CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

# Appendix 5, Social Conditions

2023

# Contents

# 5A, Community Impact Assessment Summary Matrix

The following matrix provides a guide to the community impact assessment that the FHWA and the Project Sponsors conducted during preparation of the NEPA EA and the locations in the EA that present the components of the community impact assessment.

This matrix outlines the components of a community impact assessment based on the steps presented in FHWA's guidance document for conducting such assessments, *Community Impact Assessment: A Quick Reference for Transportation, 2018 Update* (the FHWA Guide), and describes how the CBD Tolling Program NEPA process and the EA document meet those steps. For each step of the community impact assessment, this matrix provides a brief explanation of how the step was met by the NEPA process, and where additional information on that component of the community impact assessment can be found in the EA.

| FHWA ASSESSMENT STEP (FHWA GUIDE, SECTION 1, P. 9)* | FHWA ADDITIONAL EXPLANATION (FHWA GUIDE, SECTIONS 2 THROUGH 11)* | CBD TOLLING PROGRAM IMPLEMENTATION |
|---|---|---|
| **Engage the Public:**<br>Public engagement is central to the community impact assessment process and is an integral element of all steps in the process. Engage the public to identify community goals, define the project purpose and need, and develop project alternatives. In addition, reach out to the public to help define community characteristics, identify and evaluate impacts, and identify acceptable ways to address impacts. Note that identifying and conducting outreach to disadvantaged or underserved communities is a priority. | The concerns of participants involved should be considered in the decision-making process.<br><br>The decision makers actively seek out and facilitate the engagement of those potentially affected, including low-income populations and minority populations and those who may have challenges providing input, such as persons with disabilities, those with limited English proficiency, and older adults. | **Included in the CBD Tolling Program NEPA Process.**<br>The CBD Tolling Program is conducting a robust public engagement program, including specific outreach targeted for environmental justice populations. All public outreach materials will include translations for those with limited English proficiency. The public engagement program is described in the EA in Chapter 18. |

| FHWA ASSESSMENT STEP (FHWA GUIDE, SECTION 1, P. 9)* | FHWA ADDITIONAL EXPLANATION (FHWA GUIDE, SECTIONS 2 THROUGH 11)* | CBD TOLLING PROGRAM IMPLEMENTATION |
|---|---|---|
| **Develop Community Vision and Goals:** Begin in planning. Use the vision and goals that are defined in the long-range planning process as a basis for identifying and understanding community priorities. | While this guide discusses community impact assessment largely in the context of project development, it is important to recognize that effective assessment begins in the long-range planning process before project decisions are made. | **Included in the CBD Tolling Program NEPA Process.** The New York Metropolitan Transportation Council's long-range planning process, which includes the CBD Tolling Program as one of the proposed initiatives, includes extensive public outreach and coordination.<br><br>In addition, the EA describes the long-history of public policy initiatives and alternatives studies that were conducted prior to the current CBD Tolling Program proposal in Chapter 2. It also describes relevant public policies in the Project area in Chapter 5, Subchapter 5C. |
| **Define the Need and Action:** Define the purpose and need for an action.<br><br>In coordination with planners, engineers, and environmental specialists, develop various project alternatives that satisfy the project purpose and need, and identify areas of potential impact. | **Defining the Desired Transportation Action**<br>Building on public engagement in transportation planning, the community impact analyst should take a prominent role in defining the transportation action and alternative options in the early phases of project development. Although transportation planners and engineers traditionally have led this process, the community impact analyst should fully participate along with designers and other environmental specialists. The analyst should contribute to developing project alternatives, suggesting new options based on preliminary indications of likely community issues and special areas to avoid.<br><br>**Study Area**<br>The community impact study area typically includes communities within and immediately surrounding the project study area. In addition, the analyst should recognize that the project may have consequences to communities well beyond the immediate geographic area. | **Included in the CBD Tolling Program NEPA EA.** The EA includes information about each of the three components of this step:<br><br>▪ The EA includes a detailed discussion of the need for the proposed action in Chapter 1.<br><br>▪ The EA describes alternatives considered to satisfy the Project purpose, need, and objectives in Chapter 2.<br><br>▪ The EA identifies study areas for assessment of the potential impact in Chapter 3. |

| FHWA ASSESSMENT STEP (FHWA GUIDE, SECTION 1, P. 9)* | FHWA ADDITIONAL EXPLANATION (FHWA GUIDE, SECTIONS 2 THROUGH 11)* | CBD TOLLING PROGRAM IMPLEMENTATION |
|---|---|---|
| **Identify Community Characteristics:** Determine the characteristics of the affected area, such as neighborhood boundaries, locations of residences and businesses, demographic information, economic data, social history of communities, and land use plans.<br><br>The documentation of community characteristics is supported by the information collected from a variety of data sources. | Community characteristics include an array of information reflecting the history, present conditions, and anticipated future of an area and its population.<br><br>The analyst will develop a community characteristics summary that provides an overview or series of snapshots of the area and is used as a basis for identifying potential impacts of a proposed transportation action. Identifying and understanding community characteristics is important to describe the "affected environment" in NEPA documentation.<br><br>Typically, the presentation includes the following:<br><br>▪ A visual map or maps that depict physical characteristics, such as neighborhood boundaries, land uses, public facilities, and commercial centers.<br><br>▪ Narrative text that describes community characteristics, such as population demographics, economic and social history of the communities, the importance of various facilities, and plans for the future. It may also include information about the community's past experience with the transportation agency or previous projects that have affected the community (such as indirect and cumulative impacts).<br><br>▪ Tables or graphics that summarize important data or conclusions, such as population demographics or employment trends.<br><br>The following are examples of the types of data to collect and incorporate into a community characteristics summary.<br><br>▪ Population and demographic characteristics<br><br>▪ Economic and social history/characteristics<br><br>▪ Physical characteristics relating to community activities<br><br>▪ Travel patterns | **Included in the CBD Tolling Program NEPA EA.** The EA includes a description of the characteristics of the affected area (i.e., the study area), including the information noted in the guidance manual. Please see the following chapters:<br><br>▪ Chapter 4 (including Subchapters 4A, 4B, 4C, 4D, and 4E): Presents the travel characteristics of the affected population.<br><br>▪ Chapter 5 (including Subchapters 5A, 5B, and 5C): Presents land use, neighborhood character, and population demographics in text, tabular form, and maps.<br><br>▪ Chapter 6: Provides economic information, including employment, labor force, and commuting characteristics. |

