor alter the defining elements of the neighborhood character of this area.							No	**No mitigation needed**. No adverse effects
5C – Social Conditions: Public Policy		No effect	28-county study area	Narrative	The Project would be consistent with regional transportation plans and other public policies in place for the regional study area and the Manhattan CBD.							No	**No mitigation needed**. No adverse effects

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6 – Economic Conditions	Benefits	Regional economic benefits	28-county study area	Narrative	Economic benefit through congestion relief in terms of travel-time savings and travel-time reliability improvements, which would increase productivity and utility, as well as safety improvements and reduced vehicle operating costs associated with reductions in congestion.							No	**No mitigation needed**. Beneficial effects
	Economic Effects of Toll Costs	Cost of new toll for workers and businesses in the CBD that rely on vehicles	Manhattan CBD	Narrative	No adverse effects to any particular industry or occupational category in the Manhattan CBD. Given the high level of transit access in the CBD and high percentage of transit share, the toll would affect only a small percentage of the overall workforce. This would not adversely affect operations of businesses in the Manhattan CBD or the viability of any business types, including the taxi/FHV industry.							No	**No mitigation needed.** No adverse effects ***[New in Final EA - Enhancements*** ***The Project Sponsors commit to establishing a Small Business Working Group (SBWG) that will meet 6 months prior and 6 months after Project implementation, and annually thereafter, to solicit ongoing input on whether and how businesses are being affected.*** ***As part of mitigation for other topics, TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final CBD toll structure; this will also benefit some workers and businesses.]***
	Price of Goods	Cost of new toll would not result in changes in the cost of most consumer goods	Manhattan CBD	Narrative	Unlikely to result in meaningful change in cost for most consumer goods. Any cost increase associated with the new toll in the CBD Tolling Alternative that would be passed along to receiving businesses would be distributed among several customers per toll charge (since trucks make multiple deliveries) especially for businesses, including small businesses and micro-businesses, receiving smaller deliveries. This would minimize the cost to any individual business. Some commodity sectors (construction materials, electronics, beverages) are more prone to increases due to less competition within delivery market.							No	**No mitigation needed**. No adverse effects
	Taxi and FHV Industry	Depending on the tolling scenario, the toll could reduce taxi and FHV revenues due to a reduction in taxi/FHV VMT with passengers within the CBD. While this could adversely affect individual drivers (see "Environmental Justice" below), the industry would remain viable overall.	28-county study area	Net change in daily taxi/FHV VMT regionwide	-126,993 (-2.9%)	-14,028 (-0.3%)	-73,413 (-1.7%)	-217,477 (-5.0%)	-116,065 (-2.7%)	-4,888 (-1.0%)	-137,815 (-3.2%)	No	**No mitigation needed.** No adverse effects (see "Environmental Justice" below for mitigation related to effects on taxi and FHV drivers).
				Net change in daily taxi/FHV VMT in the CBD	-21,498 (-6.6%)	+15,020 (+4.6%)	-11,371 (-3.5%)	-54,476 (-16.8%)	-25,621 (-7.9%)	+4,962 (+1.5%)	-27,757 (-8.6%)		
	Local Economic Effects	Changes in parking demand near the 60th Street CBD boundary	Area near 60th Street Manhattan CBD boundary	Narrative	Changes in parking demand near the 60th Street Manhattan CBD boundary (including increases just north of 60th Street and decreases just to the south) could jeopardize the viability of one or more parking facilities in the area south of 60th Street but would not create a climate of disinvestment that could lead to adverse effects on neighborhood character.							No	**No mitigation needed**. No adverse effects
7 – Parks and Recreational Resources		New tolling infrastructure, tolling system equipment, and signage in the southern portion of Central Park	Manhattan CBD	Narrative	The Project would replace four existing streetlight poles at three detection locations in Central Park near 59th Street and on two adjacent sidewalks outside the park's wall. These poles would be in the same locations as existing poles and would not reduce the amount of park space or affect the features and activities of the park. The Project would also place tolling infrastructure beneath the structure of the High Line, outside the park area atop the High Line structure. FHWA through the public involvement process is soliciting public input related t o the Project's effects on these parks (see Final EA Chapter 19, "Section 4(f) Evaluation)."							No	**No mitigation needed.** Refer to Final EA **Chapter 7, "Parks and Recreational Resources,"** for a listing of measures to avoid adverse effects to parks.

EA CHAPTER / ENVIRONMENTAL CATEGORY	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	TOLLING SCENARIO A	B	C	D	E	F	G	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
8 – Historic and Cultural Resources		New tolling infrastructure and tolling system equipment on or near historic properties	45 historic properties within the Project's Area of Potential Effects (APE)	Narrative	Based on a review of the Project in accordance with Section 106 of the National Historic Preservation Act, FHWA has determined that the Project would have No Adverse Effect on historic properties and the State Historic Preservation Office has concurred.							No	**No mitigation needed.** Refer to Final EA **Chapter 8, "Historic and Cultural Resources,"** for a listing of measures to avoid adverse effects to historic properties.
9 – Visual Resources		Changes in visual environment resulting from new tolling infrastructure and tolling system equipment	Area of visual effect	Narrative	Infrastructure and equipment would be similar in form to streetlight poles, sign poles, or similar structures already in use throughout New York City. 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 any need for visible light. The Project would have a neutral effect on viewer groups and no adverse effect on visual resources							No	**No mitigation needed**. No adverse effects
10 – Air Quality		Increases or decreases in emissions related to truck traffic diversions …Continued below…	Cross Bronx Expressway at Macombs Road, Bronx, NY	Increase or decrease in Annual Average Daily ***[Traffic]*** (AADT)	3,901	3,996	2,056	1,766	3,757	2,188	3,255	No	**No mitigation needed.** No adverse effects **Enhancements** **1.** Refer to the overall enhancement on monitoring at the end of this table. **2.** ***[TBTA will work with NYC DOHMH]*** to expand the existing network of sensors to monitor priority locations and supplement a smaller number of real-time $PM_{2.5}$ monitors to provide insight into time-of-day patterns to determine whether the changes in air pollution can be attributed to changes in traffic occurring after implementation of the Project. ***[The Project Sponsors will select the additional monitoring locations in consideration of air quality analysis in the EA and input from environmental justice stakeholders. NYS Department of Environmental Conservation (NYSDEC) and other agencies conducting monitoring will also be consulted prior to finalizing the monitoring approach.]*** The Project Sponsors will monitor air quality prior to implementation (setting a baseline), and two years following implementation. Following the initial two-year post-implementation analysis period, ***[and separate from ongoing air quality monitoring and reporting,]*** the Project Sponsors will assess the magnitude and variability of changes in air quality to determine whether more monitoring ***[sites are]*** necessary. ***[Data collected throughout the monitoring program will be made available publicly as data becomes available and analysis is completed. Data from the real-time monitors will be available online continuously from the start of pre-implementation monitoring.]***
				Increase or decrease in daily number of trucks	509	704	170	510	378	536	50		
				Potential adverse air quality effects from truck diversions	No	No	No	No	No	No	No		
			I-95, Bergen County, NJ	Increase or decrease in AADT	9,843	11,459	7,980	5,003	7,078	5,842	12,506	No	
				Increase or decrease in daily number of trucks	801	955	729	631	696	637	-236		
				Potential adverse air quality effects from truck diversions	No	No	No	No	No	No	No		
			RFK Bridge, NY	Increase or decrease in AADT	18,742	19,440	19,860	19,932	20,465	20,391	21,006	No	
				Increase or decrease in daily number of trucks	2,257	2,423	2,820	3,479	4,116	3,045	432		

