

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

# **Appendix 4A.2, Transportation:** Travel Forecast Tolling Scenario Summaries and Detailed Tables (2023 and 2045)

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# Acronyms

CBD .....	Central Business District
EA .....	Environmental Assessment
FDR Drive .....	Franklin D. Roosevelt Drive
FHV.....	For-Hire Vehicle
MTA .....	Metropolitan Transportation Authority
NYCDOT .....	New York City Department of Transportation
NYMTC .....	New York Metropolitan Transportation Council
PANYNJ .....	Port Authority of New York and New Jersey
TBTA.....	Triborough Bridge and Tunnel Authority
VMT.....	Vehicle-Miles Traveled

#### 4A.2.1 TRAVEL FORECAST TOLLING SCENARIO SUMMARIES

The following sections describe the opening year (2023) travel pattern changes for each tolling scenario followed by horizon year (2045) travel pattern changes for each tolling scenario compared to the No Action Alternative. While the results of the 2045 model runs are different in terms of actual numbers (because they reflect the longer-term background growth in the model's forecast), the patterns from tolling scenario to tolling scenario are consistent between 2023 and 2045. For reference, **Chapter 2, "Project Alternatives,"** provides descriptions of each tolling scenario.

##### 4A.2.1 Tolling Scenario A (2023)

All passenger and commercial vehicles (except those exempted by the enabling legislation) entering or remaining in the Manhattan CBD would pay the Manhattan CBD entry toll, which would vary by vehicle type, time of day, and payment method (e.g., E-ZPass, Tolls by Mail). There would be no crossing credits offered to reduce the Manhattan CBD toll. This tolling scenario would reduce vehicular demand to the Manhattan CBD and divert drivers who would have previously traveled through the Manhattan CBD between New Jersey and Brooklyn, Queens, and Long Island, to instead choose routes through Upper Manhattan, the Bronx, or Staten Island.

Under Tolling Scenario A, total vehicle-miles traveled (VMT) in the Manhattan CBD would be reduced by 7.8 percent compared to the No Action Alternative, with more modest reductions citywide and regionwide (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7**). Transit mode share to the Manhattan CBD would grow by 1.1 percent, from 78.2 percent to 79.3 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-8**). Total vehicles entering the Manhattan CBD would also decline by 15.4 percent in this tolling scenario (see **Subchapter 4A, Table 4A-5**).

For Tolling Scenario A, traffic entering Manhattan via the Lincoln and Holland Tunnels would decrease, while traffic entering Manhattan on the George Washington Bridge would increase. The diversion to the George Washington Bridge would result from traffic attempting to avoid the Manhattan CBD when traveling between origins and destinations outside the Manhattan CBD. For example, in the No Action Alternative, an auto trip between Jersey City and the Upper West Side in Manhattan would likely use the Lincoln or Holland Tunnel because these facilities provide the most direct time-path, and no toll differential exists among the different Manhattan Hudson River crossings. With the introduction of Manhattan CBD tolling, drivers would pay the Manhattan CBD toll, in addition to the existing Port Authority of New York and New Jersey (PANYNJ) toll, for traveling through the Manhattan CBD. As a result, many of these trips would instead divert to the George Washington Bridge to avoid the Manhattan CBD toll despite the longer travel times.

For Tolling Scenario A, truck trips entering the Manhattan CBD would decline by 11.6 percent. Since this tolling scenario would toll trucks each time they enter or remain in the Manhattan CBD, trucks from New Jersey would be more likely to remain on West Side avenues in Manhattan to travel north and south rather than leave and re-enter the Manhattan CBD via the West Side Highway/Route 9A. This would result in additional truck traffic on these avenues near the Lincoln Tunnel.

##### 4A.2.2 Tolling Scenario B (2023)

Tolling Scenario B differs from Tolling Scenario A in its treatment of potential tolling exemptions and caps for buses and commercial vehicles. For Tolling Scenario B, all buses (e.g., transit buses, charter buses) would be exempt from paying

the Manhattan CBD toll, taxis and FHV's would be charged only once per day, and trucks would be charged up to two times a day. The Manhattan CBD toll for Tolling Scenario B would also be higher than for Tolling Scenario A.

Total VMT for Tolling Scenario B would be reduced by 7.6 percent in the Manhattan CBD compared to the No Action Alternative, with more modest reductions citywide and regionwide (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7**). The transit mode share to the Manhattan CBD would grow from 78.2 percent to 79.2 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-8**). Total vehicles entering the Manhattan CBD would also decline by 15.7 percent in this tolling scenario (see **Subchapter 4A, Table 4A-5**).

Tolling Scenario B would not offer any crossing credits for vehicles entering Manhattan on TBTA and PANYNJ crossings. As a result, the diversion effects described for Tolling Scenario A would apply to Tolling Scenario B.

In Tolling Scenario B, the taxi and FHV toll would be charged only once per day per vehicle, and, as a result, the Manhattan CBD toll would likely be spread across multiple trips and passengers during the day. While the cost to access the Manhattan CBD would increase for taxis and FHV's relative to the No Action Alternative, the increased cost per trip would be greater for private automobiles, which are less able to spread the cost across multiple trips and drivers. This could encourage some drivers to switch to taxis, FHV's, or transit.<sup>1</sup>

For Tolling Scenario B, truck trips entering the Manhattan CBD would decline by 12.3 percent. On average, commercial trucks enter the Manhattan CBD only 1.5 times per day.<sup>2</sup> Because most trucks enter the Manhattan CBD fewer than two times per day, capping toll payments at twice per day for truck would have a minimal impact on trucks entering the Manhattan CBD.

**Tolling Scenario B with 30 Percent Higher Tolls (2023).** Model results indicate that Tolling Scenario B would not generate sufficient revenue to meet the Project objective related to raising sufficient annual net revenues to fund \$15 billion for capital projects for the MTA Capital Program. It was retained in this analysis to provide consideration of a tolling scenario with lower toll rates and substantial caps and exemptions, which was a combination repeatedly requested by the public during development of this EA. To meet the revenue goal, an additional variation of the original Tolling Scenario B was modeled. In this variation, toll rates were increased 30 percent from the original Tolling Scenario B for all vehicle classes across all time periods. All other tolling policies in this variation are consistent with the original Tolling Scenario B.

This variation of Tolling Scenario B would reduce VMT in the Manhattan CBD by 8.6 percent compared to the No Action Alternative (**Table 4A.2-1**). This variation would also reduce traffic entering the Manhattan CBD by 17.5 percent (**Table 4A.2-2**). This variation would have minor changes to transit ridership where transit mode share to the Manhattan CBD would grow from 78.2 percent to 79.5 percent of the total journeys accessing the Manhattan CBD. This is a 0.3 percent greater transit mode share than the original Tolling Scenario B, and less than the transit mode share increases in Tolling Scenarios D, E, and F. For this variation of Tolling Scenario B, truck trips entering the Manhattan CBD would decline 13.8 percent.

<sup>1</sup> Taxis and FHV's would potentially be exempt from the CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.

<sup>2</sup> TBTA Entry Data from November 7, 2019, from the Hugh L. Carey Tunnel and Queens-Midtown Tunnel.

Table 4A.2-1. Daily Vehicle-Miles Traveled: Tolling Scenario B and Tolling Scenario B with 30 Percent Higher Tolls (2023)

LOCATIONS	NO ACTION	SCENARIO B	SCENARIO B (PERCENTAGE CHANGE)	SCENARIO B (WITH 30% HIGHER TOLLS)	SCENARIO B (WITH 30% HIGHER TOLLS) (PERCENTAGE CHANGE)
<b>New York State</b>	<b>122,186,497</b>	<b>121,789,089</b>	<b>-0.3%</b>	<b>121,698,669</b>	<b>-0.4%</b>
New York City	47,131,752	46,784,237	-0.7%	46,708,460	-0.9%
Manhattan CBD	3,244,791	2,998,489	-7.6%	2,965,910	-8.6%
CBD Core	1,217,727	1,152,471	-5.4%	1,143,029	-6.1%
Peripheral Highways (south of 60th Street; excluded from the toll)	2,027,064	1,846,018	-8.9%	1,822,881	-10.1%
West Side Highway/Route 9A	610,657	513,887	-15.8%	508,096	-16.8%
FDR Drive	720,682	729,706	1.3%	727,868	1.0%
Bridges & Tunnels	695,725	602,425	-13.4%	586,917	-15.6%
NYC Subarea 1 (see Figure 4A-2)	2,218,077	2,049,528	-7.6%	2,029,541	-8.5%
NYC Subarea 2 (see Figure 4A-2)	6,660,953	6,630,016	-0.5%	6,617,073	-0.7%
NYC Subarea 3 (see Figure 4A-2)	35,007,931	35,106,204	0.3%	35,095,936	0.3%
<b>Long Island Counties (2)</b>	<b>41,585,545</b>	<b>41,595,736</b>	<b>0.0%</b>	<b>41,620,213</b>	<b>0.1%</b>
<b>New York Counties North of New York City (5)</b>	<b>33,469,200</b>	<b>33,409,116</b>	<b>-0.2%</b>	<b>33,369,996</b>	<b>-0.3%</b>
<b>New Jersey Counties (14)</b>	<b>97,578,100</b>	<b>97,590,826</b>	<b>0.0%</b>	<b>97,595,190</b>	<b>0.0%</b>
<b>Connecticut Counties (2)</b>	<b>34,909,870</b>	<b>34,856,848</b>	<b>-0.2%</b>	<b>34,873,079</b>	<b>-0.1%</b>
<b>TOTAL</b>	<b>254,674,467</b>	<b>254,236,763</b>	<b>-0.2%</b>	<b>254,166,938</b>	<b>-0.2%</b>

Note: The number of counties is indicated within parentheses ( ).

Table 4A.2-2. Daily Vehicles Entering the Manhattan CBD by Crossing Location: No Action Alternative, Tolling Scenario B, and Tolling Scenario B with 30 Percent Higher Tolls (2023)

CROSSING LOCATION	NO ACTION	SCENARIO B	SCENARIO B (Percentage Change)	SCENARIO B (WITH 30% HIGHER TOLLS)	SCENARIO B (WITH 30% HIGHER TOLLS) (Percentage Change)
<b>60th Street</b>	<b>276,466</b>	<b>221,318</b>	<b>-19.9%</b>	<b>217,484</b>	<b>-21.3%</b>
FDR Drive and West Side Highway/Route 9A <sup>1</sup>	161,696	152,322	-5.8%	151,952	-6.0%
West Side Avenues	28,026	22,743	-18.9%	22,128	-21.0%
East Side Avenues	86,744	46,253	-46.7%	43,404	-50.0%
<b>Queens</b>	<b>142,596</b>	<b>124,315</b>	<b>-12.8%</b>	<b>123,032</b>	<b>-13.7%</b>
<b>Brooklyn</b>	<b>187,486</b>	<b>167,624</b>	<b>-10.6%</b>	<b>164,160</b>	<b>-12.4%</b>
<b>New Jersey</b>	<b>109,602</b>	<b>90,704</b>	<b>-17.2%</b>	<b>86,219</b>	<b>-21.3%</b>
<b>TOTAL Entering</b>	<b>716,150</b>	<b>603,961</b>	<b>-15.7%</b>	<b>590,895</b>	<b>-17.5%</b>

<sup>1</sup> Vehicle volumes entering the Manhattan CBD reported in this table for the Franklin D. Roosevelt (FDR) Drive and the West Side Highway/Route 9A are all vehicles traveling south on these facilities at 60th Street regardless of whether the vehicle eventually enters the Manhattan CBD from one of these facilities. Some vehicles reported in this table may use the West Side Highway/Route 9A and the FDR Drive to access the Hugh L. Carey Tunnel or Brooklyn Bridge without ever entering the Manhattan CBD. The volumes here are reported in this manner to be consistent with counts published in the annual New York Metropolitan Transportation Council (NYMTC) *Hub Bound Travel Data Report*.

#### 4A.2.3 Tolling Scenario C (2023)

Tolling Scenario C differs from Tolling Scenario A in several ways:

- Tolling Scenario C would have a higher Manhattan CBD toll (approximately 50 percent greater than Tolling Scenario A).
- Tolling Scenario C would provide a crossing credit for vehicles that paid tolls on the Queens-Midtown Tunnel, Hugh L. Carey Tunnel, Lincoln Tunnel, and Holland Tunnel.
- Tolling Scenario C would provide an exemption for taxis and a three-time daily cap for FHV's.

Tolling Scenario C would have higher toll rates compared to Tolling Scenarios A and B. These increased tolls would offset the cost of providing crossing credits to Manhattan CBD tunnel customers. This tolling scenario would result in a larger reduction in VMT in the Manhattan CBD compared to Tolling Scenarios A and B, with an 8.0 percent decrease in Manhattan CBD VMT compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7**). Transit mode share to the Manhattan CBD would grow from 78.2 percent to 79.6 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-8**). Total vehicles entering the Manhattan CBD would decline by 17.3 percent for Tolling Scenario C (see **Subchapter 4A, Table 4A-5**). In Tolling Scenario C, truck trips entering the Manhattan CBD would decline by 14.1 percent.

Potential crossing credits for Tolling Scenario C would reduce cost differences between NYCDOT and TBTA East River crossings entering the Manhattan CBD. In this tolling scenario, for example, a driver entering the Manhattan CBD during the day would pay the same combined toll with crossing credits entering on any East River crossing. As a result, the proportion of East River crossings via the Queens-Midtown Tunnel and Hugh L. Carey Tunnel would increase from 11 percent in the No Action Alternative to 17 percent for Tolling Scenario C. Even with the increased proportion of drive trips using these facilities to enter the Manhattan CBD, total drive journeys entering the Manhattan CBD would decline for Tolling Scenario C.

#### 4A.2.4 Tolling Scenario D (2023)

Tolling Scenario D would offer Manhattan CBD crossing credits for vehicle trips using the Queens-Midtown Tunnel, Hugh L. Carey Tunnel, Holland Tunnel, or Lincoln Tunnel that would be higher than those offered for Tolling Scenario C. The higher crossing credits offered in this tolling scenario would result in a higher Manhattan CBD toll rate than Tolling Scenario C. Similar to Tolling Scenario A, taxis, FHV's, and commercial vehicles would be assessed a toll each time they enter or remain in the Manhattan CBD.

Tolling Scenario D would reduce VMT in the Manhattan CBD by 8.7 percent compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7**). This tolling scenario would result in greater VMT reductions than Tolling Scenarios A, B, and C in New York City Subarea 1. Because higher crossing credits would require higher tolls to meet the Project's net revenue goal, traffic would be reduced in areas of Upper Manhattan and Downtown Brooklyn nearest the crossings where no crossing credits would apply. In these areas, the TBTA crossing credits included for Tolling Scenario D would also reduce VMT due to driver diversions from untolled river crossings to more direct, tolled river crossings. Transit mode share to the Manhattan CBD would grow from 78.2 percent to 80.3 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-8**). Total vehicles entering the Manhattan CBD would decline by 18.7 percent for Tolling Scenario D (see **Subchapter 4A, Table 4A-5**). In Tolling Scenario D, truck trips entering the Manhattan CBD would decline by 14.4 percent.

Recognizing that the tolls on the tunnels entering the Manhattan CBD would be higher than the crossing credit provided for Tolling Scenario C, Tolling Scenario D would provide a higher crossing credit against the Manhattan CBD toll that is closer to what PANYNJ customers, or TBTA customers traveling in both directions, would pay at the tunnels. This would increase the share of East River traffic on TBTA facilities connecting to the Manhattan CBD to 22 percent, from 11 percent in the No Action Alternative.

For the Hudson River crossings, volumes on the George Washington Bridge to Manhattan would decline. Some drivers bound to the Manhattan CBD from west of the Hudson River would divert to the Lincoln Tunnel and Holland Tunnel seeking crossing credits. These Manhattan CBD-bound driver diversions would be greater than the number of drivers switching to the bridge to avoid the Manhattan CBD toll for trips through the Manhattan CBD. This would lead to a net decline on Manhattan-bound vehicles on the George Washington Bridge.

#### 4A.2.5 Tolling Scenario E (2023)

For Tolling Scenario E, increased tolls are the primary difference from Tolling Scenario D. Tolling Scenario E would exempt transit buses from paying the Manhattan CBD toll, which would result in a higher toll rate for other vehicle classes to maintain net revenue goals for the program. Tolling Scenario E along with Tolling Scenario F would have the highest tolls of any tolling scenario—approximately 20 percent higher than Tolling Scenario D and 150 percent higher than Tolling Scenario A. Tolling Scenario E would offer the same crossing credits as Tolling Scenario D on all tolled crossings into the Manhattan CBD.

Tolling Scenario E would reduce Manhattan CBD VMT by 9.2 percent compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7**). This tolling scenario would have the highest toll rates (along with Tolling Scenario F), which is the most significant factor in reducing VMT within the Manhattan CBD. Transit mode share to the Manhattan CBD would grow from 78.2 percent to 80.5 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-8**). Total vehicles entering the Manhattan CBD would also decline by 19.9 percent in this tolling scenario (see **Subchapter 4A, Table 4A-5**). In Tolling Scenario E, truck trips entering the Manhattan CBD would decline by 17.1 percent.

The crossing credit impacts on diversions would be largely the same for Tolling Scenario E compared to Tolling Scenario D. The higher crossing credit for Tolling Scenario E would reduce the share of Hudson River traffic heading to Manhattan on the George Washington Bridge compared to the lower crossing credit for Tolling Scenario C. However, higher tolls would increase Hudson River diversions from the Lincoln and Holland Tunnels to the George Washington Bridge compared to Tolling Scenario D. In summary, traffic into Manhattan for Tolling Scenario E would decrease 1 percent compared to the No Action Alternative.

#### 4A.2.6 Tolling Scenario F (2023)

Tolling Scenario F differs from the other tolling scenarios in its approach to tolling crossing credits and time periods for tolling. Tolling Scenario F would offer the same higher crossing credit as Tolling Scenarios D and E, but the crossing credit would apply to all tolled crossings into Manhattan. As a result, the crossing credit would also be available to drivers using the George Washington Bridge, Henry Hudson Bridge, and the Robert F. Kennedy Bridge to reach the Manhattan CBD. This tolling scenario would also reduce the amount of time the peak-period toll would be charged from 14 hours to 8 hours (4 hours in the AM peak and 4 hours in the PM peak) compared to the other tolling scenarios.

Tolling Scenario F would reduce VMT in the Manhattan CBD by 7.1 percent compared to the No Action Alternative (see **Subchapter 4A, “Transportation: Regional Transportation Effects and Modeling,” Table 4A-7**). Transit mode share to the Manhattan CBD would grow from 78.2 percent to 80.0 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-8**). Total vehicles entering the Manhattan CBD would decline by 18.3 percent in this tolling scenario (see **Subchapter 4A, Table 4A-5**). In Tolling Scenario F, truck trips entering the Manhattan CBD would decline by 20.2 percent.

In Tolling Scenario F (along with Tolling Scenario B), the taxi and FHV toll would be charged only once per day per vehicle and, as a result, likely would be spread across multiple trips and passengers. While the cost to access the Manhattan CBD would increase for taxis and FHVs, it would increase more for private automobiles on a per trip rate. A low taxi and FHV toll spread across multiple trips plus improved travel times could encourage some drivers to switch to taxis and FHVs as well as transit.

#### 4A.2.7 Tolling Scenario G (2023)

The Project Sponsors added Tolling Scenario G to this Environmental Assessment in response to concerns raised during early public outreach for the Project. This tolling scenario differs from all other tolling scenarios in that tolls would be the same for all vehicle classes. Like other tolling scenarios, tolls would vary by time period. No crossing credits would be offered in Tolling Scenario G, and by most metrics the tolling scenario would have similar effects to Tolling Scenarios A and B. One noticeable effect of Tolling Scenario G would be a significant reduction in truck diversions because through-trucks would be more likely to traverse the Manhattan CBD when the truck toll is equal to all other vehicle classes. As a result of equalizing tolls for trucks, the peak and off-peak E-ZPass rates would be 26 percent higher than Tolling Scenario A, and overnight tolls would be 60 percent of peak rates instead of 50 percent under Tolling Scenario A. Similar to Tolling Scenario A, taxis, FHVs, and trucks would be charged for each entry.

Tolling Scenario G would reduce VMT in the Manhattan CBD by 8.4 percent compared to the No Action Alternative (see **Subchapter 4A, “Transportation: Regional Transportation Effects and Modeling,” Table 4A-7**). Transit mode share to the Manhattan CBD would grow from 78.2 percent to 79.6 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-8**). Total vehicles entering the Manhattan CBD would decline by 17.1 percent in this tolling scenario (see **Subchapter 4A, Table 4A-5**). In Tolling Scenario G, truck trips entering the Manhattan CBD would decline by 7.4 percent, compared to a decline of 11.6 percent in Tolling Scenario A and greater declines in other tolling scenarios.

During early public outreach for the Project, truck diversions were raised as a concern. Tolling Scenario G would decrease the level of truck diversions around the Manhattan CBD, as indicated by volumes on key bridges in the region. Tolling Scenario G would have a 0.5 percent decrease in daily truck volumes on the George Washington Bridge compared to the No Action Alternative, whereas every other tolling scenario would have an increase of 1 percent to 3 percent. On the Throgs Neck Bridge, Tolling Scenario G would have a 0.8 percent increase in daily truck volumes compared to the No Action Alternative, but this would be well below the 4 percent to 6 percent increases seen in other tolling scenarios. On the Verrazzano-Narrows Bridge, Tolling Scenario G would have a 0.8 percent increase in daily truck volumes compared to the No Action Alternative; other tolling scenarios would have increases of 2 percent to 6 percent. Within the Manhattan CBD, truck traffic would still decrease, but not as substantially as with other tolling scenarios.

**Tolling Scenario G with Taxis/FHVs Capped at Once Per Day (2023).** A variation of Tolling Scenario G was run to test the impact of adding a one-charge-per-day cap to taxis and FHVs. Adding this cap required increasing tolls on other vehicles

by about 10 percent to meet the Project’s revenue goal. This toll increase was low enough so as not to notably affect the results from Tolling Scenario G.

This Tolling Scenario G variation would reduce VMT in the Manhattan CBD by 8.2 percent compared to the No Action Alternative; the original Tolling Scenario G would reduce VMT by 8.4 percent. This variation would also reduce traffic entering the Manhattan CBD by 16.9 percent; the original Tolling Scenario G would reduce traffic entering the Manhattan CBD by 17.1 percent. This variation would have minor changes to transit ridership where transit mode share to the Manhattan CBD would grow from 78.2 percent to 79.2 percent of the total journeys accessing the Manhattan CBD; the transit mode share in the original Tolling Scenario G would be 79.4 percent.

In this variation of Tolling Scenario G, truck trips entering the Manhattan CBD would decline by 8.1 percent, compared to a decline of 7.4 percent in Tolling Scenario G. On key diversions bridges, this variation of Tolling Scenario G would perform as follows:

- a 0.2 percent decrease in daily truck volumes on the George Washington Bridge, versus a 0.5 percent decrease in Tolling Scenario G
- a 1.4 percent increase in daily truck volumes on the Throgs Neck Bridge, versus a 0.8 percent increase in Tolling Scenario G
- a 0.5 percent increase in daily truck volumes on the Verrazzano-Narrows Bridge, versus a 0.8 percent increase in Tolling Scenario G

#### 4A.2.8 Tolling Scenario A (2045)

For Tolling Scenario A, total VMT in the Manhattan CBD would be reduced by 6.7 percent compared to the No Action Alternative, with more modest reductions citywide and regionwide (see **Subchapter 4A, “Transportation: Regional Transportation Effects and Modeling,” Table 4A-14**). Transit mode share to the Manhattan CBD would grow by 1.1 percent, from 79.7 percent to 80.8 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-15**). Total vehicles entering the Manhattan CBD would also decline by 13.7 percent in this tolling scenario (see **Subchapter 4A, Table 4A-12**).

For Tolling Scenario A, truck trips entering the Manhattan CBD would decline by 11.9 percent. Because this tolling scenario tolls trucks each time they enter or remain in the Manhattan CBD, trucks from New Jersey would be more likely to remain on West Side avenues in Manhattan to travel north and south rather than leave and re-enter the Manhattan CBD via the West Side Highway/Route 9A. This would result in additional truck traffic on these avenues near the Lincoln Tunnel.