| FHWA ASSESSMENT STEP (FHWA GUIDE, SECTION 1, P. 9)* | FHWA ADDITIONAL EXPLANATION (FHWA GUIDE, SECTIONS 2 THROUGH 11)* | CBD TOLLING PROGRAM IMPLEMENTATION |
|---|---|---|
| **Analyze Impacts:**<br>Examine the impacts to the community of the proposed action versus no action. Identify and investigate the consequences of alternative options or actions.<br><br>A number of analysis tools can be used to examine these relationships and estimate impacts. | After the transportation alternatives and a preliminary summary of community characteristics have been defined, the analyst examines the relationship between the proposed transportation action and community life. This task involves both the identification and investigation of impacts. Analysts examine the anticipated future with the transportation action – and various alternatives – in comparison to the anticipated future without the transportation action (a no-build alternative or baseline).<br><br>Crosscutting all these issues is the concern for nondiscrimination. Analysts should identify who benefits and who is adversely affected by the project, noting impacts on specific subgroups. The NEPA process and this guide should be used to address environmental justice and limited English proficiency issues and prevent the potential for discrimination and disproportionately high and adverse effects on specific populations. | **Included in the CBD Tolling Program NEPA EA.**<br>The EA evaluates the potential impacts to the community of the proposed action versus the no action for the full range of issues identified in the FHWA manual that are relevant to the CBD Tolling Program. This includes construction impacts (Chapter 15) and long-term (permanent) impacts, including the following:<br><br>▪ Changes in traffic patterns (Chapter 4, Subchapters 4A and 4B)<br>▪ Increase/decrease in traffic on local roadways (Chapter 4, Subchapter 4B)<br>▪ Effects on transit operations, such as crowding of stations or transit vehicles (Chapter 4, Subchapter 4C)<br>▪ Effects on travel patterns and commuter modes (Chapter 4, Subchapters 4A, 4B, and 4C)<br>▪ Effects on bicycle and pedestrian access (Chapter 4, Subchapter 4E)<br>▪ Community cohesion (Chapter 5, including Subchapters 5A and 5B)<br><br>The EA also includes an analysis of environmental justice, with a robust presentation of baseline conditions and an evaluation of the potential for discrimination and disproportionately high and adverse effects on specific populations in Chapter 17. |

| FHWA ASSESSMENT STEP (FHWA GUIDE, SECTION 1, P. 9)* | FHWA ADDITIONAL EXPLANATION (FHWA GUIDE, SECTIONS 2 THROUGH 11)* | CBD TOLLING PROGRAM IMPLEMENTATION |
|---|---|---|
| **Identify Solutions:** Identify and recommend potential solutions to address adverse impacts. Techniques include avoidance, minimization, mitigation, and enhancement. | When potential adverse impacts are identified, analysts should identify methods to address them. This step in the community impact assessment process involves problem-solving and generating solutions. There are four primary methods for dealing with impacts, which should be considered in order: avoidance, minimization, mitigation, enhancement.<br><br>Commitments should be included in Categorical Exclusion (CE), Finding of No Significant Impact (FONSI), or Record of Decision (ROD) documents, as well as a draft and final EIS, as applicable. | **Included in the CBD Tolling Program NEPA EA.** The EA describes measures to avoid, minimize, and mitigate adverse effects identified. The commitments made to address adverse effects of the Project will be part of FHWA's NEPA findings. |
| **Document Findings:** In addition to oral presentations, present the findings of the community impact assessment in written form for use by decision makers, to record findings, to disseminate to interested parties, and to support subsequent decisions. | | **Included in the CBD Tolling Program NEPA EA.** The EA presents the findings of the community impact assessment in written form – taken as a whole, the EA document is the community impact assessment. |
| **Implement and Monitor:** Ensure that commitments are carried through to implementation. Monitor conditions to assess outcomes. | | **Included in the CBD Tolling Program NEPA Process.** The commitments made to address adverse effects of the Project will be part of FHWA's NEPA findings, TBTA contract specifications, and other program requirements (e.g., recommendations of the Traffic Mobility Review Board). |

* FHWA, Community Impact Assessment: A Quick Reference for Transportation, 2018 Update.

# 5B, Supplemental Demographic Information for the Regional Study Area and Manhattan CBD

This appendix provides supplemental demographic information for the regional study area and Manhattan CBD in support of the analyses provided in **Subchapter 5A, "Population Characteristics and Community Cohesion,"** and **Subchapter 5B, "Population: Neighborhood Character."**

## Supplemental Demographic Information for the Regional Study Area

This section provides information on the minority status and income characteristics of residents of the regional study area as reported in the 2015-2019 American Community Survey (ACS).