EA CHAPTER / ENVIRONMENTAL CATEGORY	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G		
10 – Air Quality (Cont'd)		Increases or decreases in emissions related to truck traffic diversions (Cont'd)	RFK Bridge, NY (Cont'd)	Potential adverse air quality effects from truck diversions	No	No	No	No	No	No	No	No	**3.** MTA is currently transitioning its fleet to zero-emission buses, which will reduce air pollutants and improve air quality near bus depots and along bus routes. MTA is committed to prioritizing traditionally underserved communities and those impacted by poor air quality and climate change and has developed an approach that actively incorporates these priorities in the deployment phasing process of the transition. Based on feedback received during the outreach conducted for the Project and concerns raised by members of environmental justice communities, TBTA coordinated with MTA NYCT, which is committed to prioritizing the Kingsbridge Depot and Gun Hill Depot, both located in and serving primarily environmental justice communities in Upper Manhattan and the Bronx, when electric buses are received in MTA's next major procurement of battery electric buses, which ***[began]*** in ***[late]*** 2022. This independent effort by MTA NYCT is anticipated to provide air quality benefits to the environmental justice communities in the Bronx.
11 – Energy		Reductions in regional energy consumption	28-county study area	Narrative	Reductions in regional VMT would reduce energy consumption							No	**No mitigation needed.** Beneficial effects
12 – Noise		Imperceptible increases or decreases in noise levels resulting from changes in traffic volumes	Bridge and tunnel crossings	Narrative	The maximum noise level increases (2.9 dB(A)), which were predicted adjacent to the Queens-Midtown Tunnel in Tolling Scenario D, would not be perceptible.							No	**No mitigation needed**. No adverse effects **Enhancement** Refer to the overall enhancement on monitoring at the end of this table.
			Local streets	Narrative	Tolling Scenario C was used to assess noise level changes in Downtown Brooklyn, Tolling Scenario D was used at all other locations assessed. The maximum predicted noise level increases (2.5 dB(A)), which were at Trinity Place and Edgar Street, would not be perceptible. There was no predicted increase in noise levels in the Downtown Brooklyn locations.							No	
13 – Natural Resources		Construction activities to install tolling infrastructure near natural resources	Sites of tolling infrastructure and tolling system equipment	Narrative	No effects on surface waters, wetlands, or floodplains. Potential effects on stormwater and ecological resources will be managed through construction commitments. The Project is consistent with coastal zone policies.							No	Refer to Final EA **Chapter 13, "Natural Resources,"** for a listing of construction commitments to avoid, minimize, or mitigate potential negative effects.
14 – Hazardous Waste		Potential for disturbance of existing contaminated or hazardous materials during construction	Sites of tolling infrastructure and tolling system equipment	Narrative	Soil disturbance during construction and the potential alteration, removal, or disturbance of existing roadway infrastructure and utilities that could contain asbestos-containing materials, lead-based paint, or other hazardous substances. Potential effects will be managed through construction commitments.							No	Refer to Final EA **Chapter 14, "Asbestos-Containing Materials, Lead-Based Paint, Hazardous Wastes, and Contaminated Materials,"** for a listing of construction commitments to avoid, minimize, or mitigate potential negative effects.
15 – Construction Effects		Potential disruption related to construction for installation of tolling infrastructure	Sites of tolling infrastructure and tolling system equipment	Narrative	Temporary disruptions to traffic and pedestrian patterns, and noise from construction activities, with a duration of less than one year overall, and approximately two weeks at any given location. These effects will be managed through construction commitments.							No	Refer to Final EA **Chapter 15, "Construction Effects,"** for a listing of construction commitments to avoid, minimize, or mitigate potential negative effects.

EA CHAPTER / ENVIRONMENTAL CATEGORY	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G		
17 – Environmental Justice	Low-income drivers	***[The EA as published in August 2022 found]*** the increased cost to drivers with the new CBD toll would disproportionately affect low-income drivers to the Manhattan CBD who do not have ***[a reasonable]*** alternative for reaching the Manhattan CBD. ***[With further analysis of the population affected and the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on low-income drivers.*** ***…Continued below…]***	28-county study area	Narrative	The increased cost to drivers would ***[occur under]*** all tolling scenarios.							Yes	**Mitigation needed.** The Project will include a tax credit for CBD tolls paid by residents of the Manhattan CBD whose New York adjusted gross income for the taxable year is less than $60,000. TBTA will coordinate with the New York State Department of Taxation and Finance (NYS DTF) to ensure availability of documentation needed for drivers eligible for the NYS tax credit. TBTA will post information related to the tax credit on the Project website, with a link to the appropriate location on the NYS DTF website to guide eligible drivers to information on claiming the credit. TBTA will eliminate the $10 refundable deposit currently required for E-ZPass customers who do not have a credit card linked to their account, and which is sometimes a barrier to access. TBTA will provide enhanced promotion of existing E-ZPass payment and plan options, including the ability for drivers to pay per trip (rather than a pre-load***[ed]*** balance), refill their accounts with cash at participating retail locations, and discount plans already in place, about which they may not be aware. TBTA will coordinate with MTA to provide outreach and education on eligibility for existing discounted transit fare products and programs, including those for individuals 65 years of age and older, those with disabilities, and those with low incomes, about which many may not be aware. The Project Sponsors commit to establishing an Environmental Justice Community Group that ***[will]*** meet on a ***[quarterly]*** basis, with the first meeting ***[taking place prior to]*** Project implementation, to share updated data and analysis and hear about potential concerns. ***[As it relates to environmental justice, the Project Sponsors will continue providing meaningful opportunities for participation and engagement by sharing updated data and analysis, listening to concerns, and seeking feedback on the toll setting process.] …Continued below…***