#### 4A.2.9 Tolling Scenario B (2045)

Total VMT for Tolling Scenario B would be reduced by 6.0 percent in the Manhattan CBD compared to the No Action Alternative, with more modest reductions citywide and regionwide (see **Subchapter 4A, “Transportation: Regional Transportation Effects and Modeling,” Table 4A-14**). The transit mode share to the Manhattan CBD would grow from 79.7 percent to 80.5 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-15**). Total vehicles entering the Manhattan CBD would also decline by 13.3 percent for this tolling scenario (see **Subchapter 4A, Table 4A-12**).

In Tolling Scenario B, the taxi and FHV toll would be charged only once per day per vehicle, and, as a result, the Manhattan CBD toll would likely be spread across multiple trips and passengers during the day. While the cost to access the Manhattan CBD would increase for taxis and FHVs relative to the No Action Alternative, the increased cost per trip would be greater for private automobiles, which are less able to spread the cost across multiple trips and drivers. This could encourage some drivers to switch to taxis, FHVs, and transit.

For Tolling Scenario B, truck trips entering the Manhattan CBD would decline by 12.5 percent. On average, commercial trucks enter the Manhattan CBD only 1.5 times per day.<sup>3</sup> Therefore, capping Manhattan CBD toll payments for trucks at twice per day would have minimal effect on truck-trip behavior compared to Tolling Scenario A, which would have no daily toll cap on trucks.

#### 4A.2.10 Tolling Scenario C (2045)

Tolling Scenario C would have higher toll rates compared to Tolling Scenarios A and B. These increased tolls would offset the cost of providing crossing credits to Manhattan CBD tunnel customers. This tolling scenario would result in more reductions in VMT in the Manhattan CBD as Tolling Scenarios A and B, with a 7.2 percent decrease in Manhattan CBD VMT compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14**). Transit mode share to the Manhattan CBD would grow from 79.7 percent to 81 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-15**). Total vehicles entering the Manhattan CBD would decline by 15.3 percent for Tolling Scenario C (see **Subchapter 4A, Table 4A-12**). In Tolling Scenario C, truck trips entering the Manhattan CBD would decline by 13.2 percent.

#### 4A.2.11 Tolling Scenario D (2045)

Tolling Scenario D would reduce VMT in the Manhattan CBD by 8.4 percent compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14**). This tolling scenario would result in greater VMT reductions than Tolling Scenarios A, B, and C in New York City Subarea 1. Because higher crossing credits would require higher tolls to maintain net revenue goals, traffic would be reduced in areas of Upper Manhattan and Downtown Brooklyn nearest the crossings where no crossing credits would apply. In these areas, the TBTA crossing credits included in Tolling Scenario D would also reduce VMT because of driver diversions from untolled river crossings to more direct, tolled river crossings. Transit mode share to the Manhattan CBD would grow from 79.7 percent to 81.7 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-15**). Total vehicles entering the Manhattan CBD would decline by 17.7 percent for Tolling Scenario D (see **Subchapter 4A, Table 4A-12**). In Tolling Scenario D, truck trips entering the Manhattan CBD would decline by 14.4 percent.

#### 4A.2.12 Tolling Scenario E (2045)

Tolling Scenario E would reduce Manhattan CBD VMT by 8.7 percent compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14**). Transit mode share to the Manhattan CBD would grow from 79.7 percent to 81.9 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-15**). Total vehicles entering the Manhattan CBD would also decline by 18.7 percent for this tolling scenario (see **Subchapter 4A, Table 4A-12**). In Tolling Scenario E, truck trips entering the Manhattan CBD would decline by 16.6 percent.

#### 4A.2.13 Tolling Scenario F (2045)

Tolling Scenario F would reduce VMT in the Manhattan CBD by 7.5 percent compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14**). Transit mode share to the Manhattan CBD would grow from 79.7 percent to 81.5 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-15**). Total vehicles entering the Manhattan CBD would decline by 17.2 percent for this tolling scenario (see **Subchapter 4A, Table 4A-12**). In Tolling Scenario F, truck trips entering the Manhattan CBD would decline by 16.5 percent.

#### 4A.2.14 Tolling Scenario G (2045)

Tolling Scenario G would reduce VMT in the Manhattan CBD by 7.6 percent compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14**). Transit mode share to the Manhattan CBD would grow from 79.7 percent to 81.0 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-15**). Total vehicles entering the Manhattan CBD would decline by 15.3 percent (see **Subchapter 4A, Table 4A-12**), and truck trips entering the Manhattan CBD would decline by 6.1 percent.

<sup>3</sup> TBTA Entry Data from November 7, 2019, from the Hugh L. Carey Tunnel and Queens-Midtown Tunnel.



4A.2.2 TRAVEL FORECAST DETAILED TABLES

Table 4A.2-3. Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023)

Scenario <i>(by Screen Line/ Crossing)</i>	Daily Volumes								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>Total</b>	<b>1,414,585</b>	<b>1,213,964</b>	<b>1,209,856</b>	<b>1,186,011</b>	<b>1,165,190</b>	<b>1,148,053</b>	<b>1,171,689</b>	<b>1,190,707</b>	<b>-14%</b>	<b>-14%</b>	<b>-16%</b>	<b>-18%</b>	<b>-19%</b>	<b>-17%</b>	<b>-16%</b>
<b>Inbound</b>	<b>716,150</b>	<b>605,913</b>	<b>590,895</b>	<b>592,015</b>	<b>581,926</b>	<b>573,295</b>	<b>585,168</b>	<b>594,002</b>	<b>-15%</b>	<b>-17%</b>	<b>-17%</b>	<b>-19%</b>	<b>-20%</b>	<b>-18.3%</b>	<b>-17.1%</b>
<b>Outbound</b>	<b>698,410</b>	<b>608,023</b>	<b>593,230</b>	<b>593,964</b>	<b>583,232</b>	<b>574,733</b>	<b>586,493</b>	<b>596,676</b>	<b>-13%</b>	<b>-15%</b>	<b>-15%</b>	<b>-16%</b>	<b>-18%</b>	<b>-16%</b>	<b>-15%</b>
									-	-	-	-	-	-	-
<b>60th Street</b>	<b>530,784</b>	<b>448,516</b>	<b>449,884</b>	<b>432,313</b>	<b>415,589</b>	<b>411,849</b>	<b>425,651</b>	<b>441,908</b>	<b>-15.5%</b>	<b>-15.2%</b>	<b>-18.6%</b>	<b>-21.7%</b>	<b>-22.4%</b>	<b>-19.8%</b>	<b>-16.7%</b>
<b>Inbound</b>	<b>276,466</b>	<b>220,659</b>	<b>217,484</b>	<b>208,405</b>	<b>198,437</b>	<b>196,294</b>	<b>204,011</b>	<b>216,999</b>	<b>-20.2%</b>	<b>-21.3%</b>	<b>-24.6%</b>	<b>-28.2%</b>	<b>-29.0%</b>	<b>-26.2%</b>	<b>-21.5%</b>
<b>Outbound</b>	<b>254,307</b>	<b>227,843</b>	<b>225,799</b>	<b>223,892</b>	<b>217,136</b>	<b>215,545</b>	<b>221,627</b>	<b>224,896</b>	<b>-10.4%</b>	<b>-11.2%</b>	<b>-12.0%</b>	<b>-14.6%</b>	<b>-15.2%</b>	<b>-12.9%</b>	<b>-11.6%</b>
<b>FDR DRIVE+WEST SIDE HWY</b>	<b>291,185</b>	<b>276,569</b>	<b>277,869</b>	<b>273,016</b>	<b>265,672</b>	<b>263,647</b>	<b>270,783</b>	<b>274,822</b>	<b>-5.0%</b>	<b>-4.6%</b>	<b>-6.2%</b>	<b>-8.8%</b>	<b>-9.5%</b>	<b>-7.0%</b>	<b>-5.6%</b>
<b>West Side Highway / Route 9A</b>	<b>122,140</b>	<b>112,694</b>	<b>113,191</b>	<b>110,074</b>	<b>106,877</b>	<b>105,727</b>	<b>108,784</b>	<b>111,538</b>	<b>-7.7%</b>	<b>-7.3%</b>	<b>-9.9%</b>	<b>-12.5%</b>	<b>-13.4%</b>	<b>-10.9%</b>	<b>-8.7%</b>
<b>am</b>	<b>25,702</b>	<b>25,071</b>	<b>24,997</b>	<b>24,489</b>	<b>23,993</b>	<b>23,769</b>	<b>24,316</b>	<b>24,818</b>	<b>-2.5%</b>	<b>-2.7%</b>	<b>-4.7%</b>	<b>-6.6%</b>	<b>-7.5%</b>	<b>-5.4%</b>	<b>-3.4%</b>
<b>md</b>	<b>35,198</b>	<b>32,221</b>	<b>32,826</b>	<b>32,176</b>	<b>30,600</b>	<b>30,831</b>	<b>31,532</b>	<b>32,176</b>	<b>-8.5%</b>	<b>-6.7%</b>	<b>-8.6%</b>	<b>-13.1%</b>	<b>-12.4%</b>	<b>-10.4%</b>	<b>-8.6%</b>
<b>pm</b>	<b>26,248</b>	<b>25,281</b>	<b>25,353</b>	<b>24,786</b>	<b>24,381</b>	<b>24,288</b>	<b>24,750</b>	<b>25,098</b>	<b>-3.7%</b>	<b>-3.4%</b>	<b>-5.6%</b>	<b>-7.1%</b>	<b>-7.5%</b>	<b>-5.7%</b>	<b>-4.4%</b>
<b>nt</b>	<b>34,992</b>	<b>30,121</b>	<b>30,015</b>	<b>28,623</b>	<b>27,903</b>	<b>26,839</b>	<b>28,186</b>	<b>29,446</b>	<b>-13.9%</b>	<b>-14.2%</b>	<b>-18.2%</b>	<b>-20.3%</b>	<b>-23.3%</b>	<b>-19.5%</b>	<b>-15.8%</b>
<b>FDR Drive</b>	<b>169,045</b>	<b>163,875</b>	<b>164,678</b>	<b>162,942</b>	<b>158,795</b>	<b>157,920</b>	<b>161,999</b>	<b>163,284</b>	<b>-3.1%</b>	<b>-2.6%</b>	<b>-3.6%</b>	<b>-6.1%</b>	<b>-6.6%</b>	<b>-4.2%</b>	<b>-3.4%</b>
<b>am</b>	<b>34,583</b>	<b>34,087</b>	<b>34,140</b>	<b>34,092</b>	<b>33,858</b>	<b>33,882</b>	<b>34,483</b>	<b>34,020</b>	<b>-1.4%</b>	<b>-1.3%</b>	<b>-1.4%</b>	<b>-2.1%</b>	<b>-2.0%</b>	<b>-0.3%</b>	<b>-1.6%</b>
<b>md</b>	<b>47,506</b>	<b>45,244</b>	<b>46,147</b>	<b>46,139</b>	<b>45,226</b>	<b>45,310</b>	<b>46,489</b>	<b>45,180</b>	<b>-4.8%</b>	<b>-2.9%</b>	<b>-2.9%</b>	<b>-4.8%</b>	<b>-4.6%</b>	<b>-2.1%</b>	<b>-4.9%</b>
<b>pm</b>	<b>40,079</b>	<b>39,049</b>	<b>39,133</b>	<b>38,753</b>	<b>37,976</b>	<b>38,038</b>	<b>38,679</b>	<b>38,916</b>	<b>-2.6%</b>	<b>-2.4%</b>	<b>-3.3%</b>	<b>-5.2%</b>	<b>-5.1%</b>	<b>-3.5%</b>	<b>-2.9%</b>
<b>nt</b>	<b>46,877</b>	<b>45,495</b>	<b>45,258</b>	<b>43,958</b>	<b>41,735</b>	<b>40,690</b>	<b>42,348</b>	<b>45,168</b>	<b>-2.9%</b>	<b>-3.5%</b>	<b>-6.2%</b>	<b>-11.0%</b>	<b>-13.2%</b>	<b>-9.7%</b>	<b>-3.6%</b>
<b>WEST AVENUES</b>	<b>68,392</b>	<b>52,383</b>	<b>53,572</b>	<b>50,586</b>	<b>47,820</b>	<b>47,219</b>	<b>49,818</b>	<b>51,662</b>	<b>-23.4%</b>	<b>-21.7%</b>	<b>-26.0%</b>	<b>-30.1%</b>	<b>-31.0%</b>	<b>-27.2%</b>	<b>-24.5%</b>
<b>West End Ave</b>	<b>9,898</b>	<b>3,684</b>	<b>3,763</b>	<b>2,894</b>	<b>2,325</b>	<b>2,136</b>	<b>2,721</b>	<b>3,747</b>	<b>-62.8%</b>	<b>-62.0%</b>	<b>-70.8%</b>	<b>-76.5%</b>	<b>-78.4%</b>	<b>-72.5%</b>	<b>-62.1%</b>
<b>am</b>	<b>2,312</b>	<b>925</b>	<b>932</b>	<b>681</b>	<b>574</b>	<b>486</b>	<b>629</b>	<b>963</b>	<b>-60.0%</b>	<b>-59.7%</b>	<b>-70.5%</b>	<b>-75.2%</b>	<b>-79.0%</b>	<b>-72.8%</b>	<b>-58.3%</b>
<b>md</b>	<b>2,706</b>	<b>1,124</b>	<b>1,164</b>	<b>843</b>	<b>674</b>	<b>607</b>	<b>826</b>	<b>1,193</b>	<b>-58.5%</b>	<b>-57.0%</b>	<b>-68.8%</b>	<b>-75.1%</b>	<b>-77.6%</b>	<b>-69.5%</b>	<b>-55.9%</b>
<b>pm</b>	<b>2,930</b>	<b>1,090</b>	<b>1,151</b>	<b>1,001</b>	<b>733</b>	<b>744</b>	<b>898</b>	<b>1,084</b>	<b>-62.8%</b>	<b>-60.7%</b>	<b>-65.8%</b>	<b>-75.0%</b>	<b>-74.6%</b>	<b>-69.4%</b>	<b>-63.0%</b>
<b>nt</b>	<b>1,950</b>	<b>545</b>	<b>516</b>	<b>369</b>	<b>344</b>	<b>299</b>	<b>368</b>	<b>507</b>	<b>-72.1%</b>	<b>-73.5%</b>	<b>-81.1%</b>	<b>-82.4%</b>	<b>-84.7%</b>	<b>-81.1%</b>	<b>-74.0%</b>
<b>Broadway</b>	<b>33,773</b>	<b>28,170</b>	<b>28,585</b>	<b>27,511</b>	<b>25,951</b>	<b>25,477</b>	<b>26,726</b>	<b>27,285</b>	<b>-16.6%</b>	<b>-15.4%</b>	<b>-18.5%</b>	<b>-23.2%</b>	<b>-24.6%</b>	<b>-20.9%</b>	<b>-19.2%</b>
<b>am</b>	<b>7,916</b>	<b>6,807</b>	<b>6,792</b>	<b>6,480</b>	<b>6,053</b>	<b>5,825</b>	<b>6,349</b>	<b>6,542</b>	<b>-14.0%</b>	<b>-14.2%</b>	<b>-18.1%</b>	<b>-23.5%</b>	<b>-26.4%</b>	<b>-19.8%</b>	<b>-17.4%</b>
<b>md</b>	<b>9,108</b>	<b>7,000</b>	<b>7,239</b>	<b>6,826</b>	<b>6,094</b>	<b>6,065</b>	<b>6,520</b>	<b>6,773</b>	<b>-23.1%</b>	<b>-20.5%</b>	<b>-25.1%</b>	<b>-33.1%</b>	<b>-33.4%</b>	<b>-28.4%</b>	<b>-25.6%</b>
<b>pm</b>	<b>10,673</b>	<b>9,138</b>	<b>9,398</b>	<b>8,991</b>	<b>8,694</b>	<b>8,557</b>	<b>8,694</b>	<b>8,965</b>	<b>-14.4%</b>	<b>-11.9%</b>	<b>-15.8%</b>	<b>-18.5%</b>	<b>-19.8%</b>	<b>-18.5%</b>	<b>-16.0%</b>
<b>nt</b>	<b>6,076</b>	<b>5,225</b>	<b>5,156</b>	<b>5,214</b>	<b>5,110</b>	<b>5,030</b>	<b>5,163</b>	<b>5,005</b>	<b>-14.0%</b>	<b>-15.1%</b>	<b>-14.2%</b>	<b>-15.9%</b>	<b>-17.2%</b>	<b>-15.0%</b>	<b>-17.6%</b>
<b>Amsterdam</b>	<b>12,033</b>	<b>7,318</b>	<b>7,711</b>	<b>7,099</b>	<b>6,696</b>	<b>6,671</b>	<b>7,265</b>	<b>7,388</b>	<b>-39.2%</b>	<b>-35.9%</b>	<b>-41.0%</b>	<b>-44.4%</b>	<b>-44.6%</b>	<b>-39.6%</b>	<b>-38.6%</b>
<b>am</b>	<b>1,684</b>	<b>1,036</b>	<b>1,020</b>	<b>897</b>	<b>955</b>	<b>897</b>	<b>922</b>	<b>1,133</b>	<b>-38.5%</b>	<b>-39.4%</b>	<b>-46.7%</b>	<b>-43.3%</b>	<b>-46.7%</b>	<b>-45.2%</b>	<b>-32.7%</b>
<b>md</b>	<b>3,278</b>	<b>1,822</b>	<b>1,845</b>	<b>1,684</b>	<b>1,693</b>	<b>1,748</b>	<b>1,950</b>	<b>1,891</b>	<b>-44.4%</b>	<b>-43.7%</b>	<b>-48.6%</b>	<b>-48.4%</b>	<b>-46.7%</b>	<b>-40.5%</b>	<b>-42.3%</b>
<b>pm</b>	<b>5,264</b>	<b>3,502</b>	<b>3,862</b>	<b>3,352</b>	<b>2,815</b>	<b>2,992</b>	<b>3,155</b>	<b>3,349</b>	<b>-33.5%</b>	<b>-26.6%</b>	<b>-36.3%</b>	<b>-46.5%</b>	<b>-43.2%</b>	<b>-40.1%</b>	<b>-36.4%</b>
<b>nt</b>	<b>1,807</b>	<b>958</b>	<b>984</b>	<b>1,166</b>	<b>1,233</b>	<b>1,034</b>	<b>1,238</b>	<b>1,015</b>	<b>-47.0%</b>	<b>-45.5%</b>	<b>-35.5%</b>	<b>-31.8%</b>	<b>-42.8%</b>	<b>-31.5%</b>	<b>-43.8%</b>



Table 4A.2-3 Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) (continued)

Scenario	Daily Volumes							Percent Change							
	No Action	A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Total</b>	<b>1,414,585</b>	<b>1,213,964</b>	<b>1,209,856</b>	<b>1,186,011</b>	<b>1,165,190</b>	<b>1,148,053</b>	<b>1,171,689</b>	<b>1,190,707</b>	<b>-14%</b>	<b>-14%</b>	<b>-16%</b>	<b>-18%</b>	<b>-19%</b>	<b>-17%</b>	<b>-16%</b>
<b>Inbound</b>	<b>716,150</b>	<b>605,913</b>	<b>590,895</b>	<b>592,015</b>	<b>581,926</b>	<b>573,295</b>	<b>585,168</b>	<b>594,002</b>	<b>-15%</b>	<b>-17%</b>	<b>-17%</b>	<b>-19%</b>	<b>-20%</b>	<b>-18.3%</b>	<b>-17.1%</b>
<b>Outbound</b>	<b>698,410</b>	<b>608,023</b>	<b>593,230</b>	<b>593,964</b>	<b>583,232</b>	<b>574,733</b>	<b>586,493</b>	<b>596,676</b>	<b>-13%</b>	<b>-15%</b>	<b>-15%</b>	<b>-16%</b>	<b>-18%</b>	<b>-16%</b>	<b>-15%</b>
									-	-	-	-	-	-	-
60th Street	530,784	448,516	449,884	432,313	415,589	411,849	425,651	441,908	-15.5%	-15.2%	-18.6%	-21.7%	-22.4%	-19.8%	-16.7%
Inbound	276,466	220,659	217,484	208,405	198,437	196,294	204,011	216,999	-20.2%	-21.3%	-24.6%	-28.2%	-29.0%	-26.2%	-21.5%
Outbound	254,307	227,843	225,799	223,892	217,136	215,545	221,627	224,896	-10.4%	-11.2%	-12.0%	-14.6%	-15.2%	-12.9%	-11.6%
Columbus Ave	8,945	9,615	9,955	9,318	9,112	9,237	9,233	9,751	7.5%	11.3%	4.2%	1.9%	3.3%	3.2%	9.0%
am	2,651	2,663	2,790	2,598	2,566	2,609	2,629	2,753	0.5%	5.2%	-2.0%	-3.2%	-1.6%	-0.8%	3.8%
md	3,170	3,188	3,483	3,192	3,155	3,162	3,092	3,254	0.6%	9.9%	0.7%	-0.5%	-0.3%	-2.5%	2.6%
pm	1,801	1,781	1,837	1,749	1,715	1,755	1,778	1,772	-1.1%	2.0%	-2.9%	-4.8%	-2.6%	-1.3%	-1.6%
nt	1,323	1,983	1,845	1,779	1,676	1,711	1,734	1,972	49.9%	39.5%	34.5%	26.7%	29.3%	31.1%	49.1%
Eighth Avenue	3,743	3,596	3,558	3,764	3,736	3,698	3,873	3,491	-3.9%	-4.9%	0.6%	-0.2%	-1.2%	3.5%	-6.7%
am	643	698	664	770	932	871	921	633	8.6%	3.3%	19.8%	44.9%	35.5%	43.2%	-1.6%
md	1,011	880	910	896	854	867	864	832	-13.0%	-10.0%	-11.4%	-15.5%	-14.2%	-14.5%	-17.7%
pm	1,253	1,182	1,166	1,212	1,159	1,182	1,240	1,198	-5.7%	-6.9%	-3.3%	-7.5%	-5.7%	-1.0%	-4.4%
nt	836	836	818	886	791	778	848	828	0.0%	-2.2%	6.0%	-5.4%	-6.9%	1.4%	-1.0%
EAST AVENUES	171,207	119,564	118,443	108,711	102,097	100,983	105,050	115,424	-30.2%	-30.8%	-36.5%	-40.4%	-41.0%	-38.6%	-32.6%
Fifth Avenue	12,394	9,575	9,598	9,055	8,318	8,258	8,660	9,327	-22.7%	-22.6%	-26.9%	-32.9%	-33.4%	-30.1%	-24.7%
am	3,768	3,168	3,166	2,981	2,738	2,691	2,945	3,068	-15.9%	-16.0%	-20.9%	-27.3%	-28.6%	-21.8%	-18.6%
md	4,709	3,392	3,497	3,222	2,939	2,927	3,073	3,330	-28.0%	-25.7%	-31.6%	-37.6%	-37.8%	-34.7%	-29.3%
pm	2,150	1,606	1,634	1,582	1,465	1,493	1,530	1,614	-25.3%	-24.0%	-26.4%	-31.9%	-30.6%	-28.8%	-24.9%
nt	1,767	1,409	1,301	1,270	1,176	1,147	1,112	1,315	-20.3%	-26.4%	-28.1%	-33.4%	-35.1%	-37.1%	-25.6%
Madison Avenue	3,727	3,171	3,231	3,118	2,959	2,878	2,926	3,140	-14.9%	-13.3%	-16.3%	-20.6%	-22.8%	-21.5%	-15.7%
am	462	433	432	424	428	430	437	420	-6.3%	-6.5%	-8.2%	-7.4%	-6.9%	-5.4%	-9.1%
md	936	867	883	855	857	859	856	829	-7.4%	-5.7%	-8.7%	-8.4%	-8.2%	-8.5%	-11.4%
pm	2,091	1,679	1,716	1,653	1,481	1,414	1,431	1,694	-19.7%	-17.9%	-20.9%	-29.2%	-32.4%	-31.6%	-19.0%
nt	238	192	200	186	193	175	202	197	-19.3%	-16.0%	-21.8%	-18.9%	-26.5%	-15.1%	-17.2%
Park Avenue	18,411	14,583	14,538	14,191	12,968	12,668	13,336	13,959	-20.8%	-21.0%	-22.9%	-29.6%	-31.2%	-27.6%	-24.2%
am	4,828	3,901	3,905	3,799	3,558	3,353	3,652	3,772	-19.2%	-19.1%	-21.3%	-26.3%	-30.6%	-24.4%	-21.9%
md	4,860	3,590	3,676	3,420	3,176	3,012	3,205	3,533	-26.1%	-24.4%	-29.6%	-34.7%	-38.0%	-34.1%	-27.3%
pm	5,188	4,242	4,302	4,177	3,884	3,860	4,003	4,009	-18.2%	-17.1%	-19.5%	-25.1%	-25.6%	-22.8%	-22.7%
nt	3,535	2,850	2,655	2,795	2,350	2,443	2,476	2,645	-19.4%	-24.9%	-20.9%	-33.5%	-30.9%	-30.0%	-25.2%