### *Minority Status*

Approximately 52 percent of the population in the regional study area identifies as minority,[1] compared to 68 percent in New York City. As shown in **Figure 5B-1**, the minority population is concentrated in New York City, particularly the Bronx, Queens, and Brooklyn, and in the New Jersey counties that are close to the Manhattan CBD. Bronx County has the highest minority rate of any county in the regional study area, with an approximately 91 percent minority rate. The counties farthest from the Manhattan CBD generally have the lowest minority rates. **Chapter 17, "Environmental Justice,"** includes more details about the minority populations of the regional study area.

### *Income Characteristics*

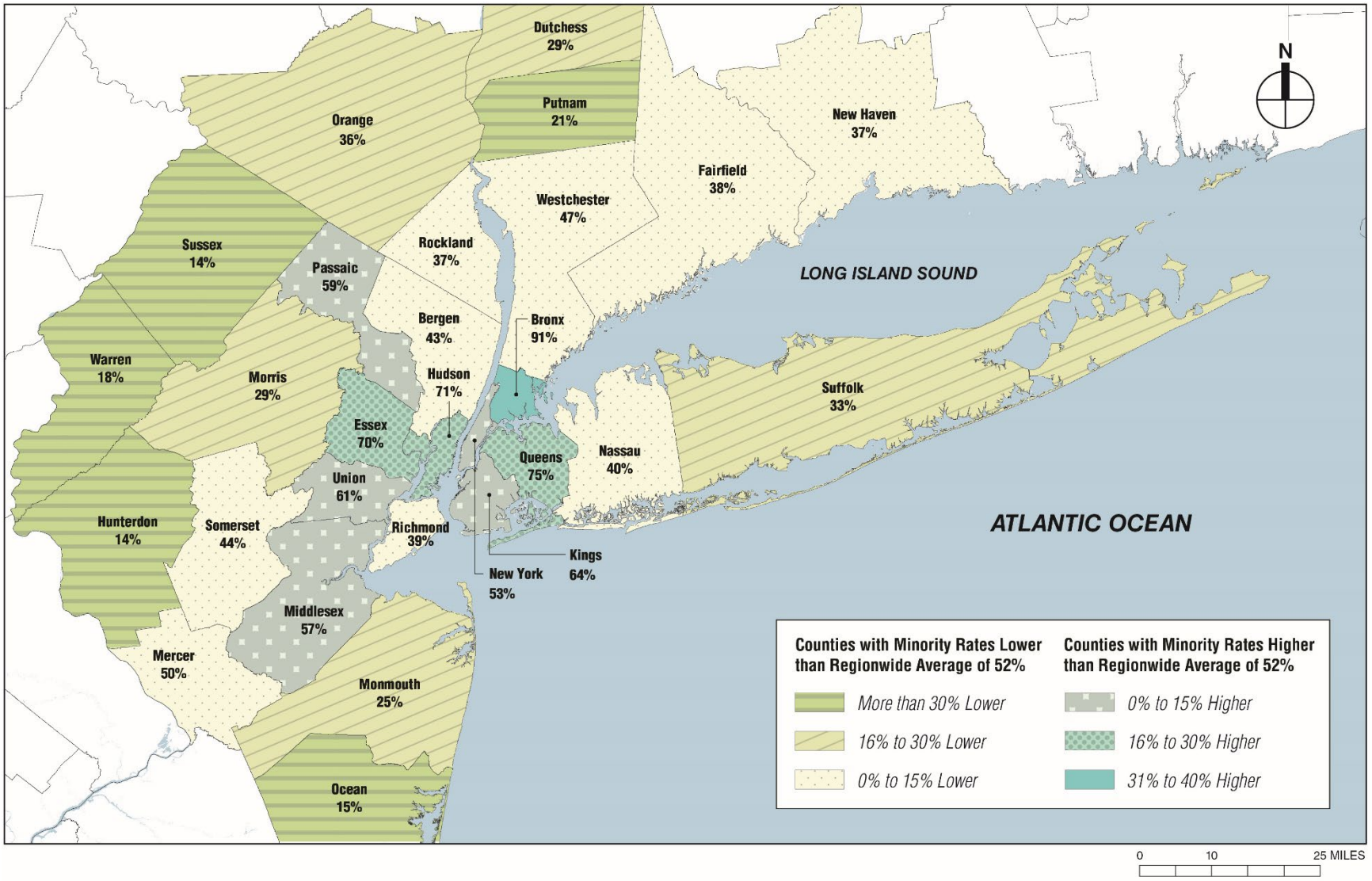
The median household income for the 28-county regional study area in 2015–2019 ACS was approximately $78,645, which represents a 2 percent increase since the year 2000 when adjusted for inflation. As shown in **Figure 5B-2**, several counties in the urban core—Brooklyn, Queens, and the Bronx in New York City, and Hudson, Essex, and Passaic Counties in New Jersey—had some of the lowest median incomes, ranging from approximately $40,100 to $71,200. Median household income in 13 of the suburban counties approached or surpassed $90,000:

- New Jersey: Bergen, Hunterdon, Middlesex, Monmouth, Morris, Somerset, and Sussex Counties
- New York: Nassau, Rockland, Putnam, Suffolk, and Westchester Counties
- Connecticut: Fairfield County

Median household incomes in Manhattan and Staten Island, and in Union County, New Jersey, were comparable to some suburban and exurban counties farthest from New York City, ranging from approximately $80,200 to $86,600.