EA CHAPTER / ENVIRONMENTAL CATEGORY	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	TOLLING SCENARIO A	B	C	D	E	F	G	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
17 – Environmental Justice (Cont'd)	Low-income drivers (Cont'd)	***[The EA as published in August 2022 found]*** the increased cost to drivers with the new CBD toll would disproportionately affect low-income drivers to the Manhattan CBD who do not have ***[a reasonable]*** alternative for reaching the Manhattan CBD. ***[With further analysis of the population affected and the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on low-income drivers. (Cont'd).]***	28-county study area	Narrative	The increased cost to drivers with the new CBD toll would ***[occur under]*** all tolling scenarios (Cont'd).							Yes	***[New in Final EA –TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final CBD toll structure; this will benefit low-income drivers who travel during that time.*** ***New in the Final EA – For five years, TBTA commits to a Low-Income Discount Plan for low-income frequent drivers who will benefit from a 25 percent discount on the full CBD E-ZPass toll rate for the applicable time of day after the first 10 trips in each calendar month (not including the overnight period, which will already be deeply discounted).*** ***Enhancement*** ***TBTA will coordinate with MTA NYCT to improve bus service in areas identified in the EA as the Brooklyn and Manhattan Bus Network Redesigns move forward.]***
	Taxi and FHV drivers	***[The EA as published in August 2022 found a]*** potential disproportionately high and adverse effect would occur to taxi and FHV drivers in New York City, who largely identify as minority populations, in tolling scenarios that toll their vehicles more than once a day. This would occur in unmodified Tolling Scenarios A, D, and G; for FHV drivers, it would also occur in Tolling Scenarios C and E. The adverse effect would be related to the cost of the new CBD toll and the reduction of VMT for taxis and FHVs, which would result in a decrease in revenues that could lead to losses in employment. ***[With the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on taxi and FHV drivers.]***	New York City	Narrative	Potential adverse effect would occur in Tolling Scenarios A, D, and G, which would not have caps or exemptions for taxis and FHV drivers.							Yes	***[New in Final EA – Mitigation needed. TBTA will ensure that a toll structure with tolls of no more than once per day for taxis or FHVs is included in the final CBD toll structure.]***
				Change in daily taxi/FHV VMT with passengers in the CBD relative to No Action Alternative: Scenarios included in EA	-21,498 (-6.6%)	+15,020 (+4.6%)	-11,371 (-3.5%)	-54,476 (-16.8%)	-25,621 (-7.9%)	+4,962 (+1.5%)	-27,757 (-8.6%)		
				Net change in daily taxi/FHV trips to CBD relative to scenarios included in EA: Additional analysis to assess effects of caps or exemptions	Tolls capped at 1x / Day: +2%	—	—	Tolls capped at 1x / Day: +3% Exempt: +50%	—	—	Tolls capped at 1x / Day: +2%		

EA CHAPTER / ENVIRONMENTAL CATEGORY	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	TOLLING SCENARIO A	B	C	D	E	F	G	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
[17 – Environmental Justice (Cont'd)	*Increases or decreases in traffic, as a result of traffic diversions, in communities already overburdened by pre-existing air pollution and chronic diseases*	*Certain environmental justice communities would benefit from decreased traffic; some communities that are already overburdened by pre-existing air pollution and chronic diseases could see an adverse effect as a result of increased traffic.*	*The specific census tracts that would experience increased or decreased traffic change slightly depending on the tolling scenario. The following communities could have census tracts that merit place-based mitigation: High Bridge, Morrisania and Crotona, Tremont, Hunts Point, Mott Haven, Pelham, Throgs Neck, Northeast Bronx, East Harlem, Randall's Island, Lower East Side/Lower Manhattan, Downtown Brooklyn, Fort Greene, South Williamsburg, Orange, East Orange, Newark, and Fort Lee. (See Note 1.)*	*Narrative*	*Census tracts with pre-existing air pollutant and chronic disease burdens that would benefit from reduced traffic, and those affected by increased traffic would vary somewhat, but the identified communities remain largely the same across tolling scenarios. Under Tolling Scenario G, Fort Lee would not experience increases.*							*Yes*	*New in Final EA – Mitigation needed.* *<u>Regional Mitigation</u>* *TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final toll structure; this will reduce truck diversions.* *NYCDOT will expand the NYC Clean Trucks Program to accelerate the replacement of eligible diesel trucks, which travel on highways in certain environmental justice communities where the Project is projected to increase truck traffic, to lower-emission electric, hybrid, compressed natural gas, and clean diesel vehicles.* *NYCDOT will expand its off-hours delivery program in locations where the Project is projected to increase truck diversions to reduce daytime truck traffic and increase roadway safety in certain environmental justice communities.* *<u>Place-based Mitigation</u>* *TBTA will toll vehicles traveling northbound on the FDR Drive that exit at East Houston Street and then turn to immediately travel south on FDR Drive; this will mitigate modeled non-truck traffic increases on the FDR Drive between the Brooklyn Bridge and East Houston Street.* *NYCDOT will coordinate to replace diesel-burning TRUs at Hunts Point with cleaner vehicles.* *NYSDOT will coordinate to expand electric truck charging infrastructure.* *The Project Sponsors will coordinate to install roadside vegetation to improve near-road air quality.* *The Project Sponsors will renovate parks and greenspaces.* *The Project Sponsors will install or upgrade air filtration units in schools.* *The Project Sponsors will coordinate to expand existing asthma case management programs and create new community-based asthma programming through a neighborhood asthma center in the Bronx.]*

OVERALL PROJECT ENHANCEMENT. The Project Sponsors commit to ongoing monitoring and reporting of potential effects of the Project, including for example, traffic entering the CBD, vehicle-miles traveled in the CBD; transit ridership from providers across the region; bus speeds within the CBD; air quality and emissions trends; parking; and Project revenue. Data will be collected in advance and after implementation of the Project. A formal report on the effects of the Project will be issued one year after implementation and then every two years. In addition, a reporting website will make data, analysis, and visualizations available in open data format to the greatest extent ***[practicable]***. Updates will be provided on at least a bi-annual basis as data becomes available and analysis is completed. ***[This data will also be used to support an adaptive management approach to monitoring the efficacy of mitigation, and adjustments as warranted.]***

[Note:

1 The Project Sponsors have committed to a toll policy that will reduce the overnight toll rate from at least 12:00 a.m. to 4:00 a.m. Based on the modeling undertaken for the tolling scenarios analyzed in the EA, it is expected that this policy will avoid a substantial portion of projected truck diversions, as many of these diverted trucks were projected to occur during the overnight hours. Following the adoption of the CBD tolling structure by the TBTA Board, which will include this overnight exemption/discount, modeling of the adopted tolling structure will be undertaken to determine where truck diversions are expected to occur. After the communities and census tracts are confirmed through the analysis of the adopted toll schedule, specific siting of place-based mitigation measures will require further coordination between the Project Sponsors, the Environmental Justice Community Group (representing the 10-county environmental justice study area), the relevant communities receiving the place-based mitigation, and relevant local and state implementing agencies.]