Table 4A.2-3 Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) (continued)

Scenario	Daily Volumes								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Total</b>	<b>1,414,585</b>	<b>1,213,964</b>	<b>1,209,856</b>	<b>1,186,011</b>	<b>1,165,190</b>	<b>1,148,053</b>	<b>1,171,689</b>	<b>1,190,707</b>	<b>-14%</b>	<b>-14%</b>	<b>-16%</b>	<b>-18%</b>	<b>-19%</b>	<b>-17%</b>	<b>-16%</b>
<b>Inbound</b>	<b>716,150</b>	<b>605,913</b>	<b>590,895</b>	<b>592,015</b>	<b>581,926</b>	<b>573,295</b>	<b>585,168</b>	<b>594,002</b>	<b>-15%</b>	<b>-17%</b>	<b>-17%</b>	<b>-19%</b>	<b>-20%</b>	<b>-18.3%</b>	<b>-17.1%</b>
<b>Outbound</b>	<b>698,410</b>	<b>608,023</b>	<b>593,230</b>	<b>593,964</b>	<b>583,232</b>	<b>574,733</b>	<b>586,493</b>	<b>596,676</b>	<b>-13%</b>	<b>-15%</b>	<b>-15%</b>	<b>-16%</b>	<b>-18%</b>	<b>-16%</b>	<b>-15%</b>
									-	-	-	-	-	-	-
<b>60th Street</b>	<b>530,784</b>	<b>448,516</b>	<b>449,884</b>	<b>432,313</b>	<b>415,589</b>	<b>411,849</b>	<b>425,651</b>	<b>441,908</b>	<b>-15.5%</b>	<b>-15.2%</b>	<b>-18.6%</b>	<b>-21.7%</b>	<b>-22.4%</b>	<b>-19.8%</b>	<b>-16.7%</b>
<b>Inbound</b>	<b>276,466</b>	<b>220,659</b>	<b>217,484</b>	<b>208,405</b>	<b>198,437</b>	<b>196,294</b>	<b>204,011</b>	<b>216,999</b>	<b>-20.2%</b>	<b>-21.3%</b>	<b>-24.6%</b>	<b>-28.2%</b>	<b>-29.0%</b>	<b>-26.2%</b>	<b>-21.5%</b>
<b>Outbound</b>	<b>254,307</b>	<b>227,843</b>	<b>225,799</b>	<b>223,892</b>	<b>217,136</b>	<b>215,545</b>	<b>221,627</b>	<b>224,896</b>	<b>-10.4%</b>	<b>-11.2%</b>	<b>-12.0%</b>	<b>-14.6%</b>	<b>-15.2%</b>	<b>-12.9%</b>	<b>-11.6%</b>
<b>Lexington Avenue</b>	<b>14,798</b>	<b>10,597</b>	<b>10,671</b>	<b>9,140</b>	<b>7,982</b>	<b>7,718</b>	<b>8,448</b>	<b>10,751</b>	<b>-28.4%</b>	<b>-27.9%</b>	<b>-38.2%</b>	<b>-46.1%</b>	<b>-47.8%</b>	<b>-42.9%</b>	<b>-27.3%</b>
<b>am</b>	<b>3,677</b>	<b>2,293</b>	<b>2,329</b>	<b>2,135</b>	<b>1,879</b>	<b>1,863</b>	<b>1,978</b>	<b>2,323</b>	<b>-37.6%</b>	<b>-36.7%</b>	<b>-41.9%</b>	<b>-48.9%</b>	<b>-49.3%</b>	<b>-46.2%</b>	<b>-36.8%</b>
<b>md</b>	<b>6,294</b>	<b>4,900</b>	<b>4,820</b>	<b>3,817</b>	<b>3,177</b>	<b>3,029</b>	<b>3,415</b>	<b>4,983</b>	<b>-22.1%</b>	<b>-23.4%</b>	<b>-39.4%</b>	<b>-49.5%</b>	<b>-51.9%</b>	<b>-45.7%</b>	<b>-20.8%</b>
<b>pm</b>	<b>2,134</b>	<b>1,432</b>	<b>1,462</b>	<b>1,474</b>	<b>1,363</b>	<b>1,414</b>	<b>1,449</b>	<b>1,481</b>	<b>-32.9%</b>	<b>-31.5%</b>	<b>-30.9%</b>	<b>-36.1%</b>	<b>-33.7%</b>	<b>-32.1%</b>	<b>-30.6%</b>
<b>nt</b>	<b>2,693</b>	<b>1,972</b>	<b>2,060</b>	<b>1,714</b>	<b>1,563</b>	<b>1,412</b>	<b>1,606</b>	<b>1,964</b>	<b>-26.8%</b>	<b>-23.5%</b>	<b>-36.4%</b>	<b>-42.0%</b>	<b>-47.6%</b>	<b>-40.4%</b>	<b>-27.1%</b>
<b>Third Avenue</b>	<b>14,212</b>	<b>10,537</b>	<b>10,490</b>	<b>9,783</b>	<b>8,558</b>	<b>8,341</b>	<b>8,795</b>	<b>10,054</b>	<b>-25.9%</b>	<b>-26.2%</b>	<b>-31.2%</b>	<b>-39.8%</b>	<b>-41.3%</b>	<b>-38.1%</b>	<b>-29.3%</b>
<b>am</b>	<b>2,388</b>	<b>1,990</b>	<b>1,826</b>	<b>1,834</b>	<b>1,676</b>	<b>1,553</b>	<b>1,659</b>	<b>1,859</b>	<b>-16.7%</b>	<b>-23.5%</b>	<b>-23.2%</b>	<b>-29.8%</b>	<b>-35.0%</b>	<b>-30.5%</b>	<b>-22.2%</b>
<b>md</b>	<b>5,207</b>	<b>3,833</b>	<b>3,842</b>	<b>3,554</b>	<b>2,811</b>	<b>2,795</b>	<b>2,920</b>	<b>3,599</b>	<b>-26.4%</b>	<b>-26.2%</b>	<b>-31.7%</b>	<b>-46.0%</b>	<b>-46.3%</b>	<b>-43.9%</b>	<b>-30.9%</b>
<b>pm</b>	<b>4,658</b>	<b>3,304</b>	<b>3,352</b>	<b>3,005</b>	<b>2,747</b>	<b>2,702</b>	<b>2,905</b>	<b>3,149</b>	<b>-29.1%</b>	<b>-28.0%</b>	<b>-35.5%</b>	<b>-41.0%</b>	<b>-42.0%</b>	<b>-37.6%</b>	<b>-32.4%</b>
<b>nt</b>	<b>1,959</b>	<b>1,410</b>	<b>1,470</b>	<b>1,390</b>	<b>1,324</b>	<b>1,291</b>	<b>1,311</b>	<b>1,447</b>	<b>-28.0%</b>	<b>-25.0%</b>	<b>-29.0%</b>	<b>-32.4%</b>	<b>-34.1%</b>	<b>-33.1%</b>	<b>-26.1%</b>
<b>Second Avenue</b>	<b>39,264</b>	<b>17,362</b>	<b>16,626</b>	<b>14,152</b>	<b>13,485</b>	<b>13,301</b>	<b>14,184</b>	<b>15,297</b>	<b>-55.8%</b>	<b>-57.7%</b>	<b>-64.0%</b>	<b>-65.7%</b>	<b>-66.1%</b>	<b>-63.9%</b>	<b>-61.0%</b>
<b>am</b>	<b>8,739</b>	<b>5,211</b>	<b>5,052</b>	<b>4,696</b>	<b>5,206</b>	<b>5,032</b>	<b>5,261</b>	<b>4,719</b>	<b>-40.4%</b>	<b>-42.2%</b>	<b>-46.3%</b>	<b>-40.4%</b>	<b>-42.4%</b>	<b>-39.8%</b>	<b>-46.0%</b>
<b>md</b>	<b>11,336</b>	<b>5,009</b>	<b>4,687</b>	<b>3,681</b>	<b>3,266</b>	<b>3,394</b>	<b>3,674</b>	<b>4,618</b>	<b>-55.8%</b>	<b>-58.7%</b>	<b>-67.5%</b>	<b>-71.2%</b>	<b>-70.1%</b>	<b>-67.6%</b>	<b>-59.3%</b>
<b>pm</b>	<b>8,793</b>	<b>3,753</b>	<b>3,710</b>	<b>3,362</b>	<b>3,274</b>	<b>3,143</b>	<b>3,337</b>	<b>3,437</b>	<b>-57.3%</b>	<b>-57.8%</b>	<b>-61.8%</b>	<b>-62.8%</b>	<b>-64.3%</b>	<b>-62.0%</b>	<b>-60.9%</b>
<b>nt</b>	<b>10,396</b>	<b>3,389</b>	<b>3,177</b>	<b>2,413</b>	<b>1,739</b>	<b>1,732</b>	<b>1,912</b>	<b>2,523</b>	<b>-67.4%</b>	<b>-69.4%</b>	<b>-76.8%</b>	<b>-83.3%</b>	<b>-83.3%</b>	<b>-81.6%</b>	<b>-75.7%</b>
<b>First Avenue</b>	<b>5,642</b>	<b>5,019</b>	<b>5,272</b>	<b>4,967</b>	<b>5,276</b>	<b>5,111</b>	<b>5,418</b>	<b>5,193</b>	<b>-11.0%</b>	<b>-6.6%</b>	<b>-12.0%</b>	<b>-6.5%</b>	<b>-9.4%</b>	<b>-4.0%</b>	<b>-8.0%</b>
<b>am</b>	<b>1,709</b>	<b>1,527</b>	<b>1,557</b>	<b>1,499</b>	<b>1,943</b>	<b>1,770</b>	<b>2,000</b>	<b>1,549</b>	<b>-10.6%</b>	<b>-8.9%</b>	<b>-12.3%</b>	<b>13.7%</b>	<b>3.6%</b>	<b>17.0%</b>	<b>-9.4%</b>
<b>md</b>	<b>1,319</b>	<b>1,416</b>	<b>1,407</b>	<b>1,341</b>	<b>1,226</b>	<b>1,226</b>	<b>1,358</b>	<b>1,432</b>	<b>7.4%</b>	<b>6.7%</b>	<b>1.7%</b>	<b>-7.1%</b>	<b>-7.1%</b>	<b>3.0%</b>	<b>8.6%</b>
<b>pm</b>	<b>1,724</b>	<b>1,436</b>	<b>1,670</b>	<b>1,547</b>	<b>1,585</b>	<b>1,387</b>	<b>1,443</b>	<b>1,546</b>	<b>-16.7%</b>	<b>-3.1%</b>	<b>-10.3%</b>	<b>-8.1%</b>	<b>-19.5%</b>	<b>-16.3%</b>	<b>-10.3%</b>
<b>nt</b>	<b>890</b>	<b>640</b>	<b>638</b>	<b>580</b>	<b>522</b>	<b>728</b>	<b>617</b>	<b>666</b>	<b>-28.1%</b>	<b>-28.3%</b>	<b>-34.8%</b>	<b>-41.3%</b>	<b>-18.2%</b>	<b>-30.7%</b>	<b>-25.2%</b>
<b>York Avenue</b>	<b>23,046</b>	<b>13,733</b>	<b>13,591</b>	<b>12,481</b>	<b>11,842</b>	<b>11,793</b>	<b>12,225</b>	<b>13,239</b>	<b>-40.4%</b>	<b>-41.0%</b>	<b>-45.8%</b>	<b>-48.6%</b>	<b>-48.8%</b>	<b>-47.0%</b>	<b>-42.6%</b>
<b>am</b>	<b>4,385</b>	<b>2,576</b>	<b>2,545</b>	<b>2,363</b>	<b>2,226</b>	<b>2,188</b>	<b>2,248</b>	<b>2,482</b>	<b>-41.3%</b>	<b>-42.0%</b>	<b>-46.1%</b>	<b>-49.2%</b>	<b>-50.1%</b>	<b>-48.7%</b>	<b>-43.4%</b>
<b>md</b>	<b>6,974</b>	<b>4,392</b>	<b>4,584</b>	<b>3,964</b>	<b>3,652</b>	<b>3,690</b>	<b>3,922</b>	<b>4,236</b>	<b>-37.0%</b>	<b>-34.3%</b>	<b>-43.2%</b>	<b>-47.6%</b>	<b>-47.1%</b>	<b>-43.8%</b>	<b>-39.3%</b>
<b>pm</b>	<b>4,325</b>	<b>2,728</b>	<b>2,446</b>	<b>2,267</b>	<b>2,030</b>	<b>2,153</b>	<b>2,048</b>	<b>2,669</b>	<b>-36.9%</b>	<b>-43.4%</b>	<b>-47.6%</b>	<b>-53.1%</b>	<b>-50.2%</b>	<b>-52.6%</b>	<b>-38.3%</b>
<b>nt</b>	<b>7,362</b>	<b>4,037</b>	<b>4,016</b>	<b>3,887</b>	<b>3,934</b>	<b>3,762</b>	<b>4,007</b>	<b>3,852</b>	<b>-45.2%</b>	<b>-45.4%</b>	<b>-47.2%</b>	<b>-46.6%</b>	<b>-48.9%</b>	<b>-45.6%</b>	<b>-47.7%</b>
<b>Ed Koch Queensboro Ramp</b>	<b>39,713</b>	<b>34,987</b>	<b>34,426</b>	<b>31,824</b>	<b>30,709</b>	<b>30,915</b>	<b>31,058</b>	<b>34,464</b>	<b>-11.9%</b>	<b>-13.3%</b>	<b>-19.9%</b>	<b>-22.7%</b>	<b>-22.2%</b>	<b>-21.8%</b>	<b>-13.2%</b>
<b>am</b>	<b>7,646</b>	<b>5,244</b>	<b>5,284</b>	<b>5,092</b>	<b>5,084</b>	<b>5,235</b>	<b>5,223</b>	<b>5,196</b>	<b>-31.4%</b>	<b>-30.9%</b>	<b>-33.4%</b>	<b>-33.5%</b>	<b>-31.5%</b>	<b>-31.7%</b>	<b>-32.0%</b>
<b>md</b>	<b>15,217</b>	<b>12,289</b>	<b>11,930</b>	<b>10,586</b>	<b>9,709</b>	<b>9,733</b>	<b>9,910</b>	<b>11,908</b>	<b>-19.2%</b>	<b>-21.6%</b>	<b>-30.4%</b>	<b>-36.2%</b>	<b>-36.0%</b>	<b>-34.9%</b>	<b>-21.7%</b>
<b>pm</b>	<b>7,954</b>	<b>5,429</b>	<b>5,402</b>	<b>4,908</b>	<b>4,911</b>	<b>4,748</b>	<b>4,928</b>	<b>5,368</b>	<b>-31.7%</b>	<b>-32.1%</b>	<b>-38.3%</b>	<b>-38.3%</b>	<b>-40.3%</b>	<b>-38.0%</b>	<b>-32.5%</b>
<b>nt</b>	<b>8,896</b>	<b>12,025</b>	<b>11,810</b>	<b>11,238</b>	<b>11,005</b>	<b>11,199</b>	<b>10,997</b>	<b>11,992</b>	<b>35.2%</b>	<b>32.8%</b>	<b>26.3%</b>	<b>23.7%</b>	<b>25.9%</b>	<b>23.6%</b>	<b>34.8%</b>

Table 4A.2-3 Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) (continued)

Scenario	Daily Volumes								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Total</b>	<b>1,414,585</b>	<b>1,213,964</b>	<b>1,209,856</b>	<b>1,186,011</b>	<b>1,165,190</b>	<b>1,148,053</b>	<b>1,171,689</b>	<b>1,190,707</b>	<b>-14%</b>	<b>-14%</b>	<b>-16%</b>	<b>-18%</b>	<b>-19%</b>	<b>-17%</b>	<b>-16%</b>
<b>Inbound</b>	<b>716,150</b>	<b>605,913</b>	<b>590,895</b>	<b>592,015</b>	<b>581,926</b>	<b>573,295</b>	<b>585,168</b>	<b>594,002</b>	<b>-15%</b>	<b>-17%</b>	<b>-17%</b>	<b>-19%</b>	<b>-20%</b>	<b>-18.3%</b>	<b>-17.1%</b>
<b>Outbound</b>	<b>698,410</b>	<b>608,023</b>	<b>593,230</b>	<b>593,964</b>	<b>583,232</b>	<b>574,733</b>	<b>586,493</b>	<b>596,676</b>	<b>-13%</b>	<b>-15%</b>	<b>-15%</b>	<b>-16%</b>	<b>-18%</b>	<b>-16%</b>	<b>-15%</b>
									-	-	-	-	-	-	-
Queens	268,300	226,698	225,076	226,946	237,025	235,706	238,171	222,545	-15.5%	-16.1%	-15.4%	-11.7%	-12.1%	-11.2%	-17.1%
Inbound	142,596	125,030	123,032	130,029	136,799	136,652	137,229	123,298	-12.3%	-13.7%	-8.8%	-4.1%	-4.2%	-3.8%	-13.5%
Outbound	125,702	101,665	98,264	96,913	100,223	99,051	100,940	99,242	-19.1%	-21.8%	-22.9%	-20.3%	-21.2%	-19.7%	-21.0%
Ed Koch Queensboro Bridge	186,973	152,370	150,390	130,569	113,066	112,169	113,833	148,715	-18.5%	-19.6%	-30.2%	-39.5%	-40.0%	-39.1%	-20.5%
am	38,293	32,207	31,839	28,658	26,733	26,384	26,670	31,281	-15.9%	-16.9%	-25.2%	-30.2%	-31.1%	-30.4%	-18.3%
md	58,127	47,256	46,789	42,846	37,359	37,496	37,849	46,252	-18.7%	-19.5%	-26.3%	-35.7%	-35.5%	-34.9%	-20.4%
pm	40,997	32,279	31,961	27,824	25,524	24,984	25,738	31,564	-21.3%	-22.0%	-32.1%	-37.7%	-39.1%	-37.2%	-23.0%
nt	49,556	40,628	39,801	31,241	23,450	23,305	23,576	39,618	-18.0%	-19.7%	-37.0%	-52.7%	-53.0%	-52.4%	-20.1%
Queens-Midtown Tunnel	81,327	74,328	74,686	96,377	123,959	123,537	124,338	73,830	-8.6%	-8.2%	18.5%	52.4%	51.9%	52.9%	-9.2%
am	19,352	18,072	18,054	20,872	23,344	23,234	23,540	18,078	-6.6%	-6.7%	7.9%	20.6%	20.1%	21.6%	-6.6%
md	28,738	26,581	26,541	29,530	36,234	35,960	36,463	26,369	-7.5%	-7.6%	2.8%	26.1%	25.1%	26.9%	-8.2%
pm	19,615	17,474	17,660	21,456	25,582	25,387	25,443	17,326	-10.9%	-10.0%	9.4%	30.4%	29.4%	29.7%	-11.7%
nt	13,622	12,201	12,431	24,519	38,799	38,956	38,892	12,057	-10.4%	-8.7%	80.0%	184.8%	186.0%	185.5%	-11.5%



Table 4A.2-3 Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) (continued)

Scenario	Daily Volumes								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Total</b>	<b>1,414,585</b>	<b>1,213,964</b>	<b>1,209,856</b>	<b>1,186,011</b>	<b>1,165,190</b>	<b>1,148,053</b>	<b>1,171,689</b>	<b>1,190,707</b>	<b>-14%</b>	<b>-14%</b>	<b>-16%</b>	<b>-18%</b>	<b>-19%</b>	<b>-17%</b>	<b>-16%</b>
<b>Inbound</b>	<b>716,150</b>	<b>605,913</b>	<b>590,895</b>	<b>592,015</b>	<b>581,926</b>	<b>573,295</b>	<b>585,168</b>	<b>594,002</b>	<b>-15%</b>	<b>-17%</b>	<b>-17%</b>	<b>-19%</b>	<b>-20%</b>	<b>-18.3%</b>	<b>-17.1%</b>
<b>Outbound</b>	<b>698,410</b>	<b>608,023</b>	<b>593,230</b>	<b>593,964</b>	<b>583,232</b>	<b>574,733</b>	<b>586,493</b>	<b>596,676</b>	<b>-13%</b>	<b>-15%</b>	<b>-15%</b>	<b>-16%</b>	<b>-18%</b>	<b>-16%</b>	<b>-15%</b>
									-	-	-	-	-	-	-
Brooklyn	391,603	350,510	349,383	333,372	314,584	309,743	311,458	344,495	-10.5%	-10.8%	-14.9%	-19.7%	-20.9%	-20.5%	-12.0%
Inbound	187,486	168,154	164,160	152,790	138,880	137,092	137,368	165,509	-10.3%	-12.4%	-18.5%	-25.9%	-26.9%	-26.7%	-11.7%
Outbound	204,111	182,347	177,994	180,571	175,696	172,644	174,082	178,980	-10.7%	-12.8%	-11.5%	-13.9%	-15.4%	-14.7%	-12.3%
Williamsburg Bridge	122,207	101,542	101,260	93,732	78,130	75,951	78,004	98,789	-16.9%	-17.1%	-23.3%	-36.1%	-37.9%	-36.2%	-19.2%
am	25,067	20,643	20,367	19,853	18,651	18,153	18,242	20,011	-17.6%	-18.7%	-20.8%	-25.6%	-27.6%	-27.2%	-20.2%
md	34,143	28,314	28,522	27,192	23,711	23,398	24,101	27,740	-17.1%	-16.5%	-20.4%	-30.6%	-31.5%	-29.4%	-18.8%
pm	30,486	26,445	26,212	24,704	20,928	20,440	20,894	25,801	-13.3%	-14.0%	-19.0%	-31.4%	-33.0%	-31.5%	-15.4%
nt	32,511	26,140	26,159	21,983	14,840	13,960	14,767	25,237	-19.6%	-19.5%	-32.4%	-54.4%	-57.1%	-54.6%	-22.4%
Manhattan Bridge	88,594	68,593	68,021	55,533	38,195	35,697	36,567	66,289	-22.6%	-23.2%	-37.3%	-56.9%	-59.7%	-58.7%	-25.2%
am	23,956	18,859	18,743	15,548	11,715	11,042	10,791	18,221	-21.3%	-21.8%	-35.1%	-51.1%	-53.9%	-55.0%	-23.9%
md	24,322	19,680	19,369	16,184	10,759	10,020	10,688	18,987	-19.1%	-20.4%	-33.5%	-55.8%	-58.8%	-56.1%	-21.9%
pm	21,763	16,699	16,736	13,701	9,699	8,974	9,219	16,080	-23.3%	-23.1%	-37.0%	-55.4%	-58.8%	-57.6%	-26.1%
nt	18,553	13,355	13,173	10,100	6,022	5,661	5,869	13,001	-28.0%	-29.0%	-45.6%	-67.5%	-69.5%	-68.4%	-29.9%
Brooklyn Bridge	121,147	119,354	118,751	113,780	99,005	97,657	96,384	118,810	-1.5%	-2.0%	-6.1%	-18.3%	-19.4%	-20.4%	-1.9%
am	24,876	24,638	24,551	24,001	22,907	22,683	22,419	24,480	-1.0%	-1.3%	-3.5%	-7.9%	-8.8%	-9.9%	-1.6%
md	33,856	33,162	32,970	31,695	27,286	27,164	26,574	32,775	-2.0%	-2.6%	-6.4%	-19.4%	-19.8%	-21.5%	-3.2%
pm	27,157	26,147	25,932	25,090	23,246	23,114	22,988	25,899	-3.7%	-4.5%	-7.6%	-14.4%	-14.9%	-15.4%	-4.6%
nt	35,258	35,407	35,298	32,994	25,566	24,696	24,403	35,656	0.4%	0.1%	-6.4%	-27.5%	-30.0%	-30.8%	1.1%
Hugh Carey Tunnel	59,655	61,021	61,351	70,327	99,254	100,438	100,503	60,607	2.3%	2.8%	17.9%	66.4%	68.4%	68.5%	1.6%
am	16,739	17,349	17,445	18,493	21,045	21,096	21,440	17,352	3.6%	4.2%	10.5%	25.7%	26.0%	28.1%	3.7%
md	18,798	18,663	18,669	20,545	28,999	28,830	28,990	18,450	-0.7%	-0.7%	9.3%	54.3%	53.4%	54.2%	-1.9%
pm	18,908	18,624	18,590	20,647	25,589	25,367	25,619	18,468	-1.5%	-1.7%	9.2%	35.3%	34.2%	35.5%	-2.3%
nt	5,210	6,385	6,647	10,642	23,621	25,145	24,454	6,337	22.6%	27.6%	104.3%	353.4%	382.6%	369.4%	21.6%