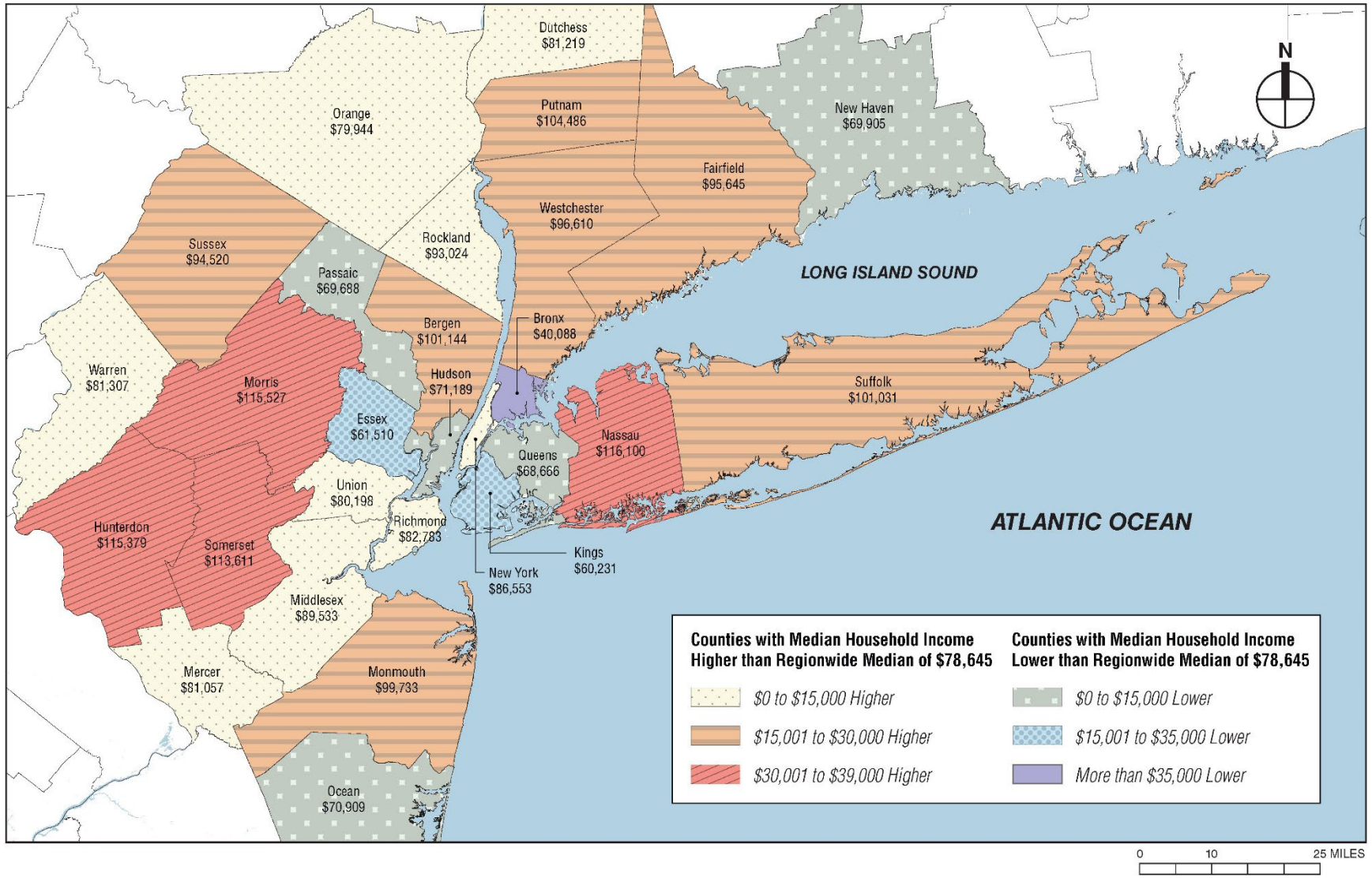
[1] Minority population is defined by the U.S. Census Bureau as African Americans or Black persons, Latino persons, American Indians or Alaskan Natives, Asian and Pacific Islanders, and those of some other race or two or more races.

Figure 5B-1. Minority Rate by County




Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2015–2019

Figure 5B-2. Median Household Income by County




Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2015–2019

Median household income data provides a general illustration of income across the region and in each county. However, because income is distributed unevenly, median household income data can mask pockets of concentrated wealth or poverty. This is especially true in counties where both low-income and high-income people reside. Per capita personal income provides another measure of wealth. In Manhattan, as calculated by the U.S. Bureau of Economic Analysis, per capita personal income was more than $191,000 in 2020.[2] Manhattan, Westchester County, and Fairfield County were three of only 14 counties[3] in the United States with per capita personal income higher than $115,000. By contrast, per capita personal income in 2020 in the Bronx, Queens, and Brooklyn was approximately $43,900, $57,100, and $59,500, respectively. Approximately 41 percent of New York City households were estimated to have been living below the "near poverty" rate for New York City of $52,566 (for two adults and two children) in 2018, according to the New York City government's poverty measure.[4] **Chapter 17, "Environmental Justice,"** includes more details about the distribution and location of low-income populations in the regional study area.