Table 2. Regional and Place-Based Mitigation Measures

MITIGATION MEASURES	BENEFIT AND RESULT OF MITIGATION	5-YEAR FUND-ING	RELEVANT LOCATION(S)	FUNDING SOURCE	IMPLEMEN-TATION LEAD
Regional Mitigation					
Further reduced overnight toll	Minimize/avoid truck diversions	$30 million	10-county environmental justice study area	CBD Tolling Program	TBTA
Expand NYC Clean Trucks Program	NOx and $PM_{2.5}$ reductions from ~500 new clean trucks	$20 million		CBD Tolling Program	NYCDOT
Expand NYCDOT Off-Hours Delivery Program	Safety and emissions reduction benefits resulting from reduced truck traffic during the day	$5 million		CBD Tolling Program	NYCDOT
Place-Based Mitigation					
Toll vehicles traveling northbound on the FDR Drive that exit at East Houston Street and then travel southbound on FDR Drive	25 to 35 percent of the non-truck traffic increases on the FDR Drive could be mitigated	N/A	FDR Drive between the Brooklyn Bridge and East Houston Street	N/A	TBTA
Replacement of Transport Refrigeration Units (TRUs) at Hunts Point Produce Market	Major NOx and $PM_{2.5}$ reductions from the replacement of up to 1,000 TRUs	$15 million[2]	Hunts Point	MTA CMAQ Program	NYCDOT
Implement Electric Truck Charging Infrastructure	NOx and $PM_{2.5}$ reductions from electric vehicles using 35 new chargers (at seven stations)	$20 million	After toll rates are set, a process that includes both additional analyses and community input will take place to determine specific locations	$10 million Federal CRP + $10 million CBD Tolling Program	NYSDOT
Install Roadside Vegetation to Improve Near-Road Air Quality	Improves near-road air quality by pollutant capture from ~4,000 trees and ~40,000 shrubs	$10 million		CBD Tolling Program	TBTA with Relevant State and Local Agencies
Renovate Parks and Greenspace in Environmental Justice Communities	Increases overall community well-being. 2-5 park/ greenspace renovations depending on size and complexity.	$25 million		CBD Tolling Program	TBTA with Relevant State and Local Agencies
Install Air Filtration Units in Schools Near Highways	Removes air pollutants from classrooms. 25-40 schools depending on school size and complexity of existing HVAC system.	$10 million		CBD Tolling Program	TBTA with Relevant State and Local Agencies
Establish Asthma Case Management Program and Bronx Center	Reduces hospitalizations and doctor visits, decreases days and nights with symptoms and missed school days – program expansion up to 25 schools	$20 million		CBD Tolling Program	NYC DOHMH

[1] An additional $5 million has been allocated for mitigation and enhancement measures related to monitoring across other topics, along with $47.5 million for the low-income toll discount discussed above. Enhancement measures include air quality monitoring that will expand NYC's existing monitoring network. Locations will be selected in consideration of the traffic and air quality analyses in the EA and in coordination with environmental justice stakeholders and relevant state and local agencies. This will complement the regional and place-based mitigation measures related to traffic diversions outlined in Table ES-5 (see Final EA Chapter 10, "Air Quality," for details).

[2] After three years, any remaining funds designated for TRU replacements may also be used for clean truck replacement vouchers through the NYC Clean Trucks Program.

Table 3. Summary of the CBD Tolling Alternative Implementation Approach for Mitigation and Enhancement Measures

EA CHAPTER – TOPIC	RELEVANT LOCATION(S)	DESCRIPTION OF MITIGATION OR ENHANCEMENT	TIMELINE FOR PRE- AND POST-PROJECT IMPLEMENTATION DATA COLLECTION FOR SPECIFIC MEASURES	THRESHOLD FOR DETERMINING WHEN NEXT STEP(S) WILL BE IMPLEMENTED	TIMING FOR SPECIFIC MEASURES	LEAD AGENCY
4B – Transportation: Highways and Local Intersections – Traffic–Highway Segments	Three highway segments: ▪ Westbound Long Island Expressway (I-495) near the Queens-Midtown Tunnel (midday) ▪ Approaches to westbound George Washington Bridge on I-95 (midday) ▪ Southbound and northbound FDR Drive between East 10th Street and Brooklyn Bridge (PM)	The Project Sponsors will implement a monitoring plan prior to implementation with post-implementation data collected approximately three months after the start of tolling operations and including thresholds for effects; if the thresholds are reached or crossed, the Project Sponsors will implement Transportation Demand Management (TDM) measures, such as ramp metering, motorist information, signage at all identified highway locations with adverse effects upon implementation of the Project. NYSDOT owns and maintains the relevant segments of the Long Island Expressway and I-95. The relevant segment of the FDR is owned by NYSDOT south of Montgomery Street and NYCDOT north of Montgomery Street. Implementation of TDM measures will be coordinated between the highway owners and the owners of any assets relevant to implementing the TDM. Post-implementation of TDM measures, the Project Sponsors will monitor effects and, if needed, TBTA will modify the toll rates, crossing credits, exemptions, and/or discounts within the parameters of the adopted toll schedule to reduce adverse effects.	Exact timing for data collection will be based on seasonality and other factors such as construction activity in accordance with NYCDOT's traffic count best practices. Modeling to quantify delay will be completed within 60 days of data collection. Baseline data will be collected within the six months prior to Project implementation. Post-implementation data will be collected approximately three months after the start of tolling operations. If TDM measures are implemented, additional data will be collected within six months after their implementation to determine whether they have addressed the adverse effect.	An increase in average weekday peak period delay of 2.5 minutes or more. The methods of data collection and evaluation will follow standard practices pursuant to guidelines of NYSDOT Highway Design Manual 5.2 and NYSDOT Data Services procedures.	The monitoring plan will be agreed to by the relevant lead and partnering agencies prior to a decision document being issued. TDM measures will be implemented over a period of two to eighteen months after confirming delays in excess of the threshold for next steps. More readily implementable measures (e.g., variable message signs) will be completed first. NYSDOT currently has two TDM projects progressing on the relevant segments of the LIE and the Cross Bronx (I-95) and TDM measures could be coordinated with these projects, as needed. Modifications to toll rates, crossing credits, exemptions, and/or discounts will be made after confirming delays in excess of the threshold for next steps persist following implementation of TDM measures, to allow for analysis of what the modifications should be and public outreach about any changes.	NYSDOT will lead in partnership with TBTA and NYCDOT.
4B – Transportation: Highways and Local Intersections – Intersections	Four local intersections in Manhattan: ▪ Trinity Place and Edgar Street (midday) ▪ East 36th Street and Second Avenue (midday) ▪ East 37th Street and Third Avenue (midday) ▪ East 125th Street and Second Avenue (AM, PM)	NYCDOT will monitor those intersections where potential adverse effects were identified and implement appropriate signal timing adjustments to mitigate the effect, per NYCDOT's normal practice.	Exact timing for data collection will be based on seasonality and other factors such as construction activity in accordance with NYCDOT's traffic count best practices. Modeling to quantify delay will be completed within 60 days of data collection. Baseline data will be collected within the six months prior to Project implementation. Post-implementation data will be collected within the six months after Project implementation.	For intersections at LOS E or F pre-implementation, an increase in average intersection delay of greater than five seconds. For intersections at LOS D or better pre-implementation, an increase of intersection delay of greater than five seconds at LOS to E or F.	Signal timing adjustments will be made within 90 days of confirming delays in excess of the threshold for next steps.	NYCDOT will lead in partnership with TBTA.