Table 4A.2-3 Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) (continued)

Scenario	Daily Volumes								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Total</b>	<b>1,414,585</b>	<b>1,213,964</b>	<b>1,209,856</b>	<b>1,186,011</b>	<b>1,165,190</b>	<b>1,148,053</b>	<b>1,171,689</b>	<b>1,190,707</b>	<b>-14%</b>	<b>-14%</b>	<b>-16%</b>	<b>-18%</b>	<b>-19%</b>	<b>-17%</b>	<b>-16%</b>
<b>Inbound</b>	<b>716,150</b>	<b>605,913</b>	<b>590,895</b>	<b>592,015</b>	<b>581,926</b>	<b>573,295</b>	<b>585,168</b>	<b>594,002</b>	<b>-15%</b>	<b>-17%</b>	<b>-17%</b>	<b>-19%</b>	<b>-20%</b>	<b>-18.3%</b>	<b>-17.1%</b>
<b>Outbound</b>	<b>698,410</b>	<b>608,023</b>	<b>593,230</b>	<b>593,964</b>	<b>583,232</b>	<b>574,733</b>	<b>586,493</b>	<b>596,676</b>	<b>-13%</b>	<b>-15%</b>	<b>-15%</b>	<b>-16%</b>	<b>-18%</b>	<b>-16%</b>	<b>-15%</b>
									-	-	-	-	-	-	-
New Jersey	223,898	188,240	185,513	193,380	197,992	190,755	196,409	181,759	-15.9%	-17.1%	-13.6%	-11.6%	-14.8%	-12.3%	-18.8%
Inbound	109,602	92,070	86,219	100,791	107,810	103,257	106,560	88,196	-16.0%	-21.3%	-8.0%	-1.6%	-5.8%	-2.8%	-19.5%
Outbound	114,290	96,168	91,173	92,588	90,177	87,493	89,844	93,558	-15.9%	-20.2%	-19.0%	-21.1%	-23.4%	-21.4%	-18.1%
Holland Tunnel	108,683	93,896	92,321	93,934	95,129	91,000	93,926	90,220	-13.6%	-15.1%	-13.6%	-12.5%	-16.3%	-13.6%	-17.0%
am	23,564	21,004	20,749	20,935	20,961	20,459	20,478	20,454	-10.9%	-11.9%	-11.2%	-11.0%	-13.2%	-13.1%	-13.2%
md	29,507	25,253	24,765	24,970	25,026	23,860	25,310	24,329	-14.4%	-16.1%	-15.4%	-15.2%	-19.1%	-14.2%	-17.5%
pm	23,778	20,848	20,700	20,854	21,078	20,120	20,216	20,366	-12.3%	-12.9%	-12.3%	-11.4%	-15.4%	-15.0%	-14.3%
nt	31,834	26,791	26,107	27,175	28,064	26,561	27,922	25,071	-15.8%	-18.0%	-14.6%	-11.8%	-16.6%	-12.3%	-21.2%
Lincoln Tunnel	115,215	94,344	93,192	99,446	102,863	99,755	102,483	91,539	-18.1%	-19.1%	-13.7%	-10.7%	-13.4%	-11.1%	-20.5%
am	24,429	21,961	21,786	22,644	23,212	22,660	22,816	21,565	-10.1%	-10.8%	-7.3%	-5.0%	-7.2%	-6.6%	-11.7%
md	33,640	26,859	26,371	27,640	28,354	27,110	28,984	25,969	-20.2%	-21.6%	-17.8%	-15.7%	-19.4%	-13.8%	-22.8%
pm	26,946	22,931	22,784	23,454	23,263	22,480	22,804	22,679	-14.9%	-15.4%	-13.0%	-13.7%	-16.6%	-15.4%	-15.8%
nt	30,200	22,593	22,251	25,708	28,034	27,505	27,879	21,326	-25.2%	-26.3%	-14.9%	-7.2%	-8.9%	-7.7%	-29.4%

Table 4A.2-4. Summary – Vehicle-Miles Traveled (2023)

Scenario	Daily VMT								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Manhattan CBD</b>	<b>3,244,791</b>	<b>2,993,214</b>	<b>2,998,489</b>	<b>2,984,080</b>	<b>2,963,211</b>	<b>2,946,339</b>	<b>3,016,013</b>	<b>2,970,819</b>	<b>-7.8%</b>	<b>-7.6%</b>	<b>-8.0%</b>	<b>-8.7%</b>	<b>-9.2%</b>	<b>-7.1%</b>	<b>-8.4%</b>
<b>New York City</b>	<b>47,131,752</b>	<b>46,743,670</b>	<b>46,784,237</b>	<b>46,572,720</b>	<b>46,461,121</b>	<b>46,404,913</b>	<b>46,578,412</b>	<b>46,713,541</b>	<b>-0.8%</b>	<b>-0.7%</b>	<b>-1.2%</b>	<b>-1.4%</b>	<b>-1.5%</b>	<b>-1.2%</b>	<b>-0.9%</b>
Manhattan CBD	3,244,791	2,993,214	2,998,489	2,984,080	2,963,211	2,946,339	3,016,013	2,970,819	-7.8%	-7.6%	-8.0%	-8.7%	-9.2%	-7.1%	-8.4%
CBD Core	1,217,727	1,150,843	1,152,471	1,161,407	1,159,162	1,147,545	1,183,476	1,142,077	-5.5%	-5.4%	-4.6%	-4.8%	-5.8%	-2.8%	-6.2%
Peripheral Highways (south of 60th St)	2,027,064	1,842,371	1,846,018	1,822,673	1,804,049	1,798,794	1,832,537	1,828,742	-9.1%	-8.9%	-10.1%	-11.0%	-11.3%	-9.6%	-9.8%
RT9A - S of 60th	610,657	510,785	513,887	493,396	485,167	486,404	501,603	508,951	-16.4%	-15.8%	-19.2%	-20.5%	-20.3%	-17.9%	-16.7%
FDR - S of 60th	720,682	725,459	729,706	718,820	705,903	710,555	721,421	727,101	0.7%	1.3%	-0.3%	-2.1%	-1.4%	0.1%	0.9%
Bridge & Tunnels - S of 60th*	695,725	606,127	602,425	610,457	612,979	601,835	609,513	592,690	-12.9%	-13.4%	-12.3%	-11.9%	-13.5%	-12.4%	-14.8%
<b>Zone 1</b>	<b>2,218,077</b>	<b>2,049,561</b>	<b>2,049,528</b>	<b>2,004,366</b>	<b>1,955,714</b>	<b>1,944,168</b>	<b>1,962,310</b>	<b>2,031,243</b>	<b>-7.6%</b>	<b>-7.6%</b>	<b>-9.6%</b>	<b>-11.8%</b>	<b>-12.3%</b>	<b>-11.5%</b>	<b>-8.4%</b>
Manhattan: 60th St - 82nd St	687,178	611,298	614,228	596,527	579,197	576,383	588,785	605,889	-11.0%	-10.6%	-13.2%	-15.7%	-16.1%	-14.3%	-11.8%
Long Island City	634,642	576,941	574,378	573,434	584,367	581,662	585,542	569,080	-9.1%	-9.5%	-9.6%	-7.9%	-8.3%	-7.7%	-10.3%
Downtown Brooklyn	507,721	490,094	489,809	469,669	438,875	434,721	434,188	487,809	-3.5%	-3.5%	-7.5%	-13.6%	-14.4%	-14.5%	-3.9%
Williamsburg	388,536	371,228	371,113	364,736	353,275	351,402	353,795	368,465	-4.5%	-4.5%	-6.1%	-9.1%	-9.6%	-8.9%	-5.2%
<b>Zone 2</b>	<b>6,660,953</b>	<b>6,626,001</b>	<b>6,630,016</b>	<b>6,588,313</b>	<b>6,578,676</b>	<b>6,568,162</b>	<b>6,596,549</b>	<b>6,615,308</b>	<b>-0.5%</b>	<b>-0.5%</b>	<b>-1.1%</b>	<b>-1.2%</b>	<b>-1.4%</b>	<b>-1.0%</b>	<b>-0.7%</b>
Manhattan: 82nd St - 126th St	1,683,098	1,664,870	1,674,332	1,654,877	1,629,759	1,624,558	1,644,204	1,674,029	-1.1%	-0.5%	-1.7%	-3.2%	-3.5%	-2.3%	-0.5%
Inner Brooklyn	2,382,944	2,364,550	2,364,723	2,342,062	2,352,282	2,350,184	2,351,128	2,356,477	-0.8%	-0.8%	-1.7%	-1.3%	-1.4%	-1.3%	-1.1%
Inner Queens	2,594,911	2,596,581	2,590,961	2,591,374	2,596,635	2,593,420	2,601,217	2,584,802	0.1%	-0.2%	-0.1%	0.1%	-0.1%	0.2%	-0.4%
<b>Zone 3</b>	<b>35,007,931</b>	<b>35,074,894</b>	<b>35,106,204</b>	<b>34,995,961</b>	<b>34,963,520</b>	<b>34,946,244</b>	<b>35,003,540</b>	<b>35,096,171</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>-0.1%</b>	<b>-0.2%</b>	<b>0.0%</b>	<b>0.3%</b>
Upper Manhattan: Above 126th St	1,668,523	1,666,606	1,673,122	1,655,734	1,629,152	1,623,144	1,633,549	1,676,495	-0.1%	0.3%	-0.8%	-2.4%	-2.7%	-2.1%	0.5%
Outer Brooklyn	6,682,723	6,685,405	6,695,192	6,683,132	6,677,077	6,672,230	6,674,480	6,701,884	0.0%	0.2%	0.0%	-0.1%	-0.2%	-0.1%	0.3%
Outer Queens	15,180,594	15,139,719	15,150,768	15,086,757	15,101,340	15,099,256	15,119,805	15,121,886	-0.3%	-0.2%	-0.6%	-0.5%	-0.5%	-0.4%	-0.4%
Staten Island	3,986,457	4,071,055	4,078,180	4,078,983	4,076,004	4,085,745	4,080,602	4,098,570	2.1%	2.3%	2.3%	2.2%	2.5%	2.4%	2.8%
Bronx	7,489,634	7,512,109	7,508,942	7,491,355	7,479,947	7,465,869	7,495,104	7,497,336	0.3%	0.3%	0.0%	-0.1%	-0.3%	0.1%	0.1%
<b>New York State</b>	<b>122,186,497</b>	<b>121,752,302</b>	<b>121,789,089</b>	<b>121,438,634</b>	<b>121,227,956</b>	<b>121,111,122</b>	<b>121,464,091</b>	<b>121,662,622</b>	<b>-0.4%</b>	<b>-0.3%</b>	<b>-0.6%</b>	<b>-0.8%</b>	<b>-0.9%</b>	<b>-0.6%</b>	<b>-0.4%</b>
New York City	47,131,752	46,743,670	46,784,237	46,572,720	46,461,121	46,404,913	46,578,412	46,713,541	-0.8%	-0.7%	-1.2%	-1.4%	-1.5%	-1.2%	-0.9%
Long Island	41,585,545	41,609,407	41,595,736	41,546,248	41,503,705	41,497,676	41,598,789	41,573,420	0.1%	0.0%	-0.1%	-0.2%	-0.2%	0.0%	0.0%
Upstate	33,469,200	33,399,225	33,409,116	33,319,666	33,263,130	33,208,533	33,286,890	33,375,661	-0.2%	-0.2%	-0.4%	-0.6%	-0.8%	-0.5%	-0.3%
Connecticut	34,909,870	34,878,673	34,856,848	34,830,279	34,846,493	34,842,671	34,893,239	34,844,682	-0.1%	-0.2%	-0.2%	-0.2%	-0.2%	0.0%	-0.2%
New Jersey	97,578,100	97,594,939	97,590,826	97,748,567	97,733,034	97,665,181	97,768,338	97,642,310	0.0%	0.0%	0.2%	0.2%	0.1%	0.2%	0.1%
<b>Total</b>	<b>254,674,467</b>	<b>254,225,914</b>	<b>254,236,763</b>	<b>254,017,480</b>	<b>253,807,483</b>	<b>253,618,974</b>	<b>254,125,668</b>	<b>254,149,614</b>	<b>-0.2%</b>	<b>-0.2%</b>	<b>-0.3%</b>	<b>-0.3%</b>	<b>-0.4%</b>	<b>-0.2%</b>	<b>-0.2%</b>



Table 4A.2-5. Transit Boardings by Mode (2023)

Mode	Transit Boardings (AM Period)								Change							Percent Change						
	No Action	Scenario							A	B	C	D	E	F	G	Scenario						
		A	B	C	D	E	F	G								A	B	C	D	E	F	G
<b>Total Volume</b>	<b>6,352,866</b>	<b>6,432,577</b>	<b>6,434,921</b>	<b>6,449,184</b>	<b>6,457,649</b>	<b>6,465,941</b>	<b>6,461,019</b>	<b>6,438,473</b>	<b>79,711</b>	<b>82,055</b>	<b>96,318</b>	<b>104,784</b>	<b>113,075</b>	<b>108,154</b>	<b>85,607</b>	<b>1.3%</b>	<b>1.3%</b>	<b>1.5%</b>	<b>1.6%</b>	<b>1.8%</b>	<b>1.7%</b>	<b>1.3%</b>
<b>Commuter Rail</b>	<b>454,520</b>	<b>456,756</b>	<b>457,863</b>	<b>459,632</b>	<b>461,635</b>	<b>463,109</b>	<b>462,013</b>	<b>458,867</b>	<b>2,236</b>	<b>3,343</b>	<b>5,112</b>	<b>7,115</b>	<b>8,589</b>	<b>7,493</b>	<b>4,346</b>	<b>0.5%</b>	<b>0.7%</b>	<b>1.1%</b>	<b>1.6%</b>	<b>1.9%</b>	<b>1.6%</b>	<b>1.0%</b>
Long Island Rail Road	142,651	143,452	143,989	144,244	144,733	145,544	144,560	144,084	802	1,339	1,593	2,083	2,894	1,910	1,433	0.6%	0.9%	1.1%	1.5%	2.0%	1.3%	1.0%
Metro-North Railroad	152,203	153,128	153,437	154,108	154,850	154,296	155,020	153,491	925	1,234	1,905	2,647	2,093	2,817	1,288	0.6%	0.8%	1.3%	1.7%	1.4%	1.9%	0.8%
New Jersey Transit Rail	159,666	160,175	160,437	161,280	162,051	163,268	162,433	161,292	509	770	1,614	2,385	3,602	2,767	1,626	0.3%	0.5%	1.0%	1.5%	2.3%	1.7%	1.0%
<b>Urban Rail</b>	<b>3,151,234</b>	<b>3,197,895</b>	<b>3,200,431</b>	<b>3,205,407</b>	<b>3,212,195</b>	<b>3,215,961</b>	<b>3,212,751</b>	<b>3,202,009</b>	<b>46,661</b>	<b>49,197</b>	<b>54,173</b>	<b>60,961</b>	<b>64,727</b>	<b>61,517</b>	<b>50,775</b>	<b>1.5%</b>	<b>1.6%</b>	<b>1.7%</b>	<b>1.9%</b>	<b>2.1%</b>	<b>2.0%</b>	<b>1.6%</b>
NYCT Subway	3,005,224	3,050,101	3,052,683	3,056,840	3,063,552	3,066,614	3,063,577	3,053,144	44,877	47,459	51,616	58,328	61,390	58,353	47,920	1.5%	1.6%	1.7%	1.9%	2.0%	1.9%	1.6%
PATH	133,736	134,860	134,691	135,588	135,818	136,438	136,206	135,934	1,124	955	1,852	2,082	2,702	2,471	2,198	0.8%	0.7%	1.4%	1.6%	2.0%	1.8%	1.6%
SIRR	12,274	12,934	13,057	12,978	12,826	12,909	12,967	12,931	660	783	704	552	635	694	657	5.4%	6.4%	5.7%	4.5%	5.2%	5.7%	5.4%
<b>Bus</b>	<b>2,689,564</b>	<b>2,718,960</b>	<b>2,717,507</b>	<b>2,724,787</b>	<b>2,724,456</b>	<b>2,727,511</b>	<b>2,726,657</b>	<b>2,718,457</b>	<b>29,396</b>	<b>27,943</b>	<b>35,224</b>	<b>34,892</b>	<b>37,948</b>	<b>37,093</b>	<b>28,893</b>	<b>1.1%</b>	<b>1.0%</b>	<b>1.3%</b>	<b>1.3%</b>	<b>1.4%</b>	<b>1.4%</b>	<b>1.1%</b>
NYCT Bus	2,037,319	2,063,136	2,062,997	2,068,001	2,067,753	2,069,107	2,068,898	2,062,926	25,817	25,678	30,682	30,434	31,788	31,579	25,607	1.3%	1.3%	1.5%	1.5%	1.6%	1.6%	1.3%
NJT Bus	471,109	474,344	473,456	474,079	474,279	476,321	475,663	474,260	3,235	2,347	2,970	3,170	5,212	4,554	3,151	0.7%	0.5%	0.6%	0.7%	1.1%	1.0%	0.7%
Others	181,136	181,480	181,053	182,707	182,424	182,084	182,096	181,271	345	-83	1,571	1,288	948	960	136	0.2%	0.0%	0.9%	0.7%	0.5%	0.5%	0.1%
<b>Other Transit</b>	<b>57,548</b>	<b>58,966</b>	<b>59,120</b>	<b>59,358</b>	<b>59,363</b>	<b>59,360</b>	<b>59,598</b>	<b>59,140</b>	<b>1,418</b>	<b>1,572</b>	<b>1,810</b>	<b>1,815</b>	<b>1,811</b>	<b>2,050</b>	<b>1,592</b>	<b>2.5%</b>	<b>2.7%</b>	<b>3.1%</b>	<b>3.2%</b>	<b>3.1%</b>	<b>3.6%</b>	<b>2.8%</b>
Ferries	57,548	58,966	59,120	59,358	59,363	59,360	59,598	59,140	1,418	1,572	1,810	1,815	1,811	2,050	1,592	2.5%	2.7%	3.1%	3.2%	3.1%	3.6%	2.8%
Roosevelt Tram	153	154	154	156	154	154	155	159	1	1	3	1	1	2	6	0.5%	0.8%	1.7%	0.6%	0.7%	1.0%	4.1%



Table 4A.2-6. Cordon Volumes by Station/Route (2023)

	Cordon Volumes (AM Peak Period)														Percent Change								
	Baseline	Scenario							Scenario							Scenario							
	No Action	A	B	C	D	E	F	G	A	B	C	D	E	F	G	A	B	C	D	E	F	G	
<b>Commuter Rail</b>																							
Inbound	240,930	242,734	243,593	244,140	245,232	245,754	245,205	243,572	1,804	2,663	3,210	4,302	4,824	4,274	2,641	0.7%	1.1%	1.3%	1.8%	2.0%	1.8%	1.1%	
Long Island Rail Road (Penn Station)	83,870	84,697	84,929	84,903	85,326	85,825	85,285	84,960	827	1,059	1,033	1,456	1,955	1,416	1,091	1.0%	1.3%	1.2%	1.7%	2.3%	1.7%	1.3%	
Metro-North Railroad (Grand Central Terminal)	97,340	97,832	98,426	99,003	99,215	98,861	99,258	98,133	492	1,086	1,663	1,875	1,521	1,918	793	0.5%	1.1%	1.7%	1.9%	1.6%	2.0%	0.8%	
New Jersey Transit (New York - Penn Station)	59,721	60,205	60,239	60,235	60,691	61,068	60,662	60,478	484	518	514	970	1,348	941	757	0.8%	0.9%	0.9%	1.6%	2.3%	1.6%	1.3%	
<b>Scenario</b>																							
<b>NYCT Subway</b>																							
Inbound	878,509	891,951	892,551	894,951	898,214	899,469	898,532	892,734	13,442	14,043	16,442	19,705	20,960	20,023	14,225	1.5%	1.6%	1.9%	2.2%	2.4%	2.3%	1.6%	
60th Street Cordon	276,917	280,723	280,491	281,147	282,960	283,386	282,138	280,980	3,806	3,575	4,230	6,043	6,470	5,221	4,063	1.4%	1.3%	1.5%	2.2%	2.3%	1.9%	1.5%	
Broadway (1,2,3)	74,725	75,638	75,573	75,834	76,444	76,571	76,077	75,661	913	848	1,109	1,719	1,846	1,352	936	1.2%	1.1%	1.5%	2.3%	2.5%	1.8%	1.3%	
8th Avenue (A, C, B, D)	88,153	89,321	89,270	89,419	89,950	90,086	89,703	89,413	1,168	1,117	1,266	1,797	1,933	1,550	1,260	1.3%	1.3%	1.4%	2.0%	2.2%	1.8%	1.4%	
Lexington Avenue (4, 5, 6)	89,537	90,920	90,841	91,003	91,510	91,610	91,460	91,015	1,383	1,303	1,465	1,973	2,073	1,922	1,478	1.5%	1.5%	1.6%	2.2%	2.3%	2.1%	1.7%	
2nd Avenue (Q)	24,502	24,843	24,808	24,891	25,055	25,119	24,898	24,890	342	307	390	553	618	397	389	1.4%	1.3%	1.6%	2.3%	2.5%	1.6%	1.6%	
Queens Cordon	249,675	254,348	253,872	254,674	255,134	256,033	255,951	254,032	4,673	4,198	4,999	5,460	6,358	6,276	4,357	1.9%	1.7%	2.0%	2.2%	2.5%	2.5%	1.7%	
63rd Street (F)	53,897	54,770	54,677	54,762	54,801	54,970	54,909	54,829	874	780	865	904	1,073	1,012	933	1.6%	1.4%	1.6%	1.7%	2.0%	1.9%	1.7%	
60th Street (R)	18,272	18,816	18,772	18,907	18,905	19,073	19,062	18,805	544	500	635	633	801	790	533	3.0%	2.7%	3.5%	3.5%	4.4%	4.3%	2.9%	
60th Street (N, W)	30,668	31,268	31,140	31,314	31,370	31,424	31,476	31,158	600	472	647	703	756	808	490	2.0%	1.5%	2.1%	2.3%	2.5%	2.6%	1.6%	
53rd Street (E, M)	78,555	79,837	79,848	80,008	80,143	80,444	80,400	79,787	1,282	1,293	1,453	1,588	1,889	1,845	1,232	1.6%	1.6%	1.8%	2.0%	2.4%	2.3%	1.6%	
Steinway Tunnel (7)	68,283	69,656	69,436	69,683	69,915	70,122	70,104	69,452	1,373	1,153	1,400	1,632	1,839	1,821	1,169	2.0%	1.7%	2.1%	2.4%	2.7%	2.7%	1.7%	
Brooklyn Cordon	351,917	356,879	358,188	359,130	360,120	360,050	360,443	357,722	4,962	6,271	7,213	8,203	8,133	8,526	5,805	1.4%	1.8%	2.0%	2.3%	2.3%	2.4%	1.6%	
14th Street (L)	42,607	43,209	43,337	43,466	43,573	43,562	43,583	43,316	602	730	859	966	955	976	709	1.4%	1.7%	2.0%	2.3%	2.2%	2.3%	1.7%	
Williamsburg Bridge (J, M, Z)	37,216	37,924	38,050	38,256	38,366	38,408	38,411	38,070	708	834	1,040	1,150	1,193	1,195	854	1.9%	2.2%	2.8%	3.1%	3.2%	3.2%	2.3%	
Rutgers Street (F)	37,006	37,403	37,504	37,709	37,807	37,822	37,921	37,495	397	498	702	801	815	915	488	1.1%	1.3%	1.9%	2.2%	2.2%	2.5%	1.3%	
Manhattan Bridge (B, D, N, Q)	100,921	102,440	102,952	103,144	103,654	103,527	103,630	102,549	1,520	2,031	2,224	2,734	2,606	2,710	1,628	1.5%	2.0%	2.2%	2.7%	2.6%	2.7%	1.6%	
Cranberry Street (A, C)	66,013	66,783	66,866	67,001	67,063	67,061	67,173	66,976	770	854	988	1,050	1,049	1,160	963	1.2%	1.3%	1.5%	1.6%	1.6%	1.8%	1.5%	
Clark Street (2, 3)	29,316	29,788	29,874	29,944	29,992	30,073	30,030	29,845	472	557	628	676	757	714	529	1.6%	1.9%	2.1%	2.3%	2.6%	2.4%	1.8%	
Montague Street (R)	10,143	10,164	10,167	10,243	10,218	10,258	10,301	10,205	21	25	101	75	116	158	63	0.2%	0.2%	1.0%	0.7%	1.1%	1.6%	0.6%	
Joralmon Street (4, 5)	28,696	29,168	29,437	29,367	29,446	29,338	29,393	29,267	472	741	671	750	643	697	571	1.6%	2.6%	2.3%	2.6%	2.2%	2.4%	2.0%	
<b>PATH</b>																							
Inbound	112,505	113,767	113,566	114,289	114,542	115,239	115,042	114,476	1,262	1,061	1,784	2,038	2,735	2,537	1,972	1.1%	0.9%	1.6%	1.6%	2.4%	2.3%	1.8%	
Christopher Street	40,731	41,399	41,286	41,537	41,837	42,286	42,068	41,661	668	554	806	1,106	1,555	1,337	930	1.6%	1.4%	2.0%	2.7%	3.8%	3.3%	2.3%	
World Trade Center	71,773	72,368	72,280	72,752	72,705	72,953	72,974	72,815	595	507	978	932	1,179	1,201	1,042	0.8%	0.7%	1.4%	1.3%	1.6%	1.7%	1.5%	