From 2000 to 2019 median household income increased slightly in the regional study area when adjusted for inflation; notable increases to household income occurred in both Brooklyn and Manhattan (25 and 21 percent, respectively).The poverty rate, defined by the New York City Mayor's Office to capture the high cost of living in New York City, fell to 19 percent in 2018 from 20.2 percent in 2014, and the share of the population living at the "near poverty" rate fell to 41.3 percent from 46.2 percent.[5]

## Supplemental Demographic Information for the Manhattan CBD

This section describes the population and housing characteristics of Manhattan Central Business District (CBD) residents reported in the 2010 one-year ACS and 2015–2019 ACS by Public Use Microdata Area (PUMA), a census geography that approximates Manhattan's community district boundaries.[6] The census divides the Manhattan CBD into four PUMAs (**Figure 5B-3**).

[2] Per capita personal income is personal income from all sources (work, owning a home or business, financial assets, and transfer receipts) divided by population. www.bea.gov.

[3] Per-capita income by county ranged from a low of $21,087 in Wheeler County, Georgia, to a high of $220,645 in Teton, Wyoming.

[4] *New York City Government Poverty Measure: An Annual Report from the Office of the Mayor.* 2020. https://www1.nyc.gov/assets/opportunity/pdf/20_poverty_measure_report. Near poverty is defined as 150 percent of the New York City poverty rate of $35,044, which accounts for the high cost of living, especially housing, in New York City.

[5] *New York City Government Poverty Measure: An Annual Report from the Office of the Mayor*. 2020. https://www1.nyc.gov/assets/opportunity/pdf/20_poverty_measure_report.

[6] New York City is divided into 59 community districts, a division of local governance. Each district is represented by a community board, a group of up to 50 unsalaried members selected by the area's elected officials. Community boards serve an advisory role to address land use and community concerns within their districts and as a liaison between the public and the local government.

Figure 5B-3. Manhattan CBD Study Area and Census Public Use Microdata Areas (PUMA) Geography

### *Population and Households Trends*

As shown in Table 5B-1, the 2015–2019 ACS estimates a total population of 617,239 for the Manhattan CBD, a 6 percent increase since 2010. This population is evenly distributed among the four PUMAs that make up the Manhattan CBD, which represents a change from 2010, when the PUMA representing Community District 3 was substantially more populous and the PUMA representing Community Districts 4 and 5 was substantially less populous than the others. The two west side PUMAs (representing Community Districts 1, 2, 4, and 5) grew substantially between 2010 and 2019, while the two east side PUMAs (representing Community Districts 3 and 6), taken together, experienced a slight loss of population.

Table 5B-1. Manhattan CBD: General Population and Household Characteristics

| PUMA (Community District) | TOTAL POPULATION | | | TOTAL HOUSEHOLDS | | | MEDIAN HOUSEHOLD INCOME | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2010 ACS | 2015–2019 ACS | % Change | 2010 ACS | 2015–2019 ACS | % Change | 2010 ACS | 2015–2019 ACS | % Change |
| CDs 4 & 5: Chelsea, Clinton & Midtown | 134,471 | 158,185 | 18% | 75,975 | 90,578 | 19% | $89,894 | $110,357 | 23% |
| CD 6: Murray Hill, Gramercy & Stuyvesant Town | 145,044 | 148,806 | 3% | 77,488 | 79,855 | 3% | $105,223 | $127,877 | 22% |
| CD 3: Chinatown & Lower East Side | 159,009 | 154,554 | -3% | 70,395 | 72,024 | 2% | $48,864 | $45,119 | -8% |
| CD 1 & 2: Battery Park City, Greenwich Village & SoHo | 144,944 | 155,694 | 7% | 75,883 | 77,759 | 2% | $117,925 | $148,377 | 26% |
| **TOTAL MANHATTAN CBD** | **583,468** | **617,239** | **6%** | **299,741** | **320,216** | **7%** | **$89,272** | **$105,717** | **18%** |

Source: U.S. Census Bureau, 2010 one-year American Community Survey (ACS) and 2015–2019 ACS.
Note: Income is presented in 2019 dollars. Total Manhattan CBD median household income interpolated by AKRF.

As shown in Table 5B-1, the 2015–2019 ACS estimates 320,216 households in the Manhattan CBD, a 7 percent increase since 2010. The number of households grew faster than the population in two of the four PUMAs and in the Manhattan CBD overall, revealing a trend toward smaller household sizes. As with the total population, growth in the number of households was highest in the PUMA representing Community Districts 4 and 5.

The 2015–2019 ACS estimates a median household income of $105,717 for the Manhattan CBD overall, which is an 18 percent increase since 2010. After adjusting for inflation, median household income grew in three of the four PUMAs, with the greatest growth in the two west side PUMAs. The PUMA representing East Midtown (Community District 6) also experienced rapid growth, while the PUMA representing Chinatown and the Lower East Side (Community District 3) saw a decrease in household income when adjusted for inflation.

Table 5B-2 provides information on age distribution in the Manhattan CBD. Working-age individuals (18–64 years old) represent 74 percent of the Manhattan CBD population, elderly persons (65+ years old) represent 16 percent, and the youth population (up to 17 years old) accounts for 10 percent. In general,

Lower Manhattan PUMAs have younger populations than PUMAs in the northern portion of the Manhattan CBD.