EA CHAPTER – TOPIC	RELEVANT LOCATION(S)	DESCRIPTION OF MITIGATION OR ENHANCEMENT	TIMELINE FOR PRE- AND POST-PROJECT IMPLEMENTATION DATA COLLECTION FOR SPECIFIC MEASURES	THRESHOLD FOR DETERMINING WHEN NEXT STEP(S) WILL BE IMPLEMENTED	TIMING FOR SPECIFIC MEASURES	LEAD AGENCY
	Hoboken Terminal–PATH station (NJ) Stair 01/02	TBTA will coordinate with NJ TRANSIT and PANYNJ to monitor pedestrian volumes on Stair 01/02 one month prior to commencing tolling operations to establish a baseline, and two months after Project operations begin. If a comparison of Stair 01/02 passenger volumes before and after Project implementation shows an incremental change that is greater than or equal to 205, then TBTA will coordinate with NJ TRANSIT and PANYNJ to implement improved signage and wayfinding to divert some people from Stair 01/02, and supplemental personnel if needed.	For stair passenger volumes, baseline data will be collected one month prior to commencing tolling operations to establish a baseline, and two months after Project operations begin. Station ridership data is collected and evaluated in an ongoing manner by NJ TRANSIT and PANYNJ.	For signage, if a comparison of Stair 01/02 peak-hour passenger volumes before and after Project implementation shows an incremental change that is greater than or equal to 205. For supplemental personnel, if the threshold for signage has been reached but signage has not yet been installed, and overall ridership at Hoboken Terminal is 90 percent of 2019 levels 30 days prior to commencing tolling operations.	The monitoring plan will be agreed to by TBTA, PANYNJ, and NJ TRANSIT prior to a decision document being issued and MOU will be drafted thereafter. The MOU will be executed within 120 days after toll rates are set. Signage design will commence after the MOU is executed. Signage fabrication and installation will begin immediately after observing passenger volumes in excess of the threshold for next steps. Supplemental personnel, if needed, will be stationed within 45 days after observing passenger volumes in excess of the threshold for next steps. Supplemental personnel will be used until signage is fabricated and installed.	TBTA will lead and coordinate with NJ TRANSIT and PANYNJ.
4C – Transportation: Transit - Transit Elements	42 St-Times Square subway station (Manhattan) Stair ML6/ML8 connecting mezzanine to uptown 1/2/3 lines subway platform	TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, TBTA will coordinate with MTA NYCT to remove the center handrail and standardize the riser, so that the stair meets code without the hand rail. The threshold will be set to allow for sufficient time to implement the mitigation so that the adverse effect does not occur.	Exact timing will be based on seasonality and other factors such as service changes and construction activity in the station. For stair passenger volumes, baseline data will be collected within the six months prior to Project implementation. Post-implementation data will be collected within the first year after Project implementation. Station ridership data is collected and evaluated in an ongoing manner by MTA NYCT based on turnstile entry and exit data throughout the system.	If a comparison of Stair ML6/ML8 peak hour weekday passenger volumes before and after Project implementation shows an incremental change that is greater than or equal to 92 passengers in the weekday peak hour, and overall ridership at 42 St-Times Square subway station is 90 percent of 2019 levels. The methods of data collection and evaluation will follow standard practices pursuant to guidelines of the *CEQR Technical Manual* and will be coordinated with NYCT.	Design and resource allocation will begin immediately after the passenger volume threshold is exceeded, and the hand rail will be removed prior to overall ridership at the station exceeding 90 percent of 2019 levels.	TBTA will lead in partnership MTA NYCT.
	Flushing-Main St subway station (Queens)–Escalator E456 connecting street to mezzanine level	TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, MTA NYCT will increase the speed from 100 feet per minute (fpm) to 120 fpm.	Exact timing will be based on seasonality and other factors such as service changes and construction activity in the station. For escalator passenger volumes, baseline data will be collected within the six months prior to Project implementation. Post-implementation data will be collected within the first year after Project implementation.	If a comparison of Escalator E456 peak hour weekday passenger volumes before and after Project implementation shows an incremental change that is greater than or equal to 26 passengers in the weekday peak hour, and overall ridership at Flushing-Main St subway station is 90 percent of 2019 levels. The methods of data collection and evaluation will follow standard practices pursuant to guidelines of the *CEQR Technical Manual* and will be coordinated with NYCT.	Prior to overall ridership at the station exceeding 90 percent of 2019 levels.	TBTA will lead in partnership MTA NYCT.

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4C – Transportation: Transit - Transit Elements (Cont'd)	Union Sq subway station (Manhattan)–Escalator E219 connecting the L subway line platform to the Nos. 4/5/6 line mezzanine	TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, MTA NYCT will increase the escalator speed from 100 fpm to 120 fpm.	Exact timing will be based on seasonality and other factors such as service changes and construction activity in the station. For escalator passenger volumes, baseline data will be collected within the six months prior to Project implementation. Post-implementation data will be collected within the first year after Project implementation. Station ridership data is collected and evaluated in an ongoing manner by MTA NYCT based on turnstile entry and exit data throughout the system.	If a comparison of Escalator E219 peak hour weekday passenger volumes before and after Project implementation shows an incremental change that is greater than or equal to 21 passengers in the weekday peak hour, and overall ridership at Union Sq subway station is 90 percent of 2019 levels. The methods of data collection and evaluation will follow standard practices pursuant to guidelines of the *CEQR Technical Manual* and will be coordinated with NYCT.	Prior to overall ridership at the station exceeding 90 percent of 2019 levels.	TBTA will lead in partnership MTA NYCT.
	Court Sq subway station (Queens)–Stair P2/P4 to Manhattan-bound No. 7 line	TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, TBTA will coordinate with MTA NYCT to construct a new stair from the northern end of the No. 7 platform to the street. The threshold will be set to allow for sufficient time to implement the mitigation so that the adverse effect does not occur.	Exact timing will be based on seasonality and other factors such as service changes and construction activity in the station. For stair passenger volumes, baseline data will be collected within the six months prior to Project implementation. Post-implementation data will be collected within the first year after Project implementation. Station ridership data is collected and evaluated in an ongoing manner by MTA NYCT based on turnstile entry and exit data throughout the system.	If a comparison of Stair P2/P4 peak hour weekday passenger volumes before and after Project implementation shows an incremental change that is greater than or equal to 101 passengers in the weekday peak hour, and overall ridership at Court Sq subway station is 90 percent of 2019 levels, and if construction by an outside developer is not likely in the foreseeable future. The methods of data collection and evaluation will follow standard practices pursuant to guidelines of the *CEQR Technical Manual* and will be coordinated with NYCT.	Design and resource allocation will begin immediately after the passenger volume threshold is exceeded and will be implemented prior to overall ridership at the station exceeding 90 percent of 2019 levels (if construction by an outside developer is not likely in the foreseeable future).	TBTA will lead in partnership MTA NYCT.
4E – Transportation: Pedestrians and Bicycles - Pedestrian Circulation	Herald Square/Penn Station NY	NYCDOT will implement a monitoring plan at this location. The plan will include a baseline, specific timing, and a threshold for additional action. If that threshold is reached, NYCDOT will increase pedestrian space on sidewalks and crosswalks via physical widening and/or removing or relocating obstructions.	Exact timing will be based on seasonality and other factors such as construction activity. Baseline data will be collected within the six months prior to Project implementation. Post-implementation data will be collected within the first year after Project implementation.	An additional 221 pedestrians per hour (pph) during the weekday AM peak hour or 204 pph during the PM peak hour along the west sidewalk of Eighth Avenue between West 34th and West 35th Streets, 265 pph during the AM peak hour or 259 pph during the PM peak hour on the north crosswalk at Sixth Avenue and West 34th Street, and/or 221 pph during the AM peak hour on the north crosswalk at Seventh Avenue and West 32nd Street. The methods of data collection and evaluation will follow standard practices pursuant to guidelines of the *CEQR Technical Manual* and will be coordinated with NYCDOT.	Within 90 days of observing pedestrian counts in excess of the threshold for next steps.	NYCDOT will lead.