Table 4A.2-7. Change in Mode Share to the Manhattan CBD (2023)

Scenario	Daily Journeys								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>Total Person Journeys to CBD</b>	<b>1,923,709</b>	<b>1,923,389</b>	<b>1,926,803</b>	<b>1,924,490</b>	<b>1,918,125</b>	<b>1,919,494</b>	<b>1,924,087</b>	<b>1,922,925</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
Drive Alone	191,338	177,348	174,838	169,542	164,844	158,694	160,639	173,398	-7%	-9%	-11%	-14%	-17%	-16%	-9%
HOV / Shared Ride	143,494	143,308	141,797	141,450	140,446	137,800	139,564	143,075	0%	-1%	-1%	-2%	-4%	-3%	0%
Taxi / FHV	32,324	25,270	31,884	28,323	19,944	25,762	31,739	23,871	-22%	-1%	-12%	-38%	-20%	-2%	-26%
Commuter Rail	369,131	374,592	375,796	376,912	379,603	381,204	379,710	376,742	1%	2%	2%	3%	3%	3%	2%
Other Transit (e.g., subway / bus)	1,131,771	1,147,036	1,147,670	1,152,765	1,157,977	1,161,024	1,157,362	1,150,352	1%	1%	2%	2%	3%	2%	2%
Walk and Bike	51,958	51,873	50,891	51,547	51,227	51,059	51,138	51,648	0%	-2%	-1%	-1%	-2%	-2%	-1%
School Bus	3,693	3,962	3,927	3,951	4,084	3,951	3,935	3,839	7%	6%	7%	11%	7%	7%	4%
<b>Total Person Journeys from CBD</b>	<b>161,833</b>	<b>159,806</b>	<b>160,976</b>	<b>160,207</b>	<b>158,892</b>	<b>158,479</b>	<b>159,884</b>	<b>159,898</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-2%</b>	<b>-2%</b>	<b>-1%</b>	<b>-1%</b>
Drive Alone	13,638	12,441	12,446	12,085	12,025	11,535	11,800	12,389	-9%	-9%	-11%	-12%	-15%	-13%	-9%
HOV / Shared Ride	30,100	29,714	29,269	29,160	28,667	28,300	28,587	29,225	-1%	-3%	-3%	-5%	-6%	-5%	-3%
Taxi / FHV	4,366	3,184	4,168	3,669	2,372	3,124	3,916	2,960	-27%	-5%	-16%	-46%	-28%	-10%	-32%
Commuter Rail	3,120	2,954	2,960	3,007	2,951	3,019	2,927	3,060	-5%	-5%	-4%	-5%	-3%	-6%	-2%
Other Transit (e.g., subway / bus)	78,771	79,372	79,771	79,881	80,507	80,096	80,195	79,856	1%	1%	1%	2%	2%	2%	1%
Walk and Bike	29,188	29,371	29,564	29,703	29,588	29,593	29,601	29,634	1%	1%	2%	1%	1%	1%	2%
School Bus	2,650	2,770	2,798	2,702	2,782	2,812	2,858	2,774	5%	6%	2%	5%	6%	8%	5%
<b>Total Person Journeys within CBD</b>	<b>879,667</b>	<b>880,292</b>	<b>879,506</b>	<b>882,033</b>	<b>883,365</b>	<b>883,222</b>	<b>880,713</b>	<b>881,592</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
Drive Alone	7,581	7,576	7,652	7,679	7,650	7,610	7,546	7,778	0%	1%	1%	1%	0%	0%	3%
HOV / Shared Ride	26,570	26,798	27,222	27,220	27,024	26,846	26,607	27,705	1%	2%	2%	2%	1%	0%	4%
Taxi / FHV	28,005	27,711	28,262	28,003	28,397	28,195	28,082	28,619	-1%	1%	0%	1%	1%	0%	2%
Commuter Rail									-	-	-	-	-	-	-
Other Transit (e.g., subway / bus)	240,385	241,162	239,319	241,255	242,475	242,522	241,327	239,993	0%	0%	0%	1%	1%	0%	0%
Walk and Bike	572,877	572,877	572,805	573,716	573,689	573,977	573,110	573,376	0%	0%	0%	0%	0%	0%	0%
School Bus	4,249	4,168	4,246	4,160	4,130	4,072	4,041	4,121	-2%	0%	-2%	-3%	-4%	-5%	-3%

Table 4A.2-8. Taxi and FHV Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023)

Scenario	Daily Volumes							Percent Change							
	Scenario							Scenario							
	No Action	A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Total</b>	<b>113,058</b>	<b>113,749</b>	<b>128,235</b>	<b>123,915</b>	<b>108,180</b>	<b>120,128</b>	<b>133,196</b>	<b>110,059</b>	<b>0.6%</b>	<b>13.4%</b>	<b>9.6%</b>	<b>-4.3%</b>	<b>6.3%</b>	<b>17.8%</b>	<b>-2.7%</b>
60th Street	39,536	36,877	45,022	45,026	37,509	43,401	50,894	34,730	-6.7%	13.9%	13.9%	-5.1%	9.8%	28.7%	-12.2%
Inbound	21,015	20,019	24,298	25,149	21,748	24,771	28,755	18,992	-4.7%	15.6%	19.7%	3.5%	17.9%	36.8%	-9.6%
Outbound	18,551	16,890	20,758	19,906	15,791	18,661	22,168	15,771	-9.0%	11.9%	7.3%	-14.9%	0.6%	19.5%	-15.0%
FDR DRIVE+WEST SIDE HWY	23,612	18,074	22,638	22,250	16,844	20,638	25,349	16,906	-23.5%	-4.1%	-5.8%	-28.7%	-12.6%	7.4%	-28.4%
<i>West Side Highway / Route 9A</i>	10,965	8,425	10,350	9,694	6,992	8,839	10,899	7,945	-23.2%	-5.6%	-11.6%	-36.2%	-19.4%	-0.6%	-27.5%
<i>FDR Drive</i>	12,647	9,649	12,288	12,556	9,852	11,799	14,450	8,961	-23.7%	-2.8%	-0.7%	-22.1%	-6.7%	14.3%	-29.1%
WEST AVENUES	6,720	4,749	6,108	5,172	4,408	5,320	6,114	4,499	-29.3%	-9.1%	-23.0%	-34.4%	-20.8%	-9.0%	-33.1%
<i>West End Ave</i>	946	626	813	623	340	506	728	545	-33.8%	-14.1%	-34.1%	-64.1%	-46.5%	-23.0%	-42.4%
<i>Broadway</i>	2,734	1,614	2,097	1,706	1,235	1,579	1,791	1,575	-41.0%	-23.3%	-37.6%	-54.8%	-42.2%	-34.5%	-42.4%
<i>Amsterdam</i>	1,292	1,227	1,602	1,406	1,475	1,732	1,895	1,156	-5.0%	24.0%	8.8%	14.2%	34.1%	46.7%	-10.5%
<i>Columbus Ave</i>	1,258	694	903	635	449	518	660	636	-44.8%	-28.2%	-49.5%	-64.3%	-58.8%	-47.5%	-49.4%
<i>Eighth Avenue</i>	490	588	693	802	909	985	1,040	587	20.0%	41.4%	63.7%	85.5%	101.0%	112.2%	19.8%
EAST AVENUES	9,204	14,054	16,276	17,604	16,257	17,443	19,431	13,325	52.7%	76.8%	91.3%	76.6%	89.5%	111.1%	44.8%
<i>Fifth Avenue</i>	1,472	914	1,142	863	623	706	877	801	-37.9%	-22.4%	-41.4%	-57.7%	-52.0%	-40.4%	-45.6%
<i>Madison Avenue</i>	236	162	179	178	125	101	104	136	-31.4%	-24.2%	-24.6%	-47.0%	-57.2%	-55.9%	-42.4%
<i>Park Avenue</i>	1,739	1,405	1,622	1,571	1,233	1,349	1,561	1,315	-19.2%	-6.7%	-9.7%	-29.1%	-22.4%	-10.2%	-24.4%
<i>Lexington Avenue</i>	651	906	1,045	1,550	1,192	1,338	1,426	852	39.2%	60.5%	138.1%	83.1%	105.5%	119.0%	30.9%
<i>Third Avenue</i>	898	580	791	852	705	872	999	590	-35.4%	-11.9%	-5.1%	-21.5%	-2.9%	11.2%	-34.3%
<i>Second Avenue</i>	1,086	5,247	5,852	6,360	6,964	7,292	7,863	5,107	383.1%	438.9%	485.6%	541.3%	571.5%	624.0%	370.3%
<i>First Avenue</i>	380	1,232	1,360	1,263	1,715	1,570	1,850	1,118	224.2%	257.9%	232.4%	351.3%	313.2%	386.8%	194.2%
<i>York Avenue</i>	2,108	1,649	1,899	1,616	1,321	1,522	1,821	1,562	-21.8%	-9.9%	-23.3%	-37.3%	-27.8%	-13.6%	-25.9%
<i>Ed Koch Queensboro Ramp</i>	634	1,959	2,386	3,351	2,379	2,693	2,930	1,844	209.0%	276.3%	428.5%	275.2%	324.8%	362.1%	190.9%
Queens	39,427	43,248	45,890	40,624	34,508	37,005	38,519	42,528	9.7%	16.4%	3.0%	-12.5%	-6.1%	-2.3%	7.9%
Inbound	20,102	21,565	22,906	17,668	14,714	15,785	16,512	21,119	7.3%	13.9%	-12.1%	-26.8%	-21.5%	-17.9%	5.1%
Outbound	19,327	21,685	22,985	22,960	19,797	21,223	22,011	21,412	12.2%	18.9%	18.8%	2.4%	9.8%	13.9%	10.8%
<i>Ed Koch Queensboro Bridge</i>	5,320	10,140	11,429	19,506	25,473	27,371	28,479	9,678	90.6%	114.8%	266.7%	378.8%	414.5%	435.3%	81.9%
<i>Queens-Midtown Tunnel</i>	34,107	33,108	34,461	21,118	9,035	9,634	10,040	32,850	-2.9%	1.0%	-38.1%	-73.5%	-71.8%	-70.6%	-3.7%
Brooklyn	23,211	19,207	22,881	24,457	22,499	25,535	29,748	18,339	-17.3%	-1.4%	5.4%	-3.1%	10.0%	28.2%	-21.0%
Inbound	10,709	8,597	10,322	13,250	12,184	13,659	15,808	8,189	-19.7%	-3.6%	23.7%	13.8%	27.5%	47.6%	-23.5%
Outbound	12,509	10,618	12,566	11,212	10,320	11,884	13,946	10,158	-15.1%	0.5%	-10.4%	-17.5%	-5.0%	11.5%	-18.8%
<i>Williamsburg Bridge</i>	5,544	5,468	7,013	9,046	10,687	12,260	13,904	5,435	-1.4%	26.5%	63.2%	92.8%	121.1%	150.8%	-2.0%
<i>Manhattan Bridge</i>	2,245	1,681	2,454	2,286	1,725	2,348	3,080	1,519	-25.1%	9.3%	1.8%	-23.2%	4.6%	37.2%	-32.3%
<i>Brooklyn Bridge</i>	2,576	1,455	1,870	1,902	2,503	2,832	3,630	1,278	-43.5%	-27.4%	-26.2%	-2.8%	9.9%	40.9%	-50.4%
<i>Hugh Carey Tunnel</i>	12,846	10,603	11,544	11,223	7,584	8,095	9,134	10,107	-17.5%	-10.1%	-12.6%	-41.0%	-37.0%	-28.9%	-21.3%
New Jersey	10,884	14,417	14,442	13,808	13,664	14,187	14,035	14,462	32.5%	32.7%	26.9%	25.5%	30.3%	29.0%	32.9%
Inbound	5,251	7,149	7,146	6,497	6,014	6,530	6,336	7,187	36.1%	36.1%	23.7%	14.5%	24.4%	20.7%	36.9%
Outbound	5,637	7,272	7,299	7,314	7,654	7,661	7,701	7,278	29.0%	29.5%	29.7%	35.8%	35.9%	36.6%	29.1%
<i>Holland Tunnel</i>	3,718	6,301	6,525	6,292	6,659	6,984	6,788	6,681	69.5%	75.5%	69.2%	79.1%	87.8%	82.6%	79.7%
<i>Lincoln Tunnel</i>	7,166	8,116	7,917	7,516	7,005	7,203	7,247	7,781	13.3%	10.5%	4.9%	-2.2%	0.5%	1.1%	8.6%

Note: Taxis and FHV's would potentially be exempt from the CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.



Table 4A.2-9. Truck Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023)

Scenario <i>(by Screen Line/ Crossing)</i>	Daily Volumes							Percent Change							
	No Action	Scenario						Scenario							
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>Total</b>	<b>121,537</b>	<b>108,532</b>	<b>107,799</b>	<b>105,607</b>	<b>105,409</b>	<b>102,104</b>	<b>98,811</b>	<b>113,863</b>	<b>-10.7%</b>	<b>-11.3%</b>	<b>-13.1%</b>	<b>-13.3%</b>	<b>-16.0%</b>	<b>-18.7%</b>	<b>-6.3%</b>
60th Street	46,128	37,375	37,158	35,747	35,140	33,948	34,905	39,058	-19.0%	-19.4%	-22.5%	-23.8%	-26.4%	-24.3%	-15.3%
Inbound	23,792	18,572	18,388	17,224	16,602	15,978	16,584	19,559	-21.9%	-22.7%	-27.6%	-30.2%	-32.8%	-30.3%	-17.8%
Outbound	22,366	18,829	18,800	18,550	18,564	18,000	18,350	19,528	-15.8%	-15.9%	-17.1%	-17.0%	-19.5%	-18.0%	-12.7%
FDR DRIVE+WEST SIDE HWY	4,118	4,202	4,281	4,338	4,749	4,684	4,816	4,388	2.0%	4.0%	5.3%	15.3%	13.7%	16.9%	6.6%
<i>West Side Highway / Route 9A</i>	1,366	1,962	1,995	1,990	2,186	2,058	2,223	2,067	43.6%	46.0%	45.7%	60.0%	50.7%	62.7%	51.3%
<i>FDR Drive</i>	2,752	2,240	2,286	2,348	2,563	2,626	2,593	2,321	-18.6%	-16.9%	-14.7%	-6.9%	-4.6%	-5.8%	-15.7%
WEST AVENUES	16,382	13,660	13,505	12,789	12,718	12,321	12,642	14,132	-16.6%	-17.6%	-21.9%	-22.4%	-24.8%	-22.8%	-13.7%
<i>West End Ave</i>	3,555	1,974	1,883	1,261	1,118	839	1,066	2,161	-44.5%	-47.0%	-64.5%	-68.6%	-76.4%	-70.0%	-39.2%
<i>Broadway</i>	5,864	6,029	6,073	6,143	6,320	6,379	6,291	5,967	2.8%	3.6%	4.8%	7.8%	8.8%	7.3%	1.8%
<i>Amsterdam</i>	3,616	2,361	2,233	1,934	1,758	1,627	1,716	2,691	-34.7%	-38.2%	-46.5%	-51.4%	-55.0%	-52.5%	-25.6%
<i>Columbus Ave</i>	2,269	2,162	2,177	2,260	2,326	2,292	2,376	2,185	-4.7%	-4.1%	-0.4%	2.5%	1.0%	4.7%	-3.7%
<i>Eighth Avenue</i>	1,078	1,134	1,139	1,191	1,196	1,184	1,193	1,128	5.2%	5.7%	10.5%	10.9%	9.8%	10.7%	4.6%
EAST AVENUES	25,628	19,513	19,372	18,620	17,673	16,943	17,447	20,538	-23.9%	-24.4%	-27.3%	-31.0%	-33.9%	-31.9%	-19.9%
<i>Fifth Avenue</i>	1,933	1,596	1,579	1,498	1,476	1,483	1,461	1,592	-17.4%	-18.3%	-22.5%	-23.6%	-23.3%	-24.4%	-17.6%
<i>Madison Avenue</i>	773	755	752	758	753	730	748	706	-2.3%	-2.7%	-1.9%	-2.6%	-5.6%	-3.2%	-8.7%
<i>Park Avenue</i>	4,132	3,438	3,465	3,368	3,298	3,288	3,246	3,553	-16.8%	-16.1%	-18.5%	-20.2%	-20.4%	-21.4%	-14.0%
<i>Lexington Avenue</i>	3,086	2,568	2,536	2,661	2,672	2,662	2,720	2,505	-16.8%	-17.8%	-13.8%	-13.4%	-13.7%	-11.9%	-18.8%
<i>Third Avenue</i>	3,705	3,708	3,744	3,639	3,586	3,381	3,575	3,763	0.1%	1.1%	-1.8%	-3.2%	-8.7%	-3.5%	1.6%
<i>Second Avenue</i>	5,643	3,980	3,869	3,381	2,689	2,332	2,544	4,763	-29.5%	-31.4%	-40.1%	-52.3%	-58.7%	-54.9%	-15.6%
<i>First Avenue</i>	2,583	2,353	2,351	2,365	2,296	2,162	2,267	2,599	-8.9%	-9.0%	-8.4%	-11.1%	-16.3%	-12.2%	0.6%
<i>York Avenue</i>	1,189	779	737	630	584	575	576	721	-34.5%	-38.0%	-47.0%	-50.9%	-51.6%	-51.6%	-39.4%
<i>Ed Koch Queensboro Ramp</i>	2,584	336	339	320	319	330	310	336	-87.0%	-86.9%	-87.6%	-87.7%	-87.2%	-88.0%	-87.0%
Queens	23,198	21,929	21,746	21,178	20,879	20,143	20,635	23,063	-5.5%	-6.3%	-8.7%	-10.0%	-13.2%	-11.0%	-0.6%
Inbound	12,762	11,950	11,901	11,851	11,382	11,070	11,060	12,299	-6.4%	-6.7%	-7.1%	-10.8%	-13.3%	-13.3%	-3.6%
Outbound	10,440	9,983	9,848	9,330	9,501	9,077	9,579	10,767	-4.4%	-5.7%	-10.6%	-9.0%	-13.1%	-8.2%	3.1%
<i>Ed Koch Queensboro Bridge</i>	17,286	16,372	16,281	15,812	14,156	13,259	14,675	17,578	-5.3%	-5.8%	-8.5%	-18.1%	-23.3%	-15.1%	1.7%
<i>Queens-Midtown Tunnel</i>	5,912	5,557	5,465	5,366	6,723	6,884	5,960	5,485	-6.0%	-7.6%	-9.2%	13.7%	16.4%	0.8%	-7.2%
Brooklyn	33,616	32,029	31,900	31,460	31,774	30,914	25,829	33,088	-4.7%	-5.1%	-6.4%	-5.5%	-8.0%	-23.2%	-1.6%
Inbound	15,032	14,504	14,467	13,958	14,295	13,857	11,482	15,020	-3.5%	-3.8%	-7.1%	-4.9%	-7.8%	-23.6%	-0.1%
Outbound	18,590	17,534	17,439	17,510	17,486	17,064	14,353	18,075	-5.7%	-6.2%	-5.8%	-5.9%	-8.2%	-22.8%	-2.8%
<i>Williamsburg Bridge</i>	8,582	8,741	8,694	8,806	8,596	8,598	8,375	8,972	1.9%	1.3%	2.6%	0.2%	0.2%	-2.4%	4.5%
<i>Manhattan Bridge</i>	12,781	10,887	10,816	11,164	9,900	9,763	9,390	11,747	-14.8%	-15.4%	-12.7%	-22.5%	-23.6%	-26.5%	-8.1%
<i>Brooklyn Bridge</i>	4,486	4,255	4,256	4,332	4,934	4,973	3,717	4,298	-5.1%	-5.1%	-3.4%	10.0%	10.9%	-17.1%	-4.2%
<i>Hugh Carey Tunnel</i>	7,767	8,146	8,134	7,158	8,344	7,580	4,347	8,071	4.9%	4.7%	-7.8%	7.4%	-2.4%	-44.0%	3.9%
New Jersey	18,595	17,199	16,995	17,222	17,616	17,099	17,442	18,654	-7.5%	-8.6%	-7.4%	-5.3%	-8.0%	-6.2%	0.3%
Inbound	10,551	9,890	9,759	10,342	10,896	10,605	10,489	10,651	-6.3%	-7.5%	-2.0%	3.3%	0.5%	-0.6%	0.9%
Outbound	8,047	7,311	7,238	6,883	6,722	6,495	6,957	8,008	-9.1%	-10.1%	-14.5%	-16.5%	-19.3%	-13.5%	-0.5%
<i>Holland Tunnel</i>	9,305	9,131	9,065	9,078	9,152	8,935	9,209	9,941	-1.9%	-2.6%	-2.4%	-1.6%	-4.0%	-1.0%	6.8%
<i>Lincoln Tunnel</i>	9,290	8,068	7,930	8,144	8,464	8,164	8,233	8,713	-13.2%	-14.6%	-12.3%	-8.9%	-12.1%	-11.4%	-6.2%

Table 4A.2-10. Work Journeys to the Manhattan CBD by Origin County (2023)