Table 5B-2. Manhattan CBD: Age Characteristics of Population

| PUMA (Community District) | YOUTH (0–17) | | WORKING AGE (18–64) | | ELDERLY (65+) | |
|---|---|---|---|---|---|---|
| | No. | % of Total | No. | % of Total | No. | % of Total |
| CDs 4 & 5: Chelsea, Clinton & Midtown | 12,777 | 8% | 124,190 | 79% | 21,218 | 13% |
| CD 6: Murray Hill, Gramercy & Stuyvesant Town | 13,569 | 9% | 109,183 | 73% | 26,054 | 18% |
| CD 3: Chinatown & Lower East Side | 17,023 | 11% | 108,182 | 70% | 29,349 | 19% |
| CDs 1 & 2: Battery Park City, Greenwich Village & SoHo | 20,030 | 13% | 115,284 | 74% | 20,380 | 13% |
| **TOTAL MANHATTAN CBD** | **63,399** | **10%** | **456,839** | **74%** | **97,001** | **16%** |

Source: U.S. Census Bureau, 2015–2019 American Community Survey.

As shown in Table 5B-3, there are approximately 55,780 persons with disabilities in the Manhattan CBD, including 32,280 individuals who have ambulatory difficulty. Thus, 9 percent of the total population of the Manhattan CBD are persons with disabilities, with 5 percent of the total population of the Manhattan CBD having ambulatory difficulty.

Table 5B-3. Manhattan CBD: Persons with Disabilities, Including Population with Ambulatory Difficulty

| PUMA (Community District) | DISABLED WITH AMBULATORY DIFFICULTY | | TOTAL DISABLED | |
|---|---|---|---|---|
| | Population | % of Total Population | Population | % of Total Population |
| CDs 4 & 5: Chelsea, Clinton & Midtown | 8,591 | 5% | 15,497 | 10% |
| CD 6: Murray Hill, Gramercy & Stuyvesant Town | 5,838 | 4% | 10,664 | 7% |
| CD 3: Chinatown & Lower East Side | 13,115 | 8% | 20,540 | 13% |
| CDs 1 & 2: Battery Park City, Greenwich Village & SoHo | 4,736 | 3% | 9,079 | 6% |
| **TOTAL MANHATTAN CBD** | **32,280** | **5%** | **55,780** | **9%** |

Source: U.S. Census Bureau, 2015–2019 American Community Survey.

### *Employment and Commuting*

There are approximately 1.55 million jobs in the Manhattan CBD, compared to approximately 10.7 million jobs in the regional study area. There are 365,903 employed residents living in the Manhattan CBD of which 251,312 work within the Manhattan CBD and 114,591 work outside the Manhattan CBD (Table 5B-4). Most Manhattan CBD residents who commute to work outside the Manhattan CBD by automobile go to jobs in other parts of New York City or New Jersey.

Table 5B-4. Manhattan CBD Residents Employed Inside and Outside the Manhattan CBD and Mode of Transportation

| EMPLOYED RESIDENTS | NUMBER | PERCENTAGE |
|---|---|---|
| CBD Residents Who Work within CBD | 251,312 | 68.7% |
| Commute by Private Auto | 5,048 | 2.0% (of CBD residents who work inside the CBD) |
| Commute by Taxi/For-Hire Vehicle | 8,186 | 3.3% (of CBD residents who work inside the CBD) |
| Commute by Public Transportation and Other | 238,078 | 94.7% (of CBD residents who work inside the CBD) |
| CBD Residents Who Work outside CBD | 114,591 | 31.3% |
| Commute by Private Auto | 16,663 | 14.5% (of CBD residents who work outside the CBD) |
| Commute by Taxi/For-Hire Vehicle | 2,129 | 1.9% (of CBD residents who work outside the CBD) |
| Commute by Public Transportation and Other | 95,799 | 83.6% (of CBD residents who work outside the CBD) |
| **Total Employed Residents in CBD** | **365,903** | **100.0%** |

Source: U.S. Census Bureau, Census Transportation Planning Package data product based on 2012–2016 American Community Survey.

# 5C, New York State Smart Growth Public Infrastructure Policy Act Consistency Assessment

## Prepared By: New York State Department of Transportation

# Smart Growth Screening Tool (STEP 1)

**NYSDOT & Local Sponsors** – Fill out the Smart Growth Screening Tool until the directions indicate to **STOP** for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to Smart Growth Guidance document.

Title of Proposed Project: Central Business District (CBD) Tolling Program

Location of Project: New York City, New York County

Brief Description: The Triborough Bridge and Tunnel Authority (TBTA), which is an affiliate of the Metropolitan Transportation Authority (MTA); the New York State Department of Transportation (NYSDOT); and the New York City Department of Transportation (NYCDOT) are proposing to implement the CBD Tolling Program, a vehicular tolling program to reduce traffic congestion in the Manhattan CBD. The Manhattan CBD consists of the geographic area of Manhattan south and inclusive of 60th Street, but not including Franklin D. Roosevelt (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, TBTA would collect tolls from vehicles entering or remaining in the Manhattan CBD via a cashless tolling system. After covering TBTA's Project-related capital and operating expenses, the revenue collected would fund projects in the MTA 2020–2024 Capital Program and successor programs. The tolling program would be established consistent with the legislation that the New York State Legislature passed in April 2019 known as the MTA Reform and Traffic Mobility Act, which authorizes TBTA to collect variable tolls on vehicles entering or remaining in the Manhattan CBD and defines that geographic area.

## A. Infrastructure:

**Addresses SG Law criterion a. –**
(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

**Yes** ☒ **No** ☐ **N/A** ☐

**Explain:** (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

The CBD Tolling Alternative would reduce congestion on existing roadways in the Manhattan CBD, and would provide funding for the MTA 2020–2024 Capital Program and successor programs, much of which would be directed toward the maintenance and improvement of existing public transit infrastructure.