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6 – Economic Conditions - Economic Effects of Toll Costs	Manhattan CBD	**New in Final EA:** The Project Sponsors commit to establishing a Small Business Working Group (SBWG) that will meet six months prior and six months after Project implementation, and annually thereafter, to solicit ongoing input on whether and how businesses are being affected.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Membership will be confirmed six months prior to Project implementation, with the first meeting taking place prior to implementation, the second meeting within the six months after implementation, and meetings annually thereafter.	TBTA will lead, in partnership with NYSDOT and NYCDOT.
	Multiple throughout the study area	**New in Final EA:** TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final structure; this will also benefit some workers and businesses.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Concurrent with Project Implementation.	TBTA will lead.
7 – Parks and Recreational Resources	Manhattan CBD	Refer to Final EA **Chapter 7, "Parks and Recreational Resources,"** for a listing of measures to avoid adverse effects to parks.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Will occur during design, development, testing and/or construction as per contract.	TBTA will ensure contractors comply with contract requirements.
8 – Historic and Cultural Resources	45 historic properties within the Project's Area of Potential Effects (APE)	Refer to Final EA **Chapter 8, "Historic and Cultural Resources,"** for a listing of measures to avoid adverse effects to historic properties.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Will occur during design, development, testing and/or construction as per contract.	TBTA will ensure contractors comply with contract requirements.
10 – Air Quality	New York City	TBTA will coordinate with NYC DOHMH to expand the City's existing network of sensors to monitor priority locations, and supplement a smaller number of real-time $PM_{2.5}$ monitors to provide insight into time-of-day patterns to determine whether the changes in air pollution can be attributed to changes in traffic occurring after implementation of the Project. The Project Sponsors will select the additional monitoring locations in consideration of air quality analysis in the EA and input from environmental justice stakeholders. NYSDEC and other agencies conducting monitoring will also be consulted prior to finalizing the monitoring approach. The Project Sponsors will monitor air quality prior to implementation (setting a baseline), and two years following implementation. Following the initial two-year post-implementation analysis period, and separate from ongoing air quality monitoring and reporting, the Project Sponsors will assess the magnitude and variability of changes in air quality to determine whether more monitoring sites are necessary. Data collected throughout the monitoring program will be made available publicly as data becomes available and analysis is completed. Data from the real-time monitors will be available online continuously from the start of pre-implementation monitoring.	In the year prior to Project implementation (setting a baseline), and two years following Project implementation. Locations and durations will be determined in consideration of land uses and non-Project sources of emissions and with input from environmental justice stakeholders.	N/A – No threshold required; implemented under any adopted tolling structure.	Allocation of resources and approval of work plan is underway. Baseline data will be collected in the year prior to Project implementation, but the exact start and duration will be dependent on timing for Project implementation. The monitoring locations will be confirmed at least four months prior to data collection. No less than six months of data will be collected prior to Project implementation.	TBTA will lead in partnership with NYC DOHMH and NYSDEC.

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10 – Air Quality (Cont'd)	Upper Manhattan and the Bronx	MTA is currently transitioning its fleet to zero-emission buses, which will reduce air pollutants and improve air quality near bus depots and along bus routes. MTA is committed to prioritizing traditionally underserved communities and those impacted by poor air quality and climate change and has developed an approach that actively incorporates these priorities in the deployment phasing process of the transition. Based on feedback received during the outreach conducted for the Project and concerns raised by members of environmental justice communities, TBTA coordinated with MTA NYCT, which is committed to prioritizing the Kingsbridge Depot and Gun Hill Depot, both located in and serving primarily environmental justice communities in Upper Manhattan and the Bronx, when electric buses are received in MTA's next major procurement of battery electric buses, which began in late 2022. This independent effort by MTA NYCT is anticipated to provide air quality benefits to the environmental justice communities in the Bronx.	Data on the number and location of MTA's battery electric buses is collected in an ongoing manner.	N/A – No threshold required; implemented under any adopted tolling structure.	Prioritization is complete. Timeline for receipt of buses is the first quarter of 2025.	TBTA will lead in partnership MTA NYCT.
13 – Natural Resources	Sites of tolling infrastructure and tolling system equipment	Refer to Final EA **Chapter 13, "Natural Resources,"** for a listing of construction commitments to avoid, minimize, or mitigate potential negative effects.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Will occur during design, development, testing and/or construction as per contract.	TBTA will ensure contractors comply with contract requirements.
14 – Hazardous Waste	Sites of tolling infrastructure and tolling system equipment	Refer to Final EA **Chapter 14, "Asbestos-Containing Materials, Lead-Based Paint, Hazardous Wastes, and Contaminated Materials,"** for a listing of construction commitments to avoid, minimize, or mitigate potential negative effects.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Will occur during design, development, testing and/or construction as per contract.	TBTA will ensure contractors comply with contract requirements.
15 – Construction Effects	Sites of tolling infrastructure and tolling system equipment	Refer to Final EA **Chapter 15, "Construction Effects,"** for a listing of construction commitments to avoid, minimize, or mitigate potential negative effects.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Will occur during design, development, testing and/or construction as per contract.	TBTA will ensure contractors comply with contract requirements.