Scenario	Daily Journeys								Percent Change						
	Scenario								Scenario						
	No Action	A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>Total Work Journeys to CBD</b>	<b>1,561,067</b>	<b>1,561,030</b>	<b>1,561,015</b>	<b>1,561,093</b>	<b>1,561,040</b>	<b>1,561,081</b>	<b>1,561,059</b>	<b>1,561,017</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
<b>CBD</b>	<b>164,814</b>	<b>165,096</b>	<b>164,894</b>	<b>165,304</b>	<b>165,480</b>	<b>165,649</b>	<b>165,289</b>	<b>165,093</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>
CBD	164,814	165,096	164,894	165,304	165,480	165,649	165,289	165,093	0%	0%	0%	0%	1%	0%	0%
<b>New York City</b>	<b>843,655</b>	<b>839,085</b>	<b>838,585</b>	<b>837,467</b>	<b>835,931</b>	<b>835,102</b>	<b>835,957</b>	<b>837,507</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>
Upper Manhattan	175,876	174,686	175,138	174,570	174,556	174,752	174,170	174,207	-1%	0%	-1%	-1%	-1%	-1%	-1%
Bronx	97,518	96,911	96,821	96,598	96,359	96,172	96,741	96,409	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Brooklyn	282,439	280,663	280,595	279,906	279,684	279,165	280,197	280,463	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Queens	260,444	258,756	257,996	257,996	257,335	256,897	256,624	258,367	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Staten Island	27,378	28,069	28,035	28,397	27,997	28,116	28,225	28,061	3%	2%	4%	2%	3%	3%	2%
<b>Long Island</b>	<b>128,802</b>	<b>131,412</b>	<b>131,993</b>	<b>131,253</b>	<b>131,272</b>	<b>131,777</b>	<b>130,636</b>	<b>132,202</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>	<b>3%</b>
Nassau	87,416	89,363	89,962	89,120	88,381	88,830	87,993	89,996	2%	3%	2%	1%	2%	1%	3%
Suffolk	41,386	42,049	42,031	42,133	42,891	42,947	42,643	42,206	2%	2%	2%	4%	4%	3%	2%
<b>Upstate New York</b>	<b>101,745</b>	<b>99,988</b>	<b>100,411</b>	<b>100,742</b>	<b>100,272</b>	<b>100,014</b>	<b>100,247</b>	<b>100,347</b>	<b>-2%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-2%</b>	<b>-1%</b>	<b>-1%</b>
Dutchess	5,989	5,960	5,909	5,982	5,987	6,031	5,961	6,065	0%	-1%	0%	0%	1%	0%	1%
Orange	14,672	14,595	14,741	14,940	15,391	15,585	15,418	14,754	-1%	0%	2%	5%	6%	5%	1%
Putnam	1,648	1,665	1,628	1,629	1,618	1,685	1,645	1,663	1%	-1%	-1%	-2%	2%	0%	1%
Rockland	8,569	8,310	8,504	8,396	8,526	8,509	8,247	8,518	-3%	-1%	-2%	-1%	-1%	-4%	-1%
Westchester	70,867	69,458	69,629	69,795	68,750	68,204	68,976	69,347	-2%	-2%	-2%	-3%	-4%	-3%	-2%
<b>New Jersey</b>	<b>264,412</b>	<b>268,175</b>	<b>267,738</b>	<b>269,024</b>	<b>271,000</b>	<b>272,034</b>	<b>271,413</b>	<b>269,303</b>	<b>1%</b>	<b>1%</b>	<b>2%</b>	<b>2%</b>	<b>3%</b>	<b>3%</b>	<b>2%</b>
Bergen	35,099	35,399	35,160	35,660	35,818	36,087	35,949	35,421	1%	0%	2%	2%	3%	2%	1%
Essex	31,127	31,297	31,485	31,602	31,715	31,901	31,840	31,816	1%	1%	2%	2%	2%	2%	2%
Hudson	82,484	83,408	83,175	83,495	83,911	84,762	84,609	83,716	1%	1%	1%	2%	3%	3%	1%
Hunterdon	3,050	3,074	3,124	3,102	3,126	3,161	3,136	3,094	1%	2%	2%	2%	4%	3%	1%
Mercer	7,175	7,206	7,238	7,284	7,295	7,287	7,254	7,254	0%	1%	2%	2%	2%	1%	1%
Middlesex	28,278	28,713	28,846	28,745	29,169	28,942	29,046	28,864	2%	2%	2%	3%	2%	3%	2%
Monmouth	19,481	19,879	19,522	19,674	19,935	19,727	19,655	19,424	2%	0%	1%	2%	1%	1%	0%
Morris	10,136	10,439	10,403	10,424	10,632	10,643	10,523	10,506	3%	3%	3%	5%	5%	4%	4%
Ocean	11,322	11,429	11,451	11,495	11,564	11,506	11,538	11,497	1%	1%	2%	2%	2%	2%	2%
Passaic	8,228	8,798	8,672	8,828	9,032	9,042	8,876	8,875	7%	5%	7%	10%	10%	8%	8%
Somerset	5,977	6,159	6,124	6,223	6,198	6,298	6,259	6,146	3%	2%	4%	4%	5%	5%	3%
Sussex	3,348	3,369	3,425	3,353	3,367	3,319	3,339	3,400	1%	2%	0%	1%	-1%	0%	2%
Union	17,759	18,059	18,162	18,188	18,273	18,404	18,429	18,324	2%	2%	2%	3%	4%	4%	3%
Warren	948	946	951	951	965	955	960	966	0%	0%	0%	2%	1%	1%	2%
<b>Connecticut</b>	<b>57,639</b>	<b>57,274</b>	<b>57,394</b>	<b>57,303</b>	<b>57,085</b>	<b>56,505</b>	<b>57,517</b>	<b>56,565</b>	<b>-1%</b>	<b>0%</b>	<b>-1%</b>	<b>-1%</b>	<b>-2%</b>	<b>0%</b>	<b>-2%</b>
Fairfield	37,853	37,404	37,634	37,596	37,104	36,530	37,532	36,665	-1%	-1%	-1%	-2%	-3%	-1%	-3%
New Haven	19,786	19,870	19,760	19,707	19,981	19,975	19,985	19,900	0%	0%	0%	1%	1%	1%	1%



Table 4A.2-11. Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045)

Scenario	Daily Volumes								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Total</b>	1,480,286	1,292,709	1,298,008	1,268,589	1,230,549	1,216,169	1,239,285	1,269,601	-13%	-12%	-14%	-17%	-18%	-16%	-14%
<b>Inbound</b>	750,695	647,822	650,479	635,851	617,517	610,279	621,900	636,184	-14%	-13%	-15%	-18%	-19%	-17%	-15.3%
<b>Outbound</b>	729,559	644,852	647,500	632,704	613,005	605,868	617,357	633,393	-12%	-11%	-13%	-16%	-17%	-15%	-13%
									-	-	-	-	-	-	-
<b>60th Street</b>	549,072	473,220	479,431	460,828	438,623	436,372	446,477	469,509	-13.8%	-12.7%	-16.1%	-20.1%	-20.5%	-18.7%	-14.5%
Inbound	288,876	236,408	239,250	226,243	212,735	211,409	216,884	233,737	-18.2%	-17.2%	-21.7%	-26.4%	-26.8%	-24.9%	-19.1%
Outbound	260,182	236,796	240,172	234,572	225,878	224,955	229,583	235,764	-9.0%	-7.7%	-9.8%	-13.2%	-13.5%	-11.8%	-9.4%
FDR DRIVE+WEST SIDE HWY	301,343	288,193	291,892	285,093	276,703	275,597	280,729	287,393	-4.4%	-3.1%	-5.4%	-8.2%	-8.5%	-6.8%	-4.6%
West Side Highway / Route 9A	124,950	117,457	118,920	115,127	111,092	110,371	112,823	116,458	-6.0%	-4.8%	-7.9%	-11.1%	-11.7%	-9.7%	-6.8%
am	26,409	25,842	26,232	25,580	25,080	25,175	25,424	25,745	-2.1%	-0.7%	-3.1%	-5.0%	-4.7%	-3.7%	-2.5%
md	35,767	33,953	34,492	33,809	32,466	32,622	33,110	33,621	-5.1%	-3.6%	-5.5%	-9.2%	-8.8%	-7.4%	-6.0%
pm	26,791	25,949	26,143	25,589	25,067	25,072	25,363	25,797	-3.1%	-2.4%	-4.5%	-6.4%	-6.4%	-5.3%	-3.7%
nt	35,983	31,713	32,053	30,149	28,479	27,502	28,926	31,295	-11.9%	-10.9%	-16.2%	-20.9%	-23.6%	-19.6%	-13.0%
FDR Drive	176,393	170,736	172,972	169,966	165,611	165,226	167,906	170,935	-3.2%	-1.9%	-3.6%	-6.1%	-6.3%	-4.8%	-3.1%
am	35,876	35,591	35,904	35,980	35,525	35,727	35,945	35,852	-0.8%	0.1%	0.3%	-1.0%	-0.4%	0.2%	-0.1%
md	49,880	48,193	49,129	48,748	47,821	47,663	48,944	48,246	-3.4%	-1.5%	-2.3%	-4.1%	-4.4%	-1.9%	-3.3%
pm	41,521	40,448	40,849	40,091	39,071	39,406	39,737	40,247	-2.6%	-1.6%	-3.4%	-5.9%	-5.1%	-4.3%	-3.1%
nt	49,116	46,504	47,090	45,147	43,194	42,430	43,280	46,590	-5.3%	-4.1%	-8.1%	-12.1%	-13.6%	-11.9%	-5.1%
WEST AVENUES	72,502	56,201	57,660	54,867	50,856	50,545	52,999	56,491	-22.5%	-20.5%	-24.3%	-29.9%	-30.3%	-26.9%	-22.1%
West End Ave	10,141	3,914	4,226	3,391	2,516	2,424	3,024	4,322	-61.4%	-58.3%	-66.6%	-75.2%	-76.1%	-70.2%	-57.4%
am	2,742	1,163	1,248	983	767	753	841	1,336	-57.6%	-54.5%	-64.2%	-72.0%	-72.5%	-69.3%	-51.3%
md	3,007	1,210	1,294	970	777	751	962	1,380	-59.8%	-57.0%	-67.7%	-74.2%	-75.0%	-68.0%	-54.1%
pm	2,280	1,008	1,130	990	610	607	814	1,020	-55.8%	-50.4%	-56.6%	-73.2%	-73.4%	-64.3%	-55.3%
nt	2,112	533	554	448	362	313	407	586	-74.8%	-73.8%	-78.8%	-82.9%	-85.2%	-80.7%	-72.3%
Broadway	34,340	29,214	29,590	28,539	26,644	26,387	27,354	28,641	-14.9%	-13.8%	-16.9%	-22.4%	-23.2%	-20.3%	-16.6%
am	8,486	7,413	7,356	7,314	6,655	6,584	6,769	7,238	-12.6%	-13.3%	-13.8%	-21.6%	-22.4%	-20.2%	-14.7%
md	9,086	7,245	7,487	7,070	6,345	6,246	6,738	7,205	-20.3%	-17.6%	-22.2%	-30.2%	-31.3%	-25.8%	-20.7%
pm	10,649	9,199	9,342	9,026	8,618	8,631	8,617	9,088	-13.6%	-12.3%	-15.2%	-19.1%	-19.0%	-19.1%	-14.7%
nt	6,119	5,357	5,405	5,129	5,026	4,926	5,230	5,110	-12.5%	-11.7%	-16.2%	-17.9%	-19.5%	-14.5%	-16.5%
Amsterdam	13,296	8,508	8,776	8,388	7,821	7,614	8,283	8,730	-36.0%	-34.0%	-36.9%	-41.2%	-42.7%	-37.7%	-34.3%
am	1,825	1,107	1,082	970	898	870	909	1,210	-39.3%	-40.7%	-46.8%	-50.8%	-52.3%	-50.2%	-33.7%
md	3,528	2,091	2,084	1,957	1,745	1,740	1,871	2,213	-40.7%	-40.9%	-44.5%	-50.5%	-50.7%	-47.0%	-37.3%
pm	6,075	4,241	4,587	4,265	3,860	3,814	4,185	4,193	-30.2%	-24.5%	-29.8%	-36.5%	-37.2%	-31.1%	-31.0%
nt	1,868	1,069	1,023	1,196	1,318	1,190	1,318	1,114	-42.8%	-45.2%	-36.0%	-29.4%	-36.3%	-29.4%	-40.4%

Table 4A.2-11 Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) (continued)

Scenario	Daily Volumes								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Total</b>	1,480,286	1,292,709	1,298,008	1,268,589	1,230,549	1,216,169	1,239,285	1,269,601	-13%	-12%	-14%	-17%	-18%	-16%	-14%
<b>Inbound</b>	750,695	647,822	650,479	635,851	617,517	610,279	621,900	636,184	-14%	-13%	-15%	-18%	-19%	-17%	-15.3%
<b>Outbound</b>	729,559	644,852	647,500	632,704	613,005	605,868	617,357	633,393	-12%	-11%	-13%	-16%	-17%	-15%	-13%
									-	-	-	-	-	-	-
60th Street	549,072	473,220	479,431	460,828	438,623	436,372	446,477	469,509	-13.8%	-12.7%	-16.1%	-20.1%	-20.5%	-18.7%	-14.5%
Inbound	288,876	236,408	239,250	226,243	212,735	211,409	216,884	233,737	-18.2%	-17.2%	-21.7%	-26.4%	-26.8%	-24.9%	-19.1%
Outbound	260,182	236,796	240,172	234,572	225,878	224,955	229,583	235,764	-9.0%	-7.7%	-9.8%	-13.2%	-13.5%	-11.8%	-9.4%
Columbus Ave	10,785	10,941	11,335	10,628	10,040	10,246	10,362	11,120	1.4%	5.1%	-1.5%	-6.9%	-5.0%	-3.9%	3.1%
am	3,422	3,297	3,412	3,262	3,025	3,091	3,183	3,316	-3.7%	-0.3%	-4.7%	-11.6%	-9.7%	-7.0%	-3.1%
md	3,964	3,742	3,950	3,617	3,452	3,601	3,518	3,806	-5.6%	-0.4%	-8.8%	-12.9%	-9.2%	-11.3%	-4.0%
pm	1,968	1,979	2,017	1,840	1,766	1,786	1,859	1,953	0.6%	2.5%	-6.5%	-10.3%	-9.2%	-5.5%	-0.8%
nt	1,431	1,923	1,956	1,909	1,797	1,768	1,802	2,045	34.4%	36.7%	33.4%	25.6%	23.5%	25.9%	42.9%
Eighth Avenue	3,940	3,624	3,733	3,921	3,835	3,874	3,976	3,678	-8.0%	-5.3%	-0.5%	-2.7%	-1.7%	0.9%	-6.6%
am	693	697	713	748	878	879	863	652	0.6%	2.9%	7.9%	26.7%	26.8%	24.5%	-5.9%
md	960	858	853	884	853	881	902	861	-10.6%	-11.1%	-7.9%	-11.1%	-8.2%	-6.0%	-10.3%
pm	1,468	1,248	1,314	1,365	1,235	1,236	1,277	1,292	-15.0%	-10.5%	-7.0%	-15.9%	-15.8%	-13.0%	-12.0%
nt	819	821	853	924	869	878	934	873	0.2%	4.2%	12.8%	6.1%	7.2%	14.0%	6.6%
EAST AVENUES	175,227	128,826	129,879	120,868	111,064	110,230	112,749	125,625	-26.5%	-25.9%	-31.0%	-36.6%	-37.1%	-35.7%	-28.3%
Fifth Avenue	13,688	10,357	10,635	9,866	9,084	8,954	9,305	10,313	-24.3%	-22.3%	-27.9%	-33.6%	-34.6%	-32.0%	-24.7%
am	4,262	3,688	3,718	3,606	3,340	3,250	3,382	3,603	-13.5%	-12.8%	-15.4%	-21.6%	-23.7%	-20.6%	-15.5%
md	5,324	3,600	3,749	3,492	3,075	3,091	3,237	3,668	-32.4%	-29.6%	-34.4%	-42.2%	-41.9%	-39.2%	-31.1%
pm	2,178	1,638	1,715	1,546	1,547	1,565	1,565	1,644	-24.8%	-21.3%	-29.0%	-29.0%	-28.1%	-28.1%	-24.5%
nt	1,924	1,431	1,453	1,222	1,122	1,048	1,121	1,398	-25.6%	-24.5%	-36.5%	-41.7%	-45.5%	-41.7%	-27.3%
Madison Avenue	4,135	3,557	3,673	3,532	3,361	3,329	3,451	3,574	-14.0%	-11.2%	-14.6%	-18.7%	-19.5%	-16.5%	-13.6%
am	504	478	483	475	467	466	471	473	-5.2%	-4.2%	-5.8%	-7.3%	-7.5%	-6.5%	-6.2%
md	933	894	888	878	882	876	877	881	-4.2%	-4.8%	-5.9%	-5.5%	-6.1%	-6.0%	-5.6%
pm	2,424	1,990	2,110	1,990	1,835	1,776	1,906	2,039	-17.9%	-13.0%	-17.9%	-24.3%	-26.7%	-21.4%	-15.9%
nt	274	195	192	189	177	211	197	181	-28.8%	-29.9%	-31.0%	-35.4%	-23.0%	-28.1%	-33.9%
Park Avenue	19,120	15,565	15,774	15,288	14,537	13,927	14,552	15,240	-18.6%	-17.5%	-20.0%	-24.0%	-27.2%	-23.9%	-20.3%
am	5,447	4,692	4,776	4,636	4,339	4,212	4,363	4,589	-13.9%	-12.3%	-14.9%	-20.3%	-22.7%	-19.9%	-15.8%
md	5,082	3,833	3,820	3,666	3,475	3,403	3,500	3,724	-24.6%	-24.8%	-27.9%	-31.6%	-33.0%	-31.1%	-26.7%
pm	5,339	4,419	4,465	4,384	4,323	4,085	4,172	4,322	-17.2%	-16.4%	-17.9%	-19.0%	-23.5%	-21.9%	-19.0%
nt	3,252	2,621	2,713	2,602	2,400	2,227	2,517	2,605	-19.4%	-16.6%	-20.0%	-26.2%	-31.5%	-22.6%	-19.9%



Table 4A.2-11 Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) (continued)

Scenario	Daily Volumes								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Total</b>	1,480,286	1,292,709	1,298,008	1,268,589	1,230,549	1,216,169	1,239,285	1,269,601	-13%	-12%	-14%	-17%	-18%	-16%	-14%
<b>Inbound</b>	750,695	647,822	650,479	635,851	617,517	610,279	621,900	636,184	-14%	-13%	-15%	-18%	-19%	-17%	-15.3%
<b>Outbound</b>	729,559	644,852	647,500	632,704	613,005	605,868	617,357	633,393	-12%	-11%	-13%	-16%	-17%	-15%	-13%
									-	-	-	-	-	-	-
<b>60th Street</b>	549,072	473,220	479,431	460,828	438,623	436,372	446,477	469,509	-13.8%	-12.7%	-16.1%	-20.1%	-20.5%	-18.7%	-14.5%
Inbound	288,876	236,408	239,250	226,243	212,735	211,409	216,884	233,737	-18.2%	-17.2%	-21.7%	-26.4%	-26.8%	-24.9%	-19.1%
Outbound	260,182	236,796	240,172	234,572	225,878	224,955	229,583	235,764	-9.0%	-7.7%	-9.8%	-13.2%	-13.5%	-11.8%	-9.4%
Lexington Avenue	12,954	9,343	9,394	8,438	7,528	7,611	7,613	9,448	-27.9%	-27.5%	-34.9%	-41.9%	-41.2%	-41.2%	-27.1%
am	4,078	2,531	2,615	2,444	2,237	2,173	2,294	2,566	-37.9%	-35.9%	-40.1%	-45.1%	-46.7%	-43.7%	-37.1%
md	4,945	4,249	4,113	3,683	3,003	3,158	2,998	4,397	-14.1%	-16.8%	-25.5%	-39.3%	-36.1%	-39.4%	-11.1%
pm	1,830	1,167	1,258	1,147	1,159	1,186	1,203	1,160	-36.2%	-31.3%	-37.3%	-36.7%	-35.2%	-34.3%	-36.6%
nt	2,101	1,396	1,408	1,164	1,129	1,094	1,118	1,325	-33.6%	-33.0%	-44.6%	-46.3%	-47.9%	-46.8%	-36.9%
Third Avenue	14,732	11,117	11,374	10,467	8,672	8,892	8,798	10,586	-24.5%	-22.8%	-29.0%	-41.1%	-39.6%	-40.3%	-28.1%
am	2,657	2,016	2,037	1,929	1,764	1,815	1,770	1,833	-24.1%	-23.3%	-27.4%	-33.6%	-31.7%	-33.4%	-31.0%
md	4,589	3,792	3,998	3,547	2,671	2,707	2,729	3,790	-17.4%	-12.9%	-22.7%	-41.8%	-41.0%	-40.5%	-17.4%
pm	5,105	3,847	3,867	3,545	2,998	3,072	3,015	3,547	-24.6%	-24.3%	-30.6%	-41.3%	-39.8%	-40.9%	-30.5%
nt	2,381	1,462	1,472	1,446	1,239	1,298	1,284	1,416	-38.6%	-38.2%	-39.3%	-48.0%	-45.5%	-46.1%	-40.5%
Second Avenue	40,494	21,084	20,913	18,165	15,893	15,843	16,747	18,875	-47.9%	-48.4%	-55.1%	-60.8%	-60.9%	-58.6%	-53.4%
am	9,631	6,535	6,568	6,140	5,685	5,698	5,921	5,890	-32.1%	-31.8%	-36.2%	-41.0%	-40.8%	-38.5%	-38.8%
md	11,156	6,460	6,568	5,419	4,417	4,545	4,685	6,186	-42.1%	-41.1%	-51.4%	-60.4%	-59.3%	-58.0%	-44.6%
pm	9,085	4,499	4,453	4,012	3,615	3,620	3,747	4,194	-50.5%	-51.0%	-55.8%	-60.2%	-60.2%	-58.8%	-53.8%
nt	10,622	3,590	3,324	2,594	2,176	1,980	2,394	2,605	-66.2%	-68.7%	-75.6%	-79.5%	-81.4%	-77.5%	-75.5%
First Avenue	6,164	5,765	6,078	5,871	5,663	5,308	5,736	5,937	-6.5%	-1.4%	-4.8%	-8.1%	-13.9%	-6.9%	-3.7%
am	2,202	1,993	2,014	1,952	1,867	1,844	1,911	1,987	-9.5%	-8.5%	-11.4%	-15.2%	-16.3%	-13.2%	-9.8%
md	1,430	1,601	1,640	1,585	1,564	1,496	1,561	1,640	12.0%	14.7%	10.8%	9.4%	4.6%	9.2%	14.7%
pm	1,755	1,488	1,774	1,733	1,641	1,417	1,635	1,622	-15.2%	1.1%	-1.3%	-6.5%	-19.3%	-6.8%	-7.6%
nt	777	683	650	601	591	551	629	688	-12.1%	-16.3%	-22.7%	-23.9%	-29.1%	-19.0%	-11.5%
York Avenue	23,130	14,003	13,978	13,323	11,794	12,032	12,062	13,801	-39.5%	-39.6%	-42.4%	-49.0%	-48.0%	-47.9%	-40.3%
am	4,535	2,600	2,627	2,392	2,200	2,157	2,098	2,448	-42.7%	-42.1%	-47.3%	-51.5%	-52.4%	-53.7%	-46.0%
md	7,308	4,514	4,721	4,475	3,785	3,805	4,073	4,507	-38.2%	-35.4%	-38.8%	-48.2%	-47.9%	-44.3%	-38.3%
pm	4,177	2,440	2,269	2,018	1,855	1,999	1,915	2,474	-41.6%	-45.7%	-51.7%	-55.6%	-52.1%	-54.2%	-40.8%
nt	7,110	4,449	4,361	4,438	3,954	4,071	3,976	4,372	-37.4%	-38.7%	-37.6%	-44.4%	-42.7%	-44.1%	-38.5%
Ed Koch Queensboro Ramp	40,810	38,035	38,060	35,918	34,532	34,334	34,485	37,851	-6.8%	-6.7%	-12.0%	-15.4%	-15.9%	-15.5%	-7.3%
am	8,172	6,250	6,294	6,108	6,041	5,972	6,002	6,237	-23.5%	-23.0%	-25.3%	-26.1%	-26.9%	-26.6%	-23.7%
md	15,526	13,262	13,453	12,756	11,677	11,523	11,669	13,353	-14.6%	-13.4%	-17.8%	-24.8%	-25.8%	-24.8%	-14.0%
pm	8,411	6,202	6,105	5,628	5,493	5,540	5,655	6,103	-26.3%	-27.4%	-33.1%	-34.7%	-34.1%	-32.8%	-27.4%
nt	8,701	12,321	12,208	11,426	11,321	11,299	11,159	12,158	41.6%	40.3%	31.3%	30.1%	29.9%	28.2%	39.7%

Table 4A.2-12. Summary – Vehicle-Miles Traveled (2045)