**Maintenance Projects Only**

a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in **NYSDOT PDM Exhibit 7-1 and described in 7-4:** https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm

- Shoulder rehabilitation and/or repair;
- Upgrade sign(s) and/or traffic signals;
- Park & ride lot rehabilitation;
- 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.

b. For all other maintenance projects, **STOP here.** Attach this document to the programmatic Smart Growth Impact Statement and signed Attestation for Maintenance projects.

For all other projects (other than maintenance), continue with screening tool.

## B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, www.dot.ny.gov/programs/greenlites/sustainability

(Addresses SG Law criterion j **:** to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future

generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

   **Yes** ☒ **No** ☐ **N/A** ☐

2. Will the project reduce greenhouse gas emissions?

   **Yes** ☒ **No** ☐ **N/A** ☐

**Explain:** (use this space to expand on your answers above)

The CBD Tolling Alternative would reduce traffic congestion in the Manhattan CBD, thereby strengthening this existing community that is one of the most densely populated and developed areas of New York City and the country.

The CBD Tolling Alternative would reduce congestion and VMT, which would also reduce greenhouse gas emissions. By providing a new dedicated funding source for the public transit investments included in the MTA 2020–2024 Capital Program and successor programs, the CBD Tolling Alternative would contribute to improved public transportation and would enhance the financial sustainability of public transit into the future, thereby strengthening existing communities that depend on the public transit network.

## C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c**:** to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?

   **Yes** ☒ **No** ☐ **N/A** ☐

2. Is the project located in a municipal center?

   **Yes** ☒ **No** ☐ **N/A** ☐

3. Will this project foster downtown revitalization?

   **Yes** ☐ **No** ☐ **N/A** ☒

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?

   **Yes** ☒ **No** ☐ **N/A** ☐

**Explain:** (use this space to expand on your answers above)

The CBD Tolling Alternative would reduce traffic congestion in the Manhattan CBD, one of the most densely populated and developed areas of New York City and the country. It would support the continued vitality of this densely developed downtown area. Enhanced investment in the public transit network through funding provided to the MTA 2020–2024 Capital Program and successor programs would support the existing mix of land uses and the compact nature of the Manhattan CBD.

The CBD Tolling Alternative would be in a dense urban area, and tolling infrastructure and tolling system equipment would be located within existing developed transportation rights-of-way.

## D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce**.**

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?

   **Yes** ☐ **No** ☐ **N/A** ☒

2. Will the project foster brownfield redevelopment?

   **Yes** ☐ **No** ☐ **N/A** ☒

3. Will this project foster enhancement of beauty in public spaces?

   **Yes** ☐ **No** ☐ **N/A** ☒

4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?

   **Yes** ☐ **No** ☐ **N/A** ☒

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?

   **Yes** ☐ **No** ☐ **N/A** ☒

6. Will this project foster integration of all income groups and/or age groups?

   **Yes** ☐ **No** ☐ **N/A** ☒

7. Will the project ensure predictability in land use codes?

Yes ☐ No ☐ N/A ☒

8. Will the project ensure predictability in building codes?

Yes ☐ No ☐ N/A ☒

**Explain:** (use this space to expand on your answers above)

The CBD Tolling Alternative would reduce congestion in the Manhattan CBD, which would support the continued vitality of this densely developed downtown area. Enhanced investment in the public transit network through funding provided to the MTA 2020–2024 Capital Program and successor programs would support the existing mix of land uses, diversity of housing options, and the compact nature of the Manhattan CBD. Tolling infrastructure and tolling system equipment would be visually consistent with existing infrastructure in the Manhattan CBD, thereby maintaining the aesthetic character of public spaces.

The CBD Tolling Alternative would not affect building and land use codes.

## E. Transportation and Access:

NYSDOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people's access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

1. Will this project provide public transit?

Yes ☒ No ☐ N/A ☐

2. Will this project enable reduced automobile dependency?

Yes ☒ No ☐ N/A ☐

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

Yes ☐ No ☐ N/A ☒

(Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

**Explain:** (use this space to expand on your answers above)

The CBD Tolling Alternative would reduce congestion and VMT, which would enhance mobility for those who would continue to rely on personal automobiles and taxis/for-hire vehicles for their transportation needs. At the same time, by providing a new dedicated funding source for the public transit investments included in the MTA 2020–2024 Capital Program and successor programs, the CBD Tolling Alternative would contribute to improved public transportation.

## F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?

   **Yes** ☒ **No** ☐ **N/A** ☐

2. Is the project consistent with local plans?

   **Yes** ☒ **No** ☐ **N/A** ☐

3. Is the project consistent with county, regional, and state plans?

   **Yes** ☒ **No** ☐ **N/A** ☐

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

   **Yes** ☒ **No** ☐ **N/A** ☐

**Explain:** (use this space to expand on your answers above)

The Project Sponsors are committed to an open, participatory environmental review process for the Project and will inform and solicit feedback from the public; encourage open discussion of Project details and issues; and provide opportunities for comments. Meaningful opportunities for public input will be provided during environmental review and construction for the Project and will include virtual public meetings; meetings with key stakeholder groups; an interactive Project website; a social media communications program; a Project email list through which Project updates will be disseminated directly to interested members of the public; and Project-related radio and television programming. Public outreach activities for the Project will be compliant with the Americans with Disabilities Act, and the Project Sponsors will seek to involve environmental justice populations in the Project's public involvement activities.

The Project Sponsors will provide translations in Spanish, Chinese, Haitian Creole, Bengali, Korean, and Russian to aid Limited English Proficient populations in their engagement with the Project. Chapter 20, "Public Participation" provides a full discussion of the community-based planning and collaboration efforts associated with the CBD Tolling Alternative.