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17 – Environmental Justice - Low-income drivers	28-county study area	The Project will include a tax credit for CBD tolls paid by residents of the Manhattan CBD whose New York adjusted gross income for the taxable year is less than $60,000. TBTA will coordinate with the New York State Department of Taxation and Finance (NYS DTF) to ensure availability of documentation needed for drivers eligible for the NYS tax credit.	N/A – No early monitoring required; implemented under any adopted tolling structure. Data on the utilization of tax credits for CBD tolls paid will be collected by NYS DTF.	N/A – No threshold required; implemented under any adopted tolling structure.	Coordination with NYS DTF will begin immediately after Project approval, if approved.	TBTA will lead and coordinate with the NYS DTF.
		TBTA will post information related to the tax credit on the Project website, with a link to the appropriate location on the NYS DTF website to guide eligible drivers to information on claiming the credit.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Information will be made available to the public about the tax credit during the public information campaigns at least 60 days prior to Project implementation. Information will be provided through a combination of methods which may include print publications, radio, billboards, websites, social media, and existing MTA assets such as digital subway station signs and bus advertising. Information will be provided in multiple languages and targeted geographically.	TBTA will lead and coordinate with the NYS DTF.
		TBTA will eliminate the $10 refundable deposit currently required for E-ZPass customers who do not have a credit card linked to their account, and which is sometimes a barrier to access.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	60 days prior to Project implementation.	TBTA will lead.
		TBTA will provide enhanced promotion of existing E-ZPass payment and plan options, including the ability for drivers to pay per trip (rather than a pre-loaded balance), refill their accounts with cash at participating retail locations, and discount plans already in place, about which they may not be aware.	N/A – No early monitoring required; implemented under any adopted tolling structure. Information on the scope and reach of promotion efforts will be documented, and data on E-ZPass account type and volume is collected in an ongoing manner.	N/A – No threshold required; implemented under any adopted tolling structure.	Promotion will be part of the public information campaigns at least 60 days prior to Project implementation.	TBTA will lead.
		TBTA will coordinate with MTA to provide outreach and education on eligibility for existing discounted transit fare products and programs, including those for individuals 65 years of age and older, those with disabilities, and those with low incomes, about which many may not be aware.	N/A – No early monitoring required; implemented under any adopted tolling structure. Information on the scope and reach of outreach efforts will be documented.	N/A – No threshold required; implemented under any adopted tolling structure.	Outreach will be part of the public information campaigns at least 60 days prior to Project implementation.	TBTA will lead in partnership with MTA.
		The Project Sponsors commit to establishing an Environmental Justice Community Group that will meet on a quarterly basis, with the first meeting taking place prior to Project implementation. As it relates to environmental justice, the Project Sponsors will continue providing meaningful opportunities for participation and engagement by sharing updated data and analysis, listening to concerns and seeking feedback on the toll setting process.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Membership will be confirmed six months prior to Project implementation, with the first meeting taking place prior to implementation, the second meeting within the six months after implementation, and meetings quarterly thereafter.	TBTA will lead, in partnership with NYSDOT and NYCDOT.
		New in Final EA: TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final CBD toll structure; this will benefit low-income drivers who travel during that time.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Concurrent with Project implementation.	TBTA will lead.

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17 – Environmental Justice - Low-income drivers (Cont'd)	28-county study area (Cont'd)	**New in Final EA:** For five years, TBTA commits to a Low-Income Discount Plan for frequent low-income drivers who will benefit from a 25 percent discount on the full CBD E-ZPass toll rate for the applicable time of day after the first 10 trips in each calendar month (not including the overnight period, which will already be deeply discounted).	N/A – No early monitoring required; implemented under any adopted tolling structure; application process will begin several months in advance of the commencement of tolling operations.	N/A – No threshold required; implemented under any adopted tolling structure.	Concurrent with Project implementation.	TBTA will lead.
	New York City	TBTA will coordinate with MTA NYCT to improve bus service in areas identified in the EA as the Brooklyn and Manhattan Bus Network Redesigns move forward.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Coordination between TBTA and NYCT is ongoing and will increase after toll rates are set. The Brooklyn Bus Network Redesign Draft Plan was published in December 2022 and will be refined in 2023. The next step in the Manhattan Bus Network Redesign is an Existing Conditions Report.	TBTA will coordinate with NYCT.
17 – Environmental Justice - Taxi and FHV drivers	New York City	**New in Final EA:** TBTA will ensure that a toll structure with tolls of no more than once per day for taxis or FHVs is included in the final CBD toll structure.	N/A – No threshold required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Concurrent with Project implementation.	TBTA will lead.
17 – Environmental Justice – Traffic diversion to certain communities already overburdened by pre-existing air pollution and chronic diseases (See Note 1)	Multiple throughout the environmental justice study area	**New in Final EA:** TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final structure; this will reduce truck diversions.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Concurrent with Project implementation.	TBTA will lead.
		New in Final EA: NYCDOT will expand NYC Clean Trucks Program to accelerate the replacement of eligible old diesel trucks, which travel on highways in certain environmental justice communities where the Project is projected to increase truck traffic, to lower-emission electric, hybrid, compressed natural gas, and clean diesel vehicles.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Engagement with truck-owning companies will start after toll rates are set; implementation will begin within six months of start of tolling operations.	NYCDOT will lead.
		New in Final EA: NYCDOT will expand its off-hours deliveries program in locations where the Project is projected to increase truck traffic to reduce daytime truck traffic and increase roadway safety in certain environmental justice communities.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Engagement with shippers and receivers will start after the toll rates are set; implementation will begin within six months of start of tolling operations.	NYCDOT will lead.
	FDR Drive between the Brooklyn Bridge and East Houston Street	**New in Final EA:** TBTA will toll vehicles traveling northbound on the FDR Drive that exit at East Houston Street and then turn to immediately travel south on FDR Drive; this will mitigate modeled non-truck traffic increases on the FDR Drive between the Brooklyn Bridge and East Houston Street.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Concurrent with Project implementation.	TBTA will lead.

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17 – Environmental Justice – Traffic diversion to certain communities already overburdened by pre-existing air pollution and chronic diseases (See Note 1) (Cont'd)	Hunts Point Produce Market	**New in Final EA:** The Project Sponsors will coordinate to replace diesel-burning TRUs with cleaner vehicles at the Hunts Point Produce Market.	N/A – No early monitoring required; implemented under any adopted tolling structure.	N/A – No threshold required; implemented under any adopted tolling structure.	Engagement with TRU owners and lessees for TRU replacement will start immediately after receiving Project approval.	NYCDOT will lead.
	The specific census tracts that would experience increased or decreased truck traffic change slightly depending on the tolling scenario. The following communities could have census tracts that merit place-based mitigation: High Bridge, Morrisania and Crotona, Tremont, Hunts Point, Mott Haven, Pelham, Throgs Neck, Northeast Bronx, East Harlem, Randall's Island, Downtown Brooklyn, Fort Greene, South Williamsburg, Orange, East Orange, Newark, and Fort Lee. (See Note 2).	**New in Final EA:** NYSDOT will coordinate to expand electric truck charging infrastructure.	After toll rates are set, analyses of the adopted toll structure will be undertaken as outlined in **Appendix 17D** to determine where truck diversions are expected to occur. With this analysis and through continued engagement with the Environmental Justice Community Group and other stakeholders, specific locations for place-based mitigation will be determined. Data on the scope and impact of mitigation measures implemented will be collected in an ongoing manner.	N/A – No threshold required; implemented under any adopted tolling structure.	Specific locations will be determined after toll rates are set; implementation will begin within six months of start of tolling operations.	NYSDOT will lead.
		New in Final EA: The Project Sponsors will coordinate to install roadside vegetation to improve near-road air quality.			Specific locations will be determined with the affected communities after toll rates are set; implementation will begin within six months of start of tolling operations.	The Project Sponsors will coordinate with relevant state and local agencies.
		New in Final EA: The Project Sponsors will renovate parks and greenspaces.			Specific locations will be determined with the affected communities after toll rates are set; implementation timing will be determined after locations are confirmed.	The Project Sponsors will coordinate with relevant local agencies.
		New in Final EA: The Project Sponsors will install or upgrade air filtration units in schools.			After the toll rates are set, a site/needs assessment will take place prior to start of tolling operations; implementation timing will be determined after locations are confirmed.	The Project Sponsors will coordinate with relevant local agencies.
		New in Final EA: The Project Sponsors will work with NYC DOHMH to expand their asthma case management program and create new community-based asthma programming through a neighborhood asthma center in the Bronx.			After the toll rates are set, a site/needs assessment will take place prior to start of tolling operations; implementation timing will be determined after locations are confirmed.	The Project Sponsors will coordinate with NYC DOHMH.
Overall Project Enhancement	Manhattan CBD and locations of potential Project effects	The Project Sponsors commit to ongoing monitoring and reporting of potential effects of the Project, including for example, traffic entering the CBD, vehicle-miles traveled in the CBD; transit ridership from providers across the region; bus speeds within the CBD; air quality and emissions trends; parking; and Project revenue. Data will be collected in advance and after implementation of the Project. A formal report on the effects of the Project will be issued one year after implementation and then every two years. In addition, a reporting website will make data, analysis, and visualizations available in open data format to the greatest extent practicable. Updates will be provided on at least a bi-annual basis as data becomes available and analysis is completed. This data will also be used to support an adaptive management approach to monitoring the efficacy of mitigation, and adjustments as warranted.	Baseline data gathering began in 2019 and will continue through Project implementation as data from external sources becomes available (with some data sets published only annually or quarterly) and data analysis is completed. After Project implementation, these data sets will continue to be collected as they become available and new data sets, such as Project revenue, will start being collected.	N/A – No threshold required; implemented under any adopted tolling structure.	The reporting website will begin reporting baseline data and post-implementation data from the tolling system as soon as practicable. after Project implementation. A formal report on the effects of the Project will be issued one year after implementation and then every two years. In addition, the reporting website will make data, analysis, and visualizations available in open data format to the greatest extent practicable. Updates will be provided on at least a bi-annual basis as data becomes available and analysis is completed. This data will also be used to support an adaptive management approach to monitoring the efficacy of mitigation, and adjustments as warranted.	TBTA will lead in partnership with NYCDOT, NYSDOT, with coordination with other agencies and entities for data as appropriate.