Scenario	Daily VMT								Percent Change						
	No Action	A	B	C	D	E	F	G	A	B	C	D	E	F	G
<i>(by Screen Line/ Crossing)</i>															
<b>Manhattan CBD</b>	<b>3,402,711</b>	<b>3,173,972</b>	<b>3,199,881</b>	<b>3,156,249</b>	<b>3,117,142</b>	<b>3,106,570</b>	<b>3,147,541</b>	<b>3,144,017</b>	<b>-6.7%</b>	<b>-6.0%</b>	<b>-7.2%</b>	<b>-8.4%</b>	<b>-8.7%</b>	<b>-7.5%</b>	<b>-7.6%</b>
<b>New York City</b>	<b>49,748,914</b>	<b>49,306,506</b>	<b>49,361,708</b>	<b>49,206,260</b>	<b>48,917,855</b>	<b>48,908,967</b>	<b>49,014,661</b>	<b>49,271,140</b>	<b>-0.9%</b>	<b>-0.8%</b>	<b>-1.1%</b>	<b>-1.7%</b>	<b>-1.7%</b>	<b>-1.5%</b>	<b>-1.0%</b>
Manhattan CBD	3,402,711	3,173,972	3,199,881	3,156,249	3,117,142	3,106,570	3,147,541	3,144,017	-6.7%	-6.0%	-7.2%	-8.4%	-8.7%	-7.5%	-7.6%
CBD Core	1,262,019	1,211,069	1,219,101	1,222,077	1,236,236	1,230,340	1,246,015	1,197,152	-4.0%	-3.4%	-3.2%	-2.0%	-2.5%	-1.3%	-5.1%
Peripheral Highways (south of 60th St)	2,140,692	1,962,903	1,980,780	1,934,172	1,880,906	1,876,230	1,901,526	1,946,865	-8.3%	-7.5%	-9.6%	-12.1%	-12.4%	-11.2%	-9.1%
RT9A - S of 60th	647,671	554,316	562,018	528,271	500,214	499,855	509,900	550,459	-14.4%	-13.2%	-18.4%	-22.8%	-22.8%	-21.3%	-15.0%
FDR - S of 60th	758,659	760,056	770,395	754,497	733,879	739,383	743,921	763,263	0.2%	1.5%	-0.5%	-3.3%	-2.5%	-1.9%	0.6%
Bridge & Tunnels - S of 60th*	734,362	648,531	648,367	651,404	646,813	636,992	647,705	633,143	-11.7%	-11.7%	-11.3%	-11.9%	-13.3%	-11.8%	-13.8%
<b>Zone 1</b>	<b>2,349,929</b>	<b>2,195,311</b>	<b>2,199,825</b>	<b>2,155,278</b>	<b>2,113,309</b>	<b>2,104,806</b>	<b>2,123,309</b>	<b>2,173,895</b>	<b>-6.6%</b>	<b>-6.4%</b>	<b>-8.3%</b>	<b>-10.1%</b>	<b>-10.4%</b>	<b>-9.6%</b>	<b>-7.5%</b>
Manhattan: 60th St - 82nd St	691,669	619,654	625,994	609,607	588,882	587,032	597,706	615,867	-10.4%	-9.5%	-11.9%	-14.9%	-15.1%	-13.6%	-11.0%
Long Island City	700,142	652,642	650,449	648,608	652,055	649,766	653,025	642,138	-6.8%	-7.1%	-7.4%	-6.9%	-7.2%	-6.7%	-8.3%
Downtown Brooklyn	530,763	515,559	515,095	495,020	479,948	477,863	479,718	511,255	-2.9%	-3.0%	-6.7%	-9.6%	-10.0%	-9.6%	-3.7%
Williamsburg	427,355	407,456	408,287	402,043	392,424	390,145	392,860	404,635	-4.7%	-4.5%	-5.9%	-8.2%	-8.7%	-8.1%	-5.3%
<b>Zone 2</b>	<b>7,142,863</b>	<b>7,086,769</b>	<b>7,098,540</b>	<b>7,060,838</b>	<b>7,013,071</b>	<b>7,012,113</b>	<b>7,032,663</b>	<b>7,083,658</b>	<b>-0.8%</b>	<b>-0.6%</b>	<b>-1.1%</b>	<b>-1.8%</b>	<b>-1.8%</b>	<b>-1.5%</b>	<b>-0.8%</b>
Manhattan: 82nd St - 126th St	1,812,034	1,776,710	1,791,117	1,769,374	1,739,044	1,735,671	1,749,819	1,786,850	-1.9%	-1.2%	-2.4%	-4.0%	-4.2%	-3.4%	-1.4%
Inner Brooklyn	2,542,834	2,523,392	2,524,419	2,502,611	2,492,284	2,490,072	2,492,966	2,511,791	-0.8%	-0.7%	-1.6%	-2.0%	-2.1%	-2.0%	-1.2%
Inner Queens	2,787,995	2,786,667	2,783,004	2,788,853	2,781,743	2,786,370	2,789,878	2,785,017	0.0%	-0.2%	0.0%	-0.2%	-0.1%	0.1%	-0.1%
<b>Zone 3</b>	<b>36,853,411</b>	<b>36,850,454</b>	<b>36,863,462</b>	<b>36,833,895</b>	<b>36,674,333</b>	<b>36,685,478</b>	<b>36,711,148</b>	<b>36,869,570</b>	<b>0.0%</b>	<b>0.0%</b>	<b>-0.1%</b>	<b>-0.5%</b>	<b>-0.5%</b>	<b>-0.4%</b>	<b>0.0%</b>
Upper Manhattan: Above 126th St	1,809,655	1,803,988	1,807,284	1,789,372	1,763,748	1,755,041	1,767,328	1,806,866	-0.3%	-0.1%	-1.1%	-2.5%	-3.0%	-2.3%	-0.2%
Outer Brooklyn	6,926,352	6,930,342	6,934,043	6,925,110	6,896,220	6,900,201	6,894,299	6,923,525	0.1%	0.1%	0.0%	-0.4%	-0.4%	-0.5%	0.0%
Outer Queens	15,879,972	15,790,320	15,792,442	15,789,011	15,733,285	15,740,134	15,760,898	15,782,430	-0.6%	-0.6%	-0.6%	-0.9%	-0.9%	-0.7%	-0.6%
Staten Island	4,158,480	4,235,660	4,234,612	4,246,527	4,227,463	4,242,170	4,224,254	4,252,251	1.9%	1.8%	2.1%	1.7%	2.0%	1.6%	2.3%
Bronx	8,078,952	8,090,144	8,095,081	8,083,875	8,053,617	8,047,932	8,064,369	8,104,498	0.1%	0.2%	0.1%	-0.3%	-0.4%	-0.2%	0.3%
<b>New York State</b>	<b>134,186,361</b>	<b>133,549,102</b>	<b>133,603,123</b>	<b>133,407,441</b>	<b>133,011,541</b>	<b>132,941,187</b>	<b>133,056,675</b>	<b>133,576,575</b>	<b>-0.5%</b>	<b>-0.4%</b>	<b>-0.6%</b>	<b>-0.9%</b>	<b>-0.9%</b>	<b>-0.8%</b>	<b>-0.5%</b>
New York City	49,748,914	49,306,506	49,361,708	49,206,260	48,917,855	48,908,967	49,014,661	49,271,140	-0.9%	-0.8%	-1.1%	-1.7%	-1.7%	-1.5%	-1.0%
Long Island	46,813,526	46,752,292	46,709,696	46,716,462	46,732,209	46,699,238	46,688,529	46,757,385	-0.1%	-0.2%	-0.2%	-0.2%	-0.2%	-0.3%	-0.1%
Upstate	37,623,921	37,490,304	37,531,719	37,484,719	37,361,477	37,332,982	37,353,485	37,548,050	-0.4%	-0.2%	-0.4%	-0.7%	-0.8%	-0.7%	-0.2%
Connecticut	35,063,470	35,045,234	35,006,855	35,042,347	35,004,182	35,002,445	34,998,648	35,059,459	-0.1%	-0.2%	-0.1%	-0.2%	-0.2%	-0.2%	0.0%
New Jersey	107,907,842	107,914,688	107,948,940	108,040,676	107,970,946	107,950,075	108,024,196	107,882,082	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%
<b>Total</b>	<b>277,157,673</b>	<b>276,509,024</b>	<b>276,558,918</b>	<b>276,490,464</b>	<b>275,986,669</b>	<b>275,893,707</b>	<b>276,079,519</b>	<b>276,518,116</b>	<b>-0.2%</b>	<b>-0.2%</b>	<b>-0.2%</b>	<b>-0.4%</b>	<b>-0.5%</b>	<b>-0.4%</b>	<b>-0.2%</b>



Table 4A.2-13. Transit Boardings by Mode (2045)

Mode	Transit Boardings (AM Period)								Change							Percent Change						
	Scenario								Scenario							Scenario						
	No Action	A	B	C	D	E	F	G	A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>Total Volume</b>	<b>7,101,708</b>	<b>7,191,188</b>	<b>7,182,951</b>	<b>7,197,443</b>	<b>7,216,330</b>	<b>7,225,106</b>	<b>7,219,657</b>	<b>7,191,067</b>	<b>89,480</b>	<b>81,243</b>	<b>95,736</b>	<b>114,623</b>	<b>123,398</b>	<b>117,950</b>	<b>89,359</b>	<b>1.3%</b>	<b>1.1%</b>	<b>1.3%</b>	<b>1.6%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.3%</b>
<b>Commuter Rail</b>	<b>566,907</b>	<b>571,260</b>	<b>571,647</b>	<b>572,767</b>	<b>575,243</b>	<b>575,759</b>	<b>575,844</b>	<b>571,840</b>	<b>4,353</b>	<b>4,740</b>	<b>5,859</b>	<b>8,336</b>	<b>8,852</b>	<b>8,937</b>	<b>4,932</b>	<b>0.8%</b>	<b>0.8%</b>	<b>1.0%</b>	<b>1.5%</b>	<b>1.6%</b>	<b>1.6%</b>	<b>0.9%</b>
Long Island Rail Road	182,379	183,350	183,968	183,855	184,739	184,062	184,856	183,867	971	1,589	1,476	2,360	1,684	2,477	1,488	0.5%	0.9%	0.8%	1.3%	0.9%	1.4%	0.8%
Metro-North Railroad	206,505	208,301	208,346	208,583	209,623	210,064	210,407	208,441	1,796	1,841	2,079	3,118	3,559	3,902	1,936	0.9%	0.9%	1.0%	1.5%	1.7%	1.9%	0.9%
New Jersey Transit Rail	178,024	179,609	179,334	180,329	180,881	181,634	180,582	179,532	1,585	1,310	2,305	2,857	3,610	2,558	1,508	0.9%	0.7%	1.3%	1.6%	2.0%	1.4%	0.8%
<b>Urban Rail</b>	<b>3,517,783</b>	<b>3,569,779</b>	<b>3,566,213</b>	<b>3,572,869</b>	<b>3,582,744</b>	<b>3,589,853</b>	<b>3,585,948</b>	<b>3,571,053</b>	<b>51,996</b>	<b>48,429</b>	<b>55,086</b>	<b>64,961</b>	<b>72,069</b>	<b>68,164</b>	<b>53,270</b>	<b>1.5%</b>	<b>1.4%</b>	<b>1.6%</b>	<b>1.8%</b>	<b>2.0%</b>	<b>1.9%</b>	<b>1.5%</b>
NYCT Subway	3,344,746	3,394,538	3,390,882	3,397,112	3,406,542	3,413,503	3,409,708	3,395,715	49,792	46,137	52,366	61,796	68,757	64,962	50,969	1.5%	1.4%	1.6%	1.8%	2.1%	1.9%	1.5%
PATH	160,294	161,896	162,044	162,348	162,744	162,808	162,830	162,030	1,601	1,750	2,054	2,450	2,514	2,536	1,736	1.0%	1.1%	1.3%	1.5%	1.6%	1.6%	1.1%
SIRR	12,743	13,346	13,286	13,410	13,459	13,541	13,409	13,308	603	543	667	715	798	666	565	4.7%	4.3%	5.2%	5.6%	6.3%	5.2%	4.4%
<b>Bus</b>	<b>2,958,355</b>	<b>2,990,052</b>	<b>2,985,085</b>	<b>2,991,551</b>	<b>2,997,749</b>	<b>2,998,714</b>	<b>2,997,421</b>	<b>2,988,399</b>	<b>31,697</b>	<b>26,730</b>	<b>33,197</b>	<b>39,395</b>	<b>40,359</b>	<b>39,066</b>	<b>30,044</b>	<b>1.1%</b>	<b>0.9%</b>	<b>1.1%</b>	<b>1.3%</b>	<b>1.4%</b>	<b>1.3%</b>	<b>1.0%</b>
NYCT Bus	2,182,751	2,209,043	2,206,110	2,211,296	2,215,888	2,217,583	2,214,448	2,210,288	26,292	23,358	28,544	33,136	34,831	31,697	27,537	1.2%	1.1%	1.3%	1.5%	1.6%	1.5%	1.3%
NJT Bus	562,497	567,619	566,723	567,631	567,841	568,634	569,748	566,447	5,122	4,225	5,134	5,344	6,137	7,251	3,950	0.9%	0.8%	0.9%	1.0%	1.1%	1.3%	0.7%
Others	213,106	213,389	212,253	212,625	214,021	212,497	213,224	211,664	283	-853	-481	915	-609	118	-1,442	0.1%	-0.4%	-0.2%	0.4%	-0.3%	0.1%	-0.7%
<b>Other Transit</b>	<b>58,663</b>	<b>60,097</b>	<b>60,006</b>	<b>60,256</b>	<b>60,594</b>	<b>60,780</b>	<b>60,444</b>	<b>59,775</b>	<b>1,435</b>	<b>1,343</b>	<b>1,594</b>	<b>1,931</b>	<b>2,117</b>	<b>1,782</b>	<b>1,113</b>	<b>2.4%</b>	<b>2.3%</b>	<b>2.7%</b>	<b>3.3%</b>	<b>3.6%</b>	<b>3.0%</b>	<b>1.9%</b>
Ferries	58,663	60,097	60,006	60,256	60,594	60,780	60,444	59,775	1,435	1,343	1,594	1,931	2,117	1,782	1,113	2.4%	2.3%	2.7%	3.3%	3.6%	3.0%	1.9%
Roosevelt Tram	195	202	201	202	203	204	204	206	6	6	7	7	9	9	10	3.3%	2.9%	3.4%	3.8%	4.8%	4.5%	5.4%

Table 4A.2-14. Cordon Volumes by Station/Route (2045)

Cordon Volumes (AM Peak Period)																						
	No Action	Scenario							Scenario							Percent Change						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>Commuter Rail</b>																						
Inbound	309,638	313,033	312,689	313,316	315,353	315,608	314,947	313,359	3,395	3,051	3,678	5,715	5,970	5,308	3,721	1.1%	1.0%	1.2%	1.8%	1.9%	1.7%	1.2%
Long Island Rail Road (Penn Station)	72,372	73,202	73,362	73,243	73,570	73,493	73,654	73,388	830	990	872	1,199	1,121	1,283	1,016	1.1%	1.4%	1.2%	1.7%	1.5%	1.8%	1.4%
Long Island Rail Road (Grand Central Terminal)	52,023	52,204	52,376	52,304	52,551	52,449	52,744	52,422	181	353	281	528	426	721	399	0.3%	0.7%	0.5%	1.0%	0.8%	1.4%	0.8%
Metro-North Railroad (Grand Central Terminal)	100,383	101,948	101,587	101,784	102,959	103,271	102,611	101,627	1,565	1,204	1,401	2,576	2,888	2,228	1,245	1.6%	1.2%	1.4%	2.6%	2.9%	2.2%	1.2%
Metro-North Railroad (Penn Station)	22,907	23,102	22,922	23,288	23,302	23,299	23,278	23,296	195	14	381	394	391	370	388	0.9%	0.1%	1.7%	1.7%	1.7%	1.6%	1.7%
New Jersey Transit (New York - Penn Station)	61,953	62,577	62,442	62,696	62,972	63,097	62,660	62,626	624	489	743	1,018	1,144	707	673	1.0%	0.8%	1.2%	1.6%	1.8%	1.1%	1.1%
<b>Scenario</b>																						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>NYCT Subway</b>																						
Inbound	900,899	913,149	912,186	914,960	918,589	921,066	919,986	913,556	12,250	11,287	14,061	17,690	20,166	19,086	12,657	1.4%	1.3%	1.6%	2.0%	2.2%	2.1%	1.4%
60th Street Cordon	311,854	315,733	315,406	315,712	317,561	318,083	317,253	315,867	3,879	3,553	3,858	5,708	6,229	5,400	4,014	1.2%	1.1%	1.2%	1.8%	2.0%	1.7%	1.3%
Broadway (1,2,3)	77,497	78,349	78,356	78,328	78,800	78,943	78,727	78,407	853	860	832	1,303	1,446	1,231	910	1.1%	1.1%	1.1%	1.7%	1.9%	1.6%	1.2%
8th Avenue (A, C, B, D)	93,471	94,274	94,262	94,396	94,818	94,810	94,710	94,165	803	791	925	1,347	1,339	1,239	694	0.9%	0.8%	1.0%	1.4%	1.4%	1.3%	0.7%
Lexington Avenue (4, 5, 6)	69,415	70,708	70,455	70,606	70,967	71,251	70,951	70,680	1,294	1,040	1,191	1,553	1,836	1,536	1,266	1.9%	1.5%	1.7%	2.2%	2.6%	2.2%	1.8%
2nd Avenue (Q)	71,471	72,401	72,333	72,381	72,977	73,079	72,865	72,615	930	861	910	1,505	1,608	1,394	1,144	1.3%	1.2%	1.3%	2.1%	2.2%	2.0%	1.6%
Queens Cordon	216,444	219,084	218,732	219,880	220,478	221,276	221,502	218,757	2,639	2,288	3,436	4,033	4,832	5,058	2,313	1.2%	1.1%	1.6%	1.9%	2.2%	2.3%	1.1%
63rd Street (F)	51,020	51,428	51,545	51,757	51,778	51,913	52,072	51,535	408	525	737	758	893	1,052	515	0.8%	1.0%	1.4%	1.5%	1.7%	2.1%	1.0%
60th Street (R)	12,902	13,201	13,130	13,166	13,232	13,299	13,308	13,120	299	229	264	331	398	407	218	2.3%	1.8%	2.0%	2.6%	3.1%	3.2%	1.7%
60th Street (N, W)	28,709	29,302	29,273	29,335	29,478	29,557	29,612	29,243	593	564	626	769	848	903	534	2.1%	2.0%	2.2%	2.7%	3.0%	3.1%	1.9%
53rd Street (E, M)	60,056	60,820	60,652	61,069	61,387	61,587	61,494	60,770	764	595	1,013	1,330	1,531	1,438	713	1.3%	1.0%	1.7%	2.2%	2.5%	2.4%	1.2%
Steinway Tunnel (7)	63,757	64,332	64,132	64,553	64,603	64,920	65,015	64,090	575	374	796	845	1,163	1,258	332	0.9%	0.6%	1.2%	1.3%	1.8%	2.0%	0.5%
Brooklyn Cordon	372,601	378,333	378,048	379,369	380,550	381,707	381,230	378,932	5,732	5,446	6,767	7,949	9,105	8,629	6,330	1.5%	1.5%	1.8%	2.1%	2.4%	2.3%	1.7%
14th Street (L)	49,801	50,573	50,580	50,776	50,834	51,051	50,906	50,664	772	779	975	1,033	1,250	1,104	863	1.6%	1.6%	2.0%	2.1%	2.5%	2.2%	1.7%
Williamsburg Bridge (J, M, Z)	35,369	36,215	36,279	36,266	36,439	36,558	36,471	36,161	847	910	897	1,070	1,189	1,102	792	2.4%	2.6%	2.5%	3.0%	3.4%	3.1%	2.2%
Rutgers Street (F)	41,591	42,114	42,088	42,190	42,328	42,426	42,318	42,162	522	497	598	737	834	727	571	1.3%	1.2%	1.4%	1.8%	2.0%	1.7%	1.4%
Manhattan Bridge (B, D, N, Q)	107,696	109,253	109,141	109,823	110,234	110,557	110,340	109,597	1,557	1,445	2,127	2,538	2,861	2,643	1,901	1.4%	1.3%	2.0%	2.4%	2.7%	2.5%	1.8%
Cranberry Street (A, C)	71,587	72,583	72,481	72,701	72,852	73,038	72,947	72,610	995	894	1,114	1,265	1,450	1,360	1,023	1.4%	1.2%	1.6%	1.8%	2.0%	1.9%	1.4%
Clark Street (2, 3)	29,111	29,626	29,539	29,553	29,717	29,754	29,915	29,636	515	428	442	606	643	804	525	1.8%	1.5%	1.5%	2.1%	2.2%	2.8%	1.8%
Montague Street (R)	11,089	11,148	11,163	11,210	11,231	11,279	11,268	11,272	59	74	121	142	190	179	183	0.5%	0.7%	1.1%	1.3%	1.7%	1.6%	1.7%
Joralmon Street (4, 5)	26,356	26,821	26,776	26,850	26,914	27,043	27,065	26,829	465	420	493	558	686	709	473	1.8%	1.6%	1.9%	2.1%	2.6%	2.7%	1.8%
<b>PATH</b>																						
Inbound	134,735	136,302	136,291	136,790	137,253	137,339	137,264	136,396	1,567	1,556	2,055	2,518	2,604	2,529	1,661	1.2%	1.2%	1.5%	1.5%	1.9%	1.9%	1.2%
Christopher Street	43,258	44,123	43,992	44,361	44,498	44,538	44,611	44,112	865	733	1,103	1,240	1,280	1,352	853	2.0%	1.7%	2.5%	2.9%	3.0%	3.1%	2.0%
World Trade Center	91,477	92,179	92,300	92,429	92,755	92,801	92,653	92,284	702	823	952	1,278	1,324	1,176	807	0.8%	0.9%	1.0%	1.4%	1.4%	1.3%	0.9%

Table 4A.2-15. Change in Mode Share to the Manhattan CBD (2045)

Scenario	Daily Journeys								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>Total Person Journeys to CBD</b>	<b>2,060,217</b>	<b>2,059,673</b>	<b>2,063,862</b>	<b>2,061,591</b>	<b>2,056,916</b>	<b>2,058,663</b>	<b>2,061,603</b>	<b>2,058,403</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
Drive Alone	195,550	179,719	179,065	172,758	166,999	160,143	161,776	177,186	-8%	-8%	-12%	-15%	-18%	-17%	-9%
HOV / Shared Ride	137,365	137,579	137,323	137,086	135,196	133,715	134,701	137,052	0%	0%	0%	-2%	-3%	-2%	0%
Taxi / FHV	32,052	24,713	31,887	27,656	19,757	25,329	30,582	23,340	-23%	-1%	-14%	-38%	-21%	-5%	-27%
Commuter Rail	434,018	441,246	440,810	442,498	446,877	447,609	445,970	443,261	2%	2%	2%	3%	3%	3%	2%
Other Transit (e.g., subway / bus)	1,204,475	1,220,058	1,218,095	1,224,960	1,231,326	1,235,246	1,232,204	1,220,754	1%	1%	2%	2%	3%	2%	1%
Walk and Bike	53,205	52,634	52,918	52,894	52,808	52,810	52,531	53,039	-1%	-1%	-1%	-1%	-1%	-1%	0%
School Bus	3,552	3,724	3,764	3,739	3,953	3,811	3,839	3,771	5%	6%	5%	11%	7%	8%	6%
<b>Total Person Journeys from CBD</b>	<b>176,050</b>	<b>175,227</b>	<b>176,212</b>	<b>174,978</b>	<b>173,235</b>	<b>173,467</b>	<b>174,685</b>	<b>174,340</b>	<b>0%</b>	<b>0%</b>	<b>-1%</b>	<b>-2%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>
Drive Alone	14,103	13,096	13,145	12,919	12,217	12,147	12,140	12,895	-7%	-7%	-8%	-13%	-14%	-14%	-9%
HOV / Shared Ride	32,631	32,135	32,170	31,637	31,603	30,924	31,264	32,100	-2%	-1%	-3%	-3%	-5%	-4%	-2%
Taxi / FHV	4,689	3,548	4,454	3,832	2,507	3,302	4,270	3,183	-24%	-5%	-18%	-47%	-30%	-9%	-32%
Commuter Rail	3,310	3,408	3,518	3,291	3,413	3,314	3,373	3,409	3%	6%	-1%	3%	0%	2%	3%
Other Transit (e.g., subway / bus)	86,971	88,026	87,936	88,192	88,496	88,473	88,434	88,144	1%	1%	1%	2%	2%	2%	1%
Walk and Bike	31,641	32,207	32,264	32,351	32,188	32,561	32,462	32,038	2%	2%	2%	2%	3%	3%	1%
School Bus	2,705	2,807	2,725	2,756	2,811	2,746	2,742	2,571	4%	1%	2%	4%	2%	1%	-5%
<b>Total Person Journeys within CBD</b>	<b>920,923</b>	<b>921,442</b>	<b>919,896</b>	<b>923,570</b>	<b>924,139</b>	<b>924,368</b>	<b>922,735</b>	<b>922,384</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
Drive Alone	7,792	7,631	7,861	7,439	7,601	7,765	7,594	7,630	-2%	1%	-5%	-2%	0%	-3%	-2%
HOV / Shared Ride	26,492	27,528	27,479	27,066	27,334	27,005	26,795	26,854	4%	4%	2%	3%	2%	1%	1%
Taxi / FHV	29,189	29,450	29,354	29,935	29,513	29,346	29,389	29,533	1%	1%	3%	1%	1%	1%	1%
Commuter Rail									-	-	-	-	-	-	-
Other Transit (e.g., subway / bus)	250,811	251,057	250,070	251,735	252,596	252,968	252,425	252,483	0%	0%	0%	1%	1%	1%	1%
Walk and Bike	602,457	601,649	600,870	603,242	602,958	603,087	602,497	601,645	0%	0%	0%	0%	0%	0%	0%
School Bus	4,182	4,127	4,262	4,153	4,137	4,197	4,035	4,239	-1%	2%	-1%	-1%	0%	-4%	1%