Development of the CBD Tolling Alternative has involved close coordination between agencies of the State and City of New York. Support for congestion pricing is included in local plans including OneNYC, as well as NYMTC's Regional Transportation Plan.

## G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d :To protect, preserve and enhance the State's resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?

   **Yes** ☐ **No** ☐ **N/A** ☒

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?

   **Yes** ☐ **No** ☐ **N/A** ☒

3. Will the project protect, preserve, and/or enhance air quality?

   **Yes** ☒ **No** ☐ **N/A** ☐

4. Will the project protect, preserve, and/or enhance recreation and/or open space?

   **Yes** ☐ **No** ☒ **N/A** ☐

5. Will the project protect, preserve, and/or enhance scenic areas?

   **Yes** ☐ **No** ☐ **N/A** ☒

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?

   **Yes** ☐ **No** ☒ **N/A** ☐

**Explain:** (use this space to expand on your answers above)

The CBD Tolling Alternative would reduce roadway congestion and vehicle-miles traveled, thereby improving air quality.

The CBD Tolling Alternative would not result in adverse effects to parks or open spaces. The CBD Tolling Alternative would place tolling infrastructure and tolling system equipment within Central Park. Equipment that is similar in appearance is already mounted on other poles in Central Park, and the tolling infrastructure and tolling system equipment would be visually consistent with the existing streetlight poles found throughout Central Park, including matching the existing color scheme. Because the tolling system equipment would be mounted on replacement poles in the same locations as existing poles, the amount of park space would not be reduced. Therefore, there would be no adverse effect on recreational uses of Central Park from the proposed tolling infrastructure and tolling system equipment.

The CBD Tolling Alternative would not result in adverse effects to historic or archaeological resources. The CBD Tolling Alternative would place tolling infrastructure and tolling system equipment within Central Park, but this would not result in changes that would alter the characteristics that qualify Central Park for listing in the National Register of Historic Places, nor would it diminish the integrity of Central Park's location, design, setting, materials, workmanship, feeling or association. Therefore, there would be no adverse effect on the historic integrity of Central Park.

There are no agricultural lands, forests, surface or groundwater resources, or scenic areas within the project area.

# Smart Growth Impact Statement (STEP 2)

**NYSDOT:** Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

**Local Sponsors:** The local sponsors are **not** responsible for completing a Smart Growth Impact Statement. Proceed to **Step 3**.

## Smart Growth Impact Statement

**PIN: N/A**

**Project Name: Central Business District Tolling Program**

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

- Proposes to implement the CBD Tolling Program, a vehicle tolling program to reduce traffic congestion in the Manhattan CBD. The tolling program would be established consistent with legislation that the NYS Legislature passed in April 2019 known as the MTA Reform and Traffic Mobility Act.
- Would be located in a municipal center: Manhattan Central Business District (CBD).
- Would be located in developed areas and an area designated for concentrated infill development in a municipally approved local waterfront revitalization plan, the New York City Waterfront Revitalization Plan (NYC WRP).
- Would maintain and improve existing public transportation infrastructure by providing funding for the MTA 2020-2024 Capital Program and successor programs and by reducing congestion on existing roadways in the Manhattan CBD.
- Would contribute to improved public transit and enable reduced automobile dependency by providing a new, dedicated funding source for public transit investment in the MTA 2020-2024 Capital Program and successor programs.
- Would improve air quality and reduce greenhouse gas emissions in the Manhattan CBD by reducing roadway congestion and vehicle-miles-traveled (VMT).
- Would promote sustainability by strengthening existing communities by establishing a dedicated funding source for public transit, contributing to improved public transportation, and enhancing the financial sustainability of public transit for existing communities who depend on the public transit network.
- Would be consistent with and supportive of the objectives of OneNYC 2050, specifically Initiative 26, "Reduce congestion and emissions."

- Would be consistent with and supportive of the objectives of the Regional Transportation Plans from MPOs across the 28-county New York City region, specifically, with the strategies detailed in NYMTC's Moving Forward: Your Region, Connected.
- Would be consistent with and supportive of the goals of the Climate Leadership and Community Protection Act, specifically by reducing emissions of greenhouse gases by reducing vehicle-miles traveled.
- Has included community-based planning and collaboration and has provided meaningful opportunities for public involvement to inform the public, encourage open discussion of Project details and issues, and provide opportunities for commenting.
- Has included coordination between inter-municipal/regional planning and state planning on the project.

This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

# Review & Attestation Instructions (STEP 3)

**Local Sponsors:** Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement **(Section A)** to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

**NYSDOT:** For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed **(Section B.2).** For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box **(Section B.1)** is checked, and the attestation is signed (Section B.2).

## A. CERTIFICATION (LOCAL PROJECT)

***I HEREBY CERTIFY***, to *the best of my knowledge, all of the above to be true and correct.*

Preparer of this document:

| | |
|---|---|
| Signature | Date |
| Title | Printed Name |

Responsible Local Official (for local projects):

| | |
|---|---|
| Signature | Date |
| Title | Printed Name |

## B. ATTESTATION (NYSDOT)

1. ***I HEREBY:***

☒ *Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act*

☐ *Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):*

(Attach additional sheets as needed)

☐ do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. ***NOW THEREFORE,*** pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,
Regional Planning & Programming Manager (or official designee):

| | |
|---|---|
| Signature | Date: July 22, 2022 |
| NYSDOT Chief Engineer | Nicolas A. Choubah, P.E. |
| Title | Printed Name |