Notes:

1 To fund the mitigation measures for this topic the Project Sponsors have committed $155 million over five years. The Project Sponsors commit to these measures, regardless of the tolling structure eventually adopted. The allocation of funding is described in greater detail in Final EA **Chapter 17, "Environmental Justice."** An additional $5 million has been allocated for mitigation and enhancement measures related to monitoring across other topics, along with $47.5 million for the low-income toll discount.

2 The Project Sponsors have committed to a toll policy that will reduce the overnight toll rate from at least 12:00 a.m. to 4:00 a.m. Based on the modeling undertaken for the tolling scenarios analyzed in the EA, it is expected that this policy will avoid a substantial portion of projected truck diversions, as many of these diverted trucks were projected to occur during the overnight hours. Following the adoption of the CBD tolling structure by the TBTA Board, which will include this overnight exemption/discount, modeling of the adopted tolling structure will be undertaken to determine where truck diversions are expected to occur. Following this analysis, specific siting of place-based mitigation measures will require further coordination between the Project Sponsors, the Environmental Justice Community Group (representing the 10-county environmental justice study area), the relevant communities receiving the place-based mitigation, and relevant local and state implementing agencies.

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3. What Has Been Done Since the Final Environmental Assessment (EA)? (Place Holder)

This is a place holder. This Draft FONSI is presented with the Final EA to the public for a 30-day period. Any activities related to NEPA review of the Project that occur during this 30-day public review period will be reported in this section if FHWA determines that an environmental impact statement is not warranted.

4. What Changes Have Been Made to the Final EA? (Place Holder)

This is a place holder. This Draft FONSI is presented with the Final EA to the public for a 30-day period. Any changes needed in response to the public review of the Final EA will be described in this section if FHWA determines that an environmental impact statement is not warranted.

5. What Feedback Was Received on the Final EA? (Place Holder)

This is a place holder. Depending on the nature of any feedback received during the 30-day review period of the Final EA, FHWA may summarize comments or include individual comments. The focus will be on feedback that provides new information to the process if FHWA determines that an environmental impact statement is not warranted.

6. What Are the Next Steps?

To help define the CBD Tolling Program, the Traffic Mobility Act requires the TBTA Board to establish a Traffic Mobility Review Board with six members representing the region who have experience in public finance, transportation, mass transit, or management. The Traffic Mobility Review Board would recommend to the TBTA Board the toll amounts and toll structure, such as crossing credits, discounts, and/or exemptions for existing tolls paid on bridges and tunnels.[5] The variable pricing structure could vary by time of day, day of week, and day of year and could be different for different types of vehicles. Informed by the Traffic Mobility Review Board ’s recommendation, the TBTA Board would approve and adopt a final toll structure following a public hearing in accordance with the New York State Administrative Procedure Act. The adopted TBTA plan would specify any crossing credits, discounts, and/or exemptions for tolls paid

[5] In April 2018 the State of New York imposed a congestion surcharge on taxis and FHV trips that begin in, end in, or pass through Manhattan south of 96th Street. The Traffic Mobility Act requires the Traffic Mobility Review Board to examine potential CBD toll crossing credits, discounts, or exemptions for taxis and FHVs. The travel demand modeling conducted for the Final EA assumes that the taxi and FHV surcharge established by 2018 legislation will remain in effect with the CBD Tolling Alternative.

on bridges and tunnels; credits, discounts, and/or exemptions for taxis and/or FHVs, which are already subject to surcharges pursuant to the Public Authorities Law; and any other additional potential crossing credits, discounts, and/or exemptions.[6]

The Traffic Mobility Review Board's recommendation would be informed by the results of the Final EA, which includes a Traffic Study, and would consider such factors as traffic patterns, operating costs, public impact, and environmental impacts, including, but not limited to, air quality and emissions trends. The analysis in the Final EA is intended to identify the effects that may result from implementing the CBD Tolling Alternative, including any potential crossing credits, discounts, and/or exemptions. Therefore, the Final EA considered a range of tolling scenarios with different attributes to identify the range of effects that may occur.

The TBTA chosen toll rates and structure would have to be re-evaluated to determine if the decision made in the FONSI is still valid. This requires that the TBTA demonstrate to FHWA that the effects of the final tolling rates and structure are consistent with the effects disclosed in the Final EA and that the mitigation is still valid.

Following the issuance of a FONSI, the Project Sponsors and FHWA will enter into a tolling agreement allowing the Project Sponsors to enter into the FHWA Value Pricing Pilot Program (VPPP).

After completion of all federal requirements, including acceptance in VPPP, tolling operations could commence.

[6] Consolidated Laws of the State of New York, Public Authorities Law, Article 5, Title 11 Section 1270-i.

APPENDIX A. CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM FINAL ENVIRONMENTAL ASSESSMENT (PLACE HOLDER)

APPENDIX B. PUBLIC FEEDBACK ON THE FINAL ENVIRONMENTAL ASSESSMENT (PLACE HOLDER)

APPENDIX C. PUBLIC NOTICING OF THE AVAILABILITY OF THE FINAL ENVIRONMENTAL ASSESSMENT AND DRAFT FINDING OF NO SIGNIFICANT IMPACT (PLACE HOLDER)