Table 4A.2-16. Taxi and FHV Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045)

Scenario <i>(by Screen Line/ Crossing)</i>	Daily Volumes							Percent Change							
	Scenario							Scenario							
	No Action	A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>Total</b>	<b>132,656</b>	<b>138,683</b>	<b>154,909</b>	<b>151,623</b>	<b>135,041</b>	<b>147,599</b>	<b>158,508</b>	<b>136,033</b>	<b>4.5%</b>	<b>16.8%</b>	<b>14.3%</b>	<b>1.8%</b>	<b>11.3%</b>	<b>19.5%</b>	<b>2.5%</b>
60th Street	41,578	41,765	50,684	51,367	43,181	49,315	55,614	40,153	0.4%	21.9%	23.5%	3.9%	18.6%	33.8%	-3.4%
Inbound	22,780	23,265	27,915	29,344	25,933	29,118	32,416	22,413	2.1%	22.5%	28.8%	13.8%	27.8%	42.3%	-1.6%
Outbound	18,825	18,530	22,801	22,055	17,277	20,226	23,226	17,772	-1.6%	21.1%	17.2%	-8.2%	7.4%	23.4%	-5.6%
FDR DRIVE+WEST SIDE HWY	24,426	17,867	22,244	21,729	18,256	21,771	25,592	16,884	-26.9%	-8.9%	-11.0%	-25.3%	-10.9%	4.8%	-30.9%
<i>West Side Highway / Route 9A</i>	11,197	7,805	9,461	8,713	7,094	8,544	10,067	7,447	-30.3%	-15.5%	-22.2%	-36.6%	-23.7%	-10.1%	-33.5%
<i>FDR Drive</i>	13,229	10,062	12,783	13,016	11,162	13,227	15,525	9,437	-23.9%	-3.4%	-1.6%	-15.6%	0.0%	17.4%	-28.7%
WEST AVENUES	6,880	5,755	7,255	6,334	4,763	5,556	6,674	5,291	-16.4%	5.5%	-7.9%	-30.8%	-19.2%	-3.0%	-23.1%
<i>West End Ave</i>	758	1,024	1,422	1,177	649	766	1,143	910	35.1%	87.6%	55.3%	-14.4%	1.1%	50.8%	20.1%
<i>Broadway</i>	2,756	1,672	1,991	1,668	1,161	1,437	1,665	1,479	-39.3%	-27.8%	-39.5%	-57.9%	-47.9%	-39.6%	-46.3%
<i>Amsterdam</i>	1,431	1,418	1,809	1,657	1,351	1,581	1,843	1,281	-0.9%	26.4%	15.8%	-5.6%	10.5%	28.8%	-10.5%
<i>Columbus Ave</i>	1,493	977	1,247	934	682	726	972	924	-34.6%	-16.5%	-37.4%	-54.3%	-51.4%	-34.9%	-38.1%
<i>Eighth Avenue</i>	442	664	786	898	920	1,046	1,051	697	50.2%	77.8%	103.2%	108.1%	136.7%	137.8%	57.7%
EAST AVENUES	10,272	18,143	21,185	23,304	20,162	21,988	23,348	17,978	76.6%	106.2%	126.9%	96.3%	114.1%	127.3%	75.0%
<i>Fifth Avenue</i>	1,929	940	1,166	788	529	658	780	958	-51.3%	-39.6%	-59.1%	-72.6%	-65.9%	-59.6%	-50.3%
<i>Madison Avenue</i>	209	110	184	152	154	127	204	127	-47.4%	-12.0%	-27.3%	-26.3%	-39.2%	-2.4%	-39.2%
<i>Park Avenue</i>	1,872	1,580	1,827	1,772	1,418	1,626	1,886	1,544	-15.6%	-2.4%	-5.3%	-24.3%	-13.1%	0.7%	-17.5%
<i>Lexington Avenue</i>	608	797	1,052	1,428	1,055	1,231	1,166	778	31.1%	73.0%	134.9%	73.5%	102.5%	91.8%	28.0%
<i>Third Avenue</i>	959	758	994	1,058	1,040	1,341	1,333	712	-21.0%	3.6%	10.3%	8.4%	39.8%	39.0%	-25.8%
<i>Second Avenue</i>	1,343	7,570	8,531	9,717	9,243	10,016	10,209	7,608	463.7%	535.2%	623.5%	588.2%	645.8%	660.2%	466.5%
<i>First Avenue</i>	554	1,855	1,994	2,099	1,849	1,837	1,997	1,835	234.8%	259.9%	278.9%	233.8%	231.6%	260.5%	231.2%
<i>York Avenue</i>	2,128	1,820	2,065	1,778	1,267	1,619	1,839	1,674	-14.5%	-3.0%	-16.4%	-40.5%	-23.9%	-13.6%	-21.3%
<i>Ed Koch Queensboro Ramp</i>	670	2,713	3,372	4,512	3,607	3,533	3,934	2,742	304.9%	403.3%	573.4%	438.4%	427.3%	487.2%	309.3%
Queens	51,738	57,927	60,848	55,870	51,454	53,728	54,879	57,848	12.0%	17.6%	8.0%	-0.5%	3.8%	6.1%	11.8%
Inbound	25,996	28,635	30,072	24,689	21,247	22,083	22,614	28,577	10.2%	15.7%	-5.0%	-18.3%	-15.1%	-13.0%	9.9%
Outbound	25,745	29,296	30,778	31,184	30,210	31,649	32,268	29,274	13.8%	19.5%	21.1%	17.3%	22.9%	25.3%	13.7%
<i>Ed Koch Queensboro Bridge</i>	7,468	14,678	16,418	27,707	31,369	33,102	33,680	14,513	96.5%	119.8%	271.0%	320.0%	343.3%	351.0%	94.3%
<i>Queens-Midtown Tunnel</i>	44,270	43,249	44,430	28,163	20,085	20,626	21,199	43,335	-2.3%	0.4%	-36.4%	-54.6%	-53.4%	-52.1%	-2.1%
Brooklyn	28,064	23,897	28,051	29,656	26,520	29,540	33,347	22,929	-14.8%	0.0%	5.7%	-5.5%	5.3%	18.8%	-18.3%
Inbound	12,826	10,654	12,596	15,798	15,189	16,714	18,682	10,197	-16.9%	-1.8%	23.2%	18.4%	30.3%	45.7%	-20.5%
Outbound	15,246	13,251	15,461	13,864	11,338	12,832	14,671	12,740	-13.1%	1.4%	-9.1%	-25.6%	-15.8%	-3.8%	-16.4%
<i>Williamsburg Bridge</i>	7,208	7,896	9,499	11,956	12,349	14,284	15,763	7,603	9.5%	31.8%	65.9%	71.3%	98.2%	118.7%	5.5%
<i>Manhattan Bridge</i>	2,253	1,955	2,921	2,595	1,618	2,117	2,963	1,797	-13.2%	29.6%	15.2%	-28.2%	-6.0%	31.5%	-20.2%
<i>Brooklyn Bridge</i>	3,497	1,887	2,473	2,253	1,737	2,042	2,597	1,657	-46.0%	-29.3%	-35.6%	-50.3%	-41.6%	-25.7%	-52.6%
<i>Hugh Carey Tunnel</i>	15,106	12,159	13,158	12,852	10,816	11,097	12,024	11,872	-19.5%	-12.9%	-14.9%	-28.4%	-26.5%	-20.4%	-21.4%
New Jersey	11,276	15,094	15,326	14,730	13,886	15,016	14,668	15,103	33.9%	35.9%	30.6%	23.1%	33.2%	30.1%	33.9%
Inbound	5,259	7,306	7,457	6,618	5,865	6,721	6,417	7,312	38.9%	41.8%	25.8%	11.5%	27.8%	22.0%	39.0%
Outbound	6,020	7,790	7,872	8,115	8,024	8,297	8,254	7,794	29.4%	30.8%	34.8%	33.3%	37.8%	37.1%	29.5%
<i>Holland Tunnel</i>	3,915	6,603	6,859	6,788	6,748	7,594	7,136	6,834	68.7%	75.2%	73.4%	72.4%	94.0%	82.3%	74.6%
<i>Lincoln Tunnel</i>	7,361	8,491	8,467	7,942	7,138	7,422	7,532	8,269	15.4%	15.0%	7.9%	-3.0%	0.8%	2.3%	12.3%

Note: Taxis and FHVs would potentially be exempt from the CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.

Table 4A.2-17. Truck Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045)

Scenario <i>(by Screen Line/ Crossing)</i>	Daily Volumes							Percent Change							
	No Action	Scenario						Scenario							
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>Total</b>	<b>140,805</b>	<b>124,489</b>	<b>123,697</b>	<b>122,869</b>	<b>121,203</b>	<b>118,152</b>	<b>118,163</b>	<b>133,112</b>	<b>-11.6%</b>	<b>-12.2%</b>	<b>-12.7%</b>	<b>-13.9%</b>	<b>-16.1%</b>	<b>-16.1%</b>	<b>-5.5%</b>
60th Street	52,051	41,877	41,575	40,337	39,157	38,317	38,943	43,833	-19.5%	-20.1%	-22.5%	-24.8%	-26.4%	-25.2%	-15.8%
Inbound	27,554	21,729	21,532	20,309	19,279	18,808	19,279	22,946	-21.1%	-21.9%	-26.3%	-30.0%	-31.7%	-30.0%	-16.7%
Outbound	24,527	20,172	20,073	20,058	19,909	19,540	19,696	20,954	-17.8%	-18.2%	-18.2%	-18.8%	-20.3%	-19.7%	-14.6%
FDR DRIVE+WEST SIDE HWY	4,739	4,684	4,653	4,979	5,295	5,370	5,228	4,803	-1.2%	-1.8%	5.1%	11.7%	13.3%	10.3%	1.4%
<i>West Side Highway / Route 9A</i>	1,609	2,180	2,183	2,372	2,493	2,492	2,443	2,242	35.5%	35.7%	47.4%	54.9%	54.9%	51.8%	39.3%
<i>FDR Drive</i>	3,130	2,504	2,470	2,607	2,802	2,878	2,785	2,561	-20.0%	-21.1%	-16.7%	-10.5%	-8.1%	-11.0%	-18.2%
WEST AVENUES	19,208	15,421	15,245	14,583	14,145	13,943	14,205	16,274	-19.7%	-20.6%	-24.1%	-26.4%	-27.4%	-26.0%	-15.3%
<i>West End Ave</i>	4,623	2,284	2,187	1,666	1,329	1,152	1,344	2,809	-50.6%	-52.7%	-64.0%	-71.3%	-75.1%	-70.9%	-39.2%
<i>Broadway</i>	6,450	6,596	6,635	6,849	6,956	7,060	6,988	6,517	2.3%	2.9%	6.2%	7.8%	9.5%	8.3%	1.0%
<i>Amsterdam</i>	4,247	2,700	2,585	2,279	2,056	1,944	2,043	3,172	-36.4%	-39.1%	-46.3%	-51.6%	-54.2%	-51.9%	-25.3%
<i>Columbus Ave</i>	2,771	2,675	2,669	2,587	2,553	2,545	2,587	2,642	-3.5%	-3.7%	-6.6%	-7.9%	-8.2%	-6.6%	-4.7%
<i>Eighth Avenue</i>	1,117	1,166	1,169	1,202	1,251	1,242	1,243	1,134	4.4%	4.7%	7.6%	12.0%	11.2%	11.3%	1.5%
EAST AVENUES	28,104	21,772	21,677	20,775	19,717	19,004	19,510	22,756	-22.5%	-22.9%	-26.1%	-29.8%	-32.4%	-30.6%	-19.0%
<i>Fifth Avenue</i>	2,013	1,856	1,853	1,720	1,643	1,616	1,670	1,869	-7.8%	-7.9%	-14.6%	-18.4%	-19.7%	-17.0%	-7.2%
<i>Madison Avenue</i>	887	831	828	825	824	823	831	818	-6.3%	-6.7%	-7.0%	-7.1%	-7.2%	-6.3%	-7.8%
<i>Park Avenue</i>	4,186	3,474	3,507	3,425	3,433	3,363	3,386	3,462	-17.0%	-16.2%	-18.2%	-18.0%	-19.7%	-19.1%	-17.3%
<i>Lexington Avenue</i>	3,803	3,281	3,253	3,266	3,275	3,293	3,361	3,222	-13.7%	-14.5%	-14.1%	-13.9%	-13.4%	-11.6%	-15.3%
<i>Third Avenue</i>	3,927	4,051	4,040	4,039	3,789	3,639	3,721	4,038	3.2%	2.9%	2.9%	-3.5%	-7.3%	-5.2%	2.8%
<i>Second Avenue</i>	6,070	4,432	4,341	3,790	3,091	2,729	2,951	5,289	-27.0%	-28.5%	-37.6%	-49.1%	-55.0%	-51.4%	-12.9%
<i>First Avenue</i>	2,753	2,653	2,663	2,665	2,689	2,567	2,628	2,919	-3.6%	-3.3%	-3.2%	-2.3%	-6.8%	-4.5%	6.0%
<i>York Avenue</i>	1,330	851	849	721	644	634	632	794	-36.0%	-36.2%	-45.8%	-51.6%	-52.3%	-52.5%	-40.3%
<i>Ed Koch Queensboro Ramp</i>	3,135	343	343	324	329	340	330	345	-89.1%	-89.1%	-89.7%	-89.5%	-89.2%	-89.5%	-89.0%
Queens	25,494	24,760	24,583	23,990	23,102	22,203	22,599	26,008	-2.9%	-3.6%	-5.9%	-9.4%	-12.9%	-11.4%	2.0%
Inbound	14,324	13,561	13,469	13,350	12,946	12,498	12,636	13,912	-5.3%	-6.0%	-6.8%	-9.6%	-12.7%	-11.8%	-2.9%
Outbound	11,174	11,202	11,116	10,642	10,159	9,707	9,968	12,107	0.3%	-0.5%	-4.8%	-9.1%	-13.1%	-10.8%	8.3%
<i>Ed Koch Queensboro Bridge</i>	19,337	19,124	18,998	18,354	17,339	16,401	17,884	20,399	-1.1%	-1.8%	-5.1%	-10.3%	-15.2%	-7.5%	5.5%
<i>Queens-Midtown Tunnel</i>	6,157	5,636	5,585	5,636	5,763	5,802	4,715	5,609	-8.5%	-9.3%	-8.5%	-6.4%	-5.8%	-23.4%	-8.9%
Brooklyn	34,484	31,412	31,265	31,554	31,733	31,150	30,743	33,905	-8.9%	-9.3%	-8.5%	-8.0%	-9.7%	-10.8%	-1.7%
Inbound	14,068	13,071	13,001	12,782	12,689	12,589	12,790	14,164	-7.1%	-7.6%	-9.1%	-9.8%	-10.5%	-9.1%	0.7%
Outbound	20,423	18,347	18,270	18,779	19,053	18,570	17,962	19,756	-10.2%	-10.5%	-8.0%	-6.7%	-9.1%	-12.1%	-3.3%
<i>Williamsburg Bridge</i>	10,192	10,141	10,073	10,221	10,491	10,334	10,309	11,200	-0.5%	-1.2%	0.3%	2.9%	1.4%	1.1%	9.9%
<i>Manhattan Bridge</i>	15,711	13,062	12,976	13,170	12,923	12,472	12,250	14,453	-16.9%	-17.4%	-16.2%	-17.7%	-20.6%	-22.0%	-8.0%
<i>Brooklyn Bridge</i>	3,920	3,578	3,594	3,613	3,838	3,884	3,831	3,655	-8.7%	-8.3%	-7.8%	-2.1%	-0.9%	-2.3%	-6.8%
<i>Hugh Carey Tunnel</i>	4,661	4,631	4,622	4,550	4,481	4,460	4,353	4,597	-0.6%	-0.8%	-2.4%	-3.9%	-4.3%	-6.6%	-1.4%
New Jersey	28,776	26,440	26,274	26,988	27,211	26,482	25,878	29,366	-8.1%	-8.7%	-6.2%	-5.4%	-8.0%	-10.1%	2.1%
Inbound	18,333	17,080	17,028	18,057	18,652	18,086	17,325	18,704	-6.8%	-7.1%	-1.5%	1.7%	-1.3%	-5.5%	2.0%
Outbound	10,447	9,363	9,248	8,934	8,561	8,400	8,556	10,669	-10.4%	-11.5%	-14.5%	-18.1%	-19.6%	-18.1%	2.1%
<i>Holland Tunnel</i>	14,154	13,032	13,013	13,260	13,355	12,993	12,409	15,178	-7.9%	-8.1%	-6.3%	-5.6%	-8.2%	-12.3%	7.2%
<i>Lincoln Tunnel</i>	14,622	13,408	13,261	13,728	13,856	13,489	13,469	14,188	-8.3%	-9.3%	-6.1%	-5.2%	-7.7%	-7.9%	-3.0%



Table 4A.2-18. Work Journeys to the Manhattan CBD by Origin County (2045)

Scenario	Daily Journeys								Percent Change						
	No Action	Scenario							Scenario						
		A	B	C	D	E	F	G	A	B	C	D	E	F	G
<b>Total Work Journeys to CBD</b>	<b>1,721,640</b>	<b>1,721,655</b>	<b>1,721,653</b>	<b>1,721,653</b>	<b>1,721,648</b>	<b>1,721,648</b>	<b>1,721,661</b>	<b>1,721,658</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
<b>CBD</b>	<b>176,850</b>	<b>176,489</b>	<b>176,318</b>	<b>176,869</b>	<b>177,285</b>	<b>177,255</b>	<b>176,945</b>	<b>176,898</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
CBD	176,850	176,489	176,318	176,869	177,285	177,255	176,945	176,898	0%	0%	0%	0%	0%	0%	0%
<b>New York City</b>	<b>900,213</b>	<b>896,111</b>	<b>895,284</b>	<b>894,681</b>	<b>892,272</b>	<b>891,895</b>	<b>892,553</b>	<b>893,645</b>	<b>0%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>
Upper Manhattan	181,180	179,641	180,058	179,640	179,104	179,291	179,192	179,662	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Bronx	110,581	109,817	109,447	109,567	109,724	109,634	109,951	109,627	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Brooklyn	306,259	304,652	304,406	304,288	302,575	302,669	303,268	303,730	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Queens	274,950	274,259	273,649	273,230	272,605	271,943	272,024	273,063	0%	0%	-1%	-1%	-1%	-1%	-1%
Staten Island	27,243	27,742	27,724	27,956	28,264	28,358	28,118	27,563	2%	2%	3%	4%	4%	3%	1%
<b>Long Island</b>	<b>153,583</b>	<b>154,954</b>	<b>156,151</b>	<b>155,085</b>	<b>154,165</b>	<b>153,939</b>	<b>154,948</b>	<b>155,847</b>	<b>1%</b>	<b>2%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>
Nassau	106,854	107,027	108,324	107,046	105,860	105,833	106,850	107,663	0%	1%	0%	-1%	-1%	0%	1%
Suffolk	46,729	47,927	47,827	48,039	48,305	48,106	48,098	48,184	3%	2%	3%	3%	3%	3%	3%
<b>Upstate New York</b>	<b>123,941</b>	<b>122,506</b>	<b>123,195</b>	<b>122,872</b>	<b>123,358</b>	<b>122,661</b>	<b>123,197</b>	<b>123,330</b>	<b>-1%</b>	<b>-1%</b>	<b>-1%</b>	<b>0%</b>	<b>-1%</b>	<b>-1%</b>	<b>0%</b>
Dutchess	6,965	7,092	6,857	6,941	6,995	7,031	7,033	7,035	2%	-2%	0%	0%	1%	1%	1%
Orange	21,067	21,108	21,359	21,542	21,825	22,000	21,966	21,365	0%	1%	2%	4%	4%	4%	1%
Putnam	2,076	2,044	2,023	1,968	1,994	1,974	1,965	1,929	-2%	-3%	-5%	-4%	-5%	-5%	-7%
Rockland	10,303	9,752	10,279	10,534	10,212	10,069	10,435	10,202	-5%	0%	2%	-1%	-2%	1%	-1%
Westchester	83,530	82,510	82,677	81,887	82,332	81,587	81,798	82,799	-1%	-1%	-2%	-1%	-2%	-2%	-1%
<b>New Jersey</b>	<b>288,193</b>	<b>292,469</b>	<b>292,005</b>	<b>293,257</b>	<b>294,986</b>	<b>296,494</b>	<b>295,065</b>	<b>292,459</b>	<b>1%</b>	<b>1%</b>	<b>2%</b>	<b>2%</b>	<b>3%</b>	<b>2%</b>	<b>1%</b>
Bergen	37,798	37,866	37,844	38,344	38,555	38,674	38,729	37,651	0%	0%	1%	2%	2%	2%	0%
Essex	32,027	32,599	32,352	32,488	32,528	32,724	32,797	32,481	2%	1%	1%	2%	2%	2%	1%
Hudson	101,924	103,139	102,857	103,166	103,802	104,590	104,024	103,336	1%	1%	1%	2%	3%	2%	1%
Hunterdon	2,557	2,575	2,554	2,595	2,626	2,580	2,577	2,609	1%	0%	1%	3%	1%	1%	2%
Mercer	8,184	8,235	8,264	8,314	8,333	8,252	8,282	8,288	1%	1%	2%	2%	1%	1%	1%
Middlesex	29,124	29,635	29,510	29,645	29,982	29,791	29,670	29,558	2%	1%	2%	3%	2%	2%	1%
Monmouth	17,905	18,162	18,215	18,102	18,282	18,280	18,086	18,227	1%	2%	1%	2%	2%	1%	2%
Morris	8,629	8,881	9,006	9,080	9,024	9,219	9,026	8,900	3%	4%	5%	5%	7%	5%	3%
Ocean	12,604	12,650	12,759	12,695	12,633	12,725	12,706	12,639	0%	1%	1%	0%	1%	1%	0%
Passaic	9,327	10,028	10,035	10,190	10,319	10,409	10,171	10,112	8%	8%	9%	11%	12%	9%	8%
Somerset	5,287	5,494	5,464	5,517	5,490	5,661	5,561	5,476	4%	3%	4%	4%	7%	5%	4%
Sussex	3,248	3,263	3,285	3,333	3,279	3,338	3,305	3,297	0%	1%	3%	1%	3%	2%	2%
Union	18,494	18,829	18,764	18,689	19,013	19,132	19,029	18,759	2%	1%	1%	3%	3%	3%	1%
Warren	1,085	1,113	1,096	1,099	1,120	1,119	1,102	1,126	3%	1%	1%	3%	3%	2%	4%
<b>Connecticut</b>	<b>78,860</b>	<b>79,126</b>	<b>78,700</b>	<b>78,889</b>	<b>79,582</b>	<b>79,404</b>	<b>78,953</b>	<b>79,479</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>
Fairfield	49,537	49,470	49,133	49,254	49,855	49,715	49,330	49,767	0%	-1%	-1%	1%	0%	0%	0%
New Haven	29,323	29,656	29,567	29,635	29,727	29,689	29,623	29,712	1%	1%	1%	1%	1%	1%	